

# On-Time Performance

November 2022



## On-Time Performance November 2022

This report presents an analysis of November 2022 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 2017.

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.

Under these pilot and alternate schedules Metra operated 582 regularly scheduled revenue trains each weekday in November which is a 16 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in November, which is a one percent decrease from the 273 Saturday trains Metra operated pre-pandemic.

Metra operated 185 regularly scheduled revenue trains each Sunday in November, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about 12 percent fewer total revenue trains in November 2022 than in November 2019, but about 47 percent more total revenue trains than in November 2020 and about three percent more total revenue trains than in November 2021.

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  
November 2022**

	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			
<b>BNSF</b>	924	14	98.5%	987	39	96.0%	1,911	53	97.2%	120	5	95.8%	100	4	96.0%	2,131	62	97.1%
<b>ME-ML</b>	525	7	98.7%	882	20	97.7%	1,407	27	98.1%	168	15	91.1%	122	2	98.4%	1,697	44	97.4%
<b>ME-BI</b>	147	9	93.9%	231	8	96.5%	378	17	95.5%	32	1	96.9%	--	--	--	410	18	95.6%
<b>ME-SC</b>	<u>231</u>	<u>38</u>	83.5%	<u>651</u>	<u>43</u>	93.4%	<u>882</u>	<u>81</u>	90.8%	<u>128</u>	<u>31</u>	75.8%	<u>100</u>	<u>9</u>	91.0%	<u>1,110</u>	<u>121</u>	89.1%
<b>Subtotal</b>	903	54	94.0%	1,764	71	96.0%	2,667	125	95.3%	328	47	85.7%	222	11	95.0%	3,217	183	94.3%
<b>HC</b>	105	7	93.3%	21	2	90.5%	126	9	92.9%	--	--	--	--	--	--	126	9	92.9%
<b>MD-N</b>	378	45	88.1%	420	38	91.0%	798	83	89.6%	80	15	81.3%	90	5	94.4%	968	103	89.4%
<b>MD-W</b>	<u>399</u>	<u>27</u>	93.2%	<u>441</u>	<u>14</u>	96.8%	<u>840</u>	<u>41</u>	95.1%	<u>96</u>	<u>4</u>	95.8%	<u>90</u>	<u>1</u>	98.9%	<u>1,026</u>	<u>46</u>	95.5%
<b>Subtotal</b>	777	72	90.7%	861	52	94.0%	1,638	124	92.4%	176	19	89.2%	180	6	96.7%	1,994	149	92.5%
<b>NCS</b>	168	14	91.7%	84	9	89.3%	252	23	90.9%	--	--	--	--	--	--	252	23	90.9%
<b>RI</b>	651	22	96.6%	1,029	24	97.7%	1,680	46	97.3%	132	4	97.0%	140	5	96.4%	1,952	55	97.2%
<b>SWS</b>	189	1	99.5%	63	7	88.9%	252	8	96.8%	--	--	--	--	--	--	252	8	96.8%
<b>UP-N</b>	462	13	97.2%	1,008	29	97.1%	1,470	42	97.1%	104	11	89.4%	90	5	94.4%	1,664	58	96.5%
<b>UP-NW</b>	630	63	90.0%	756	31	95.9%	1,386	94	93.2%	136	13	90.4%	105	2	98.1%	1,627	109	93.3%
<b>UP-W</b>	<u>336</u>	<u>25</u>	92.6%	<u>504</u>	<u>20</u>	96.0%	<u>840</u>	<u>45</u>	94.6%	<u>80</u>	<u>6</u>	92.5%	<u>90</u>	<u>3</u>	96.7%	<u>1,010</u>	<u>54</u>	94.7%
<b>Subtotal</b>	1,428	101	92.9%	2,268	80	96.5%	3,696	181	95.1%	320	30	90.6%	285	10	96.5%	4,301	221	94.9%
<b>System</b>	5,145	285	94.5%	7,077	284	96.0%	12,222	569	95.3%	1,076	105	90.2%	927	36	96.1%	14,225	710	95.0%

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

Delays data for most recent month is final (12/15/2022) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - November 2022**

	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			
<b>BNSF</b>	10,080	263	97.4%	10,865	370	96.6%	20,945	633	97.0%	1,429	41	97.1%	1,075	21	98.0%	23,449	695	97.0%
<b>ME-ML</b>	5,650	81	98.6%	9,828	189	98.1%	15,478	270	98.3%	1,975	88	95.5%	1,279	46	96.4%	18,732	404	97.8%
<b>ME-BI</b>	1,638	69	95.8%	2,574	65	97.5%	4,212	134	96.8%	376	11	97.1%	--	--	--	4,588	145	96.8%
<b>ME-SC</b>	<u>2,574</u>	<u>101</u>	96.1%	<u>7,254</u>	<u>174</u>	97.6%	<u>9,828</u>	<u>275</u>	97.2%	<u>1,504</u>	<u>65</u>	95.7%	<u>1,060</u>	<u>48</u>	95.5%	<u>12,392</u>	<u>388</u>	96.9%
<b>Subtotal</b>	9,862	251	97.5%	19,656	428	97.8%	29,518	679	97.7%	3,855	164	95.7%	2,339	94	96.0%	35,712	937	97.4%
<b>HC</b>	1,170	117	90.0%	234	53	77.4%	1,404	170	87.9%	60	11	81.7%	--	--	--	1,464	181	87.6%
<b>MD-N</b>	4,213	320	92.4%	4,689	389	91.7%	8,902	709	92.0%	953	131	86.3%	959	57	94.1%	10,814	897	91.7%
<b>MD-W</b>	<u>4,446</u>	<u>348</u>	92.2%	<u>4,918</u>	<u>230</u>	95.3%	<u>9,364</u>	<u>578</u>	93.8%	<u>1,137</u>	<u>50</u>	95.6%	<u>956</u>	<u>47</u>	95.1%	<u>11,457</u>	<u>675</u>	94.1%
<b>Subtotal</b>	8,659	668	92.3%	9,607	619	93.6%	18,266	1,287	93.0%	2,090	181	91.3%	1,915	104	94.6%	22,271	1,572	92.9%
<b>NCS</b>	1,871	129	93.1%	937	69	92.6%	2,808	198	92.9%	--	--	--	--	--	--	2,808	198	92.9%
<b>RI</b>	7,253	308	95.8%	11,469	392	96.6%	18,722	700	96.3%	1,561	95	93.9%	1,486	65	95.6%	21,769	860	96.0%
<b>SWS</b>	2,106	110	94.8%	702	87	87.6%	2,808	197	93.0%	--	--	--	--	--	--	2,808	197	93.0%
<b>UP-N</b>	5,149	249	95.2%	11,551	419	96.4%	16,700	668	96.0%	1,242	57	95.4%	972	73	92.5%	18,914	798	95.8%
<b>UP-NW</b>	6,300	493	92.2%	7,466	243	96.7%	13,766	736	94.7%	1,601	92	94.3%	1,121	45	96.0%	16,488	873	94.7%
<b>UP-W</b>	<u>3,744</u>	<u>353</u>	90.6%	<u>5,622</u>	<u>438</u>	92.2%	<u>9,366</u>	<u>791</u>	91.6%	<u>952</u>	<u>68</u>	92.9%	<u>964</u>	<u>44</u>	95.4%	<u>11,282</u>	<u>903</u>	92.0%
<b>Subtotal</b>	15,193	1,095	92.8%	24,639	1,100	95.5%	39,832	2,195	94.5%	3,795	217	94.3%	3,057	162	94.7%	46,684	2,574	94.5%
<b>System</b>	56,194	2,941	94.8%	78,109	3,118	96.0%	134,303	6,059	95.5%	12,790	709	94.5%	9,872	446	95.5%	156,965	7,214	95.4%

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

Delays data for most recent month is final (12/15/2022) 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-Nov	Annual
BNSF	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	94.7%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	92.0%	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	94.8%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.7%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	96.9%	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		97.0%	97.0%
	<b>2017-2021 average</b>	94.5	92.9	96.4	96.2	94.6	94.6	94.7	95.3	94.5	95.2	94.9	96.4	94.9%	95.0%
ME	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	98.0%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.0%	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		97.4%	97.4%
	<b>2017-2021 average</b>	97.1	96.2	98.8	99.1	98.3	98.1	97.7	98.2	98.5	98.4	97.8	97.9	98.0%	98.0%
HC	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.4%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.3%	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	87.2%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	88.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	86.3%	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		87.6%	87.6%
	<b>2017-2021 average</b>	88.4	87.8	90.7	93.9	83.6	88.4	90.0	90.3	89.1	88.7	89.4	92.5	89.2%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	94.0%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.6%	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	91.7%	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	95.9%	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	92.9%	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		91.7%	91.7%
	<b>2017-2021 average</b>	92.2	91.0	95.9	94.6	94.3	92.9	91.6	94.1	93.4	93.2	92.3	94.1	93.2%	93.3%
MD-W	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.2%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.6%	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	95.0%	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	94.9%	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	94.2%	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%	94.1%
	<b>2017-2021 average</b>	94.7	91.6	96.1	96.3	95.9	96.0	96.1	95.7	96.1	95.7	94.0	93.3	95.3%	95.1%
NCS	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.2%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.2%	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	91.5%	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	90.1%	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		92.9%	92.9%
	<b>2017-2021 average</b>	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	93.2%	93.2%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Nov	Annual
RI	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	95.9%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.5%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.5%	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		96.0%	96.0%
	<b>2017-2021 average</b>	93.1	91.8	96.8	97.3	94.1	94.6	93.9	94.8	94.6	96.2	93.9	95.5	94.7%	94.7%
SWS	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.0%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.5%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	92.9%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	93.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.3%	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		93.0%	93.0%
	<b>2017-2021 average</b>	94.2	91.9	94.9	95.7	93.7	91.7	93.2	92.6	93.6	92.6	92.1	93.9	93.3%	93.4%
UP-N	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.7%	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	94.9%	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	98.0%	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	96.1%	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		95.8%	95.8%
	<b>2017-2021 average</b>	96.0	95.1	97.6	97.7	97.5	97.0	96.1	95.6	96.9	96.9	95.7	96.7	96.5%	96.5%
UP-NW	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	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	92.8%	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	96.5%	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	95.2%	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		94.7%	94.7%
	<b>2017-2021 average</b>	95.1	93.0	96.9	95.9	96.5	94.0	93.7	94.2	95.5	94.9	93.0	95.6	94.8%	94.9%
UP-W	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.4%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.7%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	91.9%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	95.0%	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	90.5%	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		92.0%	92.0%
	<b>2017-2021 average</b>	93.2	89.2	94.9	94.7	92.3	93.6	91.6	92.0	93.5	93.2	91.7	91.7	92.7%	92.6%
System excluding South Shore	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.0%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	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	94.4%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.4%	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		95.4%	95.4%
	<b>2017-2021 average</b>	94.7	93.0	96.8	96.8	95.7	95.4	94.9	95.4	95.7	95.8	94.6	95.6	95.3%	95.4%

Delays data for most recent month is final (12/15/2022) version from TOPS.

'2017-2021 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  
November 2022**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1235 <b>76% OT</b>	Thu, Nov 03	7	AM1	A3 called police @ Naperville
		Fri, Nov 11	10	DD	1235 Stopped for H-BRCKK1-11A lined in front MT2 MT1 [CONTROLLABLE FREIGHT]
		Mon, Nov 14	34	ZA	A3 in front of 1235 at Union Ave with PTC issues blocking the route.
		Fri, Nov 18	7	R1	Single track at Cicero, waiting for 1262 running late to advance.
		Wed, Nov 30	7	GX	box two at Washington Street MP 21.3
ME-SC	312 <b>81% OT</b>	Mon, Nov 07	9	GX	(METRA/PSA GATE XING MALFUNCTION) - ITEM 1 AT 73RD ST. BROKEN GATE.
		Fri, Nov 18	12	K	MULTIPLE CARS ON/NEAR TRACKS ON SOUTH CHICAGO SUB
		Fri, Nov 25	10	GX1	(LATE ISSUANCE OF TRACK WARRANT) - LEAVING 7 DOWN. WAITING ON TRK PERMIT. TRAIN AHEAD, 310 WAS RUNNING LATE.
		Tue, Nov 29	6	KW	wheel slip
ME-SC	330 <b>71% OT</b>	Thu, Nov 03	8	G1	(PTC BACK OFFICE/SOFTWARE) - AT 51ST SIGNAL UNKNOWN EVEN THOUGHT ITS CLEAR IN THE FIELD
		Mon, Nov 07	7	GM	(GATE XING / SIG / SWITCH FOREIGN) - ITEM ON AT 73RD ST
		Tue, Nov 08	7	GM1	Item 1 - 73rd Street and waited on ME 362
		Thu, Nov 17	12	I	8M CONFUSED PASSENGER AT 93RD ST
		Mon, Nov 21	12	GX	Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Tue, Nov 22	7	GX1	5M LATE TURN FROM ME329 - Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
ME-SC	331 <b>62% OT</b>	Thu, Nov 03	11	G	AT 51ST SIGNAL UNKNOWN EVEN THOUGHT ITS CLEAR IN THE FIELD
		Mon, Nov 07	10	GM	(GATE XING / SIG / SWITCH FOREIGN) - 10M FOR ITEM 1 AT 73RD ST
		Tue, Nov 08	10	GM	10 minutes late - Item 1 at 73rd Street
		Mon, Nov 21	20	J	10M WAITING FOR METRA PD TO REMOVE A PASSENGER AT STONY ISLAND
		Tue, Nov 22	13	GX1	Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Wed, Nov 23	11	GX	11M DUE TO Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Fri, Nov 25	8	GX	8M DUE TO THE 5 ITEM 2 GATES WITH FLAGGERS ON THE SOUTH CHICAGO - ENGINEER WALTER MARSHALL-
		Tue, Nov 29	6	KW	4M ENGINEER BEING PTC COMPLIANT - ENGINEER WALTER MARSHALL -
ME-SC	332 <b>43% OT</b>	Thu, Nov 03	7	G1	(PTC BACK OFFICE/SOFTWARE) - LATE TURN FROM ME331
		Mon, Nov 07	10	GM1	(GATE XING / SIG / SWITCH FOREIGN) - 5M LATE TURN FROM ME331
		Tue, Nov 08	11	GM1	Late turn from ME 331 - Item 1 at 73rd Street
		Thu, Nov 17	13	G	ME332 DELAYED 13 MIN SWITCH 103/104 FAILURE
		Fri, Nov 18	10	I	(PASSENGER HANDLING, RUNNING TIME) - HEAVY PASSENGER LOADING HYDE PARK AREA, 53RD, 55TH, 59TH...
		Mon, Nov 21	32	GX1	22M LATE TURN FROM ME331 / Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Tue, Nov 22	15	GX1	Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Wed, Nov 23	18	GX1	11M LATE TURN FROM ME331 Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Fri, Nov 25	14	GX	9M FOR GATES ON SOUTH CHICAGO -ENGINEER WALTER MARSHAL -
		Mon, Nov 28	6	I	Per JC passenger loading
		Tue, Nov 29	6	KW	4m PTC Compliant 2m Wheel Slip
Wed, Nov 30	7	I	2M 55TH ST, 3M MC PL, AND 3M 18TH ST HEAVY PASSENGER LOADING		
ME-SC	333 <b>81% OT</b>	Tue, Nov 15	8	GM	8M FOR AN ITEM 1 AT PAXTON AVE CAUGHT IN WINDGUARD
		Mon, Nov 21	10	GX	Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Tue, Nov 22	7	GX1	Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Wed, Nov 23	10	GX1	10M WAITING FOR ME332 TO DEPART WHO DEPARTED LATE FROM LATE TURN FROM ME331 Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
ME-SC	334 <b>81% OT</b>	Fri, Nov 18	10	GM1	12, LATE TURN FROM ME337 AND WAITING FOR DH032 TO RELEASE HIS TRACK PERMIT
		Mon, Nov 21	23	GX1	GX1waiting on No. 032 to clear the branch to get the permit with crossings due to vehicle incident from weekend; then had to operate through same.
		Tue, Nov 22	10	GX1	11M LATE TURN FROM ME337 WHO WAS WAITING FOR DH032 TO RELEASE HIS TP, WHO HAD TO WAIT FOR DH2430 TO RELEASE - Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Wed, Nov 23	15	GX1	20M LATE TURN FROM ME337- DUE TO ME331/332 Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
ME-SC	338 <b>76% OT</b>	Fri, Nov 18	39	GM1	25M LATE DEP 93RD ST, LATE TURN FROM ME341
		Mon, Nov 21	18	GX1	LATE TURN FROM ME341 / Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Tue, Nov 22	8	GX	8M - Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Wed, Nov 23	17	GX1	21M LATE TURN FROM ME341 Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operationsV
		Tue, Nov 29	18	KW	(OBSTRUCTION ON TRACKS, WEATHER) - 20M DUE TO SLIDING PAST WINSOR PARK STATION AND HAVING TO GET A TRACK PERMIT TO SHOVE BACK AND PICK UP A
ME-SC	341 <b>76% OT</b>	Fri, Nov 18	28	GM	28M DUE TO 7 ITEM 1 GATE MALFUNCTIONS ON THE SOUTH CHICAGO
		Mon, Nov 21	19	GX	Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Tue, Nov 22	10	GX1	10M - Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Wed, Nov 23	16	GX	10M Non - Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations
		Fri, Nov 25	8	GX	8M DUE TO GATES ON SOUTH CHICAGO - ENGINEER WALTER MARSHALL-

**Table 3 (continued): Weekday Trains less than 85% On-Time  
November 2022**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
ME-SC	401 <b>71% OT</b>	Thu, Nov 03	8	G	(PTC BACK OFFICE/SOFTWARE) - AT 51ST SIGNAL UNKNOWN EVEN THOUGHT ITS CLEAR IN THE FIELD	
		Tue, Nov 08	10	GM1	10M WAITING FOR ME332 TO RELEASE TRACK PERMIT SO DH2430 COULD DEPART 93RD ST	
		Mon, Nov 21	10	GX	Non – Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations	
		Tue, Nov 22	16	GX1	16M WAITING FOR DH2430 TO DEPART 93RD WHO WAS WAITING FOR ME33 TO RELEASE HIS TRACK PERMIT - Non – Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations	
		Wed, Nov 23	19	GX1	11M WAITING FOR DHEQ 2430 DUE TO ME331/332 Non – Rail / Road Vehicle incident involving Metra Signal House affecting crossing operations	
		Fri, Nov 25	11	GX1	11M WAITING FOR DH2430 WHO WAS WAITING FOR ME332 -ENGINEER WALTER MARSHALL-	
MD-N	2110 <b>81% OT</b>	Thu, Nov 03	6	UF	(-6) -8" ADA lift issues @ Ingleside, #6117 stuck halfway out & buckled REPLACED GEAR MOTOR AND NYLON STRIP	
		Tue, Nov 15	10	G	(-10) Signal dropped in the field @ mp 31.0; Restricting signal A-20 (AC INVERTER ISSUE)	
		Mon, Nov 28	10	YM1	(-9) -5" ADA @ Ingleside; -4" X/O 3 MT @ A-2	
		Wed, Nov 30	22	G	(-22) -3" ADA Ingleside; -18" Switch failure A-20	
MD-N	2116 <b>81% OT</b>	Wed, Nov 16	6	G	19 sw A2 failing	
		Mon, Nov 28	7	YM1	(-8) Following trains ahead @ A-2	
		Tue, Nov 29	6	YM1	(-6) Funneling trains from A-2 into CUS on 3MT	
		Wed, Nov 30	7	G	(-15) Switch failure A-20	
MD-N	2118 <b>67% OT</b>	Tue, Nov 01	9	G	(-9) -4" Made all flag stops; -3" Temporary speed restriction @ Half Day Rd. 30mph; -8" Stop signal Mayfair, track circuit out, flagged across	
		Thu, Nov 10	6	GX	(-6) -4" Making all flag stops; -3" Temporary speed restriction Half Day Rd.; Stop signal CUS CP Canal St. waiting to be re-routed to available track (5)	
		Mon, Nov 14	6	GM	-3" Made all flag stops; -2" Automatic Grade Crossing Malfunction Item #2 @ Lake St. mp 40.89; -6" Stop signal; CN X-ing, waiting on NCS 110; -3" Temporary speed restriction Half Day Rd.	
		Tue, Nov 15	6	G	(-10) -3" Made all flag stops; -3" Temporary speed restriction Half Day Rd; Restricting signal A-20	
		Tue, Nov 22	11	KD	11 (3) flag stops (1) Rondout 30MPH (3) Half Day Rd 30MPH (6) Door problems – Torn Door Cable (Coach # 7325/6096) (3) Grayland to A5 slow signals ISSUES CAUSED BY DEBRIS STRIKE BETWEEN CARS	
		Tue, Nov 29	8	YM1	(-9) -3" Making all flag stops; -1" Temporary speed restriction Rondout (30mph); -3" Temporary speed restriction Half Day Rd. (30mph); -6" Funneling trains A-2 to CUS, station congestion	
		Wed, Nov 30	17	G	(-17) Switch failure A-20	
MD-N	2120 <b>76% OT</b>	Tue, Nov 01	9	G	(-7) Stop signal Mayfair, track circuit out, flagged across; Stop signal CUS CP Canal, station congestion	
		Thu, Nov 10	10	GX	(-10) Stopped @ Racine to copy Automatic Grade Crossing Malfunction Item #2 @ Green St. mp 1.03	
		Tue, Nov 15	7	G	(-8) -7" Signal problems A-20; Following train ahead (2118) operating on approach signals	
		Tue, Nov 22	9	KD1	9 Following #2118 Glenview - Healy	
		Wed, Nov 30	21	GA1	(-23) late due to late arrival/turn of 2101; Switch failure A-20; Slow heavy passenger loading, picking up 2124's passengers	
MD-N	2124 <b>76% OT</b>	Tue, Nov 01	10	G	(-10) Stop signal CN-Xing; Stop signal Mayfair, track circuit out, flagged across	
		Wed, Nov 02	9	G	(-9) -3" Stop signal A-2 (61 SWITCH MOVABLE POINT FROG); -3" Temporary speed restriction Half Day Rd.; -3" Stop signal CP Canal station congestion	
		Tue, Nov 15	14	G	ADA Ingleside to CUS; Restricting A-20; Stop signal A-20	
		Wed, Nov 23	13	G	-13" Stop A6 – talked by – restricting to A5	
		Wed, Nov 30	15	GA1	(-6) -5" Stop signal Lake Forest, waiting on 2101/2120; -10" Stop signal Deerfield West; Following train ahead (late 2120)	
MD-N	2126 <b>81% OT</b>	Wed, Nov 02	9	G1	(-9) -5" Departed Deerfield late due to late arrival/turn of 2105; -2" Stop signal Mayfair; -2" Stop signal A-3	
		Fri, Nov 18	8	GX1	(-8) -4" Departed Deerfield late due to late arrival/turn of 2105; -2" Automatic Grade Crossing Malfunction Item #2 @ Howard St. mp 13.21; 2" Stop signal Mayfair	
		Wed, Nov 23	7	G	-7" Talked through red signal @ Grayland – restricting to A6	
		Wed, Nov 30	19	GA1	(-19) -15" Departed Deerfield late due to late arrival/turn of 2105; -5" X/O 2MT to 3MT	
MD-N	2133 <b>76% OT</b>	Fri, Nov 04	15	RA1	-8 Light Engine/2131 ahead @ CUS PUT OUT TOO EARLY BY CUS NORTH DIRECTOR; - (8) Following 2131; -(2) MP 6.9 PTC stopped trying to verify switch; -(7) Deerfield stop – wait for signal – xover 1 to 2 – wait for Amtrak 8 to pass @ Deerfield	
		Tue, Nov 15	9	AM1	9 min late, 2 mins CUS late departure, 3 mins following 2131 to A-5, 4 min waiting on 339 to sashay 2-1 at Deerfield	
		Thu, Nov 17	8	E1	8 mins late, 3 mins stop signal Oakley UP equipment, 3 min following 2131 to A-2, 3 mins Deerfield waiting on 339.	
		Fri, Nov 18	8	A	LATE DEPARTURE STOPPED AT MAYFAIR FOR WEST BOUND UP STOPPED AT DEERFIELD FOR 2148	
		Mon, Nov 28	7	YM1	7 mins late, 5 mins UP trains, 2 mins Western Ave yard move, 2 min stop signal Mayfair, 2 mins PTC Deerfield.	
MD-N	2146 <b>81% OT</b>	Tue, Nov 08	6	ZA1	6 min late, 9 min Libertyville waiting on a late 2125. (late following amtrak 7 that was having ptc issues)	
		Thu, Nov 17	12	E1	12 mins late, 7 min Libertyville waiting on 2125, 5 mins stop signal Mayfair.	
		Tue, Nov 22	6	ZV1	-8" Wait at Libertyville for 2125 HAVING PTC ISSUES- FOLLOWUP LOCO 217 RECENT WHEEL REPLACEMENT, NEW WHEEL DIAMETER CAUSING PTC TO NOT CORRECTLY READ SPEED, SHOULD HAVE BEEN CORRECTED WITH SOFTWARE PUSH	
		Mon, Nov 28	21	YM1	21 mins late. Due to an earlier derailment at CUS blocking tracks 15,17 and 19 the following CUS-D trains were delayed	
MD-N	2150 <b>76% OT</b>	Mon, Nov 07	7	ZT	7 mins late, 5 mins Rondout late turn from 2133, 5 mins PTC (not engaging) issues) FOLLOW UP, TIGHT FLIP AND SLIGHT ISSUE TRYING TO INIT	
		Tue, Nov 15	0	XF	Annulled at Rondout and expressed to WACY -FORWARD MICROSCHITCH CAR 8509	
		Thu, Nov 17	31	E	30 mins late, 29 mins locomotive (89) issues North Glenview (LOCKED AXLE SENSOR DISENGAGED) GFD RE32 CONTACTOR/RESISTOR	
		Mon, Nov 28	8	YM1	9 mins late, 6 mins late turn from 2133.	
		Tue, Nov 29	7	YM1	8 mins late, 2 mins late turn from 2133, 2 min holding Lake Forest for 2139, 2 mins stop signal Mayfair.	

**Table 3 (continued): Weekday Trains less than 85% On-Time  
November 2022**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-N	2152 <b>71% OT</b>	Tue, Nov 01	8	RA	8 mins late, 5 mins Rondout waiting on amtrak 340, 2 mins 30 mph 26.5, 4 mins stop signal Canal St.
		Tue, Nov 15	29	F1	-30" min late Due to loading issues with 2150's locomotive 403 at Rondout.
		Fri, Nov 18	7	G	2 min STOPPED FOR SIGNAL AT RONDOUT 6 min LOADING PASSENGERS at Lake Forest
		Tue, Nov 22	9	G	LATE ON THE OUTBOUND, HAD TO WAIT FOR SIGNAL AT RONDOUT AND HAD TO SET PTC
		Mon, Nov 28	7	YM1	7 mins late, 4 mins late turn from 2141, 2 mins stop signal A-2. Due to an earlier derailment at CUS blocking tracks 15,17 and 19 the following CUS-D trains were delayed
		Tue, Nov 29	17	AM1	17 mins late, 8 mins Rondout holding for Amtrak 340, 4 mins two speed restrictions MP 30.5 and 26.5, 5 mins wheel slip.
MD-N	2156 <b>81% OT</b>	Mon, Nov 14	10	G	10 mins late, signal issues (dropped signal) Rondout.
		Tue, Nov 15	11	F1	Due to loading issues with 2150's locomotive 403 at Rondout. 11 mins late, 5 min late turn Fox Lake PTC issues 6 mins waiting on 2151
		Fri, Nov 18	7	RA1	7 mins late, 7 min waiting on outbound 2151 at Libertyville.
		Mon, Nov 28	9	YM1	8 mins late, late turn from 2147. Due to an earlier derailment at CUS blocking tracks 15,17 and 19 the following CUS-D trains were delayed
MD-W	2203 <b>81% OT</b>	Fri, Nov 04	9	A	-9; -15" Meets with Eastbound trains LATE FLIP FROM 2202 THAT WAS 5 MINS LATE
		Fri, Nov 11	30	E1	(-27) -33" Departed CUS late due to late arrival/turn of 2204
		Mon, Nov 28	13	KW	(-13) -3" Stop signal CP Morgan St., X/O 2MT to 1MT; -10" Wheel slip issues multiple stations (no sand) engine #422
		Tue, Nov 29	10	KW	(-10) -4" Departed CUS late due to waiting on 2102; -6" Wheel slip issues engine #422
MD-W	2212 <b>62% OT</b>	Tue, Nov 01	11	RF	(-11) Waiting on signal indication coming out of the Elgin Coachyard
		Wed, Nov 02	7	U1	(-11) -7" Following train ahead (2210 - ADAs)
		Thu, Nov 03	11	GX1	(-11) -7" Following train ahead (2210); -3" Slow passenger loading' -3" Stop signal A-5
		Fri, Nov 11	8	E1	(-8) Following trains ahead (2210); X/O 2MT to 1MT Roselle to B-17 to run around disabled 2202
		Wed, Nov 16	7	U1	(-7) Following train ahead (2210) operating on approach signals
		Fri, Nov 18	29	D	(-29) -3" Following train ahead (2210) operating on approach signals; -29" Freight train interference @ Mars, CP248 10,000' [CONTROLLABLE FREIGHT]
		Tue, Nov 29	11	U1	(-11) -9" Following train ahead (2210)
		Wed, Nov 30	10	GA1	(-11) -6" Following train ahead (2210); -4" Stop signal A-2, funneling trains from A-2 to CUS, station congestion
		NCS	101 <b>76% OT</b>	Fri, Nov 04	8
Mon, Nov 14	8			GM1	(-8) -10" Stop Des Plaines waiting on tardy NCS110
Thu, Nov 17	8			A	-11; Stop signal Deval, waited on NCS 110 & UP cross-traffic
Wed, Nov 23	13			A1	-13" Stopped @ Deval – waiting on #110
Wed, Nov 30	11			GA1	-11" Departed CUS late due to station congestion, waiting on other trains (2206, 2106)
NCS	102 <b>81% OT</b>	Fri, Nov 11	10	ZR	-10" PTC enforcement GBO #3325 30 mph, restricted speed; -4" Automatic Grade Crossing Malfunction Item #2 @ Nordica mp 9.58
		Thu, Nov 17	11	CD	-14; Difficulties contacting Foreman Pachowiak mp 24.0-20.0 #4065 (FOREIGN ENGINEERING)
		Wed, Nov 23	24	ZN	-24" PTC issues in Antioch yard DUE TO EXCESSIVE CN BULLETIN DATA IN PUSH FROM CN BOS/held @ Lemont
		Tue, Nov 29	6	YM1	(-6) -5" Funneling trains into CUS on 3MT, approach, stop, restricting Paulina; -7" Stop signal CUS Canal St.
NCS	110 <b>81% OT</b>	Mon, Nov 14	6	GM1	-6" Stop signal Grayslake - freight
		Wed, Nov 23	7	A	-7" Stop @ Deval – Train traffic
		Tue, Nov 29	6	YM1	(-6) Station congestion, single tracking into CUS, following trains ahead (2120)
		Wed, Nov 30	6	GA1	(-6) A-2 to CUS funneling trains, station congestion
SWS	815 <b>76% OT</b>	Thu, Nov 03	7	D	(GENERAL FREIGHT INTERFERENCE) --6MIN - STOPPED AT CP RIDGE DUE TO IHB FREIGHT .   IAIS15 ENG CSX3136 11,000FT GOING THRU A 10MPH [Controllable Freight]
		Fri, Nov 04	16	ZN	-13 min at Belt Jct. due to PTC issues per Landers & BRC due to track work -3 min at Worth mp17.50 west of CP Ridge due to trespasser near the rail
		Mon, Nov 14	10	D	STOPPED FOR BRC FREIGHT TRAFFIC -13MIN DELAY TRAIN ID 215213  ENG CP8918 7600FT [CONTROLLABLE FREIGHT]
		Wed, Nov 16	9	GF	BRC HAD SW FAILURE ON BRC #1 SW
		Thu, Nov 17	23	RA	AMTRAK DISPATCHER MISLINED TRAIN OUT OF CUS -23 MIN DELAY
UP-N	354 <b>81% OT</b>	Thu, Nov 03	9	I	-9" Heavy passenger loading en route
		Mon, Nov 07	10	I	-10" Heavy passenger loading en route & PTC issues @ Ravenswood (PTC disengaged) - operated restricted speed to the next signal
		Wed, Nov 09	7	I	-7" Heavy passenger loading en route
		Thu, Nov 10	13	GT1	-13" Late departure from WK (used M356 crew & equipment) due to M356 operating late from Waukegan, relaying from switch issues @ WK (#3 crossover switch out-of-correspondence CODE STATION FAILURE
UP-NW	628 <b>81% OT</b>	Tue, Nov 01	0	E1	Annulled due to M607 bad order @ Edison Park ran M609 out to Crystal Lake and turned for M636
		Wed, Nov 23	11	E1	-11" Picked up M626 passengers at Arlington Heights
		Fri, Nov 25	10	GX1	-10" Late turn from M609
		Wed, Nov 30	18	M1	-18" Delayed due to M603 Critical Incident, turned at Cumberland
UP-NW	633 <b>81% OT</b>	Thu, Nov 03	20	D	-20" Cross traffic @ Deval (MALG3 02); wheel slip; sticky cab car door [Controllable Freight]
		Fri, Nov 11	10	D	-10" Delayed @ Barrington C/N Freight Interference [CONTROLLABLE FREIGHT]
		Wed, Nov 16	13	U1	-13" Heavy passenger unloading en route & cross traffic @ Seeger (LPR51)
		Tue, Nov 29	19	GX	-19" XH @ MP25.46 (Hicks RD)

**Table 3 (continued): Weekday Trains less than 85% On-Time  
November 2022**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-NW	635 <b>67% OT</b>	Wed, Nov 02	8	RF1	-8" Delayed following M633 from Barrington
		Thu, Nov 03	23	D1	-23" Delayed following M631 from Barrington [Controllable Freight]
		Fri, Nov 11	17	D1	-17" Following train ahead (M633) [CONTROLLABLE FREIGHT]
		Wed, Nov 16	13	U1	-13" Delayed following M631, due to door issues
		Fri, Nov 18	14	C	-14" Following train ahead (M631) 15 MPH on McHenry Sub (due to track #1 broken rail)
		Tue, Nov 29	20	GX	-20" XH @ MP 25.46 (Hicks RD)
		Wed, Nov 30	15	M1	-15" Delayed following M631 & 15MPH between MP62-MP63
UP-NW	641 <b>67% OT</b>	Thu, Nov 03	18	D	-18" CN freight train interference @ Barrington & had to wait for M658 @ Crystal Lake Junction [Controllable Freight]
		Fri, Nov 04	8	Q	waiting on track warrant at Crystal Lake junction
		Fri, Nov 11	16	D1	-16" Following trains ahead (M635, M637) [CONTROLLABLE FREIGHT]
		Wed, Nov 16	7	U1	-7" Delayed following trains ahead
		Thu, Nov 17	7	CC	-7" Delayed following M637 & 30 MPH @ MP64.25
		Fri, Nov 18	7	C	-7" Following train ahead (M637), also XH @ MP 39.55 (due to track #1 broken rail)
		Tue, Nov 29	11	GX	-11" XH @ MP 25.46 (Hicks RD); following trains ahead & red signal @ CPT038
UP-W	20 <b>71% OT</b>	Wed, Nov 02	12	G	-12" 2 lifts @ Glen Ellyn, also cross traffic @ Western
		Wed, Nov 16	13	D	-13" Freight interference (2 CNAOK1 15) [CONTROLLABLE FREIGHT]
		Thu, Nov 17	16	ZT	-16" Delayed @ Kedzie PTC failure, had to cutout PTC
		Fri, Nov 18	7	A	-7" Delayed at Western cross traffic
		Mon, Nov 28	13	ZR1	-13" Delayed due to yard crew moving equipment off a track but PTC was not initializing
		Wed, Nov 30	8	G	-8" Switch #33 Failure at Western

Data is final (12/15/2022) 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
<b>Passenger Train Interference</b>		<b>Human Error</b>		<b>Passenger Train Interference</b>	
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	<b>Freight Interference - Peak &amp; Off-Peak</b>	
<b>Accident</b>		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	<b>Accident</b>	
<b>Passenger Related</b>		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	<b>Passenger Related</b>	
J	Passenger Problems / Removal	<b>Weather</b>		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	<b>Signal/Switch Failure</b>	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
<b>Obstruction/Debris</b>		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	<b>Track Work</b>	
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	<b>Non-Locomotive Equipment Issue</b>	
<b>Signal/Switch Failure</b>		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	<b>Locomotive Issue</b>	
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	<b>Human Error</b>	
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
<b>Track Work</b>		<b>Other</b>		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	<b>Weather</b>	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	<b>PTC Related</b>	
CH	Contractor Failure	<b>PTC Related</b>		ZA	PTC Amtrak Train (On-Board)
<b>Catenary Failure</b>		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)
<b>Non-Locomotive Equipment Issue</b>		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		
<b>Locomotive Issue</b>		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**  
November 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
<b>Freight Interference - Total</b>	<b>11</b>	-	-	-	<b>2</b>	-	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	-	<b>13</b>	<b>11</b>	<b>46</b>
Freight Interference - Peak	1	-	-	-	2	-	1	1	1	-	-	9	5	20
Primary	1	-	-	-	1	-	1	1	1	-	-	5	5	15
Secondary	-	-	-	-	1	-	-	-	-	-	-	4	-	5
Freight Interference - Off-Peak	10	-	-	-	-	-	-	1	2	3	-	4	6	26
Primary	8	-	-	-	-	-	-	1	2	3	-	4	5	23
Secondary	2	-	-	-	-	-	-	-	-	-	-	-	1	3
<b>Signal/Switch Failure - Total</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>87</b>	<b>1</b>	<b>40</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>15</b>	<b>6</b>	<b>197</b>
Signal/Switch Failure - Metra/PSA	2	9	3	87	-	32	5	2	6	-	7	15	6	174
Primary	2	6	3	38	-	29	4	-	6	-	4	11	5	108
Secondary	-	3	-	49	-	3	1	2	-	-	3	4	1	66
Signal/Switch Failure - Foreign	3	-	-	-	1	8	5	4	-	2	-	-	-	23
Primary	2	-	-	-	1	3	2	2	-	2	-	-	-	12
Secondary	1	-	-	-	-	5	3	2	-	-	-	-	-	11
<b>Mechanical Failure - Total</b>	<b>15</b>	-	-	-	-	<b>15</b>	<b>6</b>	-	<b>8</b>	-	<b>4</b>	<b>13</b>	<b>3</b>	<b>64</b>
Mechanical Failure - Metra/PSA	15	-	-	-	-	15	6	-	8	-	4	13	3	64
Non-Locomotive Equipment Issue - Metra/PSA	2	-	-	-	-	8	1	-	-	-	1	2	-	14
Primary	1	-	-	-	-	2	1	-	-	-	1	1	-	6
Secondary	1	-	-	-	-	6	-	-	-	-	-	1	-	8
Locomotive Issue - Metra/PSA	13	-	-	-	-	7	5	-	8	-	3	11	3	50
Primary	2	-	-	-	-	3	1	-	4	-	2	5	2	19
Secondary	11	-	-	-	-	4	4	-	4	-	1	6	1	31
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	<b>4</b>	-	-	<b>1</b>	-	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>	-	-	-	<b>2</b>	<b>17</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	1	4	1	-	-	-	2	9
Passenger Train Interference - Foreign	4	-	-	1	-	3	-	-	-	-	-	-	-	8
<b>Accident - Total</b>	-	-	-	-	-	<b>17</b>	<b>4</b>	<b>2</b>	<b>9</b>	-	<b>4</b>	<b>19</b>	-	<b>55</b>
Accident - Metra/PSA	-	-	-	-	-	17	4	2	9	-	4	19	-	55
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>3</b>	<b>10</b>	<b>1</b>	-	<b>1</b>	<b>5</b>	-	<b>1</b>	<b>2</b>	-	<b>4</b>	<b>5</b>	<b>4</b>	<b>36</b>
Track Work - Metra/PSA	3	10	1	-	-	5	-	-	2	-	4	5	4	34
Track Work - Foreign	-	-	-	-	1	-	-	1	-	-	-	-	-	2
<b>Human Error - Total</b>	<b>3</b>	<b>2</b>	-	-	<b>1</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>36</b>
Human Error - Metra/PSA	2	2	-	-	-	2	-	-	1	-	5	5	3	20
Human Error - Foreign	1	-	-	-	1	5	3	1	-	2	-	1	2	16
<b>PTC Related - Total</b>	<b>8</b>	-	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>41</b>
PTC Related - Metra/PSA	-	-	1	2	-	3	1	2	8	-	2	-	7	26
PTC Related - Foreign	8	-	-	-	3	1	-	1	-	1	-	1	-	15
<b>Weather - Total</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>14</b>	-	<b>6</b>	<b>6</b>	<b>1</b>	<b>7</b>	-	<b>9</b>	<b>12</b>	<b>4</b>	<b>70</b>
Weather - Metra/PSA	4	5	2	14	-	6	6	1	7	-	9	12	4	70
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	-	<b>4</b>	-	<b>5</b>	-	<b>10</b>	<b>8</b>	<b>10</b>	<b>47</b>
<b>Obstruction/Debris - Total</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>7</b>	-	<b>5</b>	-	<b>3</b>	<b>5</b>	-	<b>13</b>	<b>17</b>	<b>2</b>	<b>63</b>
<b>Catenary Failure - Total</b>	-	<b>5</b>	<b>5</b>	-	-	-	-	-	-	-	-	-	-	<b>10</b>
<b>Other - Total</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>5</b>	-	-	<b>10</b>	-	-	-	-	-	-	<b>28</b>
<b>Total Trains Delayed</b>	<b>62</b>	<b>44</b>	<b>18</b>	<b>121</b>	<b>9</b>	<b>103</b>	<b>46</b>	<b>23</b>	<b>55</b>	<b>8</b>	<b>58</b>	<b>109</b>	<b>54</b>	<b>710</b>
Total Metra/PSA Delays	35	44	18	120	1	86	37	14	52	0	58	94	41	600
Total Foreign Carrier Delays	27	0	0	1	8	17	9	9	3	8	0	15	13	110

Data for current month is final (12/15/2022) 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.

**Table 5.b: Train Delays by Cause and Line**  
**Average November Over Previous Five Years: 2017-2021**

**Top 2 causes for each line and the system are shaded**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>8</b>	-	-	-	<b>5</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>6</b>	<b>27</b>	<b>90</b>
Freight Interference - Peak	3	-	-	-	5	1	3	2	1	6	1	4	8	33
Primary	2	-	-	-	4	1	3	2	0	4	0	3	5	24
Secondary	1	-	-	-	1	-	0	1	1	1	1	1	3	10
Freight Interference - Off-Peak	5	-	-	-	-	7	8	4	4	6	1	2	19	56
Primary	4	-	-	-	-	6	7	3	3	4	-	2	14	44
Secondary	1	-	-	-	-	1	1	1	1	2	1	0	5	13
<b>Signal/Switch Failure - Total</b>	<b>25</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>13</b>	<b>8</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>127</b>
Signal/Switch Failure - Metra/PSA	20	5	2	4	1	23	11	4	15	2	3	8	5	104
Primary	12	4	2	3	1	15	8	4	11	2	2	5	2	72
Secondary	8	1	0	1	-	8	3	1	4	0	1	3	3	32
Signal/Switch Failure - Foreign	5	-	-	-	2	4	2	3	-	5	-	2	1	23
Primary	5	-	-	-	1	2	1	3	-	3	-	1	1	16
Secondary	0	-	-	-	0	2	1	1	-	2	-	1	0	7
<b>Mechanical Failure - Total</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>64</b>
Mechanical Failure - Metra/PSA	11	1	0	0	0	5	5	2	16	2	6	6	8	62
Non-Locomotive Equipment Issue - Metra/PSA	3	1	0	0	-	1	1	0	5	-	1	1	7	21
Primary	2	0	-	0	-	1	1	0	2	-	1	1	3	11
Secondary	1	0	0	0	-	-	0	-	4	-	-	-	4	10
Locomotive Issue - Metra/PSA	7	0	-	-	0	4	4	2	10	2	5	6	1	42
Primary	2	-	-	-	0	2	2	1	4	1	1	2	1	15
Secondary	5	0	-	-	0	2	2	1	6	1	4	3	1	26
Mechanical Failure - Foreign	-	1	-	1	-	0	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	-	-	-	<b>12</b>
Passenger Train Interference - Metra/PSA	-	-	0	0	-	3	1	1	1	-	-	-	-	6
Passenger Train Interference - Foreign	1	0	-	0	0	2	1	-	0	1	-	-	-	6
<b>Accident - Total</b>	<b>16</b>	-	<b>0</b>	-	<b>1</b>	<b>1</b>	<b>4</b>	-	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>32</b>
Accident - Metra/PSA	10	-	0	-	-	1	3	-	1	-	1	4	2	22
Accident - Foreign	6	-	-	-	1	-	1	-	-	2	-	-	0	10
<b>Track Work - Total</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>90</b>
Track Work - Metra/PSA	9	7	1	7	0	10	2	1	15	1	9	14	12	88
Track Work - Foreign	0	-	-	-	-	1	-	-	-	0	-	0	-	2
<b>Human Error - Total</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>59</b>
Human Error - Metra/PSA	4	2	1	2	0	8	4	1	6	5	3	4	4	45
Human Error - Foreign	5	-	-	-	1	2	0	2	-	1	1	1	1	15
<b>PTC Related - Total</b>	<b>1</b>	-	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>30</b>
PTC Related - Metra/PSA	1	-	0	0	0	3	2	1	3	1	5	4	6	26
PTC Related - Foreign	-	-	-	-	2	0	-	-	-	2	-	-	-	4
<b>Weather - Total</b>	<b>9</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>22</b>	<b>36</b>	<b>13</b>	<b>147</b>
Weather - Metra/PSA	9	11	6	3	1	11	16	1	18	0	22	36	13	147
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	-	<b>10</b>	<b>7</b>	<b>2</b>	<b>8</b>	-	<b>10</b>	<b>9</b>	<b>9</b>	<b>64</b>
<b>Obstruction/Debris - Total</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>59</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	<b>0</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>2</b>
<b>Other - Total</b>	-	-	-	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>1</b>	<b>3</b>
<b>Total Trains Delayed</b>	<b>99</b>	<b>37</b>	<b>13</b>	<b>24</b>	<b>14</b>	<b>93</b>	<b>72</b>	<b>25</b>	<b>101</b>	<b>38</b>	<b>66</b>	<b>96</b>	<b>101</b>	<b>779</b>
Total Metra/PSA Delays	73	36	13	23	4	76	57	14	95	15	63	87	71	627
Total Foreign Carrier Delays	26	1	0	1	10	18	15	11	6	23	3	9	29	151

Data for current month is final (12/16/2021) version of TOPS

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

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

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

**Table 5.c: Train Delays by Cause and Line**  
**November 2022 Compared to Average November Over Previous Five Years: 2017-2021**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>3</b>	-	-	-	<b>(3)</b>	<b>(8)</b>	<b>(10)</b>	<b>(4)</b>	<b>(2)</b>	<b>(9)</b>	<b>(2)</b>	<b>7</b>	<b>(16)</b>	<b>(44)</b>
Freight Interference - Peak	(2)	-	-	-	(3)	(1)	(2)	(1)	-	(6)	(1)	5	(3)	(13)
Primary	(1)	-	-	-	(3)	(1)	(2)	(1)	1	(4)	(0)	2	0	(9)
Secondary	(1)	-	-	-	0	-	(0)	(1)	(1)	(1)	(1)	3	(3)	(5)
Freight Interference - Off-Peak	5	-	-	-	-	(7)	(8)	(3)	(2)	(3)	(1)	2	(13)	(30)
Primary	4	-	-	-	-	(6)	(7)	(2)	(1)	(1)	-	2	(9)	(21)
Secondary	1	-	-	-	-	(1)	(1)	(1)	(1)	(2)	(1)	(0)	(4)	(10)
<b>Signal/Switch Failure - Total</b>	<b>(20)</b>	<b>4</b>	<b>1</b>	<b>83</b>	<b>(1)</b>	<b>14</b>	<b>(3)</b>	<b>(2)</b>	<b>(9)</b>	<b>(5)</b>	<b>4</b>	<b>5</b>	<b>(0)</b>	<b>70</b>
Signal/Switch Failure - Metra/PSA	(18)	4	1	83	(1)	9	(6)	(2)	(9)	(2)	4	7	1	70
Primary	(10)	2	1	35	(1)	14	(4)	(4)	(5)	(2)	2	6	3	36
Secondary	(8)	2	(0)	48	-	(5)	(2)	1	(4)	(0)	2	1	(2)	34
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	4	3	1	-	(3)	-	(2)	(1)	(0)
Primary	(3)	-	-	-	(0)	1	1	(1)	-	(1)	-	(1)	(1)	(4)
Secondary	1	-	-	-	(0)	3	2	1	-	(2)	-	(1)	(0)	4
<b>Mechanical Failure - Total</b>	<b>4</b>	<b>(2)</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>10</b>	<b>1</b>	<b>(2)</b>	<b>(8)</b>	<b>(2)</b>	<b>(2)</b>	<b>7</b>	<b>(5)</b>	<b>(0)</b>
Mechanical Failure - Metra/PSA	4	(1)	(0)	(0)	(0)	10	1	(2)	(8)	(2)	(2)	7	(5)	2
Non-Locomotive Equipment Issue - Metra/PSA	(1)	(1)	(0)	(0)	-	7	(0)	(0)	(5)	-	-	1	(7)	(7)
Primary	(1)	(0)	-	(0)	-	1	0	(0)	(2)	-	-	0	(3)	(5)
Secondary	(0)	(0)	(0)	(0)	-	6	(0)	-	(4)	-	-	1	(4)	(2)
Locomotive Issue - Metra/PSA	6	(0)	-	-	(0)	3	1	(2)	(2)	(2)	(2)	5	2	8
Primary	-	-	-	-	(0)	1	(1)	(1)	0	(1)	1	3	1	4
Secondary	6	(0)	-	-	(0)	2	2	(1)	(2)	(1)	(3)	3	0	5
Mechanical Failure - Foreign	-	(1)	-	(1)	-	(0)	-	-	-	-	-	-	-	(2)
<b>Passenger Train Interference - Total</b>	<b>3</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>	<b>(2)</b>	<b>(0)</b>	<b>3</b>	-	<b>(1)</b>	-	-	<b>2</b>	<b>5</b>
Passenger Train Interference - Metra/PSA	-	-	(0)	(0)	-	(2)	0	3	0	-	-	-	2	3
Passenger Train Interference - Foreign	3	(0)	-	1	(0)	1	(1)	-	(0)	(1)	-	-	-	2
<b>Accident - Total</b>	<b>(16)</b>	-	<b>(0)</b>	-	<b>(1)</b>	<b>16</b>	-	<b>2</b>	<b>8</b>	<b>(2)</b>	<b>3</b>	<b>15</b>	<b>(2)</b>	<b>23</b>
Accident - Metra/PSA	(10)	-	(0)	-	-	16	1	2	8	-	3	15	(2)	33
Accident - Foreign	(6)	-	-	-	(1)	-	(1)	-	-	(2)	-	-	(0)	(10)
<b>Track Work - Total</b>	<b>(6)</b>	<b>3</b>	<b>0</b>	<b>(7)</b>	<b>1</b>	<b>(6)</b>	<b>(2)</b>	-	<b>(13)</b>	<b>(2)</b>	<b>(5)</b>	<b>(9)</b>	<b>(8)</b>	<b>(54)</b>
Track Work - Metra/PSA	(6)	3	0	(7)	(0)	(5)	(2)	(1)	(13)	(1)	(5)	(9)	(8)	(54)
Track Work - Foreign	(0)	-	-	-	1	(1)	-	1	-	(0)	-	(0)	-	-
<b>Human Error - Total</b>	<b>(6)</b>	<b>0</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>(3)</b>	<b>(2)</b>	<b>(2)</b>	<b>(5)</b>	<b>(4)</b>	<b>1</b>	<b>1</b>	<b>(1)</b>	<b>(23)</b>
Human Error - Metra/PSA	(2)	0	(1)	(2)	(0)	(6)	(4)	(1)	(5)	(5)	2	1	(1)	(25)
Human Error - Foreign	(4)	-	-	-	-	3	3	(1)	-	1	(1)	-	1	1
<b>PTC Related - Total</b>	<b>7</b>	-	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>(1)</b>	<b>2</b>	<b>5</b>	<b>(2)</b>	<b>(3)</b>	<b>(3)</b>	<b>1</b>	<b>11</b>
PTC Related - Metra/PSA	(1)	-	1	2	(0)	0	(1)	1	5	(1)	(3)	(4)	1	-
PTC Related - Foreign	8	-	-	-	1	1	-	1	-	(1)	-	1	-	11
<b>Weather - Total</b>	<b>(5)</b>	<b>(6)</b>	<b>(4)</b>	<b>11</b>	<b>(1)</b>	<b>(5)</b>	<b>(10)</b>	<b>(0)</b>	<b>(11)</b>	<b>(0)</b>	<b>(13)</b>	<b>(24)</b>	<b>(9)</b>	<b>(77)</b>
Weather - Metra/PSA	(5)	(6)	(4)	11	(1)	(5)	(10)	(0)	(11)	(0)	(13)	(24)	(9)	(77)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>(3)</b>	<b>(4)</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>(10)</b>	<b>(3)</b>	<b>(2)</b>	<b>(3)</b>	-	<b>0</b>	<b>(1)</b>	<b>1</b>	<b>(17)</b>
<b>Obstruction/Debris - Total</b>	<b>1</b>	<b>(2)</b>	<b>1</b>	<b>4</b>	<b>(1)</b>	<b>2</b>	<b>(6)</b>	<b>2</b>	<b>(7)</b>	<b>(3)</b>	<b>10</b>	<b>14</b>	<b>(9)</b>	<b>4</b>
<b>Catenary Failure - Total</b>	-	<b>4</b>	<b>5</b>	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>8</b>
<b>Other - Total</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>(0)</b>	<b>(0)</b>	<b>10</b>	-	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>25</b>
<b>Total Trains Delayed</b>	<b>(37)</b>	<b>7</b>	<b>5</b>	<b>97</b>	<b>(5)</b>	<b>10</b>	<b>(26)</b>	<b>(2)</b>	<b>(46)</b>	<b>(30)</b>	<b>(8)</b>	<b>13</b>	<b>(47)</b>	<b>(69)</b>
Total Metra/PSA Delays	-38	8	5	97	-3	10	-20	0	-43	-15	-5	7	-30	-27
Total Foreign Carrier Delays	1	-1	0	0	-2	-1	-6	-2	-3	-15	-3	6	-16	-41

Data for current month is final (12/15/2022) 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.

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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 - November 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
<b>Freight Interference - Total</b>	<b>102</b>	-	-	-	<b>66</b>	<b>59</b>	<b>83</b>	<b>26</b>	<b>24</b>	<b>48</b>	<b>18</b>	<b>80</b>	<b>322</b>	<b>828</b>
Freight Interference - Peak	23	-	-	-	38	15	31	17	6	28	12	47	120	337
Primary	20	-	-	-	37	15	25	14	6	25	8	28	90	268
Secondary	3	-	-	-	1	-	6	3	-	3	4	19	30	69
Freight Interference - Off-Peak	79	-	-	-	28	44	52	9	18	20	6	33	202	491
Primary	70	-	-	-	28	27	39	6	17	18	3	30	156	394
Secondary	9	-	-	-	-	17	13	3	1	2	3	3	46	97
<b>Signal/Switch Failure - Total</b>	<b>101</b>	<b>70</b>	<b>38</b>	<b>163</b>	<b>26</b>	<b>191</b>	<b>118</b>	<b>38</b>	<b>156</b>	<b>39</b>	<b>69</b>	<b>92</b>	<b>68</b>	<b>1,169</b>
Signal/Switch Failure - Metra/PSA	56	70	38	163	6	165	102	27	154	18	69	82	68	1,018
Primary	40	60	31	87	5	123	81	15	127	13	49	74	50	755
Secondary	16	10	7	76	1	42	21	12	27	5	20	8	18	263
Signal/Switch Failure - Foreign	45	-	-	-	20	26	16	11	2	21	-	10	-	151
Primary	32	-	-	-	20	15	8	8	-	16	-	9	-	108
Secondary	13	-	-	-	-	11	8	3	2	5	-	1	-	43
<b>Mechanical Failure - Total</b>	<b>101</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>94</b>	<b>89</b>	<b>17</b>	<b>116</b>	<b>7</b>	<b>86</b>	<b>111</b>	<b>73</b>	<b>719</b>
Mechanical Failure - Metra/PSA	96	11	5	6	1	90	89	17	116	7	86	111	73	708
Non-Locomotive Equipment Issue - Metra/PSA	27	11	5	6	-	25	23	5	11	3	29	24	16	185
Primary	20	5	3	5	-	11	16	3	8	2	18	16	13	120
Secondary	7	6	2	1	-	14	7	2	3	1	11	8	3	65
Locomotive Issue - Metra/PSA	69	-	-	-	1	65	66	12	105	4	57	87	57	523
Primary	28	-	-	-	1	32	31	8	44	2	23	39	26	234
Secondary	41	-	-	-	-	33	35	4	61	2	34	48	31	289
Mechanical Failure - Foreign	5	2	-	-	-	4	-	-	-	-	-	-	-	11
<b>Passenger Train Interference - Total</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>38</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>2</b>	-	<b>4</b>	<b>5</b>	<b>87</b>
Passenger Train Interference - Metra/PSA	-	-	1	-	-	27	1	10	8	-	-	3	5	55
Passenger Train Interference - Foreign	6	1	-	2	9	11	-	-	-	2	-	1	-	32
<b>Accident - Total</b>	<b>125</b>	<b>3</b>	-	<b>5</b>	<b>7</b>	<b>59</b>	<b>29</b>	<b>3</b>	<b>115</b>	<b>2</b>	<b>92</b>	<b>109</b>	<b>50</b>	<b>599</b>
Accident - Metra/PSA	125	3	-	5	3	52	23	3	79	1	92	94	37	517
Accident - Foreign	-	-	-	-	4	7	6	-	36	1	-	15	13	82
<b>Track Work - Total</b>	<b>38</b>	<b>73</b>	<b>8</b>	<b>19</b>	<b>10</b>	<b>74</b>	<b>95</b>	<b>6</b>	<b>61</b>	<b>21</b>	<b>98</b>	<b>51</b>	<b>77</b>	<b>631</b>
Track Work - Metra/PSA	34	73	8	19	1	72	92	-	61	5	98	48	77	588
Track Work - Foreign	4	-	-	-	9	2	3	6	-	16	-	3	-	43
<b>Human Error - Total</b>	<b>66</b>	<b>24</b>	<b>8</b>	<b>16</b>	<b>20</b>	<b>91</b>	<b>34</b>	<b>21</b>	<b>60</b>	<b>16</b>	<b>74</b>	<b>82</b>	<b>42</b>	<b>554</b>
Human Error - Metra/PSA	56	24	8	16	8	16	19	6	57	6	63	39	29	347
Human Error - Foreign	10	-	-	-	12	75	15	15	3	10	11	43	13	207
<b>PTC Related - Total</b>	<b>16</b>	<b>32</b>	<b>11</b>	<b>28</b>	<b>24</b>	<b>90</b>	<b>55</b>	<b>36</b>	<b>68</b>	<b>42</b>	<b>72</b>	<b>29</b>	<b>51</b>	<b>554</b>
PTC Related - Metra/PSA	6	30	11	26	10	82	49	27	67	16	71	26	49	470
PTC Related - Foreign	10	2	-	2	14	8	6	9	1	26	1	3	2	84
<b>Weather - Total</b>	<b>39</b>	<b>20</b>	<b>14</b>	<b>24</b>	<b>7</b>	<b>106</b>	<b>62</b>	<b>11</b>	<b>110</b>	<b>7</b>	<b>99</b>	<b>110</b>	<b>66</b>	<b>675</b>
Weather - Metra/PSA	39	20	14	24	6	106	62	11	109	7	99	110	66	673
Weather - Foreign	-	-	-	-	1	-	-	-	1	-	-	-	-	2
<b>Passenger Related - Total</b>	<b>19</b>	<b>79</b>	<b>26</b>	<b>29</b>	<b>2</b>	<b>37</b>	<b>58</b>	<b>7</b>	<b>71</b>	<b>2</b>	<b>101</b>	<b>76</b>	<b>76</b>	<b>583</b>
<b>Obstruction/Debris - Total</b>	<b>60</b>	<b>37</b>	<b>23</b>	<b>58</b>	<b>8</b>	<b>48</b>	<b>33</b>	<b>21</b>	<b>59</b>	<b>11</b>	<b>84</b>	<b>112</b>	<b>73</b>	<b>627</b>
<b>Catenary Failure - Total</b>	-	<b>42</b>	<b>7</b>	<b>30</b>	-	-	-	-	-	-	-	-	-	<b>79</b>
<b>Other - Total</b>	<b>22</b>	<b>10</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>18</b>	<b>2</b>	<b>12</b>	-	<b>5</b>	<b>17</b>	-	<b>109</b>
<b>Total Trains Delayed</b>	<b>695</b>	<b>404</b>	<b>145</b>	<b>388</b>	<b>181</b>	<b>897</b>	<b>675</b>	<b>198</b>	<b>860</b>	<b>197</b>	<b>798</b>	<b>873</b>	<b>903</b>	<b>7,214</b>
Total Metra/PSA Delays	513	399	145	384	46	705	546	131	793	73	768	718	553	5,774
Total Foreign Carrier Delays	182	5	0	4	135	192	129	67	67	124	30	155	350	1,440

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**Table 6.b: Train Delays by Cause and Line - YTD**  
**January - November Average Over Previous Five Years: 2017-2021**

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>106</b>	-	<b>0</b>	-	<b>57</b>	<b>103</b>	<b>110</b>	<b>56</b>	<b>46</b>	<b>116</b>	<b>15</b>	<b>62</b>	<b>267</b>	<b>939</b>
Freight Interference - Peak	36	-	0	-	50	21	32	22	8	46	6	35	91	348
Primary	22	-	-	-	42	14	25	16	5	35	4	20	49	232
Secondary	14	-	0	-	7	7	7	5	3	11	2	16	43	116
Freight Interference - Off-Peak	70	-	-	-	8	82	78	34	37	70	9	27	176	591
Primary	58	-	-	-	6	54	62	30	29	49	5	20	127	441
Secondary	13	-	-	-	1	28	16	4	8	21	4	7	48	150
<b>Signal/Switch Failure - Total</b>	<b>157</b>	<b>64</b>	<b>30</b>	<b>34</b>	<b>29</b>	<b>189</b>	<b>106</b>	<b>59</b>	<b>142</b>	<b>82</b>	<b>25</b>	<b>71</b>	<b>79</b>	<b>1,066</b>
Signal/Switch Failure - Metra/PSA	109	64	30	34	3	153	89	29	139	34	25	51	64	825
Primary	77	47	23	25	3	100	70	25	109	23	15	26	38	582
Secondary	32	17	6	9	0	54	19	4	31	11	9	25	26	243
Signal/Switch Failure - Foreign	48	-	-	-	26	36	17	30	3	48	0	20	14	241
Primary	39	-	-	-	22	18	12	24	3	32	-	14	11	173
Secondary	9	-	-	-	4	18	5	6	0	16	0	7	3	68
<b>Mechanical Failure - Total</b>	<b>162</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>132</b>	<b>78</b>	<b>30</b>	<b>146</b>	<b>30</b>	<b>89</b>	<b>82</b>	<b>97</b>	<b>873</b>
Mechanical Failure - Metra/PSA	160	8	4	3	4	123	77	29	146	30	89	82	97	853
Non-Locomotive Equipment Issue - Metra/PSA	59	8	4	3	1	16	10	4	23	11	28	31	44	241
Primary	25	3	2	1	1	8	6	2	12	6	17	17	22	123
Secondary	34	4	2	2	-	8	4	2	11	5	11	14	22	118
Locomotive Issue - Metra/PSA	101	0	-	-	3	107	68	25	123	20	61	51	53	611
Primary	31	-	-	-	2	34	28	9	45	9	20	19	20	216
Secondary	70	0	-	-	1	73	40	16	77	11	41	32	33	395
Mechanical Failure - Foreign	2	5	1	2	0	9	1	1	-	-	-	-	-	20
<b>Passenger Train Interference - Total</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>33</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>122</b>
Passenger Train Interference - Metra/PSA	2	4	1	4	0	23	3	9	3	0	1	3	2	56
Passenger Train Interference - Foreign	17	1	0	2	9	9	2	0	1	24	-	-	0	66
<b>Accident - Total</b>	<b>79</b>	<b>32</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>28</b>	<b>30</b>	<b>8</b>	<b>33</b>	<b>13</b>	<b>38</b>	<b>83</b>	<b>55</b>	<b>418</b>
Accident - Metra/PSA	65	18	5	9	0	21	24	6	30	7	37	76	33	330
Accident - Foreign	14	13	2	-	3	7	6	2	4	6	1	7	22	88
<b>Track Work - Total</b>	<b>106</b>	<b>65</b>	<b>11</b>	<b>35</b>	<b>12</b>	<b>81</b>	<b>37</b>	<b>9</b>	<b>113</b>	<b>18</b>	<b>69</b>	<b>61</b>	<b>61</b>	<b>679</b>
Track Work - Metra/PSA	102	65	11	35	10	78	35	9	113	12	69	60	61	660
Track Work - Foreign	4	0	-	-	2	3	2	0	0	6	-	1	-	18
<b>Human Error - Total</b>	<b>156</b>	<b>27</b>	<b>12</b>	<b>15</b>	<b>17</b>	<b>104</b>	<b>61</b>	<b>27</b>	<b>83</b>	<b>33</b>	<b>64</b>	<b>66</b>	<b>74</b>	<b>739</b>
Human Error - Metra/PSA	83	26	12	14	4	59	44	12	81	16	53	46	54	505
Human Error - Foreign	73	1	-	1	13	45	18	15	1	17	11	20	20	234
<b>PTC Related - Total</b>	<b>35</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>10</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>50</b>	<b>17</b>	<b>44</b>	<b>37</b>	<b>64</b>	<b>335</b>
PTC Related - Metra/PSA	33	12	4	8	3	22	18	6	49	7	44	36	61	304
PTC Related - Foreign	2	0	-	0	7	2	1	4	1	10	-	1	3	32
<b>Weather - Total</b>	<b>107</b>	<b>81</b>	<b>30</b>	<b>37</b>	<b>6</b>	<b>94</b>	<b>74</b>	<b>18</b>	<b>127</b>	<b>11</b>	<b>93</b>	<b>136</b>	<b>62</b>	<b>873</b>
Weather - Metra/PSA	104	81	30	37	5	93	73	18	126	9	91	135	60	862
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
<b>Passenger Related - Total</b>	<b>75</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>100</b>	<b>79</b>	<b>9</b>	<b>111</b>	<b>4</b>	<b>97</b>	<b>112</b>	<b>142</b>	<b>826</b>
<b>Obstruction/Debris - Total</b>	<b>79</b>	<b>38</b>	<b>14</b>	<b>36</b>	<b>5</b>	<b>42</b>	<b>41</b>	<b>17</b>	<b>98</b>	<b>26</b>	<b>37</b>	<b>84</b>	<b>93</b>	<b>608</b>
<b>Catenary Failure - Total</b>	-	<b>16</b>	<b>5</b>	<b>10</b>	-	-	-	-	-	-	-	-	-	<b>31</b>
<b>Other - Total</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>45</b>
<b>Total Trains Delayed</b>	<b>1,086</b>	<b>425</b>	<b>133</b>	<b>210</b>	<b>155</b>	<b>933</b>	<b>648</b>	<b>251</b>	<b>958</b>	<b>375</b>	<b>575</b>	<b>802</b>	<b>1,001</b>	<b>7,553</b>
Total Metra/PSA Delays	815	404	129	206	37	718	491	144	901	147	546	689	673	5,901
Total Foreign Carrier Delays	271	21	4	4	118	215	157	107	57	228	30	113	328	1,652

Data for current month is final (12/16/2021) version of TOPS

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

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

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

**Table 6.c: Train Delays by Cause and Line - YTD**  
**January - November 2022 Compared to Average January - November Average Over Previous Five Years: 2017-2021**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>(4)</b>	-	<b>(0)</b>	-	<b>9</b>	<b>(44)</b>	<b>(27)</b>	<b>(30)</b>	<b>(22)</b>	<b>(68)</b>	<b>3</b>	<b>18</b>	<b>55</b>	<b>(111)</b>
Freight Interference - Peak	(13)	-	(0)	-	(12)	(6)	(1)	(5)	(2)	(18)	6	12	29	(11)
Primary	(2)	-	-	-	(5)	1	-	(2)	1	(10)	4	8	41	36
Secondary	(11)	-	(0)	-	(6)	(7)	(1)	(2)	(3)	(8)	2	3	(13)	(47)
Freight Interference - Off-Peak	9	-	-	-	20	(38)	(26)	(25)	(19)	(50)	(3)	6	26	(100)
Primary	12	-	-	-	22	(27)	(23)	(24)	(12)	(31)	(2)	10	29	(47)
Secondary	(4)	-	-	-	(1)	(11)	(3)	(1)	(7)	(19)	(1)	(4)	(2)	(53)
<b>Signal/Switch Failure - Total</b>	<b>(56)</b>	<b>6</b>	<b>8</b>	<b>129</b>	<b>(3)</b>	<b>2</b>	<b>12</b>	<b>(21)</b>	<b>14</b>	<b>(43)</b>	<b>44</b>	<b>21</b>	<b>(11)</b>	<b>103</b>
Signal/Switch Failure - Metra/PSA	(53)	6	8	129	3	12	13	(2)	15	(16)	44	31	4	193
Primary	(37)	13	8	62	2	23	11	(10)	18	(10)	34	48	12	173
Secondary	(16)	(7)	1	67	1	(12)	2	8	(4)	(6)	11	(17)	(8)	20
Signal/Switch Failure - Foreign	(3)	-	-	-	(6)	(10)	(1)	(19)	(1)	(27)	(0)	(10)	(14)	(90)
Primary	(7)	-	-	-	(2)	(3)	(4)	(16)	(3)	(16)	-	(5)	(11)	(65)
Secondary	4	-	-	-	(4)	(7)	3	(3)	2	(11)	(0)	(6)	(3)	(25)
<b>Mechanical Failure - Total</b>	<b>(61)</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>(4)</b>	<b>(38)</b>	<b>11</b>	<b>(13)</b>	<b>(30)</b>	<b>(23)</b>	<b>(3)</b>	<b>29</b>	<b>(24)</b>	<b>(154)</b>
Mechanical Failure - Metra/PSA	(64)	3	1	3	(3)	(33)	12	(12)	(30)	(23)	(3)	29	(24)	(145)
Non-Locomotive Equipment Issue - Metra/PSA	(32)	3	1	3	(1)	9	13	1	(12)	(8)	1	(7)	(28)	(56)
Primary	(5)	2	1	4	(1)	3	10	1	(4)	(4)	1	(1)	(9)	(3)
Secondary	(27)	2	0	(1)	-	6	3	0	(8)	(4)	(0)	(6)	(19)	(53)
Locomotive Issue - Metra/PSA	(32)	(0)	-	-	(2)	(42)	(2)	(13)	(18)	(16)	(4)	36	4	(88)
Primary	(3)	-	-	-	(1)	(2)	3	(1)	(1)	(7)	3	20	6	18
Secondary	(29)	(0)	-	-	(1)	(40)	(5)	(12)	(16)	(9)	(7)	16	(2)	(106)
Mechanical Failure - Foreign	3	(3)	(1)	(2)	(0)	(5)	(1)	(1)	-	-	-	-	-	(9)
<b>Passenger Train Interference - Total</b>	<b>(13)</b>	<b>(4)</b>	<b>(1)</b>	<b>(4)</b>	-	<b>5</b>	<b>(4)</b>	<b>1</b>	<b>3</b>	<b>(22)</b>	<b>(1)</b>	<b>1</b>	<b>2</b>	<b>(35)</b>
Passenger Train Interference - Metra/PSA	(2)	(4)	(0)	(4)	(0)	4	(2)	1	5	(0)	(1)	0	3	(1)
Passenger Train Interference - Foreign	(11)	(0)	(0)	0	0	2	(2)	(0)	(1)	(22)	-	1	(0)	(34)
<b>Accident - Total</b>	<b>46</b>	<b>(29)</b>	<b>(7)</b>	<b>(4)</b>	<b>4</b>	<b>31</b>	<b>(1)</b>	<b>(5)</b>	<b>82</b>	<b>(11)</b>	<b>54</b>	<b>26</b>	<b>(5)</b>	<b>181</b>
Accident - Metra/PSA	60	(15)	(5)	(4)	3	31	(1)	(3)	49	(6)	55	18	4	187
Accident - Foreign	(14)	(13)	(2)	-	1	-	-	(2)	32	(5)	(1)	8	(9)	(6)
<b>Track Work - Total</b>	<b>(68)</b>	<b>8</b>	<b>(3)</b>	<b>(16)</b>	<b>(2)</b>	<b>(7)</b>	<b>58</b>	<b>(3)</b>	<b>(52)</b>	<b>3</b>	<b>29</b>	<b>(10)</b>	<b>16</b>	<b>(48)</b>
Track Work - Metra/PSA	(68)	8	(3)	(16)	(9)	(6)	57	(9)	(52)	(7)	29	(12)	16	(72)
Track Work - Foreign	0	(0)	-	-	7	(1)	1	6	(0)	10	-	2	-	25
<b>Human Error - Total</b>	<b>(90)</b>	<b>(3)</b>	<b>(4)</b>	<b>1</b>	<b>3</b>	<b>(13)</b>	<b>(27)</b>	<b>(6)</b>	<b>(23)</b>	<b>(17)</b>	<b>10</b>	<b>16</b>	<b>(32)</b>	<b>(185)</b>
Human Error - Metra/PSA	(27)	(2)	(4)	2	4	(43)	(25)	(6)	(24)	(10)	10	(7)	(25)	(158)
Human Error - Foreign	(63)	(1)	-	(1)	(1)	30	(3)	0	2	(7)	0	23	(7)	(27)
<b>PTC Related - Total</b>	<b>(19)</b>	<b>19</b>	<b>7</b>	<b>19</b>	<b>14</b>	<b>65</b>	<b>36</b>	<b>26</b>	<b>18</b>	<b>25</b>	<b>28</b>	<b>(8)</b>	<b>(13)</b>	<b>219</b>
PTC Related - Metra/PSA	(27)	18	7	18	7	60	31	21	18	9	27	(10)	(12)	166
PTC Related - Foreign	8	2	-	2	7	6	5	5	(0)	16	1	2	(1)	52
<b>Weather - Total</b>	<b>(68)</b>	<b>(61)</b>	<b>(16)</b>	<b>(13)</b>	<b>1</b>	<b>12</b>	<b>(12)</b>	<b>(7)</b>	<b>(17)</b>	<b>(4)</b>	<b>6</b>	<b>(26)</b>	<b>4</b>	<b>(198)</b>
Weather - Metra/PSA	(65)	(61)	(16)	(13)	1	13	(11)	(7)	(17)	(2)	8	(25)	6	(189)
Weather - Foreign	(3)	-	-	-	0	(1)	(1)	-	0	(2)	(2)	(1)	(1)	(10)
<b>Passenger Related - Total</b>	<b>(56)</b>	<b>8</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>(63)</b>	<b>(21)</b>	<b>(2)</b>	<b>(40)</b>	<b>(2)</b>	<b>4</b>	<b>(36)</b>	<b>(66)</b>	<b>(243)</b>
<b>Obstruction/Debris - Total</b>	<b>(19)</b>	<b>(1)</b>	<b>9</b>	<b>22</b>	<b>3</b>	<b>6</b>	<b>(8)</b>	<b>4</b>	<b>(39)</b>	<b>(15)</b>	<b>47</b>	<b>28</b>	<b>(20)</b>	<b>19</b>
<b>Catenary Failure - Total</b>	-	<b>26</b>	<b>2</b>	<b>20</b>	-	-	-	-	-	-	-	-	-	<b>48</b>
<b>Other - Total</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>(2)</b>	<b>2</b>	<b>11</b>	<b>(4)</b>	<b>64</b>
<b>Total Trains Delayed</b>	<b>(391)</b>	<b>(21)</b>	<b>12</b>	<b>178</b>	<b>26</b>	<b>(36)</b>	<b>27</b>	<b>(53)</b>	<b>(98)</b>	<b>(178)</b>	<b>223</b>	<b>71</b>	<b>(98)</b>	<b>(339)</b>
Total Metra/PSA Delays	-302	-5	16	178	9	-13	55	-13	-108	-74	222	29	-120	-127
Total Foreign Carrier Delays	-89	-16	-4	0	17	-23	-28	-40	10	-104	0	42	22	-212

Data for current month is final (12/15/2022) 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  
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 - Nov	
<b>Freight Interference - Total</b>	<b>67</b>	<b>62</b>	<b>80</b>	<b>90</b>	<b>79</b>	<b>69</b>	<b>95</b>	<b>93</b>	<b>47</b>	<b>100</b>	<b>46</b>		<b>828</b>	<b>11.5%</b>
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20		337	4.7%
Primary	20	16	30	34	41	24	24	18	15	31	15		268	3.7%
Secondary	6	2	5	8	4	3	5	10	6	15	5		69	1.0%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26		491	6.8%
Primary	31	36	37	43	31	35	44	50	24	40	23		394	5.5%
Secondary	10	8	8	5	3	7	22	15	2	14	3		97	1.3%
<b>Signal/Switch Failure - Total</b>	<b>92</b>	<b>101</b>	<b>46</b>	<b>55</b>	<b>137</b>	<b>150</b>	<b>86</b>	<b>94</b>	<b>87</b>	<b>124</b>	<b>197</b>		<b>1,169</b>	<b>16.2%</b>
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174		1,018	14.1%
Primary	62	67	39	40	92	101	42	68	59	77	108		755	10.5%
Secondary	14	23	3	8	29	32	30	15	8	35	66		263	3.6%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23		151	2.1%
Primary	10	10	4	4	13	11	7	10	17	10	12		108	1.5%
Secondary	6	1	-	3	3	6	7	1	3	2	11		43	0.6%
<b>Mechanical Failure - Total</b>	<b>55</b>	<b>74</b>	<b>52</b>	<b>56</b>	<b>79</b>	<b>58</b>	<b>75</b>	<b>51</b>	<b>52</b>	<b>103</b>	<b>64</b>		<b>719</b>	<b>10.0%</b>
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64		708	9.8%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14		185	2.6%
Primary	7	15	7	11	12	13	15	10	11	13	6		120	1.7%
Secondary	3	8	2	4	8	4	1	6	7	14	8		65	0.9%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50		523	7.2%
Primary	25	17	19	19	26	25	23	18	14	29	19		234	3.2%
Secondary	20	32	20	22	33	16	34	14	20	47	31		289	4.0%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-		11	0.2%
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>17</b>		<b>87</b>	<b>1.2%</b>
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9		55	0.8%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8		32	0.4%
<b>Accident - Total</b>	<b>81</b>	<b>30</b>	<b>11</b>	<b>26</b>	<b>106</b>	<b>43</b>	<b>87</b>	<b>45</b>	<b>67</b>	<b>48</b>	<b>55</b>		<b>599</b>	<b>8.3%</b>
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55		517	7.2%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-		82	1.1%
<b>Track Work - Total</b>	<b>12</b>	<b>59</b>	<b>30</b>	<b>42</b>	<b>60</b>	<b>85</b>	<b>54</b>	<b>128</b>	<b>51</b>	<b>74</b>	<b>36</b>		<b>631</b>	<b>8.7%</b>
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34		588	8.2%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2		43	0.6%
<b>Human Error - Total</b>	<b>31</b>	<b>24</b>	<b>42</b>	<b>43</b>	<b>69</b>	<b>50</b>	<b>63</b>	<b>78</b>	<b>49</b>	<b>69</b>	<b>36</b>		<b>554</b>	<b>7.7%</b>
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20		347	4.8%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16		207	2.9%
<b>PTC Related - Total</b>	<b>34</b>	<b>43</b>	<b>38</b>	<b>55</b>	<b>55</b>	<b>72</b>	<b>63</b>	<b>51</b>	<b>39</b>	<b>63</b>	<b>41</b>		<b>554</b>	<b>7.7%</b>
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26		470	6.5%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15		84	1.2%
<b>Weather - Total</b>	<b>141</b>	<b>84</b>	<b>28</b>	<b>15</b>	<b>20</b>	<b>99</b>	<b>43</b>	<b>31</b>	<b>17</b>	<b>127</b>	<b>70</b>		<b>675</b>	<b>9.4%</b>
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70		673	9.3%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-		2	0.0%
<b>Passenger Related - Total</b>	<b>21</b>	<b>38</b>	<b>44</b>	<b>31</b>	<b>50</b>	<b>60</b>	<b>79</b>	<b>88</b>	<b>54</b>	<b>71</b>	<b>47</b>		<b>583</b>	<b>8.1%</b>
<b>Obstruction/Debris - Total</b>	<b>33</b>	<b>71</b>	<b>81</b>	<b>30</b>	<b>58</b>	<b>71</b>	<b>36</b>	<b>49</b>	<b>70</b>	<b>65</b>	<b>63</b>		<b>627</b>	<b>8.7%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>10</b>	<b>1</b>	<b>38</b>	<b>4</b>	<b>10</b>		<b>79</b>	<b>1.1%</b>
<b>Other - Total</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>23</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>28</b>		<b>109</b>	<b>1.5%</b>
<b>Total Trains Delayed</b>	<b>572</b>	<b>588</b>	<b>476</b>	<b>449</b>	<b>742</b>	<b>783</b>	<b>709</b>	<b>722</b>	<b>600</b>	<b>863</b>	<b>710</b>		<b>7,214</b>	<b>100.0%</b>
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600		5,774	80.0%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110		1,440	20.0%

Data for current month is final (12/15/2022) 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.

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

**Top 2 causes for each month and year-to-date are shaded**

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
<b>Freight Interference - Total</b>	<b>65</b>	<b>109</b>	<b>39</b>	<b>44</b>	<b>60</b>	<b>79</b>	<b>120</b>	<b>139</b>	<b>100</b>	<b>68</b>	<b>79</b>	<b>122</b>	<b>902</b>	<b>14.9%</b>
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	365	6.0%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	292	4.8%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	73	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	537	8.9%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	432	7.1%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	105	1.7%
<b>Signal/Switch Failure - Total</b>	<b>46</b>	<b>93</b>	<b>43</b>	<b>37</b>	<b>50</b>	<b>84</b>	<b>117</b>	<b>59</b>	<b>67</b>	<b>106</b>	<b>75</b>	<b>108</b>	<b>777</b>	<b>12.9%</b>
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	621	10.3%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	492	8.1%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	129	2.1%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	156	2.6%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	139	2.3%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	17	0.3%
<b>Mechanical Failure - Total</b>	<b>25</b>	<b>43</b>	<b>23</b>	<b>37</b>	<b>32</b>	<b>43</b>	<b>75</b>	<b>51</b>	<b>53</b>	<b>40</b>	<b>36</b>	<b>73</b>	<b>458</b>	<b>7.6%</b>
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	457	7.6%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	135	2.2%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	90	1.5%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	45	0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	322	5.3%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	158	2.6%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	164	2.7%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	1	0.0%
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>16</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>99</b>	<b>1.6%</b>
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	73	1.2%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	26	0.4%
<b>Accident - Total</b>	<b>30</b>	<b>35</b>	<b>24</b>	<b>40</b>	<b>17</b>	<b>36</b>	<b>5</b>	<b>66</b>	<b>50</b>	<b>15</b>	<b>8</b>	<b>17</b>	<b>326</b>	<b>5.4%</b>
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	269	4.4%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	57	0.9%
<b>Track Work - Total</b>	<b>1</b>	<b>18</b>	<b>40</b>	<b>17</b>	<b>28</b>	<b>38</b>	<b>76</b>	<b>77</b>	<b>93</b>	<b>63</b>	<b>91</b>	<b>25</b>	<b>542</b>	<b>9.0%</b>
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	513	8.5%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	29	0.5%
<b>Human Error - Total</b>	<b>25</b>	<b>62</b>	<b>27</b>	<b>23</b>	<b>47</b>	<b>29</b>	<b>108</b>	<b>83</b>	<b>59</b>	<b>46</b>	<b>50</b>	<b>37</b>	<b>559</b>	<b>9.2%</b>
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	378	6.3%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	181	3.0%
<b>PTC Related - Total</b>	<b>33</b>	<b>32</b>	<b>35</b>	<b>26</b>	<b>37</b>	<b>60</b>	<b>50</b>	<b>41</b>	<b>51</b>	<b>37</b>	<b>49</b>	<b>48</b>	<b>451</b>	<b>7.5%</b>
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	368	6.1%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	83	1.4%
<b>Weather - Total</b>	<b>23</b>	<b>430</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>31</b>	<b>27</b>	<b>106</b>	<b>10</b>	<b>58</b>	<b>85</b>	<b>54</b>	<b>788</b>	<b>13.0%</b>
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	743	12.3%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	45	0.7%
<b>Passenger Related - Total</b>	<b>20</b>	<b>37</b>	<b>23</b>	<b>18</b>	<b>27</b>	<b>67</b>	<b>89</b>	<b>76</b>	<b>63</b>	<b>50</b>	<b>50</b>	<b>44</b>	<b>520</b>	<b>8.6%</b>
<b>Obstruction/Debris - Total</b>	<b>36</b>	<b>36</b>	<b>21</b>	<b>26</b>	<b>50</b>	<b>45</b>	<b>72</b>	<b>34</b>	<b>68</b>	<b>75</b>	<b>52</b>	<b>41</b>	<b>515</b>	<b>8.5%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>11</b>	<b>-</b>	<b>2</b>	<b>14</b>	<b>14</b>	<b>-</b>	<b>7</b>	<b>-</b>	<b>50</b>	<b>0.8%</b>
<b>Other - Total</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>30</b>	<b>7</b>	<b>10</b>	<b>58</b>	<b>1.0%</b>
<b>Total Trains Delayed</b>	<b>306</b>	<b>904</b>	<b>284</b>	<b>276</b>	<b>376</b>	<b>518</b>	<b>759</b>	<b>771</b>	<b>648</b>	<b>601</b>	<b>602</b>	<b>585</b>	<b>6,045</b>	<b>100.0%</b>
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	4,565	75.5%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	1,480	24.5%

Data for current month is final (12/16/2021) version of TOPS

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

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

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

**Table 8: Train Delays by Duration  
November 2022**

<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
<b>Weekday Peak *</b>														
6-10	7	1	8	23	3	27	12	8	8	1	5	17	15	135
11-15	2	1	0	6	2	10	7	4	2	0	4	13	5	56
16-20	1	0	0	6	1	3	1	0	2	0	3	9	3	29
21+	3	5	1	3	1	5	2	2	4	0	1	18	1	46
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>19</u>
Sub-Total	14	7	9	38	7	45	27	14	22	1	13	63	25	285
<b>Weekday Off-Peak **</b>														
6-10	16	9	6	20	1	22	6	6	14	4	10	3	10	127
11-15	7	5	1	10	1	5	3	3	3	1	4	9	5	57
16-20	3	3	1	6	0	5	1	0	2	1	4	4	4	34
21+	6	2	0	6	0	5	2	0	1	1	9	10	1	43
Annulled	<u>7</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>23</u>
Sub-Total	39	20	8	43	2	38	14	9	24	7	29	31	20	284
<b>Saturday</b>														
6-10	1	8	1	3	0	3	0	0	1	0	0	3	3	23
11-15	2	7	0	5	0	3	2	0	0	0	2	2	0	23
16-20	0	0	0	4	0	2	0	0	0	0	1	1	1	9
21+	2	0	0	16	0	6	1	0	3	0	6	7	2	43
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>7</u>
Sub-Total	5	15	1	31	0	15	4	0	4	0	11	13	6	105
<b>Sunday-Holiday</b>														
6-10	1	2	0	2	0	4	1	0	4	0	2	2	1	19
11-15	2	0	0	2	0	1	0	0	0	0	1	0	0	6
16-20	1	0	0	3	0	0	0	0	0	0	0	0	1	5
21+	0	0	0	2	0	0	0	0	1	0	2	0	1	6
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	4	2	0	9	0	5	1	0	5	0	5	2	3	36
<b>November 2022 Total</b>														
6-10	25	20	15	48	4	56	19	14	27	5	17	25	29	304
11-15	13	13	1	23	3	19	12	7	5	1	11	24	10	142
16-20	5	3	1	19	1	10	2	0	4	1	8	14	9	77
21+	11	7	1	27	1	16	5	2	9	1	18	35	5	138
Annulled	<u>8</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>8</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>4</u>	<u>11</u>	<u>1</u>	<u>49</u>
TOTAL	62	44	18	121	9	103	46	23	55	8	58	109	54	710
<b>2022 Year-to-Date</b>														
6-10	220	197	82	160	75	460	340	101	383	100	245	258	302	2,923
11-15	118	63	27	64	41	194	154	48	145	40	158	166	200	1,418
16-20	74	35	8	43	22	96	56	14	91	19	104	113	138	813
21+	133	79	20	81	37	121	102	31	174	34	224	283	225	1,544
Annulled	<u>150</u>	<u>30</u>	<u>8</u>	<u>40</u>	<u>6</u>	<u>26</u>	<u>23</u>	<u>4</u>	<u>67</u>	<u>4</u>	<u>67</u>	<u>53</u>	<u>38</u>	<u>516</u>
TOTAL	695	404	145	388	181	897	675	198	860	197	798	873	903	7,214
<b>Share of Delays by Duration</b>														
<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
<b>November 2022 Total</b>														
6-10	40.3%	45.5%	83.3%	39.7%	44.4%	54.4%	41.3%	60.9%	49.1%	62.5%	29.3%	22.9%	53.7%	42.8%
11-15	21.0%	29.5%	5.6%	19.0%	33.3%	18.4%	26.1%	30.4%	9.1%	12.5%	19.0%	22.0%	18.5%	20.0%
16-20	8.1%	6.8%	5.6%	15.7%	11.1%	9.7%	4.3%	0.0%	7.3%	12.5%	13.8%	12.8%	16.7%	10.8%
21+	17.7%	15.9%	5.6%	22.3%	11.1%	15.5%	10.9%	8.7%	16.4%	12.5%	31.0%	32.1%	9.3%	19.4%
Annulled	<u>12.9%</u>	<u>2.3%</u>	<u>0.0%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>1.9%</u>	<u>17.4%</u>	<u>0.0%</u>	<u>18.2%</u>	<u>0.0%</u>	<u>6.9%</u>	<u>10.1%</u>	<u>1.9%</u>	<u>6.9%</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%
<b>2022 Year-to-Date Delays By Duration</b>														
6-10	31.7%	48.8%	56.6%	41.2%	41.4%	51.3%	50.4%	51.0%	44.5%	50.8%	30.7%	29.6%	33.4%	40.5%
11-15	17.0%	15.6%	18.6%	16.5%	22.7%	21.6%	22.8%	24.2%	16.9%	20.3%	19.8%	19.0%	22.1%	19.7%
16-20	10.6%	8.7%	5.5%	11.1%	12.2%	10.7%	8.3%	7.1%	10.6%	9.6%	13.0%	12.9%	15.3%	11.3%
21+	19.1%	19.6%	13.8%	20.9%	20.4%	13.5%	15.1%	15.7%	20.2%	17.3%	28.1%	32.4%	24.9%	21.4%
Annulled	<u>21.6%</u>	<u>7.4%</u>	<u>5.5%</u>	<u>10.3%</u>	<u>3.3%</u>	<u>2.9%</u>	<u>3.4%</u>	<u>2.0%</u>	<u>7.8%</u>	<u>2.0%</u>	<u>8.4%</u>	<u>6.1%</u>	<u>4.2%</u>	<u>7.2%</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 (12/15/2022) version from TOPS.