

On-Time Performance

October 2021



Prepared by the Division of Strategic Planning & Performance

On-Time Performance October 2021

This report presents an analysis of October 2021 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 shows the total number of scheduled and delayed trains for each line by service period for the current month and year-to-date.

Table 2 lists on-time percentages by line for each month and year since 2016.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

Table 5 shows the number of delays by cause and line for the current month, including a 5-year average. The table highlights the top two delay causes for each line.

Table 6 shows the number of delays by cause and line for year-to-date, including a 5-year average. The table highlights the top two delay causes for each line.

Table 7 shows the number of delays by cause and month for the current year and prior year. The table highlights the top two delay causes for each month.

For Tables 5 through 7, delays by cause are separated into *Metra/PSA* and *Foreign* designations, where applicable. *Metra/PSA* refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. *Foreign* refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. *Foreign* also includes delays attributable to BNSF and Union Pacific freight operations. See Table 4 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 8 shows the number of delays by duration and service period for each line.

Reporting Calculations for Temporary Schedules and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

Alternate Service Schedules due to the Coronavirus (COVID-19) Pandemic

On Monday, March 23, 2020, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased Saturday service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch. Beginning August 3, Metra added two weekday BNSF trains and four weekday RI trains. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2.

On January 11, 2021, Metra added two weekday MD-N trains and four weekday MD-W trains, and on February 1 added 10 weekday RI trains. Metra added four weekday BNSF and MD-N trains and two NCS trains on April 12. Metra added four weekday ME trains on May 10, four Saturday ME trains on May 15 and four Sunday ME trains on May 16. On May 29 Metra restored Saturday service on the BNSF, MD-N, MD-W, RI, UP-N, UP-NW, and UP-W lines, resulting in an increase of 46 Saturday revenue trains systemwide.

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July. Schedule adjustments on September 13 resulted two fewer weekday trains on both the UP-N and UP-W. There was no change in the number of daily scheduled trains in October.

Under these pilot and alternate schedules Metra operated 566 regularly scheduled revenue trains each weekday in October, which is an 18 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in October, which is a one percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in October, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of these changes under these alternative and pilot schedules, Metra operated about 20 percent fewer revenue trains in October 2021 than in October 2019, but about 41 percent more revenue trains than in October 2020.

Metra has developed a set of service restoration principles to guide schedule design as service is added back. These principles will help Metra meet the needs of riders as travel demand approaches a new normal. Metra will continue to monitor ridership and will add service back incrementally throughout the system to stay ahead of the ridership growth curve and ensure that adequate service is in place to provide social distancing and encourage ridership.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
October 2021**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	966	39	96.0%	1,008	31	96.9%	1,974	70	96.5%	150	5	96.7%	102	0	100.0%	2,226	75	96.6%
ME-ML	483	5	99.0%	882	12	98.6%	1,365	17	98.8%	210	8	96.2%	125	6	95.2%	1,700	31	98.2%
ME-BI	147	7	95.2%	231	4	98.3%	378	11	97.1%	40	2	95.0%	--	--	--	418	13	96.9%
ME-SC	<u>231</u>	<u>11</u>	95.2%	<u>651</u>	<u>3</u>	99.5%	<u>882</u>	<u>14</u>	98.4%	<u>160</u>	<u>3</u>	98.1%	<u>100</u>	<u>3</u>	97.0%	<u>1,142</u>	<u>20</u>	98.2%
Subtotal	861	23	97.3%	1,764	19	98.9%	2,625	42	98.4%	410	13	96.8%	225	9	96.0%	3,260	64	98.0%
HC	105	16	84.8%	21	0	100.0%	126	16	87.3%	12	2	83.3%	--	--	--	138	18	87.0%
MD-N	378	27	92.9%	420	25	94.0%	798	52	93.5%	100	15	85.0%	92	16	82.6%	990	83	91.6%
MD-W	<u>399</u>	<u>16</u>	96.0%	<u>441</u>	<u>15</u>	96.6%	<u>840</u>	<u>31</u>	96.3%	<u>120</u>	<u>8</u>	93.3%	<u>90</u>	<u>5</u>	94.4%	<u>1,050</u>	<u>44</u>	95.8%
Subtotal	777	43	94.5%	861	40	95.4%	1,638	83	94.9%	220	23	89.5%	182	21	88.5%	2,040	127	93.8%
NCS	168	9	94.6%	84	3	96.4%	252	12	95.2%	--	--	--	--	--	--	252	12	95.2%
RI	651	22	96.6%	1,029	51	95.0%	1,680	73	95.7%	165	4	97.6%	140	1	99.3%	1,985	78	96.1%
SWS	189	14	92.6%	63	15	76.2%	252	29	88.5%	--	--	--	--	--	--	252	29	88.5%
UP-N	462	20	95.7%	1,092	18	98.4%	1,554	38	97.6%	130	10	92.3%	90	3	96.7%	1,774	51	97.1%
UP-NW	441	31	93.0%	504	26	94.8%	945	57	94.0%	170	14	91.8%	107	7	93.5%	1,222	78	93.6%
UP-W	<u>336</u>	<u>20</u>	94.0%	<u>504</u>	<u>36</u>	92.9%	<u>840</u>	<u>56</u>	93.3%	<u>100</u>	<u>6</u>	94.0%	<u>92</u>	<u>7</u>	92.4%	<u>1,032</u>	<u>69</u>	93.3%
Subtotal	1,239	71	94.3%	2,100	80	96.2%	3,339	151	95.5%	400	30	92.5%	289	17	94.1%	4,028	198	95.1%
System	4,956	237	95.2%	6,930	239	96.6%	11,886	476	96.0%	1,357	77	94.3%	938	48	94.9%	14,181	601	95.8%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (11/16/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - October 2021**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	6,952	225	96.8%	6,459	214	96.7%	13,411	439	96.7%	1,117	47	95.8%	969	20	97.9%	15,497	506	96.7%
ME-ML	4,520	62	98.6%	7,926	132	98.3%	12,446	194	98.4%	1,268	39	96.9%	1,078	24	97.8%	14,792	257	98.3%
ME-BI	1,484	36	97.6%	2,375	54	97.7%	3,859	90	97.7%	148	5	96.6%	20	2	90.0%	4,027	97	97.6%
ME-SC	<u>2,332</u>	<u>66</u>	97.2%	<u>6,040</u>	<u>70</u>	98.8%	<u>8,372</u>	<u>136</u>	98.4%	<u>1,070</u>	<u>39</u>	96.4%	<u>958</u>	<u>20</u>	97.9%	<u>10,400</u>	<u>195</u>	98.1%
Subtotal	8,336	164	98.0%	16,341	256	98.4%	24,677	420	98.3%	2,486	83	96.7%	2,056	46	97.8%	29,219	549	98.1%
HC	927	131	85.9%	79	10	87.3%	1,006	141	86.0%	20	6	70.0%	--	--	--	1,026	147	85.7%
MD-N	3,409	262	92.3%	3,835	263	93.1%	7,244	525	92.8%	841	68	91.9%	869	57	93.4%	8,954	650	92.7%
MD-W	<u>3,614</u>	<u>252</u>	93.0%	<u>4,318</u>	<u>197</u>	95.4%	<u>7,932</u>	<u>449</u>	94.3%	<u>932</u>	<u>65</u>	93.0%	<u>866</u>	<u>61</u>	93.0%	<u>9,730</u>	<u>575</u>	94.1%
Subtotal	7,023	514	92.7%	8,153	460	94.4%	15,176	974	93.6%	1,773	133	92.5%	1,735	118	93.2%	18,684	1,225	93.4%
NCS	1,290	119	90.8%	316	51	83.9%	1,606	170	89.4%	--	--	--	--	--	--	1,606	170	89.4%
RI	4,954	212	95.7%	8,220	404	95.1%	13,174	616	95.3%	1,356	57	95.8%	1,353	40	97.0%	15,883	713	95.5%
SWS	1,642	99	94.0%	636	91	85.7%	2,278	190	91.7%	--	--	--	--	--	--	2,278	190	91.7%
UP-N	3,334	129	96.1%	7,909	298	96.2%	11,243	427	96.2%	991	42	95.8%	880	44	95.0%	13,114	513	96.1%
UP-NW	4,186	215	94.9%	5,092	205	96.0%	9,278	420	95.5%	1,224	85	93.1%	1,012	48	95.3%	11,514	553	95.2%
UP-W	<u>2,860</u>	<u>254</u>	91.1%	<u>4,916</u>	<u>466</u>	90.5%	<u>7,776</u>	<u>720</u>	90.7%	<u>842</u>	<u>69</u>	91.8%	<u>870</u>	<u>88</u>	89.9%	<u>9,488</u>	<u>877</u>	90.8%
Subtotal	10,380	598	94.2%	17,917	969	94.6%	28,297	1,567	94.5%	3,057	196	93.6%	2,762	180	93.5%	34,116	1,943	94.3%
System	41,504	2,062	95.0%	58,121	2,455	95.8%	99,625	4,517	95.5%	9,809	522	94.7%	8,875	404	95.4%	118,309	5,443	95.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (11/16/2021) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
BNSF	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.9%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.0%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.9%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.7%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.7%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6			96.7%	96.7%
	2016-2020 average	93.8	93.3	96.0	96.0	94.1	93.9	94.1	94.2	93.8	94.9	94.4	95.1	94.4%	94.5%
ME	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.2%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.9%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0			98.1%	98.1%
	2016-2020 average	97.0	96.7	98.8	99.1	98.4	97.7	97.8	98.3	98.3	98.5	97.9	97.9	98.1%	98.0%
HC	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.4%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.9%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.5%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	86.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	88.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0			85.7%	85.7%
	2016-2020 average	88.5	90.2	92.3	94.3	87.2	90.0	90.0	92.1	91.6	91.0	90.2	93.1	90.8%	90.9%
MD-N	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.7%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.8%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	96.0%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6			92.7%	92.7%
	2016-2020 average	92.8	92.1	95.8	95.0	94.0	93.4	92.5	93.7	93.3	94.4	92.5	94.0	93.7%	93.6%
MD-W	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	95.0%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.9%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.0%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8			94.1%	94.1%
	2016-2020 average	94.8	93.1	95.7	96.4	96.0	95.8	95.5	95.6	96.4	95.9	94.2	93.4	95.5%	95.2%
NCS	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.6%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.4%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.6%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.3%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.3%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2			89.4%	89.4%
	2016-2020 average	91.7	89.6	94.5	94.8	93.9	95.3	95.7	95.4	94.6	94.5	92.6	92.7	93.9%	93.7%

Table 2 (continued): On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
RI	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.9%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.9%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.5%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1			95.5%	95.5%
	2016-2020 average	92.4	92.7	96.7	97.1	94.4	95.1	94.0	94.9	94.6	96.7	94.4	95.0	94.9%	94.8%
SWS	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.0%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.5%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.4%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	92.8%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	93.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5			91.7%	91.7%
	2016-2020 average	94.3	93.4	95.5	96.0	93.4	92.8	93.4	92.9	93.1	94.0	93.5	95.0	93.9%	94.0%
UP-N	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	95.0%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.1%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1			96.1%	96.1%
	2016-2020 average	95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	96.9%	96.9%
UP-NW	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.2%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	93.2%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6			95.2%	95.2%
	2016-2020 average	95.1	94.5	96.9	96.2	96.2	94.2	93.7	95.2	95.8	95.4	92.6	95.3	95.3%	95.1%
UP-W	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.4%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.3%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.8%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	91.9%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	95.4%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3			90.8%	90.8%
	2016-2020 average	94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	93.7%	93.5%
System excluding South Shore	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.2%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.1%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	95.0%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.4%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8			95.4%	95.4%
	2016-2020 average	94.7	94.0	96.8	96.9	95.6	95.4	95.1	95.6	95.7	96.1	94.8	95.4	95.6%	95.5%

Delays data for most recent month is final (11/16/2021) version from TOPS.

'2016-2020 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
October 2021**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	916 71% OT	Thu, Oct 07	6	D	(GENERAL FREIGHT INTERFERENCE) - 4MIN BIGHTON FREIGHT TRAIN AND 4M CORWITH FREIGHT TRAIN
		Fri, Oct 08	10	DD	3M LEMONT PASSENGERS ON WRONG SIDE 11M CANAL STOP SIGNAL AND RUN TIME. foreign dispatcher error
		Mon, Oct 11	15	GF	8M CORWITH CN HAD TRACK INDICATION EITH SIDE. 8M LEMOYNE CROSS TRAFFIC 2M DOOR PROBLEMS.
		Mon, Oct 18	15	GF	15M LATE INTO CUS DUE TO ITEM 1 S AT LOCKPORT
		Fri, Oct 22	10	D	(GENERAL FREIGHT INTERFERENCE) - 12M CORWITH FREIGHT ZLACNYC719 BNSF3871 8500FT W/88CARS
		Mon, Oct 25	11	KW	Train was doing restricted speed for 6 miles washout rule.
HC	919 81% OT	Tue, Oct 12	8	GF	(GATE XING / SIG / SWITCH FOREIGN) - 13M BRC-LEMOYNE, WAITING FOR FLAGGING INTRUCTIONS BY RED SIGNAL, THEN RES. SPEED TO #47X/O.
		Thu, Oct 21	18	D	(GENERAL FREIGHT INTERFERENCE) - 10M BNSF-CORWITH, XTRAFFIC, THEN RED SIGNAL.
		Thu, Oct 28	8	DD	(FOREIGN/PSA DISPATCH ERROR) - 13M #36 X/O, UP DISP. NOT RESPONDING TO 919 CALLS, THEN LINED YD. MOVE FIRST.
		Fri, Oct 29	11	KD	10M BRIDGEPPORT, AIR HOSE IN NEED OF REPAIR. Struck debris CAR 7262
ME-BI	214 81% OT	Thu, Oct 07	10	RN1	(HUMAN ERROR,TRANSPORTATION) - 12M LATE DEPARTING BI DUE TO LATE ARRIVAL/TURN OF ME205
		Fri, Oct 15	11	R1	8M KENSINGTON WAITING ON ME712 S PASSENGERS due to ML 102 handbrake issue
		Tue, Oct 26	6	I	(PASSENGER HANDLING, RUNNING TIME) - making flag stops
		Wed, Oct 27	9	KW1	(OBSTRUCTION ON TRACKS, WEATHER) - 8M KENSINGTON WAITING ON ME712
ME-SC	331 67% OT	Fri, Oct 01	6	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - FOLLOWING ME233
		Tue, Oct 05	6	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - 6M FOLLOWING ME233
		Wed, Oct 06	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - 7M FOLLOWING ME233
		Fri, Oct 08	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - FOLLOWING ME233
		Fri, Oct 22	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - FOLLOWING ME233
		Tue, Oct 26	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - FOLLOWING ME233
		Thu, Oct 28	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - FOLLOWING ME 233
MD-N	2143 81% OT	Tue, Oct 05	10	E	-10" min late, 10 min enroute radio failure with loco # 413. CLEANED ANTENNA CONNECTORS
		Thu, Oct 14	8	D	-8" min late, freight interference CN crossing
		Mon, Oct 18	19	E1	-21" min late, following trains ahead, 2141, 2139 and 2133.
		Tue, Oct 26	8	C	-12" min late, 3 min passenger loading Western Ave. 1 min 9.6 60 MPH, 3 min 23.0-26.0 50 MPH, 3 min 39.8 10 MPH. (BROKEN WING RAIL)
MD-W	2212 81% OT	Tue, Oct 05	7	U1	(-7) Following tardy 2210 3 ADAS ON 2210
		Thu, Oct 21	7	I1	(-9)" -5" Following tardy 2210, B-35 approach, Gravel Pit restricting; -2" A-2 stop signal, U.P. cross-traffic
		Tue, Oct 26	6	ZG1	-6" -6 min following 2210.
		Fri, Oct 29	10	ZF	-10" -12 min PTC wheel slip issues at Itasca. Crew was unable to re-engage, and was told to run with PTC cut out. When they tried to re-engage the system it kept engaging and disengaging. CAR 8513 LOST POLLING
MD-W	2404 76% OT	Wed, Oct 13	10	N	-10" min late, 11 min Franklin Pk. item 2 for Ruby St. not in the PTC system (AT&T FAILURE)
		Thu, Oct 14	8	RF	- 8" min late, 5 min Franklin Pk. late turn from 2229, 6 min B-6 waiting on two outbound scoots
		Fri, Oct 22	9	ZE1	-9" min late, late turn from 2229. LOCO 411 B/O TMC
		Mon, Oct 25	9	A1	-9" min late, late turn from 2229.
		Tue, Oct 26	7	CC1	-7" min late, late turn from 2229.
RI	403 76% OT	Fri, Oct 08	6	CC	(SCHEDULED TRACK WORK) - 3M CONTACTING FOREMAN 1182
		Mon, Oct 11	13	CC	(SCHEDULED TRACK WORK) - DELAYED 12 MINUTES MP 7.00 AND MP 9.25 ACCOUNT SCHEDULED TRACK WORK AND TRYING TO REACH FOREMAN (MP 7.00).
		Tue, Oct 12	9	KW1	(PASSENGER HANDLING, RUNNING TIME) - WAITING ON RI606 TO CLEAR GRESHAM
		Wed, Oct 13	10	CC	(SCHEDULED TRACK WORK) - UNABLE TO HEAR THE FOREMAN IN CHARGE OF 1106 AND 1108 DUE TO RADIO TRAFFIC. 6MIN FOR 1106 AND 7MIN FOR 1108
		Mon, Oct 25	9	KW	(PASSENGER HANDLING, RUNNING TIME) -(PTC WEATHER) 9M ENROUTE RUNNING DISENGAGED
RI	419 76% OT	Fri, Oct 01	30	L	(UNAUTHORIZED PEOPLE ON TRACKS) - PERSON STANDING IN THE MIDDLE OF TRACK 1 ON THE PHONE
		Thu, Oct 07	15	G	Ran restricting speed between Robbins and MP22.0 due to track circuit.
		Tue, Oct 19	17	C	6M FOR A 10MPH SPEED RESTRICTION OVER SWITCH #1 ACCOUNT BROKEN BOND WIRE Train #419 Late passenger - 2 mins. #419 Cross Traffic @ 16th St. - 5 min #419 Speed restriction @ M.P. 10.40 -10.50 -5min #419 Late passenger @ 191st St. -4min #ADA @ O. F. -2mins
		Tue, Oct 26	11	ZE	DEPARTED LSS 15M LATE PTC CUT OUT, ENGINE CAME OUT OF YARD THAT WAY -PTC onboard software issue
RI	432 71% OT	Thu, Oct 28	9	CC	(SCHEDULED TRACK WORK) - NO ANSWER 1139 FORM B (foreman was working to void form b)
		Mon, Oct 04	6	K1	(OBSTRUCTION ON TRACKS) - 4MIN FOLLOWING RI0632 WHICH WAS DELAYED BY RI0623 WHO WAS HELD FOR BRIDGE STRIKE.
		Thu, Oct 07	6	M1	6MIN FOLLOWING RI0632
		Thu, Oct 14	8	G	1A switch adjustment - SWITCH FAILED NORMAL
		Fri, Oct 22	11	K	(OBSTRUCTION ON TRACKS) - BRIDGE STRIKE (57th St.) SPEED RESTRICTION BUL 1107 5MPH Train #432 - 5MPH MP 5.9 also following inbound Gresham 13 mins
		Thu, Oct 28	17	GX	AWDM 1154 ITEM 1 broken gate
Fri, Oct 29	8	KW	(PTC WEATHER) - BAD MEETS AT STATIONS, HAD TO WAIT OUT DUE TO WHEEL SLIP/WEATHER		

**Table 3 (continued): Weekday Trains less than 85% On-Time
October 2021**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
RI	621	Mon, Oct 04	14	K	(OBSTRUCTION ON TRACKS) - 13M ACCOUNT BRIDGE STRIKE AT HALSTED AND ALL TRAINS HAVING TO GO THROUGH THE AREA AT 5MPH	
		81% OT	Tue, Oct 12	7	G	TRACK CIRCUIT DOWN BETWEEN CP54TH AND MP 6.0 TRAINS MOVING AT RESTRICTED SPEED, PTC SWITCH NOT KNOWN AT 62ND - NS CONNECTION
			Wed, Oct 13	6	KW	wheel slip - YARD STOP 47TH
			Thu, Oct 28	8	KW	(LOCOMOTIVE MALFUNCTION,WEATHER) - WHEELSLIP
SWS	803	Fri, Oct 01	6	D	(GENERAL FREIGHT INTERFERENCE) - SW803 STOPPED AT THE BELT AT 7AM. GOT SIGNAL AT 706 AM. BELT RAN FREIGHT, G5201/NS7695/145 CARS/9005 FT	
		76% OT	Mon, Oct 18	18	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - 18M AT BELT MEETING SWS 806 AND ALSO BEING TALKED BY SIGNAL AT THE BELT
			Mon, Oct 25	8	GT1	CAD failure (milepost mismatch) 3MIN NO BELT ID 4M LATE DEPARTING CUS
			Wed, Oct 27	8	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - 3M LATE DEPARTING CUS PTC 10M FLAGGED BY CHGO RIDGE RESTRICTED SPEED TO CP PALOS
			Fri, Oct 29	6	RA	880 W BN8791 AND7049 FEET GOING ACROSS CP 518. AMTRACK SENT DOWN NS1
SWS	808	Wed, Oct 06	10	D	(GENERAL FREIGHT INTERFERENCE) - 13MIN CP518 FRIEGHT 21J NS4306 11003 FT TAKING HEADROOM	
		81% OT	Mon, Oct 18	15	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - 15M AT ASHBURN MEETING SWS 803
			Tue, Oct 26	10	D	(GENERAL FREIGHT INTERFERENCE) - BH45 BNSF5731 33/17 8803FT TAKING HEAD ROOM AT ASHBURN,COULDN T CLEAR
			Wed, Oct 27	13	G	(SIG / SWITCH MALFCN (SIG DEPT)) - FLAGGED BY CHGO RIDGE ACCOUNT TRACK CIRCUIT RESTRICTED SPEED TO ASHBURN
SWS	812	Mon, Oct 18	12	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - 12M LATE INTO CUS DUE TO LATE TURN OF 803	
		81% OT	Mon, Oct 25	23	ZD	No train ID CAD could not reach BRC
			Wed, Oct 27	8	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - 16M LATE DEPARTING 179TH ACCOUNT LATE TURN FROM SWS803
			Fri, Oct 29	7	RA1	LATE TURN FROM 803. ALSO COULDN'T SET UP BRC PTC. HAD TO CONTACT CAD MANAGER
SWS	815	Wed, Oct 06	61	GF	(GATE XING / SIG / SWITCH FOREIGN) - 53M BELT JCT., SWITCH #7 AT BELT JCT. FAILED REV. POS... BRC DISP. THAT CONTROLS BELT JCT. INSTRUCTED C	
		71% OT	Mon, Oct 18	11	ZN	5M CUS, CREW CLAIMED PROBLEMS WITH PTC STATUS TO LEAVE WITH SWS & BRC DOB S WITH NO TRAIN ID.
			Wed, Oct 20	0	XRA	AMTRAK 365 RAN RED SIGNAL OFF TRACK 10 AT CUS Train #815 Stopped at CUS Train ahead ran signal Train #815 annulled. 1 min.
			Fri, Oct 22	26	ZR	26M CUS, PROBLEMS WITH PTC. engineer didnt select metra to log on to init
			Mon, Oct 25	18	KW1	7M 21ST ST., CN M337 (ENG. CN3086, 160CARS, 9188FT.) PULLING THRU PLANT. -high water on freight
	Tue, Oct 26	26	G	(GATE XING / SIG / SWITCH FOREIGN) - 22M ASHBURN TO CP RIDGE, FLAGGED BY SIGNAL AT ASHBURN DUE TO TRACK CIRCUIT OUT AHEAD.		
SWS	824	Wed, Oct 06	33	GF1	LATE DEPARTURE DUE TO LATE ARRIVAL OF SW815	
		81% OT	Mon, Oct 11	11	AM	(AMTRAK CAUSED DELAY) - 8M AMTK-21ST, BRIDGE UP.
			Mon, Oct 18	8	ZN	5M DEPARTING 179TH ST., PROBLEMS WITH PTC. NO TRAIN ID WITH BRC (WRONG CONSIST, WRONG BRC DOB).
			Wed, Oct 20	0	XRA	AMTRAK 365 RAN RED SIGNAL OFF TRACK 10 AT CUS Train #824 annulled.
UP-N	355	Tue, Oct 12	11	UF	-11" ADA lift issues @ Waukegan on west side of car 8402 (had to manually operate ADA lift) B/O BRAIN BOX-PART REPLACED	
		81% OT	Wed, Oct 13	0	XKW	Annulled @ Winthrop Harbor on acct. of a tree on track 1 @ MP48.3
			Mon, Oct 18	8	T	-8" Waited for M353 to crossover @ Highland Park & a passenger pulled the emergency brake @ Waukegan
			Thu, Oct 28	12	KW1	Waiting on M353 at Highland Park
UP-NW	610	Fri, Oct 08	30	ZT	Back of server down causing PTC failure to initialize.	
		81% OT	Tue, Oct 26	16	G	-16" Delayed due to signal problems form M.P. 16-9.3 going from clear to approach to restricting causing restricted speed
			Wed, Oct 27	8	KW	Continuous wheel slip en route
	Thu, Oct 28	22	K	Blocked by CN train at Deval due vehicle stuck on tracks ahead of Freight Train		
UP-NW	625	Tue, Oct 05	34	JM	-34" Stopped at Cumberland waiting for paramedics to assist a man having a seizure on the train	
		71% OT	Mon, Oct 11	10	KW1	-10" Delayed @ Barrington, waited for M6211 to yard train (M6211 had to wait for late M652 to clear before yarding equipment, which was a late turn off M621 for PTC issues)
			Fri, Oct 15	18	D	-18" @ Barrington due to Freight
			Fri, Oct 22	9	C	-9" Signal/Switch failure @ Seeger due to ballast spreading
			Wed, Oct 27	10	GM	XH @ MP30.85 (-5) & 2 ADA lifts
			Thu, Oct 28	9	KW	3 PTC failures, restricted speed to the next signal each time
UP-NW	658	Tue, Oct 05	134	K	-134" Late turn off M625 & stopped @ MP25.5 due to a vehicle drove down trk 3 @ MP23.78	
		76% OT	Mon, Oct 11	8	KW1	-08" Late turn off M625 & 30MPH on Form A 95519
			Wed, Oct 27	7	GM1	Late turn off M625
			Thu, Oct 28	7	KW1	Departed 7 mins late due to late M625, weather conditions enroute
			Fri, Oct 29	0	K1	Terminated at Mt. Prospect due to a car stuck on tracks at MP18.77
UP-W	26	Tue, Oct 05	7	D	-07" Cross traffic @ Washington St., Lift @ College Ave	
		76% OT	Wed, Oct 06	10	D	-10" Freight train interference @ MP 12
			Fri, Oct 08	9	S	Manager coaching at Wheaton and ADA lift at College Ave.
			Wed, Oct 20	8	D1	-08" Followed close behind M24, and no signal @ Western
			Wed, Oct 27	8	DD1	Following M24 ahead

**Table 3 (continued): Weekday Trains less than 85% On-Time
October 2021**

Line	Train	Date	Minutes		Delay Explanation
			Late	Code	
UP-W	52	Fri, Oct 01	13	D	-13" Cross traffic @ NZ030 7 min delay, MP 10.2 had a XH 2 min delay, all red at Western 2 min delay.
	76% OT	Tue, Oct 12	6	U	-6" 2 ADA lifts
		Fri, Oct 22	18	ZE1	-18" Late arrival of equipment, and police activity @ Villa Park
		Mon, Oct 25	23	DE1	-23" Late turn off M33, operate trk 2 Villa Park & Elmhurst (load/unload from cab car only), & XH @ MP13.75
		Fri, Oct 29	10	GF	-10" Delayed at Western Ave due to track circuit out on tracks
UP-W	66	Mon, Oct 11	6	GX	-6" Six XH procedures @ MP24.47, MP24.69, MP24.76, MP24.85, MP24.94, MP25.02 (15MPH)
	76% OT	Wed, Oct 20	6	D	-06" Freight train interference from Villa Park to Bellwood (MNPPR-19)
		Thu, Oct 21	30	KP	-30" Delayed @ Kedzie (-20) on acct. of a report by Metra police of loose ties @ MP3.6 on trk 2 -NO ISSUE FOUND
		Fri, Oct 22	0	KD1	Annulled account of M56 annulment, M56 crew is M63 crew
		Thu, Oct 28	16	F1	Departed Elburn 20 mins late due to late arrival of M63

Data is final (11/16/2021) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category		Category		Category	
Delay Code	Definition	Delay Code	Definition	Delay Code	Definition
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		RZ	ETMS Train Crew Error [obsolete 2015]	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YB	Derailment - Human Error, Engineering	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YH	Derailment - Human Error, Mechanical	Passenger Related	
J	Passenger Problems / Removal	YR	Derailment - Human Error, Transportation	JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	Weather		Signal/Switch Failure	
U	Accessibility Related (ADA)	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		CW	M of W Work, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	EW	Locomotive Malfunction, Weather	Track Work	
KD	Train Struck Debris	FW	Cab Car / TRL / MU Malfunction, Weather	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	IW	Passenger Handling, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		KW	Obstruction On Tracks, Weather	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	Locomotive Issue	
G	Signal / Switch Malfunction (Signal Dept.)	NW	Utility Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra/PSA Gate Crossing Malfunction	OW	AC/DC System Failure, Weather	Human Error	
GT	Metra Telecom / CAD failure	RW	Train Crew Issues, Weather	BA	Amtrak Engineering Human Error
GX	Broken Gate Crossing	UW	Accessibility, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
GZ	ETMS Signal Malfunction [obsolete 2015]	YW	Derailment Accident, Weather	RA	Human Error, Amtrak Transportation
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
Track Work		Other		RS	Human Error, NICTD Transportation
C	Unscheduled Track Work	N	Utility Failure	Weather	
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	DW	Freight Train Interference, Weather
CF	Engineering Equipment Malfunction	T	Property Vandalism	PTC Related	
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	ZA	PTC Amtrak Train (On-Board)
CH	Contractor Failure	PTC Related		ZD	PTC Foreign Line Transportation
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZN	PTC Foreign Line Engineering
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZS	PTC NICTD MU Train (On-Board)
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive		
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
FZ	ETMS Malfunction on Cab Car [obsolete 2015]	ZH	PTC Human Error, Mechanical		
UF	ADA Lift Failure	ZP	PTC Dispatcher		
VF	Cab Car Problem Reported, Nothing Found	ZR	PTC Human Error, Metra Transportation		
Locomotive Issue		ZT	PTC Back Office/Software		
E	Locomotive Malfunction				
EZ	ETMS Malfunction on Locomotive [obsolete 2015]				
VE	Locomotive Problem Reported, Nothing Found				

Effective January 1, 2020

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.);

All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
October 2021

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	4	-	-	-	9	7	5	2	2	4	2	4	29	68
Freight Interference - Peak	-	-	-	-	8	2	2	2	1	3	2	3	12	35
Primary	-	-	-	-	8	1	1	2	1	3	2	3	7	28
Secondary	-	-	-	-	-	1	1	-	-	-	-	-	5	7
Freight Interference - Off-Peak	4	-	-	-	1	5	3	-	1	1	-	1	17	33
Primary	4	-	-	-	1	4	3	-	1	1	-	1	13	28
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	4	5
Signal/Switch Failure - Total	10	7	1	3	4	27	6	4	14	14	3	5	8	106
Signal/Switch Failure - Metra/PSA	7	7	1	3	-	27	6	1	14	12	3	5	6	92
Primary	6	7	1	3	-	20	5	1	13	6	3	4	4	73
Secondary	1	-	-	-	-	7	1	-	1	6	-	1	2	19
Signal/Switch Failure - Foreign	3	-	-	-	4	-	-	3	-	2	-	-	2	14
Primary	3	-	-	-	4	-	-	3	-	1	-	-	2	13
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Mechanical Failure - Total	5	-	-	-	2	13	4	1	4	-	6	2	3	40
Mechanical Failure - Metra/PSA	5	-	-	-	2	13	4	1	4	-	6	2	3	40
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	1	1	-	-	-	1	1	2	9
Primary	3	-	-	-	-	1	1	-	-	-	1	1	1	8
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Locomotive Issue - Metra/PSA	2	-	-	-	2	12	3	1	4	-	5	1	1	31
Primary	1	-	-	-	1	4	2	1	2	-	2	1	-	14
Secondary	1	-	-	-	1	8	1	-	2	-	3	-	1	17
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	7	1	2	2	-	-	1	-	-	-	13
Passenger Train Interference - Metra/PSA	-	-	-	7	-	1	2	-	-	-	-	-	-	10
Passenger Train Interference - Foreign	-	-	-	-	1	1	-	-	-	1	-	-	-	3
Accident - Total	-	-	-	-	-	2	2	-	7	-	-	4	-	15
Accident - Metra/PSA	-	-	-	-	-	2	2	-	7	-	-	4	-	15
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	7	5	-	1	-	7	5	-	9	-	9	13	7	63
Track Work - Metra/PSA	7	5	-	1	-	7	4	-	9	-	9	13	7	62
Track Work - Foreign	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Human Error - Total	13	2	4	2	-	5	2	-	1	4	4	3	6	46
Human Error - Metra/PSA	1	2	4	2	-	-	1	-	1	-	1	-	5	17
Human Error - Foreign	12	-	-	-	-	5	1	-	-	4	3	3	1	29
PTC Related - Total	-	-	-	1	-	3	7	2	2	5	4	8	5	37
PTC Related - Metra/PSA	-	-	-	1	-	2	5	-	2	2	4	8	5	29
PTC Related - Foreign	-	-	-	-	-	1	2	2	-	3	-	-	-	8
Weather - Total	2	1	2	-	1	11	-	1	10	1	10	15	4	58
Weather - Metra/PSA	1	1	2	-	1	11	-	1	10	1	10	15	4	57
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Passenger Related - Total	1	9	6	2	-	6	6	-	10	-	3	6	1	50
Obstruction/Debris - Total	6	7	-	4	1	-	4	2	19	-	9	18	5	75
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	27	-	-	-	-	-	1	-	-	-	1	-	1	30
Total Trains Delayed	75	31	13	20	18	83	44	12	78	29	51	78	69	601
Total Metra/PSA Delays	55	31	13	20	4	69	35	5	76	15	46	71	37	477
Total Foreign Carrier Delays	20	0	0	0	14	14	9	7	2	14	5	7	32	124

Data for current month is final (11/16/2021) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 5.b: Train Delays by Cause and Line
Average October Over Previous Five Years: 2016-2020

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	7	-	-	-	6	10	10	6	3	11	2	4	27	86
Freight Interference - Peak	1	-	-	-	5	2	3	2	0	4	-	2	12	32
Primary	1	-	-	-	5	1	2	2	0	4	-	1	5	22
Secondary	-	-	-	-	0	0	1	0	-	0	-	1	7	10
Freight Interference - Off-Peak	6	-	-	-	0	8	7	4	3	7	2	2	15	54
Primary	5	-	-	-	0	6	5	4	2	5	1	1	11	41
Secondary	1	-	-	-	0	2	2	0	1	2	0	0	4	13
Signal/Switch Failure - Total	11	4	2	1	2	11	7	4	6	9	1	5	7	70
Signal/Switch Failure - Metra/PSA	9	4	2	1	0	7	6	3	6	5	1	4	7	55
Primary	7	3	1	1	0	5	4	3	5	3	1	2	3	38
Secondary	2	1	1	0	-	2	2	-	1	2	-	2	3	16
Signal/Switch Failure - Foreign	2	-	-	-	2	3	2	1	-	4	-	1	0	15
Primary	2	-	-	-	2	1	1	0	-	3	-	1	0	11
Secondary	-	-	-	-	0	2	0	0	-	1	-	0	0	5
Mechanical Failure - Total	20	2	0	-	0	16	11	4	11	5	8	8	10	96
Mechanical Failure - Metra/PSA	20	2	-	-	0	15	11	4	11	5	8	8	10	94
Non-Locomotive Equipment Issue - Metra/PSA	6	2	-	-	0	1	1	1	1	1	5	4	3	26
Primary	3	0	-	-	0	1	1	0	1	1	2	1	2	12
Secondary	4	2	-	-	-	0	0	1	0	0	3	2	1	13
Locomotive Issue - Metra/PSA	14	-	-	-	0	14	9	3	10	4	3	4	7	69
Primary	5	-	-	-	0	4	4	1	4	2	2	2	2	26
Secondary	9	-	-	-	-	10	5	2	6	2	1	2	5	42
Mechanical Failure - Foreign	-	0	0	-	-	1	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	2	2	-	0	1	3	1	1	0	1	-	0	0	11
Passenger Train Interference - Metra/PSA	-	2	-	0	-	2	1	1	0	-	-	0	0	6
Passenger Train Interference - Foreign	2	-	-	0	1	1	-	-	0	1	-	-	-	4
Accident - Total	7	-	-	1	-	5	2	-	1	2	2	6	5	30
Accident - Metra/PSA	7	-	-	1	-	5	-	-	1	2	2	6	5	28
Accident - Foreign	-	-	-	-	-	-	2	-	-	-	-	-	0	2
Track Work - Total	21	10	2	6	0	4	4	0	8	3	5	5	6	75
Track Work - Metra/PSA	21	10	2	6	0	4	4	0	8	3	5	5	6	75
Track Work - Foreign	-	-	-	-	-	-	-	-	0	0	-	-	-	0
Human Error - Total	13	4	1	2	2	9	7	1	5	3	3	4	8	61
Human Error - Metra/PSA	8	4	1	2	0	3	5	1	5	1	3	3	6	41
Human Error - Foreign	5	-	-	-	2	5	2	1	0	2	0	1	2	20
PTC Related - Total	2	0	0	-	0	2	2	0	4	0	2	2	2	18
PTC Related - Metra/PSA	2	0	0	-	0	2	2	0	4	0	2	2	2	18
PTC Related - Foreign	-	-	-	-	-	-	-	0	-	0	-	-	-	0
Weather - Total	5	4	-	1	-	2	0	2	5	-	14	20	4	56
Weather - Metra/PSA	5	4	-	1	-	2	0	2	5	-	14	20	4	56
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	7	6	1	1	-	12	7	1	6	-	6	6	7	61
Obstruction/Debris - Total	10	1	0	2	1	5	3	1	7	2	0	9	9	50
Catenary Failure - Total	-	2	-	1	-	-	-	-	-	-	-	-	-	3
Other - Total	1	-	-	1	-	0	1	0	0	-	-	0	0	4
Total Trains Delayed	106	36	6	16	13	78	55	21	56	36	43	69	86	622
Total Metra/PSA Delays	89	36	5	16	2	58	40	14	52	18	42	63	56	490
Total Foreign Carrier Delays	17	0	0	0	10	20	16	8	4	18	2	6	30	131

Data for current month is final (11/17/2020) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 5.c: Train Delays by Cause and Line
October 2021 Compared to Average October Over Previous Five Years: 2016-2020

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(3)	-	-	-	3	(3)	(5)	(4)	(1)	(7)	0	-	2	(18)
Freight Interference - Peak	(1)	-	-	-	3	0	(1)	-	1	(1)	2	1	(0)	3
Primary	(1)	-	-	-	3	(0)	(1)	0	1	(1)	2	2	2	6
Secondary	-	-	-	-	(0)	1	0	(0)	-	(0)	-	(1)	(2)	(3)
Freight Interference - Off-Peak	(2)	-	-	-	1	(3)	(4)	(4)	(2)	(6)	(2)	(1)	2	(21)
Primary	(1)	-	-	-	1	(2)	(2)	(4)	(1)	(4)	(1)	(0)	2	(13)
Secondary	(1)	-	-	-	(0)	(1)	(3)	-	(0)	(2)	(0)	(0)	0	(8)
Signal/Switch Failure - Total	(1)	3	(1)	2	2	16	(1)	0	8	5	2	(0)	1	36
Signal/Switch Failure - Metra/PSA	(2)	3	(1)	2	(0)	20	0	(2)	8	7	2	1	(1)	37
Primary	(1)	4	-	2	(0)	15	1	(2)	8	3	2	2	1	35
Secondary	(1)	(1)	(1)	(0)	-	5	(1)	-	(0)	4	-	(1)	(1)	3
Signal/Switch Failure - Foreign	1	-	-	-	2	(3)	(2)	2	-	(2)	-	(1)	2	(1)
Primary	1	-	-	-	2	(1)	(1)	3	-	(2)	-	(1)	2	2
Secondary	-	-	-	-	(1)	(2)	(0)	(0)	-	0	-	(0)	(0)	(4)
Mechanical Failure - Total	(15)	(2)	(0)	-	2	(3)	(7)	(3)	(7)	(5)	(2)	(6)	(7)	(56)
Mechanical Failure - Metra/PSA	(15)	(2)	-	-	2	(2)	(7)	(3)	(7)	(5)	(2)	(6)	(7)	(54)
Non-Locomotive Equipment Issue - Metra/PSA	(3)	(2)	-	-	(0)	(0)	(0)	(1)	(1)	(1)	(4)	(3)	(1)	(17)
Primary	0	(0)	-	-	(0)	0	0	(0)	(1)	(1)	(1)	(0)	(1)	(4)
Secondary	(4)	(2)	-	-	-	(1)	(0)	(1)	(0)	(0)	(3)	(2)	(0)	(12)
Locomotive Issue - Metra/PSA	(12)	-	-	-	2	(2)	(6)	(2)	(6)	(4)	2	(3)	(6)	(38)
Primary	(4)	-	-	-	1	-	(2)	-	(2)	(2)	0	(1)	(2)	(12)
Secondary	(8)	-	-	-	1	(2)	(4)	(2)	(4)	(2)	2	(2)	(4)	(25)
Mechanical Failure - Foreign	-	(0)	(0)	-	-	(1)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	(2)	(2)	-	7	0	(1)	1	(1)	(0)	-	-	(0)	(0)	2
Passenger Train Interference - Metra/PSA	-	(2)	-	7	-	(1)	1	(1)	(0)	-	-	(0)	(0)	4
Passenger Train Interference - Foreign	(2)	-	-	(0)	0	0	-	-	(0)	-	-	-	-	(1)
Accident - Total	(7)	-	-	(1)	-	(3)	0	-	6	(2)	(2)	(2)	(5)	(15)
Accident - Metra/PSA	(7)	-	-	(1)	-	(3)	2	-	6	(2)	(2)	(2)	(5)	(13)
Accident - Foreign	-	-	-	-	-	-	(2)	-	-	-	-	-	(0)	(2)
Track Work - Total	(14)	(5)	(2)	(5)	(0)	3	1	(0)	1	(3)	4	8	1	(12)
Track Work - Metra/PSA	(14)	(5)	(2)	(5)	(0)	3	0	(0)	1	(3)	4	8	1	(13)
Track Work - Foreign	-	-	-	-	-	-	1	-	(0)	(0)	-	-	-	1
Human Error - Total	0	(2)	3	0	(2)	(4)	(5)	(1)	(4)	1	1	(1)	(2)	(15)
Human Error - Metra/PSA	(7)	(2)	3	0	(0)	(3)	(4)	(1)	(4)	(1)	(2)	(3)	(1)	(24)
Human Error - Foreign	7	-	-	-	(2)	(0)	(1)	(1)	(0)	2	3	2	(1)	9
PTC Related - Total	(2)	(0)	(0)	1	(0)	1	5	2	(2)	5	2	6	3	19
PTC Related - Metra/PSA	(2)	(0)	(0)	1	(0)	0	3	(0)	(2)	2	2	6	3	11
PTC Related - Foreign	-	-	-	-	-	1	2	2	-	3	-	-	-	8
Weather - Total	(3)	(3)	2	(1)	1	9	(0)	(1)	5	1	(4)	(5)	(0)	2
Weather - Metra/PSA	(4)	(3)	2	(1)	1	9	(0)	(1)	5	1	(4)	(5)	(0)	1
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Passenger Related - Total	(6)	3	5	1	-	(6)	(1)	(1)	4	-	(3)	(0)	(6)	(11)
Obstruction/Debris - Total	(4)	6	(0)	2	0	(5)	1	1	12	(2)	9	9	(4)	25
Catenary Failure - Total	-	(2)	-	(1)	-	-	-	-	-	-	-	-	-	(3)
Other - Total	26	-	-	(1)	-	(0)	(0)	(0)	(0)	-	1	(0)	1	26
Total Trains Delayed	(31)	(5)	7	4	5	5	(11)	(9)	22	(7)	8	9	(17)	(21)
Total Metra/PSA Delays	-34	-5	8	4	2	11	-5	-9	24	-3	4	8	-19	-13
Total Foreign Carrier Delays	3	0	0	0	4	-6	-7	-1	-2	-4	3	1	2	-7

Data for current month is final (11/16/2021) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 6.a: Train Delays by Cause and Line - YTD
January - October 2021**

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	84	-	-	-	58	49	125	29	26	49	17	50	336	823
Freight Interference - Peak	27	-	-	-	47	16	47	24	7	30	8	27	98	331
Primary	21	-	-	-	46	14	39	20	5	23	6	23	67	264
Secondary	6	-	-	-	1	2	8	4	2	7	2	4	31	67
Freight Interference - Off-Peak	57	-	-	-	11	33	78	5	19	19	9	23	238	492
Primary	53	-	-	-	8	30	71	2	18	16	6	20	172	396
Secondary	4	-	-	-	3	3	7	3	1	3	3	3	66	96
Signal/Switch Failure - Total	31	40	14	25	30	158	75	31	142	48	13	35	60	702
Signal/Switch Failure - Metra/PSA	19	40	14	25	-	135	69	17	138	20	13	20	49	559
Primary	15	29	12	14	-	105	59	17	122	13	10	15	38	449
Secondary	4	11	2	11	-	30	10	-	16	7	3	5	11	110
Signal/Switch Failure - Foreign	12	-	-	-	30	23	6	14	4	28	-	15	11	143
Primary	11	-	-	-	30	17	5	11	4	24	-	14	11	127
Secondary	1	-	-	-	-	6	1	3	-	4	-	1	-	16
Mechanical Failure - Total	43	1	1	5	5	79	53	25	67	4	62	26	51	422
Mechanical Failure - Metra/PSA	42	1	1	5	5	79	53	25	67	4	62	26	51	421
Non-Locomotive Equipment Issue - Metra/PSA	13	1	1	5	2	10	11	4	14	-	15	10	27	113
Primary	9	1	1	2	2	7	9	1	13	-	12	8	12	77
Secondary	4	-	-	3	-	3	2	3	1	-	3	2	15	36
Locomotive Issue - Metra/PSA	29	-	-	-	3	69	42	21	53	4	47	16	24	308
Primary	18	-	-	-	2	27	20	10	32	3	17	10	13	152
Secondary	11	-	-	-	1	42	22	11	21	1	30	6	11	156
Mechanical Failure - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	7	2	-	18	4	22	3	13	7	2	5	3	-	86
Passenger Train Interference - Metra/PSA	-	2	-	17	-	16	3	13	6	-	5	3	-	65
Passenger Train Interference - Foreign	7	-	-	1	4	6	-	-	1	2	-	-	-	21
Accident - Total	96	11	6	-	2	11	15	4	46	4	21	75	27	318
Accident - Metra/PSA	69	11	6	-	-	10	9	4	46	4	20	74	8	261
Accident - Foreign	27	-	-	-	2	1	6	-	-	-	1	1	19	57
Track Work - Total	51	36	2	33	7	26	39	4	64	10	90	51	38	451
Track Work - Metra/PSA	50	35	2	33	1	26	36	4	63	3	90	48	38	429
Track Work - Foreign	1	1	-	-	6	-	3	-	1	7	-	3	-	22
Human Error - Total	48	18	14	19	14	65	53	28	66	14	65	55	50	509
Human Error - Metra/PSA	24	18	14	19	7	21	43	14	66	9	42	28	33	338
Human Error - Foreign	24	-	-	-	7	44	10	14	-	5	23	27	17	171
PTC Related - Total	5	13	4	15	16	72	38	18	39	37	38	31	76	402
PTC Related - Metra/PSA	5	11	4	13	6	64	33	7	37	15	38	31	69	333
PTC Related - Foreign	-	2	-	2	10	8	5	11	2	22	-	-	7	69
Weather - Total	59	40	13	13	8	112	74	11	86	9	85	125	68	703
Weather - Metra/PSA	45	40	13	13	6	109	71	11	86	7	74	121	62	658
Weather - Foreign	14	-	-	-	2	3	3	-	-	2	11	4	6	45
Passenger Related - Total	26	47	16	14	1	33	56	-	84	-	53	44	96	470
Obstruction/Debris - Total	29	34	17	34	1	23	35	7	83	8	61	58	73	463
Catenary Failure - Total	-	14	10	19	-	-	-	-	-	-	-	-	-	43
Other - Total	27	1	-	-	1	-	9	-	3	5	3	-	2	51
Total Trains Delayed	506	257	97	195	147	650	575	170	713	190	513	553	877	5,443
Total Metra/PSA Delays	336	254	97	192	28	516	417	102	679	75	461	453	481	4,091
Total Foreign Carrier Delays	170	3	0	3	119	134	158	68	34	115	52	100	396	1,352

Data for current month is final (11/16/2021) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 6.b: Train Delays by Cause and Line - YTD
January - October Average Over Previous Five Years: 2016-2020

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	120	-	0	-	45	99	93	55	47	108	10	50	195	821
Freight Interference - Peak	43	-	0	-	39	20	26	18	10	39	3	27	71	297
Primary	24	-	-	-	33	13	18	14	7	30	2	14	34	188
Secondary	19	-	0	-	7	7	8	4	3	9	1	14	37	109
Freight Interference - Off-Peak	76	-	-	-	6	79	67	36	37	69	7	22	124	524
Primary	61	-	-	-	5	50	47	33	28	50	4	16	91	386
Secondary	15	-	-	-	1	29	21	3	8	19	3	6	33	138
Signal/Switch Failure - Total	180	67	31	29	26	164	102	60	112	89	23	64	85	1,031
Signal/Switch Failure - Metra/PSA	101	67	31	29	3	129	84	27	110	35	22	47	73	759
Primary	73	46	23	22	3	77	64	21	83	24	13	24	35	507
Secondary	29	21	8	7	0	52	20	6	27	11	9	23	39	252
Signal/Switch Failure - Foreign	79	-	-	-	23	35	18	33	2	54	0	17	11	272
Primary	61	-	-	-	19	18	13	25	2	36	-	11	8	193
Secondary	18	-	-	-	4	17	5	8	0	17	0	6	3	79
Mechanical Failure - Total	169	17	5	3	6	133	85	30	164	31	86	90	105	925
Mechanical Failure - Metra/PSA	168	12	4	3	5	123	85	30	164	31	86	90	105	906
Non-Locomotive Equipment Issue - Metra/PSA	59	12	4	3	1	19	9	5	18	12	30	30	43	245
Primary	25	4	2	1	1	10	6	3	9	7	17	16	21	123
Secondary	34	8	2	2	0	9	3	2	8	5	13	14	21	122
Locomotive Issue - Metra/PSA	109	-	-	-	4	105	76	24	147	19	56	60	62	662
Primary	34	-	-	-	3	32	29	8	45	9	19	19	21	221
Secondary	75	-	-	-	1	73	46	16	101	10	37	41	41	441
Mechanical Failure - Foreign	2	4	1	1	0	9	1	1	-	-	-	-	-	18
Passenger Train Interference - Total	21	6	2	3	9	26	4	8	4	27	-	3	3	115
Passenger Train Interference - Metra/PSA	2	4	1	1	0	20	2	8	3	0	-	3	2	46
Passenger Train Interference - Foreign	19	2	1	2	9	7	1	1	1	26	-	-	1	70
Accident - Total	63	31	6	10	2	40	36	12	29	16	40	72	50	406
Accident - Metra/PSA	58	17	4	10	1	32	31	10	25	10	39	64	31	333
Accident - Foreign	4	13	2	-	1	9	4	3	4	5	1	8	18	73
Track Work - Total	147	69	12	30	10	80	36	8	98	17	55	46	64	674
Track Work - Metra/PSA	137	69	12	30	10	79	34	8	98	12	55	46	64	654
Track Work - Foreign	10	-	-	-	1	2	2	0	0	5	-	0	-	20
Human Error - Total	155	31	13	15	16	96	56	22	75	29	52	57	65	681
Human Error - Metra/PSA	89	30	13	15	3	58	37	11	73	11	46	42	49	476
Human Error - Foreign	66	1	-	1	13	38	18	11	1	18	6	15	16	205
PTC Related - Total	33	10	3	6	5	7	10	5	40	7	32	26	43	225
PTC Related - Metra/PSA	31	10	3	6	2	7	10	3	39	3	32	25	41	212
PTC Related - Foreign	2	-	-	-	3	0	-	2	1	3	-	1	1	14
Weather - Total	110	71	23	35	3	70	50	16	102	10	61	78	38	668
Weather - Metra/PSA	110	71	23	35	3	70	50	16	102	9	61	78	38	665
Weather - Foreign	0	-	-	-	0	0	-	-	1	1	-	0	0	3
Passenger Related - Total	82	72	12	13	1	104	87	8	108	5	92	122	127	833
Obstruction/Debris - Total	74	34	11	31	5	42	40	16	75	25	29	79	79	540
Catenary Failure - Total	-	23	5	10	-	-	-	-	-	-	-	-	-	38
Other - Total	3	1	2	3	0	5	7	1	5	2	3	6	4	43
Total Trains Delayed	1,157	431	124	190	128	867	605	242	860	366	483	693	857	7,000
Total Metra/PSA Delays	852	410	120	186	32	669	467	137	803	144	465	603	614	5,501
Total Foreign Carrier Delays	305	20	4	4	96	198	138	105	57	221	18	90	243	1,499

Data for current month is final (11/17/2020) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.c: Train Delays by Cause and Line - YTD
January - October 2021 Compared to Average January - October Average Over Previous Five Years: 2016-2020

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(36)	-	(0)	-	13	(50)	32	(26)	(21)	(59)	7	0	141	2
Freight Interference - Peak	(16)	-	(0)	-	8	(4)	21	6	(3)	(9)	5	(0)	27	34
Primary	(3)	-	-	-	13	1	21	6	(2)	(7)	4	9	33	76
Secondary	(13)	-	(0)	-	(6)	(5)	0	(0)	(1)	(2)	1	(10)	(6)	(42)
Freight Interference - Off-Peak	(19)	-	-	-	5	(46)	11	(31)	(18)	(50)	2	1	114	(32)
Primary	(8)	-	-	-	3	(20)	24	(31)	(10)	(34)	2	4	81	10
Secondary	(11)	-	-	-	2	(26)	(14)	(0)	(7)	(16)	0	(3)	33	(42)
Signal/Switch Failure - Total	(149)	(27)	(17)	(4)	4	(6)	(27)	(29)	30	(41)	(10)	(29)	(25)	(329)
Signal/Switch Failure - Metra/PSA	(82)	(27)	(17)	(4)	(3)	6	(15)	(10)	28	(15)	(9)	(27)	(24)	(200)
Primary	(58)	(17)	(11)	(8)	(3)	28	(5)	(4)	39	(11)	(3)	(9)	3	(58)
Secondary	(25)	(10)	(6)	4	(0)	(22)	(10)	(6)	(11)	(4)	(6)	(18)	(28)	(142)
Signal/Switch Failure - Foreign	(67)	-	-	-	7	(12)	(12)	(19)	2	(26)	(0)	(2)	(0)	(129)
Primary	(50)	-	-	-	11	(1)	(8)	(14)	2	(12)	-	3	3	(66)
Secondary	(17)	-	-	-	(4)	(11)	(4)	(5)	(0)	(13)	(0)	(5)	(3)	(63)
Mechanical Failure - Total	(126)	(16)	(4)	2	(1)	(54)	(32)	(5)	(97)	(27)	(24)	(64)	(54)	(503)
Mechanical Failure - Metra/PSA	(126)	(11)	(3)	2	(0)	(44)	(32)	(5)	(97)	(27)	(24)	(64)	(54)	(485)
Non-Locomotive Equipment Issue - Metra/PSA	(46)	(11)	(3)	2	1	(9)	2	(1)	(4)	(12)	(15)	(20)	(16)	(132)
Primary	(16)	(3)	(1)	1	1	(3)	3	(2)	4	(7)	(5)	(8)	(9)	(46)
Secondary	(30)	(8)	(2)	1	(0)	(6)	(1)	1	(7)	(5)	(10)	(12)	(6)	(86)
Locomotive Issue - Metra/PSA	(80)	-	-	-	(1)	(36)	(34)	(3)	(94)	(15)	(9)	(44)	(38)	(354)
Primary	(16)	-	-	-	(1)	(5)	(9)	2	(13)	(6)	(2)	(9)	(8)	(69)
Secondary	(64)	-	-	-	(0)	(31)	(24)	(5)	(80)	(9)	(7)	(35)	(30)	(285)
Mechanical Failure - Foreign	(1)	(4)	(1)	(1)	(0)	(9)	(1)	(1)	-	-	-	-	-	(17)
Passenger Train Interference - Total	(14)	(4)	(2)	15	(5)	(4)	(1)	5	3	(25)	5	0	(3)	(29)
Passenger Train Interference - Metra/PSA	(2)	(2)	(1)	16	(0)	(4)	1	5	3	(0)	5	0	(2)	19
Passenger Train Interference - Foreign	(12)	(2)	(1)	(1)	(5)	(1)	(1)	(1)	-	(24)	-	-	(1)	(49)
Accident - Total	33	(20)	0	(10)	-	(29)	(21)	(8)	17	(12)	(19)	3	(23)	(88)
Accident - Metra/PSA	11	(6)	2	(10)	(1)	(22)	(22)	(6)	21	(6)	(19)	10	(23)	(72)
Accident - Foreign	23	(13)	(2)	-	1	(8)	2	(3)	(4)	(5)	(0)	(7)	1	(16)
Track Work - Total	(96)	(33)	(10)	3	(3)	(54)	3	(4)	(34)	(7)	35	5	(26)	(223)
Track Work - Metra/PSA	(87)	(34)	(10)	3	(9)	(53)	2	(4)	(35)	(9)	35	2	(26)	(225)
Track Work - Foreign	(9)	1	-	-	5	(2)	1	(0)	1	2	-	3	-	2
Human Error - Total	(107)	(13)	1	4	(2)	(31)	(3)	6	(9)	(15)	13	(2)	(15)	(172)
Human Error - Metra/PSA	(65)	(12)	1	4	4	(37)	6	3	(7)	(2)	(4)	(14)	(16)	(138)
Human Error - Foreign	(42)	(1)	-	(1)	(6)	6	(8)	3	(1)	(13)	17	12	1	(34)
PTC Related - Total	(28)	3	1	9	11	65	28	13	(1)	30	6	5	33	177
PTC Related - Metra/PSA	(26)	1	1	7	4	57	23	4	(2)	12	6	6	28	121
PTC Related - Foreign	(2)	2	-	2	7	8	5	9	1	19	-	(1)	6	55
Weather - Total	(51)	(31)	(10)	(22)	5	42	24	(5)	(16)	(1)	24	47	30	35
Weather - Metra/PSA	(65)	(31)	(10)	(22)	3	39	21	(5)	(16)	(2)	13	43	24	(7)
Weather - Foreign	14	-	-	-	2	3	3	-	(1)	1	11	4	6	42
Passenger Related - Total	(56)	(25)	4	1	0	(71)	(31)	(8)	(24)	(5)	(39)	(78)	(31)	(363)
Obstruction/Debris - Total	(45)	-	6	3	(4)	(19)	(5)	(9)	8	(17)	32	(21)	(6)	(77)
Catenary Failure - Total	-	(9)	5	9	-	-	-	-	-	-	-	-	-	5
Other - Total	24	-	(2)	(3)	1	(5)	2	(1)	(2)	3	(0)	(6)	(2)	8
Total Trains Delayed	(651)	(174)	(27)	5	19	(217)	(30)	(72)	(147)	(176)	30	(140)	20	(1,557)
Total Metra/PSA Delays	-516	-156	-23	6	-4	-153	-50	-35	-124	-69	-4	-150	-133	-1,410
Total Foreign Carrier Delays	-135	-17	-4	-1	23	-64	20	-37	-23	-106	34	10	153	-147

Data for current month is final (11/16/2021) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 7.a: Train Delays by Cause and Month
2021**

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68			823 15.1%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35			331 6.1%
Primary	26	43	17	16	21	22	31	38	22	28			264 4.9%
Secondary	5	9	4	1	2	4	11	17	7	7			67 1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33			492 9.0%
Primary	24	47	16	26	32	44	54	64	61	28			396 7.3%
Secondary	10	10	2	1	5	9	24	20	10	5			96 1.8%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106			702 12.9%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92			559 10.3%
Primary	32	51	29	26	27	51	80	39	41	73			449 8.2%
Secondary	5	14	8	2	3	9	28	10	12	19			110 2.0%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14			143 2.6%
Primary	8	25	6	7	18	23	8	9	10	13			127 2.3%
Secondary	1	3	-	2	2	1	1	1	4	1			16 0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40			422 7.8%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40			421 7.7%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9			113 2.1%
Primary	3	8	6	3	7	13	10	6	13	8			77 1.4%
Secondary	1	6	3	-	3	7	7	1	7	1			36 0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31			308 5.7%
Primary	11	19	11	14	10	14	28	14	17	14			152 2.8%
Secondary	10	10	3	20	12	9	30	30	15	17			156 2.9%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-			1 0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13			86 1.6%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10			65 1.2%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3			21 0.4%
Accident - Total	30	35	24	40	17	36	5	66	50	15			318 5.8%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15			261 4.8%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-			57 1.0%
Track Work - Total	1	18	40	17	28	38	76	77	93	63			451 8.3%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62			429 7.9%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1			22 0.4%
Human Error - Total	25	62	27	23	47	29	108	83	59	46			509 9.4%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17			338 6.2%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29			171 3.1%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37			402 7.4%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29			333 6.1%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8			69 1.3%
Weather - Total	23	430	5	1	12	31	27	106	10	58			703 12.9%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57			658 12.1%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1			45 0.8%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50			470 8.6%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75			463 8.5%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-			43 0.8%
Other - Total	-	-	1	4	4	1	2	7	2	30			51 0.9%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601			5,443 100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477			4,091 75.2%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124			1,352 24.8%

Data for current month is final (11/16/2021) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**Table 7.b: Train Delays by Cause and Month
2020**

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	453 11.3%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	169 4.2%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	143 3.6%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	26 0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	284 7.1%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	225 5.6%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	59 1.5%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	538 13.4%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	403 10.0%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	306 7.6%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	97 2.4%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	135 3.4%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	120 3.0%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	15 0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	390 9.7%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	369 9.2%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	140 3.5%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	79 2.0%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	61 1.5%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	229 5.7%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	109 2.7%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	120 3.0%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21 0.5%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	34 0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	23 0.6%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	11 0.3%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	178 4.4%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	150 3.7%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	28 0.7%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	369 9.2%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	343 8.5%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	26 0.6%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	429 10.7%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	351 8.7%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	78 1.9%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	322 8.0%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	281 7.0%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	41 1.0%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	432 10.7%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	429 10.7%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3 0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	314 7.8%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	476 11.8%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	47 1.2%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	42 1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	4,024 100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	3,228 80.2%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	796 19.8%

Data for current month is final (11/17/2020) version of TOPS

'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 8: Train Delays by Duration
October 2021**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	12	0	5	8	7	13	12	4	10	7	7	11	9	105
11-15	8	2	1	2	4	5	1	3	7	5	4	4	4	50
16-20	4	2	1	0	3	4	2	1	2	0	2	6	6	33
21+	12	1	0	1	1	5	1	1	2	2	6	9	1	42
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>7</u>
Sub-Total	39	5	7	11	16	27	16	9	22	14	20	31	20	237
Weekday Off-Peak **														
6-10	6	7	3	2	0	9	12	2	30	5	8	9	13	106
11-15	9	2	0	0	0	7	1	0	10	2	4	2	6	43
16-20	3	1	1	0	0	2	1	1	2	2	2	4	11	30
21+	9	2	0	1	0	6	1	0	7	4	4	10	4	48
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>12</u>
Sub-Total	31	12	4	3	0	25	15	3	51	15	18	26	36	239
Saturday														
6-10	3	7	2	2	0	7	4	0	4	0	3	3	3	38
11-15	0	1	0	0	0	5	1	0	0	0	1	2	0	10
16-20	1	0	0	0	1	2	1	0	0	0	1	1	1	8
21+	1	0	0	1	1	1	2	0	0	0	3	6	2	17
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>4</u>
Sub-Total	5	8	2	3	2	15	8	0	4	0	10	14	6	77
Sunday-Holiday														
6-10	0	3	0	0	0	8	2	0	1	0	2	5	4	25
11-15	0	1	0	2	0	4	2	0	0	0	0	1	3	13
16-20	0	0	0	0	0	1	1	0	0	0	0	1	0	3
21+	0	2	0	1	0	3	0	0	0	0	1	0	0	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	0	6	0	3	0	16	5	0	1	0	3	7	7	48
October 2021 Total														
6-10	21	17	10	12	7	37	30	6	45	12	20	28	29	274
11-15	17	6	1	4	4	21	5	3	17	7	9	9	13	116
16-20	8	3	2	0	4	9	5	2	4	2	5	12	18	74
21+	22	5	0	4	2	15	4	1	9	6	14	25	7	114
Annulled	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>23</u>
TOTAL	75	31	13	20	18	83	44	12	78	29	51	78	69	601
2021 Year-to-Date														
6-10	164	120	37	96	62	297	272	80	405	72	143	156	295	2,199
11-15	94	60	13	29	34	174	140	33	125	38	87	89	210	1,126
16-20	50	24	15	18	14	70	69	16	63	21	58	71	122	611
21+	125	40	20	36	34	91	82	35	100	53	164	192	222	1,194
Annulled	<u>73</u>	<u>13</u>	<u>12</u>	<u>16</u>	<u>3</u>	<u>18</u>	<u>12</u>	<u>6</u>	<u>20</u>	<u>6</u>	<u>61</u>	<u>45</u>	<u>28</u>	<u>313</u>
TOTAL	506	257	97	195	147	650	575	170	713	190	513	553	877	5,443
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
October 2021 Total														
6-10	28.0%	54.8%	76.9%	60.0%	38.9%	44.6%	68.2%	50.0%	57.7%	41.4%	39.2%	35.9%	42.0%	45.6%
11-15	22.7%	19.4%	7.7%	20.0%	22.2%	25.3%	11.4%	25.0%	21.8%	24.1%	17.6%	11.5%	18.8%	19.3%
16-20	10.7%	9.7%	15.4%	0.0%	22.2%	10.8%	11.4%	16.7%	5.1%	6.9%	9.8%	15.4%	26.1%	12.3%
21+	29.3%	16.1%	0.0%	20.0%	11.1%	18.1%	9.1%	8.3%	11.5%	20.7%	27.5%	32.1%	10.1%	19.0%
Annulled	<u>9.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.6%</u>	<u>1.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>6.9%</u>	<u>5.9%</u>	<u>5.1%</u>	<u>2.9%</u>	<u>3.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2021 Year-to-Date Delays By Duration														
6-10	32.4%	46.7%	38.1%	49.2%	42.2%	45.7%	47.3%	47.1%	56.8%	37.9%	27.9%	28.2%	33.6%	40.4%
11-15	18.6%	23.3%	13.4%	14.9%	23.1%	26.8%	24.3%	19.4%	17.5%	20.0%	17.0%	16.1%	23.9%	20.7%
16-20	9.9%	9.3%	15.5%	9.2%	9.5%	10.8%	12.0%	9.4%	8.8%	11.1%	11.3%	12.8%	13.9%	11.2%
21+	24.7%	15.6%	20.6%	18.5%	23.1%	14.0%	14.3%	20.6%	14.0%	27.9%	32.0%	34.7%	25.3%	21.9%
Annulled	<u>14.4%</u>	<u>5.1%</u>	<u>12.4%</u>	<u>8.2%</u>	<u>2.0%</u>	<u>2.8%</u>	<u>2.1%</u>	<u>3.5%</u>	<u>2.8%</u>	<u>3.2%</u>	<u>11.9%</u>	<u>8.1%</u>	<u>3.2%</u>	<u>5.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Data for most recent month is final (11/16/2021) version from TOPS.