

On-Time Performance

August 2023

Metra

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This report presents an analysis of August 2023 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, and November 1, 2021, 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. A schedule adjustment on November 15 resulted in eight fewer weekday BNSF trains.

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14.

Under these pilot and alternate schedules Metra operated 658 to 662 regularly scheduled revenue trains each weekday in August, which is 95 to 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in August, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in August, which is two percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about two percent fewer total revenue trains in August 2023 than in August 2019, 74 percent more total revenue trains than in August 2020, 17 percent more total revenue trains than in August 2021, and 12 percent more total revenue trains than in August 2022.

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
August 2023**

	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	1,012	43	95.8%	1,091	49	95.5%	2,103	92	95.6%	120	2	98.3%	90	0	100.0%	2,313	94	95.9%
ME-ML	575	9	98.4%	966	19	98.0%	1,541	28	98.2%	168	10	94.0%	96	8	91.7%	1,805	46	97.5%
ME-BI	168	5	97.0%	302	5	98.3%	470	10	97.9%	32	0	100.0%	--	--	--	502	10	98.0%
ME-SC	<u>253</u>	<u>10</u>	96.0%	<u>713</u>	<u>16</u>	97.8%	<u>966</u>	<u>26</u>	97.3%	<u>128</u>	<u>6</u>	95.3%	<u>80</u>	<u>3</u>	96.3%	<u>1,174</u>	<u>35</u>	97.0%
Subtotal	996	24	97.6%	1,981	40	98.0%	2,977	64	97.9%	328	16	95.1%	176	11	93.8%	3,481	91	97.4%
HC	138	18	87.0%	--	--	--	138	18	87.0%	--	--	--	--	--	--	138	18	87.0%
MD-N	483	52	89.2%	717	72	90.0%	1,200	124	89.7%	83	10	88.0%	75	0	100.0%	1,358	134	90.1%
MD-W	<u>506</u>	<u>26</u>	94.9%	<u>696</u>	<u>27</u>	96.1%	<u>1,202</u>	<u>53</u>	95.6%	<u>98</u>	<u>6</u>	93.9%	<u>74</u>	<u>6</u>	91.9%	<u>1,374</u>	<u>65</u>	95.3%
Subtotal	989	78	92.1%	1,413	99	93.0%	2,402	177	92.6%	181	16	91.2%	149	6	96.0%	2,732	199	92.7%
NCS	184	17	90.8%	138	21	84.8%	322	38	88.2%	--	--	--	--	--	--	322	38	88.2%
RI	711	66	90.7%	1,131	97	91.4%	1,842	163	91.2%	134	8	94.0%	115	2	98.3%	2,091	173	91.7%
SWS	276	31	88.8%	414	45	89.1%	690	76	89.0%	--	--	--	--	--	--	690	76	89.0%
UP-N	507	29	94.3%	1,100	26	97.6%	1,607	55	96.6%	112	9	92.0%	79	6	92.4%	1,798	70	96.1%
UP-NW	805	56	93.0%	989	35	96.5%	1,794	91	94.9%	136	2	98.5%	87	7	92.0%	2,017	100	95.0%
UP-W	<u>598</u>	<u>57</u>	90.5%	<u>736</u>	<u>64</u>	91.3%	<u>1,334</u>	<u>121</u>	90.9%	<u>84</u>	<u>4</u>	95.2%	<u>76</u>	<u>1</u>	98.7%	<u>1,494</u>	<u>126</u>	91.6%
Subtotal	1,910	142	92.6%	2,825	125	95.6%	4,735	267	94.4%	332	15	95.5%	242	14	94.2%	5,309	296	94.4%
System	6,216	419	93.3%	8,993	476	94.7%	15,209	895	94.1%	1,095	57	94.8%	772	33	95.7%	17,076	985	94.2%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (09/20/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - August 2023**

	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	7,524	284	96.2%	8,047	349	95.7%	15,571	633	95.9%	1,020	33	96.8%	779	34	95.6%	17,370	700	96.0%
ME-ML	4,275	85	98.0%	7,182	295	95.9%	11,457	380	96.7%	1,428	119	91.7%	913	57	93.8%	13,798	556	96.0%
ME-BI	1,186	50	95.8%	1,948	57	97.1%	3,134	107	96.6%	272	9	96.7%	--	--	--	3,406	116	96.6%
ME-SC	<u>1,881</u>	<u>71</u>	96.2%	<u>5,301</u>	<u>138</u>	97.4%	<u>7,182</u>	<u>209</u>	97.1%	<u>1,088</u>	<u>71</u>	93.5%	<u>760</u>	<u>22</u>	97.1%	<u>9,030</u>	<u>302</u>	96.7%
Subtotal	7,342	206	97.2%	14,431	490	96.6%	21,773	696	96.8%	2,788	199	92.9%	1,673	79	95.3%	26,234	974	96.3%
HC	1,026	90	91.2%	--	--	--	1,026	90	91.2%	--	--	--	--	--	--	1,026	90	91.2%
MD-N	3,591	396	89.0%	5,305	450	91.5%	8,896	846	90.5%	693	42	93.9%	687	27	96.1%	10,276	915	91.1%
MD-W	<u>3,762</u>	<u>217</u>	94.2%	<u>5,136</u>	<u>231</u>	95.5%	<u>8,898</u>	<u>448</u>	95.0%	<u>825</u>	<u>23</u>	97.2%	<u>686</u>	<u>48</u>	93.0%	<u>10,409</u>	<u>519</u>	95.0%
Subtotal	7,353	613	91.7%	10,441	681	93.5%	17,794	1,294	92.7%	1,518	65	95.7%	1,373	75	94.5%	20,685	1,434	93.1%
NCS	1,368	132	90.4%	1,026	122	88.1%	2,394	254	89.4%	--	--	--	--	--	--	2,394	254	89.4%
RI	5,299	254	95.2%	8,383	393	95.3%	13,682	647	95.3%	1,134	48	95.8%	1,069	38	96.4%	15,885	733	95.4%
SWS	2,025	164	91.9%	2,943	228	92.3%	4,968	392	92.1%	--	--	--	--	--	--	4,968	392	92.1%
UP-N	3,759	187	95.0%	8,206	272	96.7%	11,965	459	96.2%	902	35	96.1%	702	35	95.0%	13,569	529	96.1%
UP-NW	5,665	499	91.2%	6,881	375	94.6%	12,546	874	93.0%	1,159	65	94.4%	801	65	91.9%	14,506	1,004	93.1%
UP-W	<u>4,446</u>	<u>287</u>	93.5%	<u>5,472</u>	<u>472</u>	91.4%	<u>9,918</u>	<u>759</u>	92.3%	<u>690</u>	<u>35</u>	94.9%	<u>690</u>	<u>30</u>	95.7%	<u>11,298</u>	<u>824</u>	92.7%
Subtotal	13,870	973	93.0%	20,559	1,119	94.6%	34,429	2,092	93.9%	2,751	135	95.1%	2,193	130	94.1%	39,373	2,357	94.0%
System	45,807	2,716	94.1%	65,830	3,382	94.9%	111,637	6,098	94.5%	9,211	480	94.8%	7,087	356	95.0%	127,935	6,934	94.6%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (09/20/2023) 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-Aug	Annual
BNSF	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	94.2%	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	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.3%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.0%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9					96.0%	96.0%
	2018-2022 average	94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	95.2%	95.6%
ME	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	97.6%	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	97.5%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.2%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.8%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4					96.3%	96.3%
	2018-2022 average	97.7	95.7	98.8	99.0	98.0	98.4	97.4	98.1	98.2	98.2	97.2	97.7	97.9%	97.9%
HC	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	88.8%	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	89.5%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.9%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	86.6%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0					91.2%	91.2%
	2018-2022 average	86.5	85.6	88.5	93.0	81.0	87.5	89.9	87.2	88.1	88.1	90.3	92.3	87.5%	88.3%
MD-N	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	93.0%	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	91.3%	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	94.7	94.0	92.6%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	92.0%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1					91.1%	91.1%
	2018-2022 average	91.7	90.3	95.8	94.3	93.2	92.0	92.1	93.5	94.2	92.5	91.1	93.4	92.9%	92.8%
MD-W	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	95.8%	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	95.2%	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	95.0	92.8	93.6%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.5%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3					95.0%	95.0%
	2018-2022 average	93.9	91.1	96.4	96.2	94.5	95.2	95.2	95.5	96.2	95.4	93.6	94.7	94.8%	94.8%
NCS	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	93.3%	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	94.0%	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	91.0%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	87.4%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.8%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2					89.4%	89.4%
	2018-2022 average	91.6	87.1	95.5	95.1	91.9	93.6	93.4	93.2	93.9	94.2	91.7	93.0	92.7%	92.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Aug	Annual
RI	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	94.6%	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	91.6%	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	95.3%	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	97.5	95.4%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.3%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7					95.4%	95.4%
	2018-2022 average	93.4	91.1	96.9	97.4	94.7	94.6	93.8	95.0	94.4	95.8	94.6	96.2	94.6%	94.8%
SWS	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	92.0%	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	93.0%	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	94.5%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.9%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	93.3%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0					92.1%	92.1%
	2018-2022 average	93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	92.9%	92.9%
UP-N	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	94.6%	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	98.3%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	95.9%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.0%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1					96.1%	96.1%
	2018-2022 average	96.0	94.5	97.3	97.5	97.1	96.7	96.0	95.2	96.8	95.6	95.6	97.0	96.3%	96.3%
UP-NW	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	94.9%	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	92.9%	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	95.5	94.9	95.3%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	95.1%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0					93.1%	93.1%
	2018-2022 average	94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	94.9%	94.7%
UP-W	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	91.6%	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	91.1%	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	96.0%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.4%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	91.9%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6					92.7%	92.7%
	2018-2022 average	92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	92.1%	92.2%
System excluding South Shore	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	94.9%	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	94.1%	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	95.6	95.8	95.4%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.6%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2					94.6%	94.6%
	2018-2022 average	94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	95.2%	95.3%

Delays data for most recent month is final (09/20/2023) version from TOPS.

'2018-2022 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
August 2023**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1245 83% OT	Wed, Aug 09	44		K	Due to truck striking bridge waiting on inspection of bridge to pass. All traffic was stopped.
		Thu, Aug 17	55		M1	traffic halted due to pedestrian strike at westmont 19.5
		Fri, Aug 18	11		CC1	late flip of 1262
		Wed, Aug 30	0		XKP	ANNULLED due to late arrival of train 1262.
BNSF	1253 83% OT	Thu, Aug 17	26		M1	traffic halted due to pedestrian strike at westmont 19.5
		Tue, Aug 29	8		I	Traversing multiple slow orders, passenger unloading
		Wed, Aug 30	9		I	Heavy passenger unloading and 2 ADA passengers to unload Downers and Rt 59.
		Thu, Aug 31	7		I	Heavy passenger unloading, multiple slow orders
BNSF	1259 83% OT	Thu, Aug 17	41		M1	due to pedestrian strike at westmont 19.5
		Tue, Aug 29	8		I1	Waiting for 1253 to shove into the yard to take north platform
		Wed, Aug 30	8		I1	Waiting for 1253 to shove in the yard for the north platform.
		Thu, Aug 31	7		I1	Waiting for 1251 to shove into the yard to access north platform
BNSF	1264 83% OT	Wed, Aug 09	27		K	Due to truck striking bridge waiting on inspection of bridge to pass.
		Thu, Aug 17	52		M1	traffic halted due to pedestrian strike at westmont 19.5
		Tue, Aug 22	11		DD	H NTWBRC1 21 A at cicero main 1. Held at laverne for 1245 to run west on 3 before crossing over. ADA passenger to unload at cicero. did not [CONTROLLABLE FREIGHT]
		Wed, Aug 23	7		CW	Track inspector conducting heat runs.
BNSF	1298 83% OT	Thu, Aug 03	9		ZT	Could not initialize to back office at Aurora
		Mon, Aug 07	8		DD	following the C WTMCMN0 62B, with 15 minutes of delay between Aurora and Lisle [CONTROLLABLE FREIGHT]
		Mon, Aug 14	10		KW	Waiting for track inspector to inspect flash flood warning MP 7.3 - 0.98
		Tue, Aug 22	6		DD	B AUNCHC 721A YARDING AT CICERO [CONTROLLABLE FREIGHT]
HC	917 70% OT	Tue, Aug 01	6		GF	529a at Willow Springs, also talked by signal at LeMoyn
		Wed, Aug 09	11		D	Delayed 12 minutes at Brighton account freight interference (NS BNSF QLACNSA6-04M). [CONTROLLABLE FREIGHT]
		Fri, Aug 11	49		GA	-917 arrived 49 mins late: 13m following Amtrak, 36m switch failure Harrison (GF)
		Mon, Aug 14	12		DD	Delayed 14 minutes at Brighton Park account freight interference (BNSF QLACNSA, BNSF8176, 7289 feet). [Controllable Freight]
		Fri, Aug 18	14		F	Delayed 14 minutes at CUS account door problems. A-END LEFT SIDE DOOR ARM
		Tue, Aug 22	12		D	15M NS-BRIGHTON PK., XTRAFFIC 39E. [CONTROLLABLE FREIGHT]
		Wed, Aug 23	9		GW	Departed 9m late due to A2 plant issues.
HC	919 78% OT	Tue, Aug 08	6		GF	6m Lemont for gate malfunction & restricting signals.
		Fri, Aug 11	15		GA1	-919 arrived 15 mins late 1851: delayed Brighton signal, following Amtrak signals (GF1)
		Mon, Aug 14	11		RA	HELD BY CUS TRAIN DIRECTOR FOR LATE AMTK#305 TO DEPART FIRST.
		Wed, Aug 23	44		GW	40M CUS, LATE ARR. OF EQP.
		Wed, Aug 30	12		RF	14M #36 X.O, RED SIGNAL. UP DISPATCHER DID NOT STACK ROUTE
MD-N	2118 70% OT	Thu, Aug 03	13		G	Rondout ISSUE WITH DRAGGING EQUIPMENT DETECTOR AT LAKE FOREST
		Wed, Aug 16	7		GX	(-7) -8" Temporary speed restrictions enroute; -4" Automatic Grade Crossing Malfunction Item #2 Green St. mp 1.03
		Mon, Aug 21	6		RA	(-6) Temporary speed restrictions enroute; Stop signal CP Canal, CUS station congestion confusion from CUS train director with equipment swaps, following train ahead (2218
		Wed, Aug 23	8		KP1	(-8) Following train ahead (2116) operating on approach signals; Temporary speed restrictions enroute
		Thu, Aug 24	6		CC	(-6) Temporary speed restrictions enroute
		Fri, Aug 25	6		CC	(-6) -2" Temporary speed restriction CN X-ing; -2" Temporary speed restriction Lake Forest; -2" Temporary speed restriction Grayland; -2" Stop signal A-2; -2" Stop signal CUS
		Wed, Aug 30	6		CC	(-6) -8" Multiple temporary speed restrictions enroute; Stop signal A-2, U.P cross-traffic
MD-N	2131 78% OT	Wed, Aug 02	8		L1	8 mins late, 6 mins enroute Cus to A-5 following a late Ncs 109 and 2229, 2 mins Grayland speed restriction, 1 min trespasser Healy, 2 mins Rockland Rd?
		Thu, Aug 03	12		J	12 mins late, 8 late equipment from 2140, 2 mins Grayland speed restriction, 6 min Morton Grove disorderly male removed by law enforcement, 3 mins Ada.
		Tue, Aug 15	8		U	8 mins late, 5 mins enroute to A-3, 2 mins Grayland speed restrictions, 2 mins stop signal Mayfair, 2 mins stop signal Rondout, 3 mins Ada Libertyville.
		Wed, Aug 23	13		GA	13 mins late, 8 mins switch failure Cus followed a late 2229 to A-5, 6 mins speed restrictions, 6 mins door issues car 8230.
		Thu, Aug 24	13		H1	13 mins late, 7 mins following trains ahead to A-5, 6 mins speed restrictions, 3 mins Ada, 3 mins stop signal CN. (FALLOUT FROM ISSUE WITH 2138)
MD-N	2133 83% OT	Wed, Aug 02	7		L1	7 mins late, 10 mins following 2131.
		Thu, Aug 03	12		J1	12 mins late, 5 mins Cus waiting on 2131 to depart 10 mins following 2131.
		Fri, Aug 18	6		RF	6 mins late, 4 mins following 2131, 4 mins stop signal (UP cross traffic) Mayfair.
		Thu, Aug 24	7		CW	7 mins late, heat restriction.
MD-N	2135 74% OT	Wed, Aug 02	7		L1	7 mins late, 6 mins Cus late arrival of equipment waiting on the departure of Amtrak 339, 7 mins stop signal UP Mayfair following 2133, 2 mins Ada Libertyville.
		Thu, Aug 03	10		GA	10 mins late, 5 mins Grayland speed restriction, 8 mins following Amtrak 339 (SW 379 ISSUE)
		Wed, Aug 23	28		GW	28 mins late, 21 mins Cus late arrival of equipment from A-2. 8 mins speed restrictions.COMPRESSOR FAILURE A2
		Thu, Aug 24	22		CW	22 mins late, 10 mins Cus late arrival of equipment from A-2.12 mins speed restrictions.
		Fri, Aug 25	58		L	47 mins late. Due to police (possible Suicidal white male) activity near Lake Forest the following North-line trains were delayed.
		Tue, Aug 29	10		F	16 mins late, 7 mins Cus door closed indicator issue, 3 mins Grayland speed restriction, 3 mins stop signal Mayfair, 3 mins Hep issues. A-END HEP RECEPTACLE ON 7273

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2023**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MD-N	2139	Tue, Aug 01	7	G	7 mins late, 3 mins Grayland speed restriction, 6 mins Rondout dropped (from clear to dark) signal. processor in East house did reset	
		74% OT	Thu, Aug 03	7	A	7 mins late, 3 mins stop signal A-2, 3 mins Grayland speed restriction, 3 mins stop signal Mayfair.
		Wed, Aug 23	24	GW1	24 mins late, 13 mins Cus late turn from 2142, 2 mins Grayland speed restriction, 5 mins heat restriction, 2 mins stop signal Mayfair, 8 mins following 2135.COMPRESSOR FAILURE A2	
		Thu, Aug 24	21	CW1	21 mins late, 8 mins Cus late turn from 2142, 2 mins Grayland speed restriction, 5 mins heat restriction, 8 mins following 2135.	
		Fri, Aug 25	21	L	Due to police (possible Suicidal white male) activity near Lake Forest the following North-line trains were delayed: 21 mins late, 8 mins Cus late turn from 2142, 2 mins Grayland speed restriction, 5 mins heat restriction, 8 mins following 2135.	
		Tue, Aug 29	16	F1	13 mins late, following a late 2135.	
MD-N	2141	Thu, Aug 03	7	A1	7 mins late, 5 mins following 2139, 3 mins Grayland speed restriction, 2 mins Morton Grove holding out for 2148 with air issues.	
		78% OT	Wed, Aug 16	9	GM1	8 mins late, 10 mins following 2139.
		Wed, Aug 23	14	GW1	18 mins late, 21 mins following 2135 and 2139. COMPRESSOR FAILURE A2	
		Thu, Aug 24	10	CW1	10 mins late, 10 mins following 2135 and 2139.	
		Fri, Aug 25	8	L	Due to police (possible Suicidal white male) activity near Lake Forest the following North-line trains were delayed: 7 mins late, used crew and equipment for 2150, express to Morton Grove then flag stops to Cus.	
MD-N	2142	Mon, Aug 14	11	G	11 mins late, 7 mins Grayslake at meeting 2121, 13 mins enroute Rondout-Deerfield track circuit. Talked by Rondout 2 restricted signals.	
		78% OT	Wed, Aug 16	11	GM1	11 mins late, 6 mins waiting on 2121 to clear COPYING CROSSING MALFUNCTION FOR OAKTON, 3 mins passenger loading, 4 mins speed restrictions enroute.
		Wed, Aug 23	16	A	16 mins late, 7 mins Grayslake meeting 2121, 5 mine CN stop (Ncs 116) signal, 6 mins speed restrictions, expressed from Lake Cook to Western Ave.	
		Thu, Aug 24	15	CW	15 mins late, 3 mins Grayslake meeting 2121, 2 mine door issue, 3 mins heat restriction, 3 mins stop signal following 2143, 4 mins stop signal Cus Lake St.	
		Fri, Aug 25	11	KP1	13 mins late, 9 mins Grayslake (2121's train stop) waiting on a late 2121, 6 mins following Amtrak A-2 Cus. Expressed from Northbrook.	
MD-N	2144	Thu, Aug 03	6	A	6 mins late, 5 mins stop signal Mayfair, 3 mins Grayland speed restriction.	
		61% OT	Mon, Aug 07	25	ZV1	25 mins late, 18 mins Deerfield late turn from 2123, 5 mins making extra (2142 expressed) station stops, 2 mins stop signal Mayfair, 2 mins Grayland speed restriction.
		Thu, Aug 10	8	A	8 mins late, 4 mins meeting and following 2142, 2 mins stop signal Mayfair, 2 mins Grayland speed restriction.	
		Mon, Aug 14	18	G1	18 mins late. 2142 expressed from Lake Cook Rd to Western Ave, 2144 accommodated passengers and additional station stops.	
		Wed, Aug 16	12	GM1	12 mins late, 14 mins Deerfield meeting and following a late 2142.	
		Mon, Aug 21	6	A1	6 mins late, 4 mins Deerfield late turn from 2123, 2 mins Grayland speed restriction, 3 mins stop signal A-5.	
		Wed, Aug 23	31	GW	31 mins late, 10 late turn from 2123, 5 following 2142, 15 mins extra station stop to accommodating 2142 express.	
		Thu, Aug 24	7	CW1	7 mins late, 5 min meeting 2142, 5 mins heat restriction.	
Fri, Aug 25	20	KP1	19 mins late, 12 mins Deerfield late turn from 2123, 7 mins extra station stops.			
MD-N	2146	Tue, Aug 01	7	A	7 mins late, 8 mins Libertyville meeting 2125 (5m late at libertyville), 3 mins Grayland speed restriction.	
		65% OT	Wed, Aug 02	6	A	6 mins late, 5 mins Libertyville meeting 2125, 3 mins Grayland speed restriction.
		Thu, Aug 03	10	A1	10 mins late, 5 mins Libertyville meeting 2125, 3 mins Grayland speed restriction,	
		Fri, Aug 11	12	A	-12", 8 mins CN cross traffic northbound Ncs 107, 8 mins Libertyville meeting 2125.	
		Mon, Aug 14	13	G1	13 mins late, 15 mins Libertyville meeting a late 2125.	
		Thu, Aug 24	11	H1	11 mins late, meeting 2125 at Libertyville.(FALLOUT FROM ISSUE WITH 2138)	
		Mon, Aug 28	7	A1	7 mins late, 8 mins Libertyville meeting late 2125 (issues going active at morgan, brush fire at rondout)	
		Thu, Aug 31	6	C1	-6", 6 mins late, 9 mins Grayslake meeting a late 2119. TOLLWAY SWITCH INSTALLATION	
MD-N	2148	Thu, Aug 03	8	E	8 mins late, 15 mins enroute low M-R pressure. BROKEN CONNECTOR MAIN RESERVOIR PRESSURE SENSOR	
		74% OT	Mon, Aug 14	6	G	6 mins late, 12 mins Rondout talked by signal restricted speed.
		Tue, Aug 15	14	C	14 mins late, 14 mins Lake Forest Ptc issues, 3 mins stop signal Mayfair, 2 mins stop signal Cus Lake St. ETHERNET CABLE CAME UNPLUGGED FROM SURFACING	
		Wed, Aug 23	15	GW1	14 mins late, 10 mins late turn from 2127 2 mins contacting Dispatcher, 6 mins speed restrictions.COMPRESSOR FAILURE A2	
		Thu, Aug 24	18	H1	18 mins late 14 mins late turn from 2127, 6 mins speed restrictions.(FALLOUT FROM ISSUE WITH 2138)	
		Fri, Aug 25	28	L	28 mins late. Due to police (possible Suicidal white male) activity near Lake Forest the following North-line trains were delayed	
MD-N	2150	Wed, Aug 02	9	L1	9 mins late, 8 mins late turn from 2133, 2 mins Grayland speed restriction.	
		83% OT	Mon, Aug 14	14	G	14 mins late, 15 mins talked by signal at Rondout restricted speed.
		Thu, Aug 24	6	CW	6 mins late, heat restriction.	
		Fri, Aug 25	15	L	2141/2150 17 mins late. Due to police (possible Suicidal white male) activity near Lake Forest the following North-line trains were delayed.	

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2023**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MD-N	2152	Tue, Aug 01	7	A	7 mins late, 6 min Rondout late turn from 2141, 2 mins Rondout holding for Amtrak 340, 2 mins Grayland speed restriction.	
		35% OT	Wed, Aug 02	8	A1	8 mins late, 6 mins Rondout late turn from 2141, 2 mins Grayland speed restriction.
		Thu, Aug 03	10	A1	10 mins late, 9 mins Rondout late turn from 2141, 2 mins Grayland speed restriction.	
		Fri, Aug 04	14	A	14 mins late, 9 mins Rondout late turn from 2141, 4 mins enroute passengers scattered at stations, 2 mins Grayland speed restriction.	
		Mon, Aug 07	7	A	7 mins late, 6 Rondout late turn from 2141, 2 mins Grayland speed restriction.	
		Tue, Aug 08	8	AM	Delayed 6 minutes at Rondout account turn of MW2141. Delayed 3 minutes waiting on Amtrak 340. Delayed 2 minutes at MP29.0 account speed restriction. Delayed 2 minutes at Grayland account speed restriction.	
		Wed, Aug 09	7	A	7 mins late, 7 Rondout late turn from 2141, 2 mins Grayland speed restriction. 2141 was non-reportable on arrival at Lake Forest.	
		Mon, Aug 14	16	G	16 mins late, 3 mins Rondout late turn from 2141, 14 mins track circuit Rondout and following Amtrak 340.	
		Tue, Aug 15	13	AM	13 mins late, 5 mins Rondout late turn from 2141, 7 mins Deerfield waiting on Amtrak 340 to cross from 1 MT to 2 MT and following 340.	
		Mon, Aug 21	12	IB	12 mins late, 5 mins Rondout late turn from 2141, 3 mins Rondout holding for Amtrak 340, 3 mins Ada Northbrook, 3 mins Grayland speed restriction. 6 bikes	
		Wed, Aug 23	26	GW1	26 mins late, late turn from 2141.COMPRESSOR FAILURE A2	
		Thu, Aug 24	14	CW1	14 late, 11 mins Rondout late turn from 2141, 6 mins speed restrictions.	
		Fri, Aug 25	7	L	Due to police (possible Suicidal white male) activity near Lake Forest the following North-line trains were delayed Used crew and equipment from 2133 for 2152 at Rondout	
		Mon, Aug 28	7	A1	7 mins late, 5 mins Rondout late turn from 2141, 3 mins Grayland speed restrictions.	
		Tue, Aug 29	8	A	8 mins late, 5 mins Rondout late turn from 2141, 2 mins stop signal Mayfair, 2 mins Grayland speed restriction.	
MD-N	2154	Thu, Aug 03	16	GA1	16 mins late, 11 mins late turn from 2145, 6 mins stop signal Libertyville.	
		70% OT	Tue, Aug 08	7	A1	8 mins late, 3 mins Libertyville meeting 2151, 2 mins Northbrook holding platform for westbound train, 2 mins Healy holding platform, 2 mins Grayland speed restriction.
		Wed, Aug 09	8	CC1	3 mins late turn from 2145 from speed rest/shoefly, 2 mins Ptc issue Grayslake.	
		Thu, Aug 10	11	AM1	11 mins late, 3 mins late turn from 2145, 8 mins Libertyville meeting 2147 (amtrak not answering radio), 2 mins Grayland speed restriction, 1 min stop signal Canal St.	
		Mon, Aug 14	23	G	23 mins late, 2 mins CN cross traffic, 17 mins track circuit Rondout talked past signal and restricted speed to Lake Forest, 1 min stop signal Mayfair.	
		Wed, Aug 16	20	KP	20 mins late, 16 mins at Libertyville officers walking the area searching for possible suicidal female, 4 mins stop signal Mayfair.	
		Thu, Aug 17	20	KP	20 mins late, 16 mins at Libertyville officers walking the area searching for possible suicidal female, 4 mins stop signal Mayfair.	
MD-W	2227	Tue, Aug 22	9	K1	9 mins late, 4 mins enroute following trains from Cus to A-5, 14 mins B-12 holding for a late Ncs 116.	
		83% OT	Wed, Aug 23	8	GW1	8 mins late, 4 mins enroute following trains from Cus to A-5, 8 mins speed restriction.
		Thu, Aug 24	23	H1	23 mins late, 16 mins enroute following trains from Cus to A-5, 8 mins speed restriction. (FALLOUT FROM ISSUE WITH 2138)	
		Fri, Aug 25	9	KP	9 mins late, 12 mins enroute following trains from Cus to A-5.	
MD-W	2402	Wed, Aug 09	9	A	9 mins late, 11 mins stop signal B-6 (2144 7M LATE BY WESTERN)	
		74% OT	Fri, Aug 11	9	A1	9 mins late, 10 mins B-6 holding for 2144 and Ncs 116.
		Thu, Aug 17	9	A	9 mins late, 10 mins B-6 holding for 2144 (2144 8M LATE AT WESTERN)	
		Tue, Aug 22	6	K1	6 mins late, 10 mins B-6 holding for a late Ncs 116 and 2144.	
		Wed, Aug 23	21	A	21 mins late, 10 mins B-6 holding for a late Ncs 116 and 2144, 10 mins following trains to Cus.	
		Thu, Aug 24	26	CW1	26 mins late, 26 mins B-6 holding for a late Ncs 116 and 2144, 10 mins following 2144 and 2244 to Cus. Used crew and equipment for 2239.	
NCS	105	Wed, Aug 02	13	R	13 mins late, late departure from Cus (Engineer on his rest) arrival of equipment	
		83% OT	Mon, Aug 21	11	E1	(-11) -13" Departed CUS late due to late arrival of equipment (114), waiting on Amtrak 51 headroom move from Southside on Station track 19 & 335 to begin equipment moves @ CUS
		Wed, Aug 23	27	G	8 mins speed restrictions, 21 mins Deval signal issues.	
Thu, Aug 24	12	CW	12 mins late, 12 mins heat restrictions.			
NCS	113	Thu, Aug 10	21	RF	21 mins late, 2 mins A-6 restricting signal, 4 mins stop signal B-6, 14 mins cross traffic UP Deval, 2 mins Mundelein luggage and stroller.	
		83% OT	Mon, Aug 14	18	ZV1	18 mins late, 7 mins following 2233, 12 mins cross (2 trains) traffic UP Deval.
		Thu, Aug 24	9	CW	9 mins late, 2 mins Cus late equipment, 5 mins seed restrictions, 3 crossover move A-5	
Wed, Aug 30	20	G	20 mins late, 6 mins stop (dark) signal A-3, 4 mins restricted speed to B-6, 11 mins stop signal UP Deval. BURNED OUT BULB			
NCS	114	Tue, Aug 01	29	K1	(-39) Departed Antioch late due to late arrival/turn of 101; -3" Restricted speed mp 19.95-20.0; -5"	
		83% OT	Mon, Aug 21	113	E1	(-113) -30" Departed Antioch late due to late arrival/turn of 101; -5" Reverse move, restricted speed to next signal; -25" Tied onto disabled NCS 100's equipment @ Vernon Hills, shoved into CUS; -38" PTC issues, direction of travel/reveerser, recieved per
		Tue, Aug 29	8	A	(-8) Following 2230 Galewood East to A-2, operating on approach signals	
		Thu, Aug 31	9	D	-9", -6" Freight train interference L501 @ Prospect; -4" Deval U.P. cross-traffic [CONTROLLABLE FREIGHT]	

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
NCS	116 70% OT	Tue, Aug 08	7	ZE1	Delayed 3 mins at Grayslake account cross traffic. Delayed 2 mins at UP Deval account cross traffic. Delayed 2 mins at B12 account cross traffic. Delayed 2 mins at B6 account cross traffic. Delayed 4 mins at CUS account outbound train. -21", 3 mins restricting signal Ram following CN freight, 5 mins stop signal restricting Metra Grayslake crossing, 4 mins 529-A Peterson Rd, 7 mins stop signal B-6 waiting on 2144, 4 mins approach stop signal A-2. 9 mins late, 5 mins stop signal UP Deval cross traffic, 5 mins train congestion Galewood to A-5 empty gas container laying between 1-2 MT. 10 mins late, 4 mins Metra Grayslake, 8 mins 529-A Touhy Ave. 32 mins late, 15 mins late turn from 105, 8 mins enroute heat restrictions, 9 mins following late trains A-5 to Cus. mins late, 27 mins late, 5 mins turn from 105, 19 mins enroute heat restrictions, 5 mins following late trains A-5 to Cus. 116 9 mins late, 3 mins stop signal UP Deval, 7 mins enroute following 2142 and Amtrak 8 to Cus.
		Fri, Aug 11	21	GF	
		Thu, Aug 17	9	RF	
		Tue, Aug 22	10	K	
		Wed, Aug 23	32	GF1	
		Thu, Aug 24	27	CW	
Fri, Aug 25	9	KP1			
NCS	117 83% OT	Thu, Aug 03	30	GA	30 mins late, 10 mins Cus (379) switch failure, 3 mins Ptc issues River Grove, 4 mins following CN freight Mundelein-Round Lake Beach, 10 mins Lake Villa CN freight in Emergency also helped CN conductor with Knuckle. Delayed 6 minutes following MW2239. Delayed 10 minutes at UP Deval account stop signal. 20 mins late, 3 mins Cus late turn from 115, 7 mins Ptc issues west of Clinton St, 38 mins following 2239, 5 mins cross traffic Deva, 6 mins heat restrictions. 27 mins late, 35 mins enroute to Sullivan's shanty burst MR hose Mechanical department changed it out.
		Tue, Aug 08	7	A	
		Wed, Aug 23	20	GW1	
		Thu, Aug 24	27	KD	
RI	301 74% OT	Tue, Aug 01	12	GM	1m stop 35th Street. 3m yard stop at 46th street. 2m each for Item 1's at 95th, 99th and 103rd mainline. 1m stop Robbins. 4m speed restrictions. Delayed 2 minutes at 47th Street account yard pickup. Delayed 5 minutes enroute account speed restrictions. Delayed 2 minutes account ADA. 3m heat speed restriction. 1m each for stops at 35th, Yard and Robbins. 2m ADA BI. 2m ADA Robbins. Delayed 3 minutes (1 minute each) at 35th Street, 47th Street yard, and Robbins. Delayed 3 minutes enroute account temperature speed restrictions. Delayed 2 minutes at 91st Street account signal dropped. Delayed 2 minutes at Blue Island and Tinley Park 80 Delayed due to 704 derailment Delayed at Gresham and BI; stuck behind 701 with Loco problems.
		Mon, Aug 07	6	U	
		Wed, Aug 23	7	U	
		Thu, Aug 24	11	CW	
		Mon, Aug 28	60	YC1	
		Tue, Aug 29	35	E1	
RI	413 83% OT	Tue, Aug 08	8	GT	Delayed 8 minutes at LaSalle account code station failure. Delayed 3 minutes account speed restriction. Delayed 3 minutes at 47th Street account yard stop. Delayed 21 minutes at Robbins waiting on Rail Link to clear and single tracking. Construction Schedule plus planning plus freight operations caused routing de Annulled due to 704 derailment Derailment 8/28 at 14th St.
		Thu, Aug 10	7	CC	
		Mon, Aug 28	0	YC1	
		Tue, Aug 29	7	YC1	
RI	428 78% OT	Tue, Aug 01	9	GM	AWDM 1174 1175 1176 95TH 99TH 103RD. TRACK INSPECTOR HOT WEATHER INSPECTION SINGLE TRACKING. METRA 419 WAS LATE GETTING TO CP MOKENA FOR MEET. (SUSPICIOUS PKG / PERSON / ACTVTV) - BOMB THREAT Annulled due to 704 derailment Debris strike at 35.5
		Tue, Aug 22	12	GT1	
		Fri, Aug 25	17	KP	
		Mon, Aug 28	0	YC1	
		Tue, Aug 29	20	KD	
RI	511 78% OT	Mon, Aug 07	26	F	CREW SPOTTED SMOKE COMING OFF 1ST CAB CAR WHEEL WELL. Service portion had to be replaced. CAR ON BEV2 CAR ON THE TRACKS NEAR 103RD. Delayed 8 minutes enroute account passenger handling. Delayed due to 704 derailment Late flip from 512; effect of earlier 701 with Loco problems.
		Tue, Aug 15	17	K	
		Thu, Aug 17	8	I	
		Mon, Aug 28	69	YC1	
		Tue, Aug 29	39	E1	
RI	512 61% OT	Thu, Aug 03	10	RD	6MIN DUE TO TIMING OUT SIGNALS AT CP WESTERN AVE. WAITING FOR L537 IC 1011 130C 7929FT TO CLEAR, HELD AT CP CERMAK FOR 15 MINUTES BY CN DISPATCHER Delayed 10 minutes enroute account heavy passenger loading. PASSENGER DISPUTE AT BI POLICE ACTIVITY SUMMARY LOG 7:25PM ENTRY - UNRULY PASSENGER REMOVAL AT GRESHAM Delayed 6 minutes at Blue Island account congestion (RI431 arriving and RI629 yarding). (M OF W WORK, WEATHER) - GIVING PAPER WORK TO 2030 Annulled due to 704 derailment Late flip from 705; effect of earlier 701 with Loco problems.
		Fri, Aug 04	7	RO	
		Tue, Aug 08	10	I	
		Wed, Aug 09	8	J	
		Wed, Aug 16	14	J	
		Fri, Aug 18	8	A	
		Thu, Aug 24	6	CW	
		Mon, Aug 28	0	YC1	
		Tue, Aug 29	40	E1	
RI	513 83% OT	Mon, Aug 07	13	F1	EQUIPMENT SWAP FROM CAB CAR ON 511, ALSO DELAYED WITH SOX PASSENGERS Heavy passenger loading for Sox game. SOX PASSENGERS LOADING AND UNLOADING ENROUTE. Delayed due to 704 derailment
		Tue, Aug 08	8	I	
		Tue, Aug 22	10	I	
		Mon, Aug 28	38	YC1	

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	621 61% OT	Tue, Aug 01	7	GM	2m yard stop. 5m waited for inbound at 103rd Item 1. Then 621 Item 1 at 103rd.
		Wed, Aug 02	9	U	2m Yard Stop. 2m speed restriction Gresham. 3m ADA 95th street. 2m speed restriction Vermont.
		Fri, Aug 04	8	U	2m yard drop off 47th, 2m 10 MPH Gresham, 3m ADA 103rd, 2m 10 MPH Vermont
		Thu, Aug 10	7	U	Delayed 2 minutes at 47th St account yard stop. Delayed 3 minutes at 35th St and 123rd account ADA. Delayed 3 minutes account speed restrictions.
		Mon, Aug 14	9	KW	Departed LaSalle 2 minutes late accommodating passengers. Delayed 2 minutes enroute account PTC (weather). Delayed 4 minutes at Gresham account speed restrictions.
		Mon, Aug 21	7	U	Departed LaSalle 2 minutes late account passenger handling. Delayed 2 minutes at 47th Street account yard stop. Delayed 2 minutes at 95th Street and Blue Island account ADA. Delayed 1 minute at Gresham account speed restrictions.
		Tue, Aug 22	8	GT	System froze running behind 301. System reboot.
		Wed, Aug 23	11	U	Departed 2m late from LSS acct late arriving passenger. 2m ADA 95th to Bl. 2m Yard stop. 3m Speed weather restriction.
		Thu, Aug 24	7	CW	Departed LaSalle 2 minutes late account late passenger. Delayed 2 minutes at 47th Street account employee yard stop. Delayed 3 minutes enroute account temperature speed restriction in effect.
RI	704 83% OT	Tue, Aug 15	20	KD1	21M ARRIVING LSS DUE TO SINGLE TRACKING AROUND DH3021 CP MOKENA.
		Fri, Aug 25	18	F1	(CAB CAR / TRL / MU MALFUNCTION) - 20M ENROUTE DUE TO MECH PROBLEMS W/RI304 HAVING ALERTER ISSUES
		Mon, Aug 28	0	XYC	Annulled Track 3 East of 16th Street.
		Tue, Aug 29	50	YC1	Derailment 8/28 at 14th St.
SWS	812 78% OT	Wed, Aug 02	0	XDM	ANNULLED- ACCOUNT FREIGHT BC43 NS7698 W/61 CARS 9795 FT WAS STOPPED AT CP 518 THEY HIT A CAR.
		Fri, Aug 18	9	GF	Delayed 3 minutes at Central account gate malfunction. Delayed 7 minutes at CP 518 account NS upgrading dispatching system.
		Wed, Aug 23	8	GX	ITEM 1 AT 143RD ST -6 MIN.
		Mon, Aug 28	14	GF	NS SYSTEMWIDE KEY SERVER OUTAGE
Wed, Aug 30	0	XGF	ANNULLED		
SWS	813 74% OT	Thu, Aug 03	8	GX	6MIN ITEM 1 CENTRAL AVE
		Thu, Aug 10	48	KP	Delayed 2 minutes at CUS account cross traffic. Delayed 3 minutes at CP 21st account bridge lift. Delayed 46 minutes at CP 74th stop (police activity).
		Wed, Aug 16	10	U	ADA OAK LAWN, ADDTL PASSENGER HANDLING
		Thu, Aug 24	7	CW	Delayed 6 minutes enroute account temperature speed restrictions.
		Fri, Aug 25	7	KP	(SUSPICIOUS PKG / PERSON / ACTVTY) - 5M CUS, POLICE ACTIVITY.
		Mon, Aug 28	17	GF	NS SYSTEMWIDE KEY SERVER OUTAGE
SWS	818 78% OT	Tue, Aug 08	13	GA	Delayed 13 minutes account Amtrak switch failure.
		Wed, Aug 09	14	GF	Delayed 24 minutes at Belt Junction account switch failure.
		Mon, Aug 14	7	RF	4M IHB-CP RIDGE, RED SIGNAL.
		Fri, Aug 25	6	ZD	(PTC FOREIGN LINE TRANSPORTATION) - 14M CSX-FOREST HILL, PTC ISSUES WITH CSX.
		Mon, Aug 28	23	GF	Delayed 16 minutes account NS PTC issues. Delayed 7 minutes at Ashburn account red signal.
SWS	820 78% OT	Mon, Aug 07	7	D	(GENERAL FREIGHT INTERFERENCE) - AMTRAK TOOK IN A NS FREIGHT AHEAD OF METRA , TRAIN NS881 WITH BNSF9065 - 6MIN DELAY [CONTROLLABLE FREIGHT]
		Wed, Aug 09	6	GF1	Delayed 6 minutes at 179th Street account turn of SW811.
		Thu, Aug 10	40	KP	Delayed 40 minutes Belt Junction account police activity.
		Wed, Aug 23	7	RA	4M POLK ST., RED SIGNAL.
Fri, Aug 25	15	KP	(SUSPICIOUS PKG / PERSON / ACTVTY) - 15M CP RIDGE, POLICE ACTIVITY.		
SWS	822 78% OT	Thu, Aug 10	53	KP1	Delayed 44 minutes at 179th account turn of SW813. Delayed 4 minutes at CP518 account cross traffic. Delayed 3 minutes at Ashburn waiting for SW821.
		Fri, Aug 11	15	D	(GENERAL FREIGHT INTERFERENCE) - NS LANDERS TRAIN BLOCKING MAIN ASHBURN, SINGLE TRACKING, NS TRAIN 272408 NS8046.. 15MIN DELAY [CONTROLLABLE FREIGHT]
		Thu, Aug 24	12	RF	(FOREIGN/PSA DISPATCH ERROR) - 8M NS-CP518, PLANT IN TIME.
		Fri, Aug 25	13	ZD	(PTC FOREIGN LINE TRANSPORTATION) - 12M IHB-CP RIDGE, PTC ISSUES WITH IHB.
		Mon, Aug 28	32	GF	NS SYSTEMWIDE KEY SERVER OUTAGE
SWS	823 74% OT	Thu, Aug 03	7	KD	TRAIN STRUCK A TIRE THAT WAS ON THE TRACKS, CREW STOPED TO INSPECT ENGINE. -6MIN
		Thu, Aug 10	26	KP1	Delayed 3 minutes at Belt Junction account cross traffic. Delayed 3 minutes at CUS and Oak Lawn account ADA. Delayed 3 minutes at CP Ridge account crossing over.
		Wed, Aug 23	24	D	15M NS-CP518, NS27G (ENG. NS1056, 10K+FT.) SHOVING INTO NS 55TH ST. YD. [CONTROLLABLE FREIGHT]
		Thu, Aug 24	11	K	6m 21st for Bridge up. 5m on speed restrictions.
		Mon, Aug 28	18	GF	NS SYSTEMWIDE KEY SERVER OUTAGE
Thu, Aug 31	7	D1	MEETING 824 AT THE BELT FOR CROSS TRAFFIC [CONTROLLABLE FREIGHT]		
SWS	824 83% OT	Mon, Aug 07	7	D	(GENERAL FREIGHT INTERFERENCE) - NS CHICAGO WEST DISPATCHERS TRAIN NS 10R10107 WAS BLOCKING THE ROUTE FOR SWS824... - 7MIN [CONTROLLABLE FREIGHT]
		Thu, Aug 10	28	KP1	Delayed 28 minutes at Belt Junction account police activity.
		Mon, Aug 14	8	RF	5M NS-CP518, PLANT IN TIME FOR UNBEKNOWNST REASON.
		Mon, Aug 28	25	GF	NS SYSTEMWIDE KEY SERVER OUTAGE

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2023**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
SWS	827	Thu, Aug 03	45	KD	STOPPED AT MP14.20 TO INSPECT TRAIN, CREW THOUGHT THEY HIT SOMETHING EAST OF CICERO. WAITING ON MPD AT OAK LAWN	
		83% OT	Wed, Aug 16	8	U	DELAYED ACCOMODATING ADA PASSENGER
			Thu, Aug 17	15	D	Delayed 10 minutes at Belt Junction account cross traffic I6817 [CONTROLLABLE FREIGHT]
			Mon, Aug 28	28	DD	Delayed 5 minutes account NS PTC issues. Delayed 22 minutes at CP518 account freight interference. [Controllable Freight]
UP-N	359	Fri, Aug 18	10	I	-10" Heavy & slow passenger loading (Ravinia Park)	
		83% OT	Wed, Aug 23	20	I	-20" Heavy passenger unloading at Ravinia Park
			Thu, Aug 24	13	CW	-13" Delayed due to 10 MPH speed restrictions M.P. 1.4-1.14 and 17.75-18.5
			Tue, Aug 29	8	CC	-8" 30 MPH @ MP 11.0-MP11.25, 30MPH @ MP 12.25-MP12.50, 30 MPH @ MP 12.75-MP 13.00, & 30 MPH @ MP 17.30-MP17.50
UP-N	361	Fri, Aug 11	9	I	-9", Delayed @ Ravinia Park slow passenger unloading	
		83% OT	Mon, Aug 14	6	I	-6" Heavy passenger unloading @ Ravinia Park
			Fri, Aug 18	8	I	-8" Heavy & slow passenger loading (Ravinia Park)
			Wed, Aug 23	10	I	-10" Heavy passenger unloading at Ravinia Park
UP-N	362	Fri, Aug 18	15	D1	-15" Late turn off of M347 [CONTROLLABLE FREIGHT]	
		83% OT	Wed, Aug 23	7	RF	-7" Delayed departing Kenosha due to waiting on a dispatcher to change cab car number on track warrants
			Tue, Aug 29	7	F	-7" Door light issues, due to sticky loading doors on cab car 8457 & coach car 7466 -REPLACED AR DOOR ARM
			Thu, Aug 31	8	I	-8", Heavy passenger unloading @ Ravinia Park & 1 ADA lift
UP-NW	651	Thu, Aug 03	12	U	-12" Two ADA lifts & waited for M655 @ Park Ridge	
		78% OT	Fri, Aug 18	28	KP	-28" Delayed @ Irving Park due to a report of a trespasser sitting on the track @ M.P. 12.97 all train traffic stopped in that area
			Tue, Aug 29	8	J1	-8" Delayed on acct. of waited for M655 between Jefferson Park & Gladstone Park & waited for M657 south of Des Plaines (FALLOUT FROM 649 ON POLICE REPORT)
			Wed, Aug 30	7	KP1	-7" Late departure from CPT for cross traffic on the plant & waited for M655 south of Des Plaines (BACKED UP AT LAKE STREET FROM INCIDENT AT LOMBARD)
			Thu, Aug 31	7	U	-7", Delayed waiting on M655 south of DesPlaines (-3) & 1 ADA lift (-2)
UP-NW	655	Wed, Aug 02	73	KP	-73" Staged @ Palatine, once on the move expressed to Crystal Lake to return as M672, due to police activity @ 50.82	
		78% OT	Thu, Aug 03	6	GA1	-6" Delayed @ Mayfair (-05) cross traffic with Amtrak 339 (AMTRAK 379 SWITCH ISSUE)
			Fri, Aug 18	20	KP	-20" Delayed @ Clybourn due to a report of a trespasser sitting on the track @ M.P. 12.97 all train traffic stopped in that area
			Wed, Aug 23	30	G	-30" Late from yard due to Western A2 plant losing air for switches COMPRESSOR FAILURE A2
			Thu, Aug 24	9	ZG	-9" Delayed @ Northwest junction due to having a clear signal in the field but a red hash box in the PTC system. Waited for PTC help desk to give them permission to cut out PTC to proceed. CAUSED BY INTERMITTENT DROP BY SIGNAL IN FIELD
UP-NW	657	Wed, Aug 02	15	KP	-15" Meet M651 @ Des Plaines, slow passenger loading en route, made two additional stops @ Fox River Grove & Cary to accommodate passengers, due to police activity @ MP 50.82	
		70% OT	Thu, Aug 03	9	U1	-9" Train met with M651 @ Park Ridge, 1 ADA lift, & waited for M653 to yard @ Barrington
			Fri, Aug 04	17	I1	-17" Delayed following trains ahead FROM CONGESTION FROM LOLLAPALOOZA
			Fri, Aug 18	20	KP	-20" Delayed @ Clybourn due to a report of a trespasser sitting on the track @ M.P. 12.97 all train traffic stopped in that area
			Tue, Aug 22	10	ZD	-10" Delayed at north west junction behind YCM09 with UPY711 having PTC issues taking their air. YCM09 contacted the dispatcher to run without PTC to Cal Ave and were told they need to get permission from the PTC help desk. YCM09 had to select the wrong t
			Wed, Aug 23	51	G	-51" Late from yard due to Western A2 plant losing air for switches COMPRESSOR FAILURE A2
			Thu, Aug 24	14	ZG1	-14" Delayed following M655
UP-NW	660	Tue, Aug 08	8	I	-8" 60 MPH @ MP 33 & slow passenger loading en route	
		83% OT	Wed, Aug 09	10	IB	1 ADA lift & 6 bikes alighting at Clybourn
			Thu, Aug 10	9	U	-9" 1 ADA lift, XH @ MP 10.31, 60 MPH between MP 33.35-MP33.25 & train meets en route
			Fri, Aug 18	16	KP	-16" Delayed @ Park Ridge due to a report of a trespasser sitting on the track @ M.P. 12.97 all train traffic stopped in that area
UP-W	25	Wed, Aug 02	35	ZR	-45" Delayed @ OTC due to PTC will not activate prior to departure	
		83% OT	Thu, Aug 17	12	DE	-12" Delayed due to MG3AH going into emergency KNUCKLE @ MP 39 had to do restricted speed, also was following ZG2LT
			Mon, Aug 21	12	DE	-12" Delayed @ Kress due to MG3AH stopped with broken knuckle on trk 1 and CBTOK on trk 1 stopped in emergency due to PTC issues. [Controllable Freight]
			Tue, Aug 22	12	D	-12" Delayed due to waited for the AMICH to clear @ Park [CONTROLLABLE FREIGHT]
UP-W	28	Wed, Aug 02	16	ZR1	-16" Following train ahead (M26)	
		83% OT	Thu, Aug 03	25	ZR1	-25" Delayed following trains ahead
			Wed, Aug 09	10	I	-10" Heavy and slow passenger loading enroute
			Wed, Aug 23	14	RF	-14" Delayed @ Kress due to JB Tower had to time out signal, they had the wrong train lined up, door light issues on car #7281, and a lift @ Kedzie

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2023**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UP-W	31	Tue, Aug 01	7	R	-17" Departed CPT 15 mins down original engineer had an incorrect crew sheet and went home incorrectly - had to use another engineer to operate equipment	
		83% OT	Thu, Aug 03	11	D	-11" Delayed @ CPY010 waiting on M44 who ran Trk 3 because freight (ILCG2 trk 1, MNPCH & AMICH trk 2) was on MT1 & MT2 [CONTROLLABLE FREIGHT]
			Tue, Aug 08	8	D	-18" Delayed @ Melrose waited for the MASPR to clear [CONTROLLABLE FREIGHT]
			Thu, Aug 31	7	D	-17", Delayed @ Wheaton due to Freight Interference (COKNA) [Controllable Freight]
UP-W	32	Wed, Aug 02	43	RL	-43" Engineer was a late call DUE TO ISSUE IN CREWCALL SYSTEM and called of his rest due to manpower shortage, originally M30 crew ran on M32 schedule	
		74% OT	Thu, Aug 03	16	ZR1	-16" Late turn off of M13
			Wed, Aug 09	18	RF	-18" Delayed @ Peck due to dispatcher giving M34 the signal first, had to wait on signal to time out, also ADA lift @ Oak Park, and cross traffic @ Western Ave
			Fri, Aug 18	15	ZV	-15" Departed Elburn 15 mins down due to PTC issues had to reset the PTC
			Thu, Aug 24	14	F	-14" Delayed due to doors sticking @ Wheaton, Winfield & Elmhurst - DOOR ARM ROLLER BAD -REPLACED AR DOOR ARM
			Tue, Aug 29	18	CC	-18" Delayed due form B @ M.P. 11-10.5 also had a slow loading ADA lift and ran @ restricted speed through the short crossovers @ Kedzie
UP-W	44	Wed, Aug 02	40	ZR1	-50" Late turn off of M25	
		78% OT	Fri, Aug 04	20	I	-30" Slow and heavy loading of lollapalooza music fest passengers
			Thu, Aug 17	15	DE1	-15" Late turn off of M25, also slow passenger loading & ADA lift
			Mon, Aug 21	10	DE1	-10" Late turn from M25. [Controllable Freight]
			Tue, Aug 22	17	D	-17" Stopped behind MG3AH @ Kress delayed 17 mins [CONTROLLABLE FREIGHT]
UP-W	45	Tue, Aug 01	27	E	-27" Late departure on acct, of METX 83 would not start (swapped equipment @ departure time & no signal @ CPY012 (freight interference) -CHANGED OUT SRS SENSOR	
		83% OT	Thu, Aug 03	7	L	-7" Near Miss @ MP 10.7 car on tracks
			Wed, Aug 23	26	GW	-26" Delayed @ Western A2 due to plant losing air for switches COMPRESSOR FAILURE A2
			Wed, Aug 30	155	KP	-155" Delayed on acct. of police activity @ MP 18.70
UP-W	51	Tue, Aug 01	13	E1	-13" Delayed following M49, due to M45 mechanical issues	
		83% OT	Mon, Aug 21	7	I	-7" Slow loading passengers Geneva/Wheaton
			Wed, Aug 23	40	GW	-40" Late from yard due to Western A2 plant losing air for switches COMPRESSOR FAILURE A2
			Wed, Aug 30	150	KP	-150" Delayed on acct. of police activity @ MP 18.70
UP-W	52	Fri, Aug 04	27	K1	-37" Late turn off of M33	
		83% OT	Thu, Aug 17	8	D	-8" Slow passenger loading @ Geneva, Villa Park, & Elmhurst (operated track 2 Villa Park & Elmhurst, had to load/unload from the cab car only on acct, of freight ZLTG2 on track 1 going into outbound 1) [Controllable Freight]
			Wed, Aug 23	8	GW	-8" Delayed at Western A2 due to plant losing air for switches COMPRESSOR FAILURE A2
	Fri, Aug 25	10	RO	-10" Delayed @ Western due to Western A2 not responding to the radio to give them the signal		
UP-W	54	Wed, Aug 02	26	ZR1	-26" Late turn off M35	
		78% OT	Wed, Aug 09	10	D	-10" Delayed due to CN @ West Chicago cross traffic (unable to reach the CN for the freight symbol) [CONTROLLABLE FREIGHT]
			Mon, Aug 21	10	I	-10" Heavy passenger loading at Geneva and unloading at Wheaton
			Mon, Aug 28	10	RF	-10" No signal @ Turner (Disp had a wrong line up -it was lined track 3 to track 1, had to wait for the signal to time out/7 minute delay) & cross traffic @ Western Ave (3 minute delay)
			Tue, Aug 29	17	KP	-17" Delayed @ West Chicago, due to a report of a suicidal person between MP24-MP27; heavy passenger loading en route; & cross traffic @ Western Ave
UP-W	56	Wed, Aug 02	15	G	-15" Stopped @ Peck to receive flagging instructions & flagged on acct. of CAD would not clear signal (operated restricted speed to Geneva)	
		78% OT	Fri, Aug 04	28	G	-28" Late turn off of M37, also delayed @ Park due to #7 switch failure
			Tue, Aug 08	13	J	-13" Delayed @ Winfield (-13), waited for Winfield police to arrive & remove a male passenger off the train for refusal to pay (police did arrive & remove the person from the train)
			Mon, Aug 14	8	D	-8" Freight train interference @ Park (CNAOK-12 on trk 1 going into 30 main) [Controllable Freight]
			Wed, Aug 30	0	XKP	Annulled on acct. of police activity @ MP 18.70 from 16:56 -19:30

Data is final (09/20/2023) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category	Delay	Category	Delay	Category	Delay
Code	Definition	Code	Definition	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		YB	Derailment - Human Error, Engineering	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YH	Derailment - Human Error, Mechanical	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YR	Derailment - Human Error, Transportation	Passenger Related	
J	Passenger Problems / Removal	Weather		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	Signal/Switch Failure	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	Track Work	
KD	Train Struck Debris	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	IW	Passenger Handling, Weather	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	KW	Obstruction On Tracks, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	Locomotive Issue	
G	Metra / PSA Signal / Switch Malfunction (Signal Dept.)	OW	AC/DC System Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra / PSA Gate Crossing Malfunction	RW	Train Crew Issues, Weather	Human Error	
GT	Metra / PSA Telecom / CAD failure	UW	Accessibility, Weather	BA	Amtrak Engineering Human Error
GX	Metra / PSA Broken Gate Crossing	YW	Derailment Accident, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RA	Human Error, Amtrak Transportation
Track Work		Other		RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
C	Unscheduled Track Work	N	Utility Failure	RS	Human Error, NICTD Transportation
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	Weather	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	PTC Related	
CH	Contractor Failure	PTC Related		ZA	PTC Amtrak Train (On-Board)
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZD	PTC Foreign Line Transportation
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZN	PTC Foreign Line Engineering
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive Hardware	ZS	PTC NICTD MU Train (On-Board)
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach Hardware		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
UF	ADA Lift Failure	ZH	PTC Human Error, Mechanical		
VF	Cab Car Problem Reported, Nothing Found	ZP	PTC Dispatcher		
Locomotive Issue		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

'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
August 2023

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	6	-	-	-	6	1	2	1	-	11	2	7	21	57
Freight Interference - Peak	1	-	-	-	6	1	-	-	-	4	1	3	1	17
Primary	1	-	-	-	6	1	-	-	-	3	1	3	1	16
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Freight Interference - Off-Peak	5	-	-	-	-	-	2	1	-	7	1	4	20	40
Primary	5	-	-	-	-	-	2	1	-	6	-	4	18	36
Secondary	-	-	-	-	-	-	-	-	-	1	1	-	2	4
Signal/Switch Failure - Total	5	3	-	8	5	22	14	7	13	28	-	6	8	119
Signal/Switch Failure - Metra/PSA	4	3	-	8	-	16	12	2	13	2	-	5	8	73
Primary	4	2	-	5	-	10	5	2	9	2	-	4	3	46
Secondary	-	1	-	3	-	6	7	-	4	-	-	1	5	27
Signal/Switch Failure - Foreign	1	-	-	-	5	6	2	5	-	26	-	1	-	46
Primary	1	-	-	-	4	5	2	3	-	22	-	-	-	37
Secondary	-	-	-	-	1	1	-	2	-	4	-	1	-	9
Mechanical Failure - Total	3	3	1	1	1	7	7	5	19	-	16	11	9	83
Mechanical Failure - Metra/PSA	3	2	-	-	1	7	7	5	19	-	16	11	9	80
Non-Locomotive Equipment Issue - Metra/PSA	-	2	-	-	1	5	-	-	6	-	3	1	1	19
Primary	-	2	-	-	1	4	-	-	3	-	2	1	1	14
Secondary	-	-	-	-	-	1	-	-	3	-	1	-	-	5
Locomotive Issue - Metra/PSA	3	-	-	-	-	2	7	5	13	-	13	10	8	61
Primary	1	-	-	-	-	1	2	1	1	-	2	4	2	14
Secondary	2	-	-	-	-	1	5	4	12	-	11	6	6	47
Mechanical Failure - Foreign	-	1	1	1	-	-	-	-	-	-	-	-	-	3
Passenger Train Interference - Total	-	-	-	-	-	25	5	2	1	-	-	-	-	33
Passenger Train Interference - Metra/PSA	-	-	-	-	-	22	5	2	1	-	-	-	-	30
Passenger Train Interference - Foreign	-	-	-	-	-	3	-	-	-	-	-	-	-	3
Accident - Total	36	-	-	-	1	-	-	-	88	8	-	2	-	135
Accident - Metra/PSA	36	-	-	-	-	-	-	-	85	-	-	-	-	121
Accident - Foreign	-	-	-	-	1	-	-	-	3	8	-	2	-	14
Track Work - Total	2	9	1	1	-	10	1	-	3	-	8	1	1	37
Track Work - Metra/PSA	2	9	1	1	-	10	1	-	3	-	8	1	1	37
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	9	2	-	3	2	15	8	3	7	5	4	23	12	93
Human Error - Metra/PSA	5	2	-	3	-	12	5	1	6	-	1	6	9	50
Human Error - Foreign	4	-	-	-	2	3	3	2	1	5	3	17	3	43
PTC Related - Total	2	2	1	2	-	4	6	5	1	5	6	5	14	53
PTC Related - Metra/PSA	2	2	1	2	-	4	6	3	1	1	4	4	14	44
PTC Related - Foreign	-	-	-	-	-	-	-	2	-	4	2	1	-	9
Weather - Total	5	1	-	1	2	19	9	6	7	1	7	-	12	70
Weather - Metra/PSA	5	1	-	1	2	19	9	6	7	1	7	-	12	70
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	10	17	-	6	-	8	8	-	17	2	25	15	11	119
Obstruction/Debris - Total	16	9	7	13	1	23	5	9	17	15	2	30	38	185
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Total Trains Delayed	94	46	10	35	18	134	65	38	173	76	70	100	126	985
Total Metra/PSA Delays	83	45	9	34	4	121	58	28	169	22	63	72	102	810
Total Foreign Carrier Delays	11	1	1	1	14	13	7	10	4	54	7	28	24	175

Data for current month is final (09/20/2023) 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 August Over Previous Five Years: 2018-2022

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	12	-	-	-	7	7	10	6	2	10	2	7	34	97
Freight Interference - Peak	3	-	-	-	6	1	4	3	0	5	1	3	10	36
Primary	2	-	-	-	4	1	2	2	0	3	1	2	7	24
Secondary	1	-	-	-	2	0	2	1	-	2	-	1	3	12
Freight Interference - Off-Peak	9	-	-	-	1	6	6	3	1	5	1	4	24	60
Primary	8	-	-	-	1	4	5	2	1	4	0	3	17	46
Secondary	1	-	-	-	-	2	2	1	0	1	1	1	6	14
Signal/Switch Failure - Total	6	4	3	3	3	13	7	3	16	5	3	6	8	80
Signal/Switch Failure - Metra/PSA	5	4	3	3	0	11	6	2	16	2	3	6	8	69
Primary	4	3	3	2	0	7	6	2	12	2	1	3	5	49
Secondary	1	1	0	1	-	4	1	-	4	0	2	3	3	20
Signal/Switch Failure - Foreign	1	-	-	-	2	2	1	1	0	3	-	0	-	11
Primary	1	-	-	-	2	1	1	1	0	3	-	0	-	9
Secondary	1	-	-	-	0	1	0	0	-	-	-	0	-	2
Mechanical Failure - Total	18	0	-	0	1	8	5	2	13	1	12	6	9	76
Mechanical Failure - Metra/PSA	18	0	-	-	1	8	5	2	13	1	12	6	9	75
Non-Locomotive Equipment Issue - Metra/PSA	5	0	-	-	-	2	1	0	2	0	3	1	3	18
Primary	2	0	-	-	-	2	0	0	1	0	2	1	1	10
Secondary	3	-	-	-	-	0	0	-	0	0	1	0	2	8
Locomotive Issue - Metra/PSA	12	-	-	-	1	6	4	2	12	1	9	4	6	57
Primary	3	-	-	-	0	2	2	1	4	0	2	2	2	18
Secondary	10	-	-	-	0	4	3	1	8	1	7	3	4	39
Mechanical Failure - Foreign	1	-	-	0	-	-	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	0	-	-	0	1	2	-	1	3	1	1	2	0	10
Passenger Train Interference - Metra/PSA	-	-	-	0	-	1	-	1	2	-	1	2	0	7
Passenger Train Interference - Foreign	0	-	-	-	1	1	-	0	1	1	-	-	-	3
Accident - Total	9	1	1	-	1	9	3	0	4	2	8	10	2	50
Accident - Metra/PSA	9	1	1	-	1	4	2	0	4	1	8	10	2	42
Accident - Foreign	-	-	-	-	0	5	1	-	0	1	0	0	0	8
Track Work - Total	8	4	0	3	1	9	7	0	12	3	11	6	11	74
Track Work - Metra/PSA	8	4	0	3	-	9	7	-	12	1	11	6	11	71
Track Work - Foreign	-	-	-	-	1	0	-	0	-	2	-	-	-	3
Human Error - Total	16	2	1	2	3	8	4	1	9	5	11	9	6	77
Human Error - Metra/PSA	13	1	1	2	2	2	3	1	9	4	8	5	5	55
Human Error - Foreign	3	0	-	-	1	6	1	1	1	1	3	4	1	22
PTC Related - Total	7	1	1	2	1	2	1	2	4	4	4	4	4	36
PTC Related - Metra/PSA	7	1	1	2	0	2	1	1	4	1	4	4	3	31
PTC Related - Foreign	0	-	-	0	0	-	-	1	-	2	-	-	1	4
Weather - Total	2	6	2	4	1	5	6	2	9	1	9	13	10	70
Weather - Metra/PSA	2	6	2	4	1	5	6	2	9	1	7	13	10	68
Weather - Foreign	-	-	-	-	0	-	-	-	-	-	2	-	-	2
Passenger Related - Total	9	12	1	3	0	9	6	1	13	1	16	11	17	98
Obstruction/Debris - Total	6	3	2	2	0	3	2	1	5	3	3	10	3	43
Catenary Failure - Total	-	1	1	2	-	-	-	-	-	-	-	-	-	4
Other - Total	-	0	-	-	-	-	1	-	0	-	-	0	0	2
Total Trains Delayed	93	35	12	21	18	77	54	21	90	34	79	82	105	718
Total Metra/PSA Delays	75	35	12	20	5	55	40	11	86	14	72	71	69	566
Total Foreign Carrier Delays	18	0	0	0	13	21	14	9	3	19	7	11	36	152

Data for current month is final (09/28/2022) 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
August 2023 Compared to Average August Over Previous Five Years: 2018-2022

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	(6)	-	-	-	(1)	(6)	(8)	(5)	(2)	1	0	-	(13)	(40)
Freight Interference - Peak	(2)	-	-	-	0	-	(4)	(3)	(0)	(1)	0	-	(9)	(19)
Primary	(1)	-	-	-	2	0	(2)	(2)	(0)	-	0	1	(6)	(8)
Secondary	(1)	-	-	-	(1)	(0)	(2)	(1)	-	(1)	-	(1)	(3)	(11)
Freight Interference - Off-Peak	(4)	-	-	-	(1)	(6)	(4)	(2)	(1)	2	-	-	(4)	(20)
Primary	(3)	-	-	-	(1)	(4)	(3)	(1)	(1)	2	(0)	1	1	(10)
Secondary	(1)	-	-	-	-	(2)	(2)	(1)	(0)	-	0	(1)	(4)	(10)
Signal/Switch Failure - Total	(1)	(1)	(3)	5	2	9	7	4	(3)	23	(3)	-	-	39
Signal/Switch Failure - Metra/PSA	(1)	(1)	(3)	5	(0)	5	6	(0)	(3)	0	(3)	(1)	-	4
Primary	0	(1)	(3)	3	(0)	3	(1)	(0)	(3)	0	(1)	1	(2)	(3)
Secondary	(1)	(0)	(0)	2	-	2	6	-	-	(0)	(2)	(2)	2	7
Signal/Switch Failure - Foreign	(0)	-	-	-	3	4	1	4	(0)	23	-	1	-	35
Primary	0	-	-	-	2	4	1	2	(0)	19	-	(0)	-	28
Secondary	(1)	-	-	-	1	0	(0)	2	-	4	-	1	-	7
Mechanical Failure - Total	(15)	3	1	1	0	(1)	2	3	6	(1)	4	5	(0)	7
Mechanical Failure - Metra/PSA	(15)	2	-	-	0	(1)	2	3	6	(1)	4	5	(0)	5
Non-Locomotive Equipment Issue - Metra/PSA	(5)	2	-	-	1	3	(1)	(0)	4	(0)	-	(0)	(2)	1
Primary	(2)	2	-	-	1	2	(0)	(0)	2	(0)	0	(0)	-	4
Secondary	(3)	-	-	-	-	1	(0)	-	3	(0)	(0)	(0)	(2)	(3)
Locomotive Issue - Metra/PSA	(9)	-	-	-	(1)	(4)	3	3	1	(1)	4	6	2	4
Primary	(2)	-	-	-	(0)	(1)	0	0	(3)	(0)	-	2	(0)	(4)
Secondary	(8)	-	-	-	(0)	(3)	2	3	4	(1)	4	3	2	8
Mechanical Failure - Foreign	(1)	1	1	1	-	-	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	(0)	-	-	(0)	(1)	23	5	1	(2)	(1)	(1)	(2)	(0)	23
Passenger Train Interference - Metra/PSA	-	-	-	(0)	-	21	5	1	(1)	-	(1)	(2)	(0)	23
Passenger Train Interference - Foreign	(0)	-	-	-	(1)	2	-	(0)	(1)	(1)	-	-	-	(0)
Accident - Total	27	(1)	(1)	-	0	(9)	(3)	(0)	84	6	(8)	(8)	(2)	85
Accident - Metra/PSA	27	(1)	(1)	-	(1)	(4)	(2)	(0)	81	(1)	(8)	(10)	(2)	79
Accident - Foreign	-	-	-	-	1	(5)	(1)	-	3	7	(0)	2	(0)	6
Track Work - Total	(6)	5	1	(2)	(1)	1	(6)	(0)	(9)	(3)	(3)	(5)	(10)	(37)
Track Work - Metra/PSA	(6)	5	1	(2)	-	1	(6)	-	(9)	(1)	(3)	(5)	(10)	(34)
Track Work - Foreign	-	-	-	-	(1)	(0)	-	(0)	-	(2)	-	-	-	(3)
Human Error - Total	(7)	0	(1)	1	(1)	7	4	2	(2)	0	(7)	14	6	16
Human Error - Metra/PSA	(8)	1	(1)	1	(2)	10	2	0	(3)	(4)	(7)	1	4	(5)
Human Error - Foreign	1	(0)	-	-	1	(3)	2	1	0	4	(0)	13	2	21
PTC Related - Total	(5)	1	0	0	(1)	2	5	3	(3)	1	2	1	10	17
PTC Related - Metra/PSA	(5)	1	0	0	(0)	2	5	2	(3)	(0)	0	0	11	13
PTC Related - Foreign	(0)	-	-	(0)	(0)	-	-	1	-	2	2	1	(1)	5
Weather - Total	3	(5)	(2)	(3)	1	14	3	4	(2)	-	(2)	(13)	2	(0)
Weather - Metra/PSA	3	(5)	(2)	(3)	1	14	3	4	(2)	-	0	(13)	2	2
Weather - Foreign	-	-	-	-	(0)	-	-	-	-	-	(2)	-	-	(2)
Passenger Related - Total	1	5	(1)	3	(0)	(1)	2	(1)	4	1	9	4	(6)	21
Obstruction/Debris - Total	10	6	5	11	1	20	3	8	12	12	(1)	20	35	142
Catenary Failure - Total	-	(1)	(1)	(2)	-	-	-	-	-	-	-	-	-	(4)
Other - Total	-	(0)	-	-	-	-	(1)	-	(0)	1	-	(0)	(0)	(1)
Total Trains Delayed	1	11	(2)	14	0	57	11	17	83	42	(9)	18	21	267
Total Metra/PSA Delays	8	10	-3	14	-1	66	18	17	83	8	-9	1	33	244
Total Foreign Carrier Delays	-7	1	1	1	1	-8	-7	1	1	35	0	17	-12	23

Data for current month is final (09/20/2023) 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 - August 2023**

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	113	-	-	-	24	33	33	17	19	49	16	60	161	525
Freight Interference - Peak	29	-	-	-	24	11	10	5	3	17	7	35	33	174
Primary	20	-	-	-	24	6	8	5	2	16	7	21	23	132
Secondary	9	-	-	-	-	5	2	-	1	1	-	14	10	42
Freight Interference - Off-Peak	84	-	-	-	-	22	23	12	16	32	9	25	128	351
Primary	69	-	-	-	-	17	21	10	12	26	2	24	106	287
Secondary	15	-	-	-	-	5	2	2	4	6	7	1	22	64
Signal/Switch Failure - Total	69	60	22	73	11	189	87	42	72	91	7	49	52	824
Signal/Switch Failure - Metra/PSA	43	60	22	73	-	156	69	25	72	15	7	45	48	635
Primary	34	35	17	52	-	105	44	20	62	14	7	30	36	456
Secondary	9	25	5	21	-	51	25	5	10	1	-	15	12	179
Signal/Switch Failure - Foreign	26	-	-	-	11	33	18	17	-	76	-	4	4	189
Primary	24	-	-	-	10	30	17	15	-	62	-	3	4	165
Secondary	2	-	-	-	1	3	1	2	-	14	-	1	-	24
Mechanical Failure - Total	53	11	5	6	10	112	63	24	129	29	53	79	43	617
Mechanical Failure - Metra/PSA	53	10	4	5	10	104	63	24	129	28	53	79	43	605
Non-Locomotive Equipment Issue - Metra/PSA	23	10	4	5	4	18	11	3	27	7	14	32	19	177
Primary	12	10	1	4	3	6	7	2	14	5	8	14	13	99
Secondary	11	-	3	1	1	12	4	1	13	2	6	18	6	78
Locomotive Issue - Metra/PSA	30	-	-	-	6	86	52	21	102	21	39	47	24	428
Primary	14	-	-	-	4	29	30	8	33	11	11	16	15	171
Secondary	16	-	-	-	2	57	22	13	69	10	28	31	9	257
Mechanical Failure - Foreign	-	1	1	1	-	8	-	-	-	1	-	-	-	12
Passenger Train Interference - Total	13	6	1	-	3	136	53	14	7	16	3	24	8	284
Passenger Train Interference - Metra/PSA	-	4	-	-	-	91	43	11	7	3	3	22	8	192
Passenger Train Interference - Foreign	13	2	1	-	3	45	10	3	-	13	-	2	-	92
Accident - Total	80	4	2	10	2	67	47	18	115	14	46	67	64	536
Accident - Metra/PSA	56	-	-	3	-	12	12	2	112	-	46	65	29	337
Accident - Foreign	24	4	2	7	2	55	35	16	3	14	-	2	35	199
Track Work - Total	23	147	19	50	8	60	13	32	64	22	69	176	48	731
Track Work - Metra/PSA	23	147	19	50	-	60	13	8	60	9	69	175	48	681
Track Work - Foreign	-	-	-	-	8	-	-	24	4	13	-	1	-	50
Human Error - Total	83	21	7	16	8	109	36	30	42	36	31	137	49	605
Human Error - Metra/PSA	64	20	6	16	2	39	17	12	41	8	19	75	33	352
Human Error - Foreign	19	1	1	-	6	70	19	18	1	28	12	62	16	253
PTC Related - Total	24	17	5	25	11	44	22	23	40	61	44	77	67	460
PTC Related - Metra/PSA	20	15	4	25	4	36	21	12	39	14	42	76	66	374
PTC Related - Foreign	4	2	1	-	7	8	1	11	1	47	2	1	1	86
Weather - Total	147	29	14	7	4	44	54	21	40	10	98	99	107	674
Weather - Metra/PSA	144	29	14	7	4	44	54	21	40	10	98	99	106	670
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	1	4
Passenger Related - Total	25	177	13	43	-	44	63	7	133	11	99	62	98	775
Obstruction/Debris - Total	66	40	18	52	9	69	47	25	71	49	47	174	127	794
Catenary Failure - Total	-	32	9	13	-	-	-	-	-	-	-	-	-	54
Other - Total	4	12	1	7	-	8	1	1	1	4	16	-	-	55
Total Trains Delayed	700	556	116	302	90	915	519	254	733	392	529	1,004	824	6,934
Total Metra/PSA Delays	496	546	110	294	29	663	403	148	705	151	499	872	606	5,522
Total Foreign Carrier Delays	204	10	6	8	61	252	116	106	28	241	30	132	218	1,412

Data for current month is final (09/20/2023) 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 - August Average Over Previous Five Years: 2018-2022

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	81	-	-	-	47	68	90	30	26	70	10	52	210	684
Freight Interference - Peak	27	-	-	-	38	17	28	14	6	30	4	29	69	261
Primary	16	-	-	-	32	12	21	11	4	22	3	16	42	180
Secondary	11	-	-	-	6	6	6	3	2	8	1	13	27	82
Freight Interference - Off-Peak	54	-	-	-	9	51	62	16	20	40	6	23	141	423
Primary	44	-	-	-	9	32	49	14	16	28	3	17	105	316
Secondary	10	-	-	-	0	19	14	3	4	12	3	6	37	107
Signal/Switch Failure - Total	98	48	24	32	24	130	81	40	121	58	24	55	54	787
Signal/Switch Failure - Metra/PSA	58	48	24	32	3	110	72	20	118	21	24	36	44	608
Primary	42	37	18	22	3	73	59	16	93	15	15	24	29	446
Secondary	16	10	6	10	0	36	14	4	25	6	9	12	15	162
Signal/Switch Failure - Foreign	40	-	-	-	21	20	9	20	3	37	0	18	11	179
Primary	32	-	-	-	18	11	5	17	2	24	-	13	8	132
Secondary	8	-	-	-	2	9	3	3	1	12	0	5	3	47
Mechanical Failure - Total	108	7	4	3	2	99	62	22	87	17	62	62	75	611
Mechanical Failure - Metra/PSA	107	4	3	2	2	92	61	22	87	17	62	62	75	597
Non-Locomotive Equipment Issue - Metra/PSA	40	4	3	2	0	11	8	4	13	9	22	24	29	169
Primary	17	2	2	1	0	6	5	2	7	5	13	14	15	90
Secondary	23	2	2	1	-	5	3	1	5	4	9	11	14	79
Locomotive Issue - Metra/PSA	67	-	-	-	2	80	53	18	74	9	40	38	47	429
Primary	21	-	-	-	1	25	20	7	29	4	15	15	18	155
Secondary	47	-	-	-	1	55	33	12	45	5	26	23	28	274
Mechanical Failure - Foreign	1	3	1	1	0	7	0	1	-	-	-	-	-	14
Passenger Train Interference - Total	13	1	0	1	6	23	2	8	3	18	1	3	1	80
Passenger Train Interference - Metra/PSA	2	0	-	0	0	17	1	7	2	0	1	2	1	35
Passenger Train Interference - Foreign	11	1	0	1	6	6	1	0	1	18	-	0	-	46
Accident - Total	55	25	4	4	3	27	20	5	33	8	39	48	47	318
Accident - Metra/PSA	50	11	2	4	1	20	17	4	25	4	39	44	26	247
Accident - Foreign	5	13	2	-	2	7	4	1	8	4	0	4	21	71
Track Work - Total	51	37	4	18	11	58	36	7	70	12	49	35	35	422
Track Work - Metra/PSA	50	37	4	18	8	56	34	6	70	5	49	34	35	404
Track Work - Foreign	1	0	-	-	3	2	2	1	-	7	-	1	-	18
Human Error - Total	105	18	7	11	13	73	38	19	60	20	51	58	48	522
Human Error - Metra/PSA	63	18	7	11	5	36	25	9	59	9	42	36	35	355
Human Error - Foreign	42	1	-	0	8	38	12	9	1	11	10	22	13	167
PTC Related - Total	29	17	5	12	11	30	18	13	47	17	45	29	57	331
PTC Related - Metra/PSA	28	17	5	11	4	27	17	8	46	7	45	28	54	296
PTC Related - Foreign	2	1	-	1	7	2	1	5	1	10	0	1	3	34
Weather - Total	88	64	23	32	5	77	58	13	107	10	60	78	53	669
Weather - Metra/PSA	85	64	23	32	4	76	58	13	106	9	58	77	51	657
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
Passenger Related - Total	48	51	10	9	1	49	55	6	80	4	71	74	100	558
Obstruction/Debris - Total	43	27	11	28	3	28	29	11	70	14	35	71	61	431
Catenary Failure - Total	-	10	3	9	-	-	-	-	-	-	-	-	-	22
Other - Total	5	1	1	2	1	3	4	1	4	2	1	6	1	31
Total Trains Delayed	723	308	96	162	127	665	494	174	709	250	448	570	742	5,468
Total Metra/PSA Delays	537	289	93	159	32	514	373	106	667	91	426	471	483	4,242
Total Foreign Carrier Delays	186	19	3	3	95	151	120	67	42	159	22	99	259	1,226

Data for current month is final (09/28/2022) 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 - August 2023 Compared to Average January - August Average Over Previous Five Years: 2018-2022

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	32	-	-	-	(23)	(35)	(57)	(13)	(7)	(21)	6	8	(49)	(159)
Freight Interference - Peak	2	-	-	-	(14)	(6)	(18)	(9)	(3)	(13)	3	6	(36)	(87)
Primary	4	-	-	-	(8)	(6)	(13)	(6)	(2)	(6)	4	5	(19)	(48)
Secondary	(2)	-	-	-	(6)	(1)	(4)	(3)	(1)	(7)	(1)	1	(17)	(40)
Freight Interference - Off-Peak	30	-	-	-	(9)	(29)	(39)	(4)	(4)	(8)	3	2	(13)	(72)
Primary	25	-	-	-	(9)	(15)	(28)	(4)	(4)	(2)	(1)	7	1	(29)
Secondary	5	-	-	-	(0)	(14)	(12)	(1)	-	(6)	4	(5)	(15)	(43)
Signal/Switch Failure - Total	(29)	12	(2)	41	(13)	59	6	2	(49)	33	(17)	(6)	(2)	37
Signal/Switch Failure - Metra/PSA	(15)	12	(2)	41	(3)	46	(3)	5	(46)	(6)	(17)	9	4	27
Primary	(8)	(2)	(1)	30	(3)	32	(15)	4	(31)	(1)	(8)	6	7	10
Secondary	(7)	15	(1)	11	(0)	15	11	1	(15)	(5)	(9)	3	(3)	17
Signal/Switch Failure - Foreign	(14)	-	-	-	(10)	13	9	(3)	(3)	39	(0)	(14)	(7)	10
Primary	(8)	-	-	-	(8)	19	12	(2)	(2)	38	-	(10)	(4)	33
Secondary	(6)	-	-	-	(1)	(6)	(2)	(1)	(1)	2	(0)	(4)	(3)	(23)
Mechanical Failure - Total	(55)	4	1	3	8	13	1	2	42	12	(9)	17	(32)	6
Mechanical Failure - Metra/PSA	(54)	6	1	3	8	12	2	2	42	11	(9)	17	(32)	8
Non-Locomotive Equipment Issue - Metra/PSA	(17)	6	1	3	4	7	3	(1)	14	(2)	(8)	8	(10)	8
Primary	(5)	8	(1)	3	3	(0)	2	(0)	7	-	(5)	0	(2)	9
Secondary	(12)	(2)	1	(0)	1	7	1	(0)	8	(2)	(3)	7	(8)	(1)
Locomotive Issue - Metra/PSA	(37)	-	-	-	4	6	(1)	3	28	12	(1)	9	(23)	(1)
Primary	(7)	-	-	-	3	4	10	1	4	7	(4)	1	(3)	16
Secondary	(31)	-	-	-	1	2	(11)	1	24	5	2	8	(19)	(17)
Mechanical Failure - Foreign	(1)	(2)	0	0	(0)	1	(0)	(1)	-	1	-	-	-	(2)
Passenger Train Interference - Total	-	5	1	(1)	(3)	113	51	6	4	(2)	2	21	7	204
Passenger Train Interference - Metra/PSA	(2)	4	-	(0)	(0)	74	42	4	5	3	2	20	7	157
Passenger Train Interference - Foreign	2	1	1	(1)	(3)	39	9	3	(1)	(5)	-	2	-	46
Accident - Total	25	(21)	(2)	6	(1)	40	27	13	82	6	7	19	17	218
Accident - Metra/PSA	6	(11)	(2)	(1)	(1)	(8)	(5)	(2)	87	(4)	7	21	3	90
Accident - Foreign	19	(9)	-	7	-	48	31	15	(5)	10	(0)	(2)	14	128
Track Work - Total	(28)	110	15	32	(3)	2	(23)	25	(6)	10	20	141	13	309
Track Work - Metra/PSA	(27)	110	15	32	(8)	4	(21)	2	(10)	4	20	141	13	277
Track Work - Foreign	(1)	(0)	-	-	5	(2)	(2)	23	4	6	-	(0)	-	32
Human Error - Total	(22)	3	(0)	5	(5)	36	(2)	11	(18)	16	(20)	79	1	83
Human Error - Metra/PSA	1	2	(1)	5	(3)	3	(8)	3	(18)	(1)	(23)	39	(2)	(3)
Human Error - Foreign	(23)	0	1	(0)	(2)	32	7	9	(0)	17	2	40	3	86
PTC Related - Total	(5)	(0)	(0)	13	-	14	4	10	(7)	44	(1)	48	10	129
PTC Related - Metra/PSA	(8)	(2)	(1)	14	-	9	4	4	(7)	7	(3)	48	12	78
PTC Related - Foreign	2	1	1	(1)	-	6	(0)	6	(0)	37	2	-	(2)	52
Weather - Total	59	(35)	(9)	(25)	(1)	(33)	(4)	8	(67)	(0)	38	21	54	5
Weather - Metra/PSA	59	(35)	(9)	(25)	(0)	(32)	(4)	8	(66)	1	40	22	55	13
Weather - Foreign	0	-	-	-	(1)	(1)	(1)	-	(1)	(2)	(2)	(1)	(0)	(8)
Passenger Related - Total	(23)	126	3	34	(1)	(5)	8	1	53	7	28	(12)	(2)	217
Obstruction/Debris - Total	23	13	7	24	6	41	18	14	1	35	12	103	66	363
Catenary Failure - Total	-	22	6	4	-	-	-	-	-	-	-	-	-	32
Other - Total	(1)	11	(0)	5	(1)	5	(3)	0	(3)	2	15	(6)	(1)	24
Total Trains Delayed	(23)	248	20	140	(37)	250	25	80	24	142	81	434	82	1,466
Total Metra/PSA Delays	-41	257	17	135	-3	149	30	42	38	60	73	401	123	1,280
Total Foreign Carrier Delays	18	-9	3	5	-34	101	-4	39	-14	82	8	33	-41	186

Data for current month is final (09/20/2023) version of TOPS

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'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
2023**

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 - Aug
Freight Interference - Total	69	64	71	54	61	81	68	57					525 7.6%
Freight Interference - Peak	25	26	29	15	12	28	22	17					174 2.5%
Primary	18	16	18	13	9	24	18	16					132 1.9%
Secondary	7	10	11	2	3	4	4	1					42 0.6%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40					351 5.1%
Primary	32	29	35	34	42	46	33	36					287 4.1%
Secondary	12	9	7	5	7	7	13	4					64 0.9%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119					824 11.9%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73					635 9.2%
Primary	45	57	45	73	81	36	73	46					456 6.6%
Secondary	11	9	18	48	17	15	34	27					179 2.6%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46					189 2.7%
Primary	7	9	5	36	44	10	17	37					165 2.4%
Secondary	2	3	-	5	-	2	3	9					24 0.3%
Mechanical Failure - Total	85	81	52	49	86	79	102	83					617 8.9%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80					605 8.7%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19					177 2.6%
Primary	12	12	5	10	18	14	14	14					99 1.4%
Secondary	14	12	6	3	24	5	9	5					78 1.1%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61					428 6.2%
Primary	26	25	18	17	20	24	27	14					171 2.5%
Secondary	33	26	21	18	24	36	52	47					257 3.7%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3					12 0.2%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33					284 4.1%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30					192 2.8%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3					92 1.3%
Accident - Total	90	25	29	67	147	29	14	135					536 7.7%
Accident - Metra/PSA	61	25	24	53	38	14	1	121					337 4.9%
Accident - Foreign	29	-	5	14	109	15	13	14					199 2.9%
Track Work - Total	19	44	74	64	131	215	147	37					731 10.5%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37					681 9.8%
Track Work - Foreign	6	3	9	9	1	1	21	-					50 0.7%
Human Error - Total	67	43	57	91	66	71	117	93					605 8.7%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50					352 5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43					253 3.6%
PTC Related - Total	49	45	53	57	77	49	77	53					460 6.6%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44					374 5.4%
PTC Related - Foreign	9	7	15	3	11	7	25	9					86 1.2%
Weather - Total	44	108	42	128	32	8	242	70					674 9.7%
Weather - Metra/PSA	44	105	42	128	32	8	241	70					670 9.7%
Weather - Foreign	-	3	-	-	-	-	1	-					4 0.1%
Passenger Related - Total	52	54	69	81	118	179	103	119					775 11.2%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185					794 11.5%
Catenary Failure - Total	1	9	-	38	-	-	6	-					54 0.8%
Other - Total	4	-	3	-	12	8	27	1					55 0.8%
Total Trains Delayed	649	650	623	912	991	927	1,197	985					6,934 100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810					5,522 79.6%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175					1,412 20.4%

Data for current month is final (09/20/2023) version of TOPS

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'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
2022**

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 - Aug	
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	635	12.6%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	250	5.0%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	207	4.1%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	43	0.9%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	385	7.6%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	307	6.1%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	78	1.5%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	761	15.1%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	665	13.2%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	511	10.1%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	154	3.1%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	96	1.9%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	69	1.4%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	27	0.5%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	500	9.9%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	489	9.7%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	126	2.5%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	90	1.8%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	36	0.7%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	363	7.2%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	172	3.4%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	191	3.8%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	11	0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	48	1.0%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	30	0.6%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	18	0.4%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	429	8.5%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	367	7.3%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	62	1.2%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	470	9.3%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	435	8.6%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	35	0.7%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	400	7.9%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	262	5.2%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	138	2.7%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	411	8.2%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	357	7.1%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	54	1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	461	9.1%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	459	9.1%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	2	0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	411	8.2%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	429	8.5%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	27	0.5%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	59	1.2%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	5,041	100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	3,990	79.2%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	1,051	20.8%

Data for current month is final (09/28/2022) 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
August 2023

<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	5	1	5	6	29	10	3	17	12	17	19	10	146
11-15	3	3	2	3	9	12	4	3	6	4	7	6	12	74
16-20	2	1	0	0	1	2	6	3	7	2	1	8	6	39
21+	22	0	2	0	2	9	4	7	25	13	2	22	24	132
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>11</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>28</u>
Sub-Total	43	9	5	10	18	52	26	17	66	31	29	56	57	419
Weekday Off-Peak **														
6-10	9	10	3	6	0	37	14	6	28	19	14	6	20	172
11-15	14	5	0	3	0	19	2	5	8	10	5	9	11	91
16-20	4	2	1	2	0	9	2	1	8	0	2	3	6	40
21+	12	1	1	3	0	6	7	9	17	10	4	13	23	106
Annulled	<u>10</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>36</u>	<u>6</u>	<u>1</u>	<u>4</u>	<u>4</u>	<u>67</u>
Sub-Total	49	19	5	16	0	72	27	21	97	45	26	35	64	476
Saturday														
6-10	1	4	0	3	0	2	2	0	0	0	4	0	2	18
11-15	1	4	0	0	0	3	2	0	3	0	3	1	0	17
16-20	0	0	0	0	0	1	1	0	0	0	2	1	0	5
21+	0	1	0	2	0	4	1	0	5	0	0	0	2	15
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</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>
Sub-Total	2	10	0	6	0	10	6	0	8	0	9	2	4	57
Sunday-Holiday														
6-10	0	4	0	1	0	0	4	0	2	0	3	1	0	15
11-15	0	1	0	0	0	0	2	0	0	0	1	0	1	5
16-20	0	2	0	0	0	0	0	0	0	0	0	1	0	3
21+	0	0	0	2	0	0	0	0	0	0	2	5	0	9
Annulled	<u>0</u>	<u>1</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>1</u>
Sub-Total	0	8	0	3	0	0	6	0	2	0	6	7	1	33
August 2023 Total														
6-10	22	23	4	15	6	68	30	9	47	31	38	26	32	351
11-15	18	13	2	6	9	34	10	8	17	14	16	16	24	187
16-20	6	5	1	2	1	12	9	4	15	2	5	13	12	87
21+	34	2	3	7	2	19	12	16	47	23	8	40	49	262
Annulled	<u>14</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>47</u>	<u>6</u>	<u>3</u>	<u>5</u>	<u>9</u>	<u>98</u>
TOTAL	94	46	10	35	18	134	65	38	173	76	70	100	126	985
2023 Year-to-Date														
6-10	237	321	68	154	40	461	264	120	352	178	178	259	278	2,910
11-15	134	94	13	53	19	203	100	40	116	81	103	175	145	1,276
16-20	69	49	9	15	13	90	40	23	59	32	53	116	86	654
21+	174	75	25	55	16	137	93	59	130	82	146	392	256	1,640
Annulled	<u>86</u>	<u>17</u>	<u>1</u>	<u>25</u>	<u>2</u>	<u>24</u>	<u>22</u>	<u>12</u>	<u>76</u>	<u>19</u>	<u>49</u>	<u>62</u>	<u>59</u>	<u>454</u>
TOTAL	700	556	116	302	90	915	519	254	733	392	529	1,004	824	6,934
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
August 2023 Total														
6-10	23.4%	50.0%	40.0%	42.9%	33.3%	50.7%	46.2%	23.7%	27.2%	40.8%	54.3%	26.0%	25.4%	35.6%
11-15	19.1%	28.3%	20.0%	17.1%	50.0%	25.4%	15.4%	21.1%	9.8%	18.4%	22.9%	16.0%	19.0%	19.0%
16-20	6.4%	10.9%	10.0%	5.7%	5.6%	9.0%	13.8%	10.5%	8.7%	2.6%	7.1%	13.0%	9.5%	8.8%
21+	36.2%	4.3%	30.0%	20.0%	11.1%	14.2%	18.5%	42.1%	27.2%	30.3%	11.4%	40.0%	38.9%	26.6%
Annulled	<u>14.9%</u>	<u>6.5%</u>	<u>0.0%</u>	<u>14.3%</u>	<u>0.0%</u>	<u>0.7%</u>	<u>6.2%</u>	<u>2.6%</u>	<u>27.2%</u>	<u>7.9%</u>	<u>4.3%</u>	<u>5.0%</u>	<u>7.1%</u>	<u>9.9%</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%
2023 Year-to-Date Delays By Duration														
6-10	33.9%	57.7%	58.6%	51.0%	44.4%	50.4%	50.9%	47.2%	48.0%	45.4%	33.6%	25.8%	33.7%	42.0%
11-15	19.1%	16.9%	11.2%	17.5%	21.1%	22.2%	19.3%	15.7%	15.8%	20.7%	19.5%	17.4%	17.6%	18.4%
16-20	9.9%	8.8%	7.8%	5.0%	14.4%	9.8%	7.7%	9.1%	8.0%	8.2%	10.0%	11.6%	10.4%	9.4%
21+	24.9%	13.5%	21.6%	18.2%	17.8%	15.0%	17.9%	23.2%	17.7%	20.9%	27.6%	39.0%	31.1%	23.7%
Annulled	<u>12.3%</u>	<u>3.1%</u>	<u>0.9%</u>	<u>8.3%</u>	<u>2.2%</u>	<u>2.6%</u>	<u>4.2%</u>	<u>4.7%</u>	<u>10.4%</u>	<u>4.8%</u>	<u>9.3%</u>	<u>6.2%</u>	<u>7.2%</u>	<u>6.5%</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 (09/20/2023) version from TOPS.