

On-Time Performance

May 2023



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This report presents an analysis of May 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.

Under these pilot and alternate schedules Metra operated 658 regularly scheduled revenue trains each weekday in May, which is 95 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in May, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in May, 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 four percent fewer total revenue trains in May 2023 than in May 2019, 77 percent more total revenue trains than in May 2020, 57 percent more total revenue trains than in May 2021, and 15 percent more total revenue trains than in May 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
May 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	968	23	97.6%	1,034	36	96.5%	2,002	59	97.1%	120	1	99.2%	100	2	98.0%	2,222	62	97.2%
ME-ML	550	25	95.5%	924	68	92.6%	1,474	93	93.7%	168	17	89.9%	120	16	86.7%	1,762	126	92.8%
ME-BI	154	9	94.2%	242	7	97.1%	396	16	96.0%	32	1	96.9%	--	--	--	428	17	96.0%
ME-SC	<u>242</u>	<u>16</u>	93.4%	<u>682</u>	<u>22</u>	96.8%	<u>924</u>	<u>38</u>	95.9%	<u>128</u>	<u>12</u>	90.6%	<u>100</u>	<u>3</u>	97.0%	<u>1,152</u>	<u>53</u>	95.4%
Subtotal	946	50	94.7%	1,848	97	94.8%	2,794	147	94.7%	328	30	90.9%	220	19	91.4%	3,342	196	94.1%
HC	132	13	90.2%	--	--	--	132	13	90.2%	--	--	--	--	--	--	132	13	90.2%
MD-N	462	97	79.0%	682	77	88.7%	1,144	174	84.8%	80	3	96.3%	90	4	95.6%	1,314	181	86.2%
MD-W	<u>484</u>	<u>44</u>	90.9%	<u>660</u>	<u>33</u>	95.0%	<u>1,144</u>	<u>77</u>	93.3%	<u>96</u>	<u>3</u>	96.9%	<u>90</u>	<u>17</u>	81.1%	<u>1,330</u>	<u>97</u>	92.7%
Subtotal	946	141	85.1%	1,342	110	91.8%	2,288	251	89.0%	176	6	96.6%	180	21	88.3%	2,644	278	89.5%
NCS	176	20	88.6%	132	16	87.9%	308	36	88.3%	--	--	--	--	--	--	308	36	88.3%
RI	682	26	96.2%	1,078	44	95.9%	1,760	70	96.0%	132	3	97.7%	140	2	98.6%	2,032	75	96.3%
SWS	264	16	93.9%	396	25	93.7%	660	41	93.8%	--	--	--	--	--	--	660	41	93.8%
UP-N	484	28	94.2%	1,056	44	95.8%	1,540	72	95.3%	104	1	99.0%	90	3	96.7%	1,734	76	95.6%
UP-NW	770	62	91.9%	946	22	97.7%	1,716	84	95.1%	136	4	97.1%	105	9	91.4%	1,957	97	95.0%
UP-W	<u>572</u>	<u>35</u>	93.9%	<u>704</u>	<u>70</u>	90.1%	<u>1,276</u>	<u>105</u>	91.8%	<u>80</u>	<u>9</u>	88.8%	<u>90</u>	<u>3</u>	96.7%	<u>1,446</u>	<u>117</u>	91.9%
Subtotal	1,826	125	93.2%	2,706	136	95.0%	4,532	261	94.2%	320	14	95.6%	285	15	94.7%	5,137	290	94.4%
System	5,940	414	93.0%	8,536	464	94.6%	14,476	878	93.9%	1,076	54	95.0%	925	59	93.6%	16,477	991	94.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (06/21/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - May 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	4,664	177	96.2%	4,982	182	96.3%	9,646	359	96.3%	635	25	96.1%	480	18	96.3%	10,761	402	96.3%
ME-ML	2,650	56	97.9%	4,452	187	95.8%	7,102	243	96.6%	882	60	93.2%	577	34	94.1%	8,561	337	96.1%
ME-BI	742	32	95.7%	1,166	30	97.4%	1,908	62	96.8%	168	8	95.2%	--	--	--	2,076	70	96.6%
ME-SC	<u>1,166</u>	<u>34</u>	97.1%	<u>3,286</u>	<u>84</u>	97.4%	<u>4,452</u>	<u>118</u>	97.3%	<u>672</u>	<u>53</u>	92.1%	<u>480</u>	<u>8</u>	98.3%	<u>5,604</u>	<u>179</u>	96.8%
Subtotal	4,558	122	97.3%	8,904	301	96.6%	13,462	423	96.9%	1,722	121	93.0%	1,057	42	96.0%	16,241	586	96.4%
HC	636	47	92.6%	--	--	--	636	47	92.6%	--	--	--	--	--	--	636	47	92.6%
MD-N	2,226	252	88.7%	3,286	242	92.6%	5,512	494	91.0%	430	13	97.0%	432	16	96.3%	6,374	523	91.8%
MD-W	<u>2,332</u>	<u>149</u>	93.6%	<u>3,180</u>	<u>122</u>	96.2%	<u>5,512</u>	<u>271</u>	95.1%	<u>511</u>	<u>13</u>	97.5%	<u>432</u>	<u>33</u>	92.4%	<u>6,455</u>	<u>317</u>	95.1%
Subtotal	4,558	401	91.2%	6,466	364	94.4%	11,024	765	93.1%	941	26	97.2%	864	49	94.3%	12,829	840	93.5%
NCS	848	69	91.9%	636	61	90.4%	1,484	130	91.2%	--	--	--	--	--	--	1,484	130	91.2%
RI	3,286	137	95.8%	5,194	194	96.3%	8,480	331	96.1%	701	24	96.6%	672	16	97.6%	9,853	371	96.2%
SWS	1,245	78	93.7%	1,773	97	94.5%	3,018	175	94.2%	--	--	--	--	--	--	3,018	175	94.2%
UP-N	2,332	99	95.8%	5,088	164	96.8%	7,420	263	96.5%	548	9	98.4%	432	13	97.0%	8,400	285	96.6%
UP-NW	3,390	284	91.6%	4,110	151	96.3%	7,500	435	94.2%	717	36	95.0%	504	34	93.3%	8,721	505	94.2%
UP-W	<u>2,756</u>	<u>167</u>	93.9%	<u>3,392</u>	<u>277</u>	91.8%	<u>6,148</u>	<u>444</u>	92.8%	<u>426</u>	<u>21</u>	95.1%	<u>432</u>	<u>19</u>	95.6%	<u>7,006</u>	<u>484</u>	93.1%
Subtotal	8,478	550	93.5%	12,590	592	95.3%	21,068	1,142	94.6%	1,691	66	96.1%	1,368	66	95.2%	24,127	1,274	94.7%
System	28,273	1,581	94.4%	40,545	1,791	95.6%	68,818	3,372	95.1%	5,690	262	95.4%	4,441	191	95.7%	78,949	3,825	95.2%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (06/21/2023) 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-May	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	91.7%	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	93.9%	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	97.3%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2								96.3%	96.3%
	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	98.4%	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	97.2%	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	98.4%	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								96.4%	96.4%
	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	87.2%	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	84.8%	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	91.7%	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	85.2%	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								92.6%	92.6%
	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	87.2%	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	92.1%	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	91.5%	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	95.6%	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	88.2	93.9%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2								91.8%	91.8%
	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	93.0%	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	95.2%	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	94.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.2%	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	92.9%	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	93.8%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7								95.1%	95.1%
	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	94.4%	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	92.3%	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	93.0%	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	91.4%	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	87.1%	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	93.4	94.3%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3								91.2%	91.2%
	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	92.3%	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-May	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	94.0%	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	91.7%	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	95.0%	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	96.3%	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	96.7%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3								96.2%	96.2%
	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	94.7%
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	92.9%	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	96.4%	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	92.0%	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	92.8%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8								94.2%	94.2%
	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	93.6%
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	96.8%	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	94.5%	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	97.0%	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	96.3%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6								96.6%	96.6%
	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	96.5%
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	95.2%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	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	97.0%	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	96.2%	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	91.3	95.2%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0								94.2%	94.2%
	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	95.2%
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	91.5%	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	89.2%	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	96.9%	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	92.4%	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	92.7%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9								93.1%	93.1%
	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	92.4%
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	94.7%	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	93.7%	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	96.6%	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	95.8%	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	96.0%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0								95.2%	95.2%
	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%

Delays data for most recent month is final (06/21/2023) 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
May 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1276 82% OT	Thu, May 04	13	G	Track indication in Western Ave plant MT3 - dispatcher had to flag trains
		Thu, May 11	8	DE	H GALBRC110 went into emergency m1 mp 30.2 having to setout bad order, causing bottleneck
		Mon, May 22	15	DD1	Late flip due to prior late delay on 1241 and freight interference at Highlands [CONTROLLABLE FREIGHT]
		Tue, May 30	9	CW	MOW Heat Inspections. Also had PTC issues at Union Ave
HC	919 73% OT	Mon, May 01	9	ZD	9" cross traffic Brighton, 5" restricting at Bridgeport, QACNS-27 was PTC enforced when they arrived Ash Street despite clear signal in field. 4" red signal Canal
		Thu, May 04	10	GA	9m CUS Switch Problems North End VGPIO CARD VHLC SLOT 10 FAILURE . 4m BNSF Corwith cross-traffic.
		Mon, May 08	31	YF1	LATE GETTING OUT OF CUS DUE TO AMTRAK DERAILMENT
		Thu, May 11	10	AM	3m CUS Signal Problems. 6m Restricting signal Bridgeport due to following Amtrak 305. 4m stopped at BRC cross traffic. 5m following Amtrak 305 from Rockwell. Approach Corwith left Summit 19m late.
		Thu, May 18	31	F1	22m CUS for late arrival of equipment. 8m CP Lumber St. Bridge up. 9m Stop cross traffic Brighton.
		Mon, May 22	6	D	14M NS-BRIGHTON PK., XTRAFFIC [CONTROLLABLE FREIGHT]
ME-ML	111 64% OT	Tue, May 16	13	RD	6m passenger handling, -8m Dispatcher Error lined towards SS Ladder Tracks. Eng. Took signal and needed to make a reverse move back to platform.
		Wed, May 17	7	U	Passenger handling ada 51st to 115th
		Thu, May 18	6	I	6m passenger handling
		Mon, May 22	6	CC	SPEED RESTRICTIONS AND PASSENGER LOADING; Speed restrictions from Van Buren to 51st Hyde Park, Riverdale, 147th
		Wed, May 24	7	CC	2M 11TH PLACE YARD EQUIPMENT AHEAD, 3M ENROUTE DUE TO MULTIPLE SPEED RESTRICTIONS
		Thu, May 25	13	G	13m Late into Rand due to switch failure at 65th st.
		Tue, May 30	10	CC	5m speed restrictions, 2m crossover at 69th; Speed restrictions from Van Buren to 51st Hyde Park
		Wed, May 31	9	CC	6m SPEED RESTRICTIONS, 3m ADA PASSENGER MCCORMICK; Speed restrictions from Van Buren to 51st Hyde Park
ME-ML	116 68% OT	Mon, May 01	24	Q	ENGINEER WANTED A PAPER DOB, WHICH THE FAX WAS BUSY, MADE HIM USE THE CONDUCTORS IPAD.
		Fri, May 05	10	I	Passenger loading/unloading MULTIPLE FLAG STOPS, 4M SPEED RESTRICTIONS
		Thu, May 11	7	CC	Track Work/Ground Loading
		Tue, May 16	17	RD1	departed UP -10m due to 111 arrival, -17m delayed due to ground loading and speed restrictions.
		Fri, May 19	10	CC	Speed Restrictions at 147th, Riverdale and 63rd to Van Buren
		Thu, May 25	18	G1	11m Late leaving UP due to late flip of ME111. 7m Due to scheduled construction
		Wed, May 31	7	CC1	7m Due to late flip of ME111
ME-ML	138 50% OT	Fri, May 05	7	I	Delayed in route due to speed restrictions and making flag stops.
		Mon, May 08	11	OW	congestion due to wire issues FROM LIGHTNING STRIKE
		Wed, May 10	9	CC	6m Speed restrictions and 3m making flag stops.
		Thu, May 11	8	CC	5m slow orders. 3m making flag stops; Speed Restrictions at 147th, Riverdale and 63rd to Van Buren
		Fri, May 12	6	CC	4m slow orders and 2m passenger handling.; Speed Restrictions at 147th, Riverdale and 63rd to Van Buren
		Tue, May 16	7	CC	4m speed restrictions. 3m flag stops' 6 minutes for slow orders at 147th, Riverdale and 63rd to Van Buren, 2 minutes for crossing over from 3 to 4 the back to 4 to 3, 2 minutes for passengers at 59th street and 3 minutes for passengers at 107th street.
		Wed, May 17	6	CC	5m Speed restrictions 1m 11th place
		Thu, May 18	8	G	4m-Flagged by CP 19.89 due to signal dropping. 4m speed restriction.
		Fri, May 19	8	CC	6m Speed restriction 2m making flag stops.; Speed Restrictions at 147th, Riverdale and 63rd to Van Buren
		Fri, May 26	7	CC	(SCHEDULED TRACK WORK) - SPEED RESTRICTIONS -6MIN
Tue, May 30	6	CC	6M DUE TO SLOW ORDERS		
ME-ML	142 82% OT	Mon, May 08	21	OW	Emergency AC repairs due to a potential/severe DC failure. Single tracking Kensington to HW. FROM LIGHTNING STRIKE
		Tue, May 09	6	J	PASSENGER DISPUTE. REFUSED TO PAY. NO POLICE NEEDED. EVENTUALLY PAID.
		Tue, May 23	21	J	UNRULY PASSENGER AT KENSINGTON. WAITING ON POLICE. POLICE NEVER SHOWED. PASSENGER GOT OFF TRAIN.
		Fri, May 26	8	JM1	(PASSENGER MEDICAL EMERGENCY) - 6 MINUTE LATE DEPARTURE FROM UP ACCOUNT WAITING FOR REPLACEMENT CREW MEMBERS DUE TO THE INCIDENT THAT OCCURR
ME-ML	147 82% OT	Thu, May 04	7	CC	5m speed restrictions, 2m making flag stops
		Mon, May 08	11	OW	Emergency AC repairs due to a potential/severe DC failure. Single tracking Kensington HW.
		Thu, May 18	6	U	2M SPEED RESTRICTIONS, 3M ADA PASSENGER
		Fri, May 26	7	CC	heavy passenger handling. Speed restrictions from Van Buren to 63rd
ME-SC	328 82% OT	Thu, May 04	7	CC	5M LATE TURN FROM 327 2M DUE TO NEW FORM A
		Fri, May 05	13	CC	Departed 5m late copy/comply with 2 speed restrictions. Gate malfunction Item 2 Dorchester. Ground loading 47th to 18th on track 4
		Mon, May 08	7	K1	Track Circuit 1 Main Randolph - broken wire underground. LATE DEPARTURE FROM FLIP OF ME327.
		Tue, May 16	17	GM1	Departed 18m late due to late flip from Train 327 with Multiple gate malfunctions. Arrived Rand 1652-17m late. (448 POLICE ENTRY)
ME-SC	331 77% OT	Wed, May 24	7	I	3M 51ST AND 2M 55TH ST
		Thu, May 25	8	GX	8m Delay due to item 1 at Jeffrey Blvd.
		Fri, May 26	7	CC	(SCHEDULED TRACK WORK) - 5M FOR FORM A-2119; 65th SWITCH 11B
		Tue, May 30	8	CC	-4m due to speed restrictions, -2m Van Buren passenger handling, -1m Hyde Park, -1m 79th st.
		Wed, May 31	6	CC	6MIN DUE TO SCHEDULED TRACK WORK.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MD-N	2106	Thu, May 04	7	G	(-7) -6" Stop signal CN X-ing; Meet with Amtrak 329 @ Glenview; -3" ADA N. Glenview RUNNING LATE DUE TO TRACK CIRCUIT/GRADE CROSSING GREEN ST CAUSED BY BOND WIRE (-6" Stop signal CUS CP Canal St. Amtrak derailment on 05/7 (-19)-17" Departed CUS late due to switch move prior to leaving Fox Lake Coachyard, waiting on mechanical to unlace the cables; -2" Temporary speed restriction Grayland -10" Fox Lake to Deerfield, schedule/track construction; -5" Following train ahead (2104) Deerfield to Morton Grove; -2" Temporary speed restriction Grayland (25mph)	
		Mon, May 08	6	YF		
		Fri, May 19	18	H		
		Wed, May 24	9	KD1		
MD-N	2108	Thu, May 04	21	ZG	(-22) -1" Temporary speed restriction Halfday Rd. 60mph; -17" PTC penalty enforcement Morton Grove, wayside signal clear; -1" Restricted speed Morton Grove; -2" Temporary speed restriction mp 8.3-7.8 Grayland 25mph; Track circuit out CP Morgan St., X/O to (-25) Stop signal CP Canal St. following 2208, waiting on 2105 to depart (-4) Arrived CUS @ 07:32. CUS station congestion, waiting on other trains (-8) Track circuit. (-7) -2" ADA Libertyville to CUS; -2" Meet with Amtrak 301 @ Lake Forest; -1" Temporary speed restriction (60mph) Half Day Rd.; -1" Meet with 2101 @ Glenview; -2" Temporary speed restriction (25mph) Grayland; -1" Stop signal A-2, U.P. cross-traffic; -1" S (-8)-7" #19 xover A2 failing (DERAIL ON FENCE TRACK WITH CONTACTS FAILING) -2" Temporary speed restriction 60 mph Lake Forest (-9) Stop signal CN X-ing waiting on tardy NCS 102 due to freight train with a parted air hose; Automatic Grade Crossing Malfunction Item #2 Oakton St.	
		Mon, May 08	25	YF1		
		Thu, May 11	10	I		
		Fri, May 12	8	G		
		Mon, May 15	7	A		
		Fri, May 19	8	G		
Fri, May 26	9	DE1				
MD-N	2110	Thu, May 04	22	ZG1	(-22) -4" Stop signal A-20; -3" Following late 2108, restricting signal mp 16.2; -8" Stop signal Morton Grove; -2" Track circuit out CP Morgan St., X/O 3MT @ A-2; -3" Automatic Grade Crossing Malfunction Item #2 Green St. (-21) Amtrak derailment on 05/7 (-7) -5" Stop signal Liberty East; -4" Stop signal Mayfair (-11) Arrived CUS @ 07:56. Two Automatic Grade Crossing Malfunctions Morton Grove (-9) -2" Brake test issues in the Fox Lake Coach Yard, air slow to build up; -3" Flag stops; -1" Temporary speed restrictions; -5" X/O A-20, passengers on wrong side platform N. Glenview & Glenview; -2" Stop signal A-2 (-8) -3" Stop signal Fox Lake West; -3" Slow through flag stops; -2" Temporary speed restrictions; -2" FOLLOWING LATE/SLOW 2108 (-10) Operating on approach signals, following train ahead (2108); Automatic Grade Crossing Malfunction Item #2 @ Oakton St.; Temporary speed restrictions	
		Mon, May 08	21	YF		
		Tue, May 09	7	RF		
		Thu, May 11	11	DM1		
		Fri, May 12	9	G		
		Mon, May 15	8	A1		
Fri, May 26	10	GX				
MD-N	2112	Thu, May 04	16	ZG1	(-16) Following late trains ahead, operating on approach signals from Morton Grove; Stop signal A-2, following 2110, Track circuit out CP Morgan St., X/O 3MT @ A-2; Automatic Grade Crossing Malfunction Item #2 Green St. ANNULLED Amtrak derailment on 05/7 (ANNULLED) As a result as the Amtrak derailment @ CUS on 5/7 (-7) Arrived CUS @ 08:01. Two Automatic Grade Crossing Malfunctions Morton Grove; Following 2110 (-10) -6" Restricting A-20; -4" Slow passenger loading Northbrook, Glenview, & Morton Grove (-12) Automatic Grade Crossing Malfunction Item #2 Oakton St.; -3" Stop signal Mayfair; -3" Stop signal A-2; -4" Stop signal Racine; -2" Automatic Grade Crossing Green St. Item #2	
		Mon, May 08	0	XYF		
		Tue, May 09	0	XYF		
		Thu, May 11	8	DM1		
		Mon, May 15	10	A1		
Fri, May 26	14	GX				
MD-N	2116	Mon, May 08	13	YF1	(-13) Automatic Grade Crossing Malfunction Item #2 Clinton St.; Stop signal CP Canal St. TRAINS HELD AT CLINTON UNABLE TO GET IN FROM DERAILMENT (-8) Automatic Grade Crossing Malfunction Item #2 Caldwell Ave.; -2" Stop signal Mayfair; -2" Temporary speed restriction 25mph Grayland; -2" Stop signal A-2 (-9) Automatic Grade Crossing Malfunction Item #2 Oakton St. -3" Stop signal Mayfair, U.P. cross-traffic; -3" Temporary speed restriction Grayland (25mph); Restricting signal A-5; Stop signal A-2; Automatic Grade Crossing Malfunction Item #2 Green St. (-7) -4" Slow loading Round Lake (stroller); -4" Stop signal Mayfair, U.P. cross-traffic; -3" Temporary speed restriction	
		Wed, May 17	8	GX		
		Fri, May 26	9	GX		
		Wed, May 31	7	A		
MD-N	2118	Tue, May 02	7	CC	(-7) -2" Stop signal CN X-ing FOR NCS 110; -2" Temporary speed restriction Lake Forest 60mph; -3" ADA Golf to CUS; -2" Temporary speed restriction Grayland 25mph (-10) -2" Stop signal CN X-ing, cross-traffic; -2" Temporary speed restriction @ Lake Forest 60mph; -2" Temporary speed restriction @ Grayland 25mph; -8" CP Morgan to CUS TERMINATED WESTERN Amtrak derailment on 05/7 (-6) Arrived CUS @ 08:36. -2" Stop signal CN X-ing -2" Temporary speed restriction Lake Forest; -2" Temporary speed restriction Grayland; Signal problems Grayland to A-5, PTC unable to identify switch position, restricted speed (-10) -2" Stop signal CN X-ing, NCS cross-traffic; -2" Temporary speed restriction Lake Forest 60mph; -2" Automatic Grade Crossing Malfunction Item #2 Caldwell Ave.; -5" Stop signal Mayfair, U.P. cross-traffic; -2" Temporary speed restriction 25mph Grayland -2" Stop signal CN; -2" Temporary speed restriction 60mph; -3" Stop signal A-20; -2" Temporary speed restriction Grayland 25mph; -6" Stop signal CUS CP Canal St. waiting on 2209 (-12) Following train ahead (2116); Two Automatic Grade Crossing Malfunction Item #2 Oakton St. & Green St. (-11) Stop signal CUS CP Canal, station congestion	
		Thu, May 04	10	ZG		
		Mon, May 08	0	XYF		
		Thu, May 11	6	G		
		Wed, May 17	11	GX1		
		Mon, May 22	6	RA		
		Fri, May 26	12	GX		
Wed, May 31	10	RA				

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MD-N	2120 68% OT	Mon, May 08	0	XYF	TERMINATED WESTERN DUE TO AMTRAK DERAILMENT 5/7
		Tue, May 09	7	YF	(-7) -5" Stop signal CUS CP Canal St., waiting on other trains
		Thu, May 11	7	G	(-7) Arrived CUS @ 08:44. Signal problems Grayland to A-5
		Fri, May 12	15	G1	(-15) -15" Departed Lake Forest late due to late arrival/turn of 2101; -4" X/O A-20 2MT to 1MT to Morton Grove, passengers on both sides
		Fri, May 19	8	G1	(-8) -2" Following train ahead (2118) operating on approach signals; -2" Stop signal A-2, switch failure (#19), waiting on NCS 110 to X/O; -5" Stop signal CUS CP Lake St. waiting on tardy 2109 to depart
		Fri, May 26	7	GX	(-7) Two Automatic Grade Crossing Malfunction Item #2 @ Oakton & Green St.; Stop signal CP Lake St., station congestion
		Wed, May 31	7	RA	(-7) Stop signal CUS CP Canal, station congestion
MD-N	2124 82% OT	Thu, May 04	9	G	(-9) Automatic Grade Crossing Malfunction @ Green St CAUSED BY BOND WIRE
		Mon, May 08	24	YF	(-22) Amtrak derailment on 05/7
		Tue, May 09	13	RF	(-13) Stop signal CN X-ing
		Thu, May 11	8	G	(-9) Arrived CUS @ 09:03. Arrived CUS @ 09:03. Signal problems Grayland to A-5, following
MD-N	2131 68% OT	Tue, May 02	7	ZV1	7 mins late, 6 mins following trains ahead 109 Ptc issues, 2227, and 2229, 2 min Grayland speed restrictions, 4 mins stop signal Mayfair.
		Wed, May 03	27	E1	37 mins late, 3 mins Cus to A-2 following trains ahead, 2 mins Grayland speed restriction, 30 mins picking up passengers from 2125/2127 combo.
		Thu, May 04	31	GA	31 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
		Mon, May 08	17	YF	Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
		Tue, May 09	12	YF	12 mins late, 2 mins Grayland speed restriction, 3 mins stop signal Mayfair, 1 mins Northbrook holding for inbound, 5 mins restricted speed Lake Forest.
		Thu, May 18	9	AM	9 mins late, 7 mins following Amtrak 7 CUS to A-5, 2 mins Grayland speed restriction, 4 mins stop signal Mayfair, 3 mins Ada N-Glen, 3 mins ADA to Fox Lake.
		Thu, May 25	9	JM1	9 mins late, 13 mins Rondout waiting for a late 2146 to clear J-line, 3 mins ADA Grayslake.
MD-N	2132 82% OT	Mon, May 08	20	YF	(-30) Amtrak derailment on 05/7
		Wed, May 10	14	C	(-24) -10" Stop signal Grayslake, waiting on 2111 to clear; -5" Temporary speed restrictions
		Fri, May 12	21	M1	(-32) -13" Departed Fox Lake late due to late arrival/turn of 2109; -5" Restricted speed mp 44.7-44.5; -6" Stop signal CN crossing; -3" Mail pick ups/drop offs; Temporary speed restrictions; -6" Stop signal A-6, waiting on Amtrak
		Wed, May 31	12	B1	(-22) Stop signal Grayslake waiting on 2111
MD-N	2133 68% OT	Tue, May 02	12	ZV1	12 mins late, 6 mins enroute Cus to A-5 following trains ahead, Ncs 109 had Ptc disengage delaying 2227, 2229 and 2131, 6 min following trains ahead, 6 min Deerfield waiting on Amtrak 339 to XO 2-1 and 2148 to clear 2 mt.
		Wed, May 03	18	E1	18 mins late, following 2131 to Rondout.
		Thu, May 04	41	GA	19 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
		Mon, May 08	20	YF	20 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
		Tue, May 09	20	YF	Due to Amtrak's prior derailment causing track 15 to be held out of service
		Thu, May 18	11	E	11 mins late, 4 mins stop signal Mayfair following 2131, 15 mins Edgebrook cutout traction motor 3 loco 109. #3 traction motor leads
		Wed, May 24	6	CG	7 mins late, 4 mins stop signal A-3, 8 mins restricting signal 23.3 to Deerfield. (WORKED ON JUMP FROG PREVIOUS DAY)
MD-N	2135 77% OT	Mon, May 01	17	ZT1	17 mins late, 3 mins stop signal A-2, 3 mins 25 mph Grayland, 1 min Morton Grove holding for 2146, 1 min Northbrook holding for 2148, 13 mins Rondout waiting on 2150 to clear J-line. 3 mins ADA Libertyville. BOS FAILOVER
		Wed, May 03	10	E1	10 mins late, 3 mins Grayland speed restrictions, 13 mins following 2133 and 339 to Rondout.
		Thu, May 04	0	XGA	36 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
		Mon, May 08	0	XYF	Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
Thu, May 18	14	AM1	14 mins late, 5 mins Cus used equipment from 2142, 3 mins Oakley UP traffic, 3 mins Grayland speed restriction, 5 mins stop signal Mayfair Up cross traffic, following 2133.		
MD-N	2139 64% OT	Mon, May 01	13	ZT1	13 mins late, 1 min drop-off Western Ave, 2 mins speed restriction Grayland, 1 mins 10 mph Half Day Rd, 10 mins following 2142. BOS FAILOVER
		Tue, May 02	7	VG	item 1 devon
		Wed, May 03	7	E1	7 mins late, 2 mins Grayland speed restriction 2 mins stop signal Mayfair and following 2135.
		Thu, May 04	20	GA	Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
		Mon, May 08	28	YF	28 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
		Tue, May 09	8	YF1	8 mins late, 4 mins Cus late turn from 2142, 3 mins stop signal A-3, 3 mins Grayland speed restriction, 3 mins stop signal Mayfair.
		Tue, May 16	9	GX	9 mins late, 3 mins Grayland speed restriction, 3 mins stop signal Mayfair, 2 mins item 2 Caldwell Ave, 1 min speed restriction Half Day Rd, 2 mins Rondout holding for Amtrak 8 with air issues.
		Thu, May 18	11	AM	EQUIPMENT SWAP DUE TO LATE AMTRAK 7 CAUSING CONGESTION

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
MD-N	2141	Thu, May 04	16		GA	20 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE	
		82% OT	Mon, May 08	32		YF	32 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
			Tue, May 09	11		YF	11 mins late, 3 min Cus following train ahead, 3 mins stop signal Levitt. 3 mins Grayland speed restriction, 2 mins ADA.
			Wed, May 10	6		YF	-8 mins: -4 mins late departure from CUS stopped signal, -3 mins approach signal from Oakley to Mayfair train ahead, -3 mins slow passenger loading 8 car train with no PA.
MD-N	2142	Tue, May 02	7		VG	item 1 at devon	
		68% OT	Thu, May 04	36		GA	36 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
			Mon, May 08	24		YF	24 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
			Tue, May 09	9		YF1	9 mins late, 5 mins Grayslake waiting on 2121' 1 mins Half Day Rd, 2 mins item 2 17.09, 3 mins Grayland speed restriction, 3 mins stop signal Mayfair.
			Wed, May 10	10		RF	-10 mins: -9 mins stopped at Grayslake waiting for 2121, -5 mins stopped at CN crossing south bound freight traffic, -1 min Half Day Rd. 60 MPH, -3 mins speed restriction at Grayland.
			Tue, May 23 Fri, May 26	8 7		VF1 GX1	8 mins late, 8 mins Grayslake waiting on 2121 (ada lift issues 7484) to clear NO ISSUE FOUND WITH ADA LIFT 7 mins late, 8 mins Grayslake waiting on a late 2121.
MD-N	2143	Tue, May 02	9		VG	9 mins late, 3 mins Western Ave copying item 1 for Devon Ave, 2 mins Grayland speed restriction, 3 mins stop (UP cross traffic) signal Mayfair, 8 mins Devon (item 1) Ave.	
		77% OT	Thu, May 04	18		GA	18 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
			Mon, May 08	23		YF	33 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
			Tue, May 09	9		YF	Due to Amtrak's prior derailment causing track 15 to be held out of service 9 min late not 33 minutes like the report states
MD-N	2144	Thu, May 10	6		YF1	-7 mins: -2 mins speed restriction at Grayland, -7 mins at Rondout waiting on 2152.	
		73% OT	Thu, May 04	41		GA	39 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
			Mon, May 08	27		YF	27 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
			Tue, May 09	9		YF1	LATE FLIP FROM 2123, 4 mins stop signal Mayfair, 3 mins stop signal Lake St.
			Wed, May 10	15		RF1	-16 mins: -6 mins late flip from 2123, -10 mins picked up 2142 passengers from Northbrook to Glenview, backed up train traffic into
	Tue, May 23 Thu, May 25	10 12		VF1 JM1	10 mins late, 8 mins Deerfield meeting a late 2142 3 mins following 2142. 12 mins late, 14 mins enroute Deerfield to Northbrook following 2142 and making two extra stops at N-brook and N-Glenview.		
MD-N	2146	Mon, May 08	27		YF	17 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.	
		77% OT	Wed, May 10	11		RF1	-11 mins: -7 mins stopped at Libertyville waiting on 2125, -8 mins stopped at CN crossing waiting on 107, -3 mins speed restriction at Grayland. 2152/ 1944/ 1955/ -11 mins: -11 mins late flip from 2141.
			Tue, May 16	6		E1	6 mins late, 8 mins meeting a late 2125 (engine issues on metx 413) at Libertyville, 2 mins item 2 Dundee Rd, 2 mins Grayland speed restriction.;413 #2 TRACTION MOTOR CUT OUT
			Tue, May 23	10		VF1	10 mins late, 3 min late turn from 2121 (ada lift issues 7484), 7 mins Libertyville meeting 2125, 3 mins passenger loading enroute, 3 mins stop signal Mayfair FOLLOW UP
	Thu, May 25	14		JM1	18 mins late, 21 mins Fox Lake late turn from 2121.		
MD-N	2148	Tue, May 02	8		ZV1	8 mins late, 5 mins Deerfield waiting on Amtrak 339 to XO 2-1, 4 mins item 1 Devon Ave, 2 mins stop signal Mayfair, 2 mins stop signal A-2.	
		82% OT	Wed, May 03	0		E1	2148 was also annulled used crew and equipment to deadhead both sets to WACY and swap bad loco 401 with 414 for deadhead set back to Fox Lake for the AM rush.
			Thu, May 04	17		GA	35 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
	Mon, May 08	19		YF	19 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.		
MD-N	2150	Mon, May 01	18		ZT	18 mis late, 21 mins Rondout Ptc configuration issues. BOS FAILOVER	
		68% OT	Wed, May 03	36		E1	36 mins late, 31 mins Rondout late turn from 2133 and waiting on Amtrak 339 and 2135 to clear 2 MT.
			Thu, May 04	36		GA	Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE 50 mins late, late turn form 2133 and signal issues at Cus.
			Mon, May 08	21		YF	21 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
			Tue, May 09	9		YF	9 mins late, Due to Amtrak's prior derailment causing track 15 to be held out of service
			Thu, May 18 Mon, May 22	10 6		E1 GX	10 mins late, 8 mins late turn from 2133, 3 mins Grayland speed restriction. 6 mins late, 3 mins Rondout stop signal, 2 mins item 2 Half Day Rd, 2 mins stop signal Mayfair.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MD-N	2152 50% OT	Mon, May 01	7	AM	7 mins late, 6 mins Rondout TIGHT FLIP 2141, 4 mins Rondout waiting on Amtrak 340, 2 mins 25 MPH Grayland.	
		Wed, May 03	10	AM	-10" (-7) Turn at roundout wait for Amtrak 340 delayed by 2150, (-5) following Amtrak on approach roundout to Glenview	
		Thu, May 04	38	GA	38 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE	
		Fri, May 05	13	AM1	13 mins late, 14 mins Rondout waiting on Amtrak 340 with air issues to clear. Due locomotive 420 failure 2147 was annulled at Round Lake used crew and equipment from 2151 to shove 2147's equipment and passengers to Fox Lake.	
		Mon, May 08	28	YF	28 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.	
		Tue, May 09	14	YF1	14 mins late, 15 mins late turn from 2141.	
		Wed, May 10	11	YF1	-11 mins: -11 mins late flip from 2141.	
		Thu, May 11	9	AM	(-9) Arrived CUS at 19:53 7:53 9 mins late, 5 mins late from 2141, 5 mins Rondout waiting on Amtrak 340.	
		Tue, May 16	8	AM	8 mins late, 5 mins Rondout late turn from 2141, holding for Amtrak 8 and 340.	
		Mon, May 22	11	GX1	11 mins late, 5 mins late turn from 2141, 4 mins Ptc reset, 2 mins item 2 Half Day Rd, 4 mins stop signal A-2.	
		Wed, May 31	7	AM1	-7" Late turn at Rondout (amtrak 340) and 3 min stop at A2 ;	
MD-W	2216 77% OT	Thu, May 04	16	E	(-16) -11" Mechanical problems, lost H.E.P. (#97), cat engine kept shutting down, swapped equipment @ Big Timber with 2222. -4" ADA Elgin; Upon arrival @ CUS medical emergency, while passengers were detraining, upperdeck passenger dropped thier metal coff	
		Mon, May 08	10	YF	(-10)Automatic Grade Crossing Malfunction Item #2 Clinton St.; Stop signal CP Canal St.	
		Mon, May 15	8	GX	(-8) -10" Automatic Grade Crossing Malfunction Item #2 @ Kimball St., Item #1 @ Highland	
		Fri, May 26	7	GX	(-8) Following trains ahead; Automatic Grade Crossing Malfunction Item #2 Green St.	
		Tue, May 30	7	A	6 Stop indication A2/Stop indication Canal - waiting on track to clear (WAITED FOR 2112 AND 108)	
MD-W	2227 77% OT	Tue, May 02	6	ZV1	6 mins late, 13 mins enroute Cus-B12 following Ncs 109.	
		Thu, May 04	16	GA	14 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled.VGPIO CARD VHLC SLOT 10 FAILURE	
		Mon, May 08	32	YF	32 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.	
		Tue, May 09	10	YF1	9 mins late, 13 mins enroute following trains A-5 to B-12.	
		Fri, May 19	10	K1	10 mins late, 14 mins B-12 holding for a late Ncs 116.	
MD-W	2233 82% OT	Thu, May 04	42	GA	Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled.VGPIO CARD VHLC SLOT 10 FAILURE	
		Fri, May 05	6	K	Dumped air at River Rd./ Truck on tracks	
		Mon, May 08	18	YF	Following #2227 to Elgin/ Approaching signals	
		Thu, May 18	9	AM1	9 mins late, 5 mins Cus waiting on equipment from Wacy DUE TO LATE AMTRAK 7, 4 mins meeting delayed inbound passenger equipment.	
MD-W	2244 77% OT	Thu, May 04	20	GA	22 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled.	
		Mon, May 08	40	YF	40 mins late, used crew and equipment for 2239/2252	
		Tue, May 09	6	A	-" Stop indications at B6 + A5, waiting on other trains	
		Wed, May 10	13	DD	-13 mins: -13 mins stopped at B17 due to freight traffic CP 2-252, stopped at B6 waiting for their turn to head East. [CONTROLLABLE FREIGHT]	
		Thu, May 25	12	JM1	11 mins late, following a late 2144 and 2143 A-5 to Cus.	
MD-W	2402 68% OT	Thu, May 04	26	GA	17 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled.VGPIO CARD VHLC SLOT 10 FAILURE	
		Mon, May 08	0	XYF	annulled, used crew and equipment for 2243 at Cus Due to Amtrak's # 7 Derailment the following trains were delayed or annulled. (Marked as annulled-KD)	
		Tue, May 09	10	YF1	10 mins late, late turn from 2402.	
		Thu, May 18	10	AM1	10 mins stop signal B-6.	
		Fri, May 19	9	K1	9 mins late, 10 mins B-6 holding for a late Ncs 116 (14M DELAY DEVAL see upnw delays) , 5 mins B-6 holding for 2144.	
		Mon, May 22	7	A	7 mins late, 10 mins B-6 holding for 2144 that was 8m late	
		Wed, May 31	9	A	-8" Stop signal B6 for 2144 (2144 was 12 mins late at Western, 5 down at CUS)	
NCS	108 82% OT	Thu, May 04	10	G	(-10) -3" Temporary speed restrictions; -7" Stop signal A-2, Automatic Grade Crossing Malfunction Item #2 Green St.CAUSED BY BOND WIRE	
		Mon, May 08	0	XYF	TERMINATED WESTERN ACCT AMTRAK DERAILMENT FROM 5/7	
		Tue, May 09	14	YF1	(-14) -10" Stop signal CN X-ing, running time waiting on annulled 2112 WHICH WAS ANNULLED FROM THE DERAILMENT; -4" Speed restrictions enroute & station meets on the Elgin Sub	
		Fri, May 26	7	GX	(-7) Automatic Grade Crossing Malfunction Item #2 Green St.	
NCS	109 82% OT	Tue, May 02	10	ZV	10 mins late, 10 mins Ptc red fence disengaged A-2, 2 mins River Grove reenergized Ptc. PTC MESSAGING OVERLOAD	
		Mon, May 08	37	YF	39 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.	
		Tue, May 09	10	YF	10 mins late, 2 mins Cus waiting equipment from WACY, 12 mins following trains head Cus- B-12, 4 mins cross traffic UP Deval.	
		Thu, May 18	8	AM	8 mins late, 3 mins stop signal A-2, 2 mins Franklin Pk passenger complaints, 6 mins UP Deval cross traffic.	

**Table 3 (continued): Weekday Trains less than 85% On-Time
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Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	116	Tue, May 02	7	VG1	7 mins late, 4 mins restricted signal Round Lake Beach, 3 mins stop signal Metra Grayslake interlocking. WAIT FOR 2142 AT A5	
		64% OT	Thu, May 04	37	GA	37 mins late. Used crew and equipment for 117. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE
			Mon, May 08	20	YF	20 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
			Tue, May 09	8	D	8 mins late, 9 mins Antioch coach yard waiting on CN freight to clear, 2 mins ADA, 3 mins stop signal B-12, 2 mins stop signal A-2. [CONTROLLABLE FREIGHT]
			Fri, May 19	9	K1	9 mins late, 13 mins UP Deval cross traffic.
			Tue, May 23	8	UF1	8 mins late, 10 mins B-6 holding for a late 2142.
			Thu, May 25	20	JM1	20 mins late, 5 mins Antioch late turn from 105, 12 mins small fire near Washington St station Grayslake. Crew used fire extinguisher to douse the flames, 3 mins stop signal Metra crossing, 4 mins cross traffic UP Deval.
			Fri, May 26	34	DD	36 mins late, 16 mins stop signal Antioch waiting on CN Northbound freight, 5 min following CN rail grinder, 10 mins Lomond meeting Ncs 107, 4 mins B-12 cross traffic.
NCS	117	Thu, May 04	24	GA	24 mins late. Due to signal system code failure the following North line Westline and North Central trains were delayed or annulled. VGPIO CARD VHLC SLOT 10 FAILURE	
		82% OT	Mon, May 08	16	YF	16 mins late Due to Amtrak's # 7 Derailment the following trains were delayed or annulled.
			Tue, May 09	6	YF1	6 mins late, 8 mins UP cross traffic Deval.
			Tue, May 23	10	RF	10 mins late, 3 mins Cus faulty door light, 12 mins stop (timing out wrong stack) signal UP Deval
RI	301	Thu, May 04	10	GX	1m each Stopped 35th, Yard, Robbins. 3m speed restrictions Bulletin #1161, 1144 and 1125. 2m Gate 112th street 2m ADA Bl.	
		82% OT	Tue, May 09	7	I	2m ADA LSS to Oak Forest. 1m stopped at 35th street. 1m Yard stop. 1m Robbins. 1m each speed restriction
			Tue, May 16	9	I	3m late arrival of equipment. 3m yard stop, Robbins and 35th street. 3m Blue Island due to passenger with bike got their bike caught in the door. 3m for multiple speed restrictions.
			Thu, May 18	9	I	1m red signal LSS. 3m 35th Street sox game. 1m yard stop. 1m Robbins. 2m total for Speed restrictions. Bulletin #1161 & 1144.
RI	513	Mon, May 15	12	G	STOPPED AT MOKENA WAITING FOR RI518 TO CLEAR EASTBOUND	
		82% OT	Tue, May 16	12	N	Track Circuit around Crawford due to Power Outage
			Tue, May 23	8	G	TRACK CIRCUIT AND GATES AT 103RD AND 105TH (BROKEN BOND WIRE 103RD)
			Tue, May 30	7	I	LOADING SOX PASSENGERS AT 35TH - UNLOADING AT PROCEEDING STOPS
RI	621	Mon, May 01	8	I	Yard stop, passenger handling, Wheel Slip	
		77% OT	Thu, May 04	7	I	Yard stop and unloading at Brainard
			Tue, May 16	7	U	3m for last minute ADA LSS. 2m yard stop. 2m ADA 95th Street.
			Mon, May 22	8	E1	Departed 3m late from LSS waiting on late RI701; delayed at Bridge B waiting on late trains; delayed 3m at Brainard unhoarding passengers on the wrong car.
			Fri, May 26	14	JM1	(PASSENGER MEDICAL EMERGENCY) - WAITING ON RI0630 TO DEPART
SWS	813	Thu, May 04	13	ZD	9m PTC issue at BRC. 5m Oak Lawn for slow unloading passengers.	
		64% OT	Wed, May 10	10	GF	2m CUS acct congestion. 3m Oak Lawn for ADA. 7m flagged at Chicago Ridge. Restricted speed to next signal.
			Thu, May 11	11	U	2m CUS Congestion. 6m Item 1 95th St. 3m ADA Oak Lawn. 3m ADA 153rd.
			Fri, May 12	9	U	2m late departing due to congestion CUS. 5m ADA 153rd
			Tue, May 16	9	U	2m CUS Congestion. 4m stopped 21st street. 3m ADA Oak Lawn. 3m ADA 153rd Street.
			Thu, May 18	8	U	2m at CUS for Congestion. 4m 21st for Bridge up. 3m ADA Oak Lawn. 3m ADA 153rd Street.
			Wed, May 24	8	ZN	8M BELT JCT., BRC PTC BACK OFFICE ISSUES
			Tue, May 30	7	GF	7M BELT JCT. THRU FOREST HILL, RESTRICTING SIGNALS.
SWS	816	Wed, May 03	8	AM	3m Restricting speed Forest Hill to BRC. 5m All Red 21st Street.	
		68% OT	Fri, May 05	10	G	10m late. NS Landers having signal problems CP Palos. Flagged by signal 10m delay restricted speed to Chicago Ridge
			Thu, May 18	24	RA	Delayed 21st on CN Freight L536 IC1034 155c/9500' due to Amtrak Dispatcher Error.
			Fri, May 19	16	A1	Setup and final departure readiness OF PULLMAN OFFICE CAR SPECIAL at Amtrak Chicago Yard, causing residual traffic and congestion for a special movement.
			Mon, May 22	10	F	10m late departure from 179th St; PRC Speedometer issues; BAD AXLE GEN
			Tue, May 23	13	K	6M 2 ADA 143RD ST 13M DELAY 21ST ST BRIDGE UP boat traffic AND WAITING AMTRAK TO CLEAR.
SWS	822	Wed, May 03	7	U1	4" Late departure from 179th St. due to 813 arrival (ACCOMODATING ADA PASSENGER); 4" stop CP 21st waiting on outbound; 1" Palos Hills assisting passenger	
		77% OT	Thu, May 04	7	ZD1	departed 9m late acct late turn form 813. 5m restricting speed from 16.64 to 15.00. Arrived 1802-7m.
			Thu, May 11	32	GA	32m late due to switch 352 failing at 21st Street
			Thu, May 25	9	DD	9m Delay due to BS01 taking HR at Ashburn single tracking around freight. SWS822 waited for SWS817 to clear [CONTROLLABLE FREIGHT]
			Tue, May 30	8	ZD	6M BELT JCT., PTC ISSUES WITH THE BRC foreign disp did not build train symbol for train to init
UP-N	303	Mon, May 08	7	VE	Delayed due to slowloading on the METX74 hard to get up to speed after each stop	
		82% OT	Tue, May 16	7	I	-7" Heavy passenger loading & Form A MP 22.6-MP 22.7
			Thu, May 18	20	J	-20" Delayed @ Ravenswood due to Metra P.D. removed unruly passenger
			Fri, May 19	10	IW	-10" Slow loading engine #88. Slow passenger loading enroute due to weather

**Table 3 (continued): Weekday Trains less than 85% On-Time
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Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-N	312 68% OT	Wed, May 03	7	I	-7" Heavy passenger loading enroute
		Tue, May 09	7	I	-7" Heavy passenger loading enroute
		Thu, May 11	7	I	(-7) Heavy passenger loading
		Tue, May 16	10	I	-10" Heavy passenger loading and track work
		Thu, May 18	8	I	-8" Heavy loading, red signal at Clybourn, and 30MPH M.P. 1.00- M.P. 0.81
		Wed, May 24	7	I	-7" Heavy passenger loading
		Tue, May 30	8	N	-8" Delayed due to track circuit @ E038 (caused by a Com-Ed electrical power serg that shorted out signal equipment) had to get flagged by the signal ran @ restricted speed
UP-N	322 77% OT	Wed, May 03	20	ZV	-20" Departed Kenosha late due to PTC issue (no map).
		Mon, May 08	8	VE1	-8" Delayed due to slowloading on the METX74 hard to get up to speed after each stop also had 30mph speed restriction M.P. 10.6-11
		Mon, May 15	7	F	-7" Delayed on acct. of air dumped 5 times enroute. #8 vent valve; REPLACED #8 VALVE
		Tue, May 16	7	ZT	-7" PTC issues (unable to complete departure test) Form B @ MP 10.0 - MP 800
		Tue, May 30	13	N	-13" Delayed due to track circuit @ E038 (caused by a Com-Ed electrical power serg that shorted out signal equipment) had to get flagged by the signal ran @ restricted speed
UP-N	338 82% OT	Thu, May 04	9	CC	-19" Delayed due to track construction MP 8.5-MP 8.0/ MP 1.15-MP 0.7 & METX90 is a slow loading engine
		Mon, May 15	17	ZG1	-27" Late turn from M323 & PTC disengaged 6 times enroute to OTC
		Thu, May 18	10	CC1	-20" Late turn off M338, form B's at Erie, also had to wait on M335 to depart due to track work at Erie st.
		Wed, May 24	7	J	-22" Delayed @Hubbard Woods due to unruly passenger, removed by Police
UP-N	350 77% OT	Wed, May 03	12	CC1	-12" Late turn off M335 & track construction CY-CPT
		Fri, May 05	69	M1	(-72) Late turn off of M335 equipment / Late due to accident @ Lake Forest
		Tue, May 09	12	ZG1	-12" Late turn off M335 (M335 was 5 minutes delayed @ Waukegan, due to PTC issues @ Lake Bluff red hash box, cut PTC out & operated restricted speed to next signal)
		Wed, May 10	14	CC1	-14" Late departure from Waukegan on acct.t of late arrival of M335
		Tue, May 16	7	R	-7" Delayed on acct. of student engineer operating (slow spotting the stations)
UP-N	354 82% OT	Fri, May 05	29	M1	(-29) Late turn off of M339 equipment
		Mon, May 08	13	G	-13" Late turn off M339 (M339 was 5 mins late at Waukegan), slow engine METX75, & cross traffic @ Lake street Plant (-3)
		Wed, May 10	9	CC1	-9" Late turn off M339, due to single track
		Mon, May 15	8	ZG1	-8" Late turn off M339
UP-NW	632 82% OT	Tue, May 02	8	A	-8" Departed late - waiting on express inbound trains to clear due to new schedule.
		Tue, May 09	25	F1	-25" Following trains ahead wait for M624 at Deval, heavy passenger loading at Clybourn
		Tue, May 16	9	ZF1	-9" Wait for M630 and sticky door issues
		Wed, May 17	0	ZF1	ANNULLED Due to the crew was on M610
UP-NW	651 55% OT	Tue, May 02	10	ZT1	-10" Delayed, waited for M653 to clear Mayfair
		Wed, May 03	10	A	-10" Delayed on acct. of waited for M653 to clear Mayfair & followed to Deval, due to schedule changes
		Fri, May 05	10	M1	-10" Delayed due to track construction M.P. 0.81-1.5 30 MPH speed restriction
		Mon, May 08	10	CC	-10" Delayed on acct. of 10MPH @ MPH0.81-MP1.15 & 10MPH @ Mayfair
		Tue, May 09	13	ZV	-13" Late departure, due to late arrival of equipment from Cal Ave (PTC issues- did not give option to perform the departure test) & waited for M635 to clear Mayfair; REBOOT TMC
		Wed, May 10	12	A	-12" Delayed following M653 from Mayfair & late departure (cross traffic @ Lake St. with M656)
		Thu, May 11	10	A	(-10) Waiting on M653 to clear Mayfair to be able to cross from track 1 to track 2.
		Wed, May 17	10	A	-10" Delayed @ Mayfair, waited for M653 to clear before crossing from track 1 to track 2. M653 operates track 2 from Wood St.
		Mon, May 22	10	CC	speed restrictions from earlier track work
		Tue, May 23	14	ZG	-14" Delayed @ Mayfair, waited for M653 to clear BACKUP FROM PTC FUSE BLOWN EARLIER, before crossing from track 1 to track 2 & slow going into the stations from Mayfair to Des Plaines on acct.t of M655 & m657 express trains on track 1 going through the sta
UP-NW	653 73% OT	Mon, May 01	11	A	-11" Delayed following M651 CPT - Mayfair
		Tue, May 02	7	ZT	-7" Late departure from OTC on acct. of waited for M649 to clear, before entering on track @ OTC. M649 departed late, due to PTC issues (the engine dropped off the track warrant)
		Fri, May 05	8	M1	-8" Late departure waiting on M651 to depart FALLOUT FROM VEHICLE STRIKE ON UPN
		Tue, May 09	8	ZV1	-8" Late departure from OTC, due to late arrival of equipment from Cal Ave coach yard (M651 ahead with PTC issues)
		Wed, May 10	7	A	-7" Late departure from OTC, due to M651 departing ahead 3 minutes late
		Thu, May 18	13	H	-13" Late departure from CPT on acct. of late arrival of equipment from Cal Ave coach yard (METX144 had a fuel leak inside of the engine @ Cal Ave had to swap equipment @ Cal Ave coach yard -under investigation); FUEL TANK REPAIRS, RESIDUAL FUEL LEFT IN
UP-W	25 82% OT	Thu, May 04	12	D	-12" Freight interference (CMQWT)- followed train from Provo junction to Kress & Form B's from Park to Grace [CONTROLLABLE FREIGHT]
		Wed, May 10	8	D	-8" Delayed @ Wheaton due to JB tower ran 2 trains in front of (ZG2LT 10) [CONTROLLABLE FREIGHT]
		Fri, May 12	15	J	(-15) Delayed @ Glen Ellyn, waited for police to remove unruly male passenger.
		Tue, May 16	57	K	-57" Held at Berkeley due to a car stuck on tracks at MP 15.49 (Haven Rd.)

**Table 3 (continued): Weekday Trains less than 85% On-Time
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Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	33 64% OT	Wed, May 03	13	JM1	-13" Wait for M48 to clear track #3 at Park acct. EC5 test truck (WCHGC-03) was on track #1 from Park to West Chicago.	
		Thu, May 11	7	VG	(-7) Delayed at Melrose Park due to track light on MT3	
		Thu, May 18	6	U	-6" 2 ADA lifts & freight interference @ CPY015	
		Mon, May 22	14	JM	-9" Delayed @ Geneva waited for an ambulance to assist a male passenger	
		Wed, May 24	7	G	-7" Used short crossovers @ Kedzie (operated restricted speed Western Ave - Kedzie)	
		Thu, May 25	7	DD	-7" Delayed @ JB Tower freight interference (O92791 25th)	
		Tue, May 30	10	D	-10" Held at Park for M48 to cross from track 3 to track 1 due to freight ZLTG2 yarding into Proviso [CONTROLLABLE FREIGHT]	
		Wed, May 31	10	C	-10" 20MPH & 10MPH temporary slow orders; freight train interference @ Winfield; no signal @ Peck	
UP-W	35 82% OT	Wed, May 03	7	JM1	-7" Delayed @ Park (Form B)	
		Tue, May 23	60	L	-60" Delayed @ MP 3.8 (-56) on acct. of pedestrian on tracks	
		Tue, May 30	120	K	-120" Delayed due to Geneva fire department fighting a fire near the tracks at M.P. 33.95 and having their equipment fouling both tracks . Crew also did a reverse move from M.P. 33.6 to West Chicago to pick up M37 passengers.	
		Wed, May 31	10	D	-10" Delayed @ Park, waited for M50 train to clear on acct. of IG4SE on trk 3 [CONTROLLABLE FREIGHT]	
UP-W	42 77% OT	Thu, May 04	12	RF	-12" Red signal @ JB tower, also followed freight from Y032-Y015 [CONTROLLABLE FREIGHT]	
		Tue, May 09	35	DE1	-35" Departed Elburn 25 mins down due to late turn from M21	
		Tue, May 16	22	K	-22" Held at Lombard due to a car stuck on tracks at MP 15.49 (Haven Rd.)	
		Tue, May 23	24	D	-24" Stopped behind the ILBG4X that was stopped @ the CN Barrington interlocking waited for the M30131-22 to clear [CONTROLLABLE FREIGHT]	
		Fri, May 26	8	I	-8" Slow and heavy passenger loading Wheaton - Elmhurst	
UP-W	43 82% OT	Tue, May 16	11	GW	-11" Switch 114 failed normal (adjustments were needed, due to rising temperatures)	
		Fri, May 19	6	GX	-6" Delayed @M.P. 10.2 due to XG (Crew removed gate off MT 3)	
		Thu, May 25	6	GX	-6" XH @ mp 15.76 & 20 mph between MP 14.5- MP 14.61	
		Wed, May 31	7	F1	-7" Delayed following M41 with door issues	
UP-W	50 82% OT	Tue, May 09	10	D	-10" Delayed @ Villa Park & Elmhurst, due to freight interference [CONTROLLABLE FREIGHT]	
		Mon, May 15	15	R	-15" Delayed @ Berkeley; crew had to stop and inspect equipment on acct. of a brake shoe on METX130 was smoking Crew bottled air changing ends	
		Tue, May 16	20	RF	-20" Delayed @ West Chicago (-6) freight interference & signal issues @ Park (The dispatcher had a lined route, changed her mind & knocked the signal down, which put the plant in time/13 minute delay)	
		Thu, May 25	11	DD	Delayed @ JB Tower freight interference (O92791 25th)	
UP-W	52 77% OT	Tue, May 02	9	R	-9" Delayed on acct. of student engineer operating the train	
		Tue, May 09	7	U	-7" 2 ADA lifts ELMHURST	
		Wed, May 17	6	L	-6" Stopped @ M.P. 15.8, due to a report of a suicidal person on the tracks @ M.P. 15.65 (police located the person off the property)	
		Wed, May 24	20	E	-20" Late departure from Elburn on acct. of loading issues on METX 128 (had to cut out traction motor #3); CHANGED OUT P3 POWER CONTACTOR	
		Thu, May 25	10	D	-10" Delayed following CNASH 9-23 from Geneva & 20 MPH @ MP 14.61-14.5	
UP-W	54 82% OT	Tue, May 23	68	L1	-68" Late turn off M35, heavy passenger loading enroute, & cross traffic @ Western Ave	
		Fri, May 26	18	I	-18" Slow and heavy passenger loading OPPOSITE PLATFORM West Chicago- Geneva, also 20 MPH speed restriction 14.61 -14.5	
		Tue, May 30	40	K1	-40" Departed from West Chicago off of annulled M37 equipment due to fire at M.P. 33.95	
		Wed, May 31	11	RF	-11" Delayed out of Elburn dispatcher stack error, waited for the signal to time out	

Data is final (06/21/2023) 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
May 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	21	-	-	-	2	1	3	4	1	3	1	6	19	61
Freight Interference - Peak	7	-	-	-	2	1	-	-	-	1	-	-	1	12
Primary	5	-	-	-	2	-	-	-	-	1	-	-	1	9
Secondary	2	-	-	-	-	1	-	-	-	-	-	-	-	3
Freight Interference - Off-Peak	14	-	-	-	-	-	3	4	1	2	1	6	18	49
Primary	10	-	-	-	-	-	3	4	1	2	-	6	16	42
Secondary	4	-	-	-	-	-	-	-	-	-	1	-	2	7
Signal/Switch Failure - Total	14	7	2	16	1	43	18	9	7	6	4	2	13	142
Signal/Switch Failure - Metra/PSA	13	7	2	16	-	28	4	4	7	1	4	2	10	98
Primary	11	5	2	12	-	22	4	3	7	1	4	2	8	81
Secondary	2	2	-	4	-	6	-	1	-	-	-	-	2	17
Signal/Switch Failure - Foreign	1	-	-	-	1	15	14	5	-	5	-	-	3	44
Primary	1	-	-	-	1	15	14	5	-	5	-	-	3	44
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	6	2	-	2	3	19	9	1	14	3	6	16	5	86
Mechanical Failure - Metra/PSA	6	2	-	2	3	19	9	1	14	3	6	16	5	86
Non-Locomotive Equipment Issue - Metra/PSA	1	2	-	2	2	3	1	1	5	2	4	15	4	42
Primary	1	2	-	2	1	-	1	-	3	2	2	1	3	18
Secondary	-	-	-	-	1	3	-	1	2	-	2	14	1	24
Locomotive Issue - Metra/PSA	5	-	-	-	1	16	8	-	9	1	2	1	1	44
Primary	2	-	-	-	1	4	5	-	4	1	1	1	1	20
Secondary	3	-	-	-	-	12	3	-	5	-	1	-	-	24
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	1	-	-	1	13	10	1	1	4	-	7	1	39
Passenger Train Interference - Metra/PSA	-	1	-	-	-	4	5	-	1	2	-	7	1	21
Passenger Train Interference - Foreign	-	-	-	-	1	9	5	1	-	2	-	-	-	18
Accident - Total	-	-	-	-	1	62	40	16	-	-	12	12	4	147
Accident - Metra/PSA	-	-	-	-	-	7	7	-	-	-	12	12	-	38
Accident - Foreign	-	-	-	-	1	55	33	16	-	-	-	-	4	109
Track Work - Total	1	49	4	10	1	5	2	-	19	-	12	9	19	131
Track Work - Metra/PSA	1	49	4	10	-	5	2	-	19	-	12	9	19	130
Track Work - Foreign	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Human Error - Total	5	8	1	5	1	15	6	1	3	5	4	6	6	66
Human Error - Metra/PSA	3	8	1	5	-	5	-	-	3	-	3	6	3	37
Human Error - Foreign	2	-	-	-	1	10	6	1	-	5	1	-	3	29
PTC Related - Total	-	-	-	7	2	10	1	2	1	12	8	27	7	77
PTC Related - Metra/PSA	-	-	-	7	1	10	1	2	1	2	8	27	7	66
PTC Related - Foreign	-	-	-	-	1	-	-	-	-	10	-	-	-	11
Weather - Total	3	19	7	-	-	-	-	-	1	-	1	-	1	32
Weather - Metra/PSA	3	19	7	-	-	-	-	-	1	-	1	-	1	32
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	34	3	7	-	6	5	1	24	5	13	5	14	118
Obstruction/Debris - Total	10	6	-	6	1	7	3	1	3	2	6	7	28	80
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	1	-	-	-	-	-	-	-	1	1	9	-	-	12
Total Trains Delayed	62	126	17	53	13	181	97	36	75	41	76	97	117	991
Total Metra/PSA Delays	38	126	17	53	5	91	36	9	74	16	74	91	88	718
Total Foreign Carrier Delays	24	0	0	0	8	90	61	27	1	25	2	6	29	273

Data for current month is final (06/21/2023) 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 May 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	11	-	-	-	7	9	11	5	3	4	0	4	19	72
Freight Interference - Peak	3	-	-	-	6	3	3	2	0	1	-	2	7	28
Primary	3	-	-	-	5	2	2	2	0	1	-	1	4	22
Secondary	0	-	-	-	0	1	1	0	-	0	-	1	3	6
Freight Interference - Off-Peak	7	-	-	-	1	6	8	3	2	3	0	2	12	44
Primary	6	-	-	-	1	4	6	2	2	2	0	2	9	34
Secondary	1	-	-	-	0	3	2	1	1	0	0	-	2	10
Signal/Switch Failure - Total	12	11	4	5	6	19	8	3	13	6	2	6	11	104
Signal/Switch Failure - Metra/PSA	7	11	4	5	0	16	6	3	12	2	2	5	9	81
Primary	6	8	2	3	0	12	5	2	9	2	1	4	6	60
Secondary	1	2	2	2	-	4	1	1	2	1	1	1	4	21
Signal/Switch Failure - Foreign	4	-	-	-	6	3	1	0	1	4	-	1	2	23
Primary	4	-	-	-	5	2	1	0	1	2	-	1	1	17
Secondary	0	-	-	-	0	1	1	0	0	2	-	1	1	6
Mechanical Failure - Total	11	-	0	0	0	9	11	3	12	2	6	5	11	69
Mechanical Failure - Metra/PSA	11	-	0	0	0	9	11	3	12	2	6	5	11	69
Non-Locomotive Equipment Issue - Metra/PSA	8	-	0	0	0	0	1	-	2	1	3	2	2	19
Primary	4	-	0	0	0	0	0	-	1	1	2	1	2	11
Secondary	5	-	-	-	-	-	0	-	1	-	1	1	1	9
Locomotive Issue - Metra/PSA	2	-	-	-	0	9	10	3	11	1	3	3	8	50
Primary	1	-	-	-	0	3	3	1	3	0	1	2	3	19
Secondary	1	-	-	-	-	6	7	2	8	1	1	1	6	31
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	0	-	-	-	1	2	0	1	-	4	-	-	0	9
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	1	-	-	-	-	0	3
Passenger Train Interference - Foreign	0	-	-	-	1	0	-	-	-	4	-	-	-	6
Accident - Total	10	-	-	0	0	5	2	1	6	0	3	4	7	40
Accident - Metra/PSA	9	-	-	0	0	5	2	0	6	-	3	4	3	34
Accident - Foreign	0	-	-	-	-	-	-	1	0	0	-	-	4	5
Track Work - Total	6	6	1	2	5	6	8	2	10	1	4	4	3	60
Track Work - Metra/PSA	6	6	1	2	5	6	8	2	10	0	4	4	3	57
Track Work - Foreign	0	-	-	-	0	-	0	0	-	1	-	0	-	2
Human Error - Total	16	1	0	1	1	8	6	3	8	1	6	4	6	61
Human Error - Metra/PSA	9	1	0	1	-	5	5	2	8	-	5	3	5	44
Human Error - Foreign	7	-	-	-	1	3	1	1	-	1	0	1	1	17
PTC Related - Total	6	5	1	2	1	4	2	1	7	3	2	2	4	40
PTC Related - Metra/PSA	6	5	1	2	0	3	2	1	7	1	2	2	4	37
PTC Related - Foreign	-	-	-	-	0	0	0	-	-	2	-	-	0	3
Weather - Total	9	-	0	-	-	5	1	0	4	-	2	2	7	30
Weather - Metra/PSA	9	-	0	-	-	5	1	0	4	-	2	2	6	30
Weather - Foreign	-	-	-	-	-	-	-	-	0	-	-	-	0	0
Passenger Related - Total	6	6	1	1	-	5	7	1	11	1	7	8	11	65
Obstruction/Debris - Total	7	7	1	5	0	4	7	2	10	0	8	16	14	81
Catenary Failure - Total	-	1	1	1	-	-	-	-	-	-	-	-	-	3
Other - Total	4	0	0	-	0	0	0	-	0	0	1	-	-	7
Total Trains Delayed	97	36	9	19	21	78	64	21	84	23	41	55	94	641
Total Metra/PSA Delays	74	36	9	19	7	61	49	13	79	6	40	48	67	510
Total Foreign Carrier Delays	23	0	0	0	14	17	14	8	4	17	1	6	26	131

Data for current month is final (06/16/2022) 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
May 2023 Compared to Average May 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	10	-	-	-	(5)	(8)	(8)	(1)	(2)	(1)	1	2	0	(11)
Freight Interference - Peak	4	-	-	-	(4)	(2)	(3)	(2)	(0)	(0)	-	(2)	(6)	(16)
Primary	2	-	-	-	(3)	(2)	(2)	(2)	(0)	(0)	-	(1)	(3)	(13)
Secondary	2	-	-	-	(0)	0	(1)	(0)	-	(0)	-	(1)	(3)	(3)
Freight Interference - Off-Peak	7	-	-	-	(1)	(6)	(5)	1	(1)	(1)	1	4	6	5
Primary	4	-	-	-	(1)	(4)	(3)	2	(1)	(0)	(0)	4	7	8
Secondary	3	-	-	-	(0)	(3)	(2)	(1)	(1)	(0)	1	-	(0)	(3)
Signal/Switch Failure - Total	2	(4)	(2)	11	(5)	24	10	6	(6)	(0)	2	(4)	2	38
Signal/Switch Failure - Metra/PSA	6	(4)	(2)	11	(0)	12	(2)	1	(5)	(1)	2	(3)	1	17
Primary	5	(3)	(0)	9	(0)	10	(1)	1	(2)	(1)	3	(2)	2	21
Secondary	1	(0)	(2)	2	-	2	(1)	0	(2)	(1)	(1)	(1)	(2)	(4)
Signal/Switch Failure - Foreign	(3)	-	-	-	(5)	12	13	5	(1)	1	-	(1)	1	21
Primary	(3)	-	-	-	(4)	13	13	5	(1)	3	-	(1)	2	27
Secondary	(0)	-	-	-	(0)	(1)	(1)	-	(0)	(2)	-	(1)	(1)	(6)
Mechanical Failure - Total	(5)	2	(0)	2	3	10	(2)	(2)	2	1	0	11	(6)	17
Mechanical Failure - Metra/PSA	(5)	2	(0)	2	3	10	(2)	(2)	2	1	0	11	(6)	17
Non-Locomotive Equipment Issue - Metra/PSA	(7)	2	(0)	2	2	3	0	1	3	1	1	13	2	23
Primary	(3)	2	(0)	2	1	(0)	1	-	2	1	0	(0)	1	7
Secondary	(5)	-	-	-	1	3	(0)	1	1	-	1	13	0	15
Locomotive Issue - Metra/PSA	3	-	-	-	1	7	(2)	(3)	(2)	-	(1)	(2)	(7)	(6)
Primary	1	-	-	-	1	1	2	(1)	1	1	(0)	(1)	(2)	1
Secondary	2	-	-	-	-	6	(4)	(2)	(3)	(1)	(0)	(1)	(6)	(7)
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	(0)	1	-	-	-	11	10	0	1	(0)	-	7	1	30
Passenger Train Interference - Metra/PSA	-	1	-	-	-	2	5	(1)	1	2	-	7	1	18
Passenger Train Interference - Foreign	(0)	-	-	-	-	9	5	1	-	(2)	-	-	-	12
Accident - Total	(10)	-	-	(0)	1	57	38	15	(6)	(0)	9	8	(3)	107
Accident - Metra/PSA	(9)	-	-	(0)	(0)	2	5	(0)	(6)	-	9	8	(3)	4
Accident - Foreign	(0)	-	-	-	1	55	33	15	(0)	(0)	-	-	-	104
Track Work - Total	(5)	43	3	8	(4)	(1)	(6)	(2)	9	(1)	8	5	16	71
Track Work - Metra/PSA	(5)	43	3	8	(5)	(1)	(6)	(2)	9	(0)	8	5	16	73
Track Work - Foreign	(0)	-	-	-	1	-	(0)	(0)	-	(1)	-	(0)	-	(1)
Human Error - Total	(11)	7	1	4	0	7	0	(2)	(5)	4	(2)	2	(0)	5
Human Error - Metra/PSA	(6)	7	1	4	-	(0)	(5)	(2)	(5)	-	(2)	3	(2)	(7)
Human Error - Foreign	(5)	-	-	-	0	7	5	(0)	-	4	1	(1)	2	12
PTC Related - Total	(6)	(5)	(1)	5	1	6	(1)	1	(6)	9	6	25	3	37
PTC Related - Metra/PSA	(6)	(5)	(1)	5	1	7	(1)	1	(6)	1	6	25	3	29
PTC Related - Foreign	-	-	-	-	1	(0)	(0)	-	-	8	-	-	(0)	8
Weather - Total	(6)	19	7	-	-	(5)	(1)	(0)	(3)	-	(1)	(2)	(6)	2
Weather - Metra/PSA	(6)	19	7	-	-	(5)	(1)	(0)	(3)	-	(1)	(2)	(5)	2
Weather - Foreign	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)	(0)
Passenger Related - Total	(5)	28	2	6	-	1	(2)	0	13	4	6	(3)	3	53
Obstruction/Debris - Total	3	(1)	(1)	1	1	3	(4)	(1)	(7)	2	(2)	(9)	14	(1)
Catenary Failure - Total	-	(1)	(1)	(1)	-	-	-	-	-	-	-	-	-	(3)
Other - Total	(3)	(0)	(0)	-	(0)	(0)	(0)	-	1	1	8	-	-	5
Total Trains Delayed	(35)	90	8	34	(8)	103	33	15	(9)	18	35	42	23	350
Total Metra/PSA Delays	-36	90	8	34	-2	30	-13	-4	-5	10	34	43	21	208
Total Foreign Carrier Delays	1	0	0	0	-6	73	47	19	-3	8	1	0	3	142

Data for current month is final (06/21/2023) 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 - May 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	83	-	-	-	14	19	29	15	12	15	8	34	90	319
Freight Interference - Peak	23	-	-	-	14	7	9	4	-	5	3	18	24	107
Primary	14	-	-	-	14	4	7	4	-	5	3	7	16	74
Secondary	9	-	-	-	-	3	2	-	-	-	-	11	8	33
Freight Interference - Off-Peak	60	-	-	-	-	12	20	11	12	10	5	16	66	212
Primary	46	-	-	-	-	9	18	9	9	9	1	15	56	172
Secondary	14	-	-	-	-	3	2	2	3	1	4	1	10	40
Signal/Switch Failure - Total	41	45	17	63	4	128	52	25	36	38	5	25	36	515
Signal/Switch Failure - Metra/PSA	21	45	17	63	-	104	36	13	36	8	5	23	33	404
Primary	18	25	13	45	-	77	25	11	34	8	5	14	26	301
Secondary	3	20	4	18	-	27	11	2	2	-	-	9	7	103
Signal/Switch Failure - Foreign	20	-	-	-	4	24	16	12	-	30	-	2	3	111
Primary	19	-	-	-	4	24	15	12	-	22	-	2	3	101
Secondary	1	-	-	-	-	-	1	-	-	8	-	-	-	10
Mechanical Failure - Total	34	5	2	5	5	67	44	10	67	21	23	50	20	353
Mechanical Failure - Metra/PSA	34	5	2	5	5	59	44	10	67	20	23	50	20	344
Non-Locomotive Equipment Issue - Metra/PSA	16	5	2	5	3	12	9	3	14	7	9	23	8	116
Primary	7	5	-	4	2	1	5	2	7	5	4	8	7	57
Secondary	9	-	2	1	1	11	4	1	7	2	5	15	1	59
Locomotive Issue - Metra/PSA	18	-	-	-	2	47	35	7	53	13	14	27	12	228
Primary	9	-	-	-	2	20	21	3	19	8	5	10	9	106
Secondary	9	-	-	-	-	27	14	4	34	5	9	17	3	122
Mechanical Failure - Foreign	-	-	-	-	-	8	-	-	-	1	-	-	-	9
Passenger Train Interference - Total	11	1	1	-	3	81	27	8	4	11	3	24	3	177
Passenger Train Interference - Metra/PSA	-	1	-	-	-	44	19	6	4	3	3	22	3	105
Passenger Train Interference - Foreign	11	-	1	-	3	37	8	2	-	8	-	2	-	72
Accident - Total	31	-	-	-	1	67	47	17	25	6	46	65	53	358
Accident - Metra/PSA	20	-	-	-	-	12	12	1	25	-	46	65	20	201
Accident - Foreign	11	-	-	-	1	55	35	16	-	6	-	-	33	157
Track Work - Total	18	75	7	22	5	27	11	14	48	9	20	35	41	332
Track Work - Metra/PSA	18	75	7	22	-	27	11	4	44	-	20	35	41	304
Track Work - Foreign	-	-	-	-	5	-	-	10	4	9	-	-	-	28
Human Error - Total	49	16	6	9	5	55	23	11	29	20	20	56	25	324
Human Error - Metra/PSA	43	15	5	9	2	14	10	8	29	5	14	27	14	195
Human Error - Foreign	6	1	1	-	3	41	13	3	-	15	6	29	11	129
PTC Related - Total	16	9	3	17	5	28	6	9	33	37	31	46	41	281
PTC Related - Metra/PSA	12	8	2	17	2	24	6	6	32	10	31	46	40	236
PTC Related - Foreign	4	1	1	-	3	4	-	3	1	27	-	-	1	45
Weather - Total	77	26	10	5	1	12	22	9	25	3	57	51	56	354
Weather - Metra/PSA	74	26	10	5	1	12	22	9	25	3	57	51	56	351
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
Passenger Related - Total	7	111	8	17	-	19	34	4	56	8	28	28	54	374
Obstruction/Debris - Total	33	20	8	28	4	19	21	7	35	5	35	91	65	371
Catenary Failure - Total	-	28	7	13	-	-	-	-	-	-	-	-	-	48
Other - Total	2	1	1	-	-	1	1	1	1	2	9	-	-	19
Total Trains Delayed	402	337	70	179	47	523	317	130	371	175	285	505	484	3,825
Total Metra/PSA Delays	262	335	67	179	14	335	216	69	354	64	271	438	346	2,950
Total Foreign Carrier Delays	140	2	3	0	33	188	101	61	17	111	14	67	138	875

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'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 - May 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	48	-	-	-	30	42	58	18	19	38	6	28	117	404
Freight Interference - Peak	18	-	-	-	25	12	18	8	5	15	2	15	41	160
Primary	11	-	-	-	22	8	14	7	3	12	2	10	24	113
Secondary	7	-	-	-	3	3	4	1	1	4	1	5	17	47
Freight Interference - Off-Peak	30	-	-	-	5	31	40	9	14	23	3	12	77	244
Primary	24	-	-	-	5	19	31	8	11	16	2	9	59	184
Secondary	6	-	-	-	0	12	9	1	3	6	2	3	18	60
Signal/Switch Failure - Total	73	32	14	21	17	74	54	30	74	37	17	27	31	501
Signal/Switch Failure - Metra/PSA	44	32	14	21	2	61	49	14	72	12	17	16	22	375
Primary	31	26	10	16	2	42	40	10	56	9	11	12	14	279
Secondary	13	6	4	5	0	18	9	3	17	3	6	4	8	96
Signal/Switch Failure - Foreign	30	-	-	-	14	13	5	16	2	25	0	11	9	126
Primary	24	-	-	-	13	7	3	15	2	16	-	7	7	92
Secondary	6	-	-	-	1	7	2	2	0	9	0	4	2	34
Mechanical Failure - Total	66	6	3	2	1	68	49	14	51	11	33	43	49	395
Mechanical Failure - Metra/PSA	65	3	2	1	1	61	49	14	51	11	33	43	49	383
Non-Locomotive Equipment Issue - Metra/PSA	26	3	2	1	0	8	4	2	7	5	16	19	20	114
Primary	11	2	1	1	0	3	3	1	3	3	8	9	10	55
Secondary	15	2	2	1	-	4	1	1	4	2	7	10	10	60
Locomotive Issue - Metra/PSA	39	-	-	-	0	54	44	11	44	5	17	24	29	269
Primary	12	-	-	-	0	16	16	4	18	3	8	8	10	95
Secondary	27	-	-	-	-	37	28	8	26	3	10	16	19	174
Mechanical Failure - Foreign	0	3	1	0	0	6	0	1	-	-	-	-	-	12
Passenger Train Interference - Total	2	1	0	1	4	14	1	4	0	12	-	0	1	40
Passenger Train Interference - Metra/PSA	0	0	0	0	0	11	1	4	-	0	-	0	1	18
Passenger Train Interference - Foreign	1	1	0	1	4	3	0	0	0	12	-	-	-	23
Accident - Total	35	21	3	4	2	15	14	5	16	6	23	29	33	206
Accident - Metra/PSA	31	7	1	4	0	14	13	4	15	3	23	26	18	161
Accident - Foreign	4	13	2	-	1	1	1	1	1	3	-	3	14	45
Track Work - Total	26	19	2	7	8	34	17	5	27	5	23	11	13	198
Track Work - Metra/PSA	26	19	2	7	8	32	14	4	27	2	23	11	13	189
Track Work - Foreign	0	0	-	-	1	1	2	1	-	3	-	1	-	9
Human Error - Total	62	12	4	6	6	48	28	13	37	10	26	34	30	317
Human Error - Metra/PSA	33	12	4	6	2	26	19	7	37	2	24	25	21	218
Human Error - Foreign	29	-	-	-	5	23	9	6	0	8	2	9	8	99
PTC Related - Total	15	13	3	7	9	16	11	6	28	9	34	16	39	206
PTC Related - Metra/PSA	14	13	3	7	3	14	10	4	27	3	34	16	38	186
PTC Related - Foreign	1	1	-	1	6	1	1	2	1	5	0	0	2	20
Weather - Total	70	44	17	24	3	59	49	10	89	9	46	54	40	513
Weather - Metra/PSA	67	44	17	24	3	58	48	10	88	7	46	53	38	504
Weather - Foreign	3	-	-	-	0	1	1	-	1	2	-	1	1	9
Passenger Related - Total	20	21	6	4	0	23	30	4	41	2	30	36	52	270
Obstruction/Debris - Total	26	15	6	18	2	17	19	9	47	7	24	47	47	284
Catenary Failure - Total	-	7	2	6	-	-	-	-	-	-	-	-	-	16
Other - Total	5	1	1	2	0	2	2	1	3	2	1	3	0	22
Total Trains Delayed	448	192	64	103	82	410	332	118	432	147	263	330	453	3,374
Total Metra/PSA Delays	331	175	61	101	20	319	254	75	408	52	255	277	300	2,626
Total Foreign Carrier Delays	117	18	3	2	62	92	78	44	24	96	8	53	152	748

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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.c: Train Delays by Cause and Line - YTD
January - May 2023 Compared to Average January - May 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	35	-	-	-	(16)	(23)	(29)	(3)	(7)	(23)	2	6	(27)	(85)
Freight Interference - Peak	5	-	-	-	(11)	(5)	(9)	(4)	(5)	(10)	1	3	(17)	(53)
Primary	3	-	-	-	(8)	(4)	(7)	(3)	(3)	(7)	1	(3)	(8)	(39)
Secondary	2	-	-	-	(3)	(0)	(2)	(1)	(1)	(4)	(1)	6	(9)	(14)
Freight Interference - Off-Peak	30	-	-	-	(5)	(19)	(20)	2	(2)	(13)	2	4	(11)	(32)
Primary	22	-	-	-	(5)	(10)	(13)	1	(2)	(7)	(1)	6	(3)	(12)
Secondary	8	-	-	-	(0)	(9)	(7)	1	-	(5)	2	(2)	(8)	(20)
Signal/Switch Failure - Total	(32)	13	3	42	(13)	54	(2)	(5)	(38)	1	(12)	(2)	5	14
Signal/Switch Failure - Metra/PSA	(23)	13	3	42	(2)	43	(13)	(1)	(36)	(4)	(12)	7	11	29
Primary	(19)	(1)	3	29	(2)	35	(15)	1	(22)	(1)	(6)	2	12	22
Secondary	(10)	14	-	13	(0)	9	2	(1)	(15)	(3)	(6)	5	(1)	7
Signal/Switch Failure - Foreign	(10)	-	-	-	(10)	11	11	(4)	(2)	5	(0)	(9)	(6)	(15)
Primary	(5)	-	-	-	(9)	17	12	(3)	(2)	6	-	(5)	(4)	9
Secondary	(5)	-	-	-	(1)	(7)	(1)	(2)	(0)	(1)	(0)	(4)	(2)	(24)
Mechanical Failure - Total	(32)	(1)	(1)	3	4	(1)	(5)	(4)	16	10	(10)	7	(29)	(42)
Mechanical Failure - Metra/PSA	(31)	2	(0)	4	4	(2)	(5)	(4)	16	9	(10)	7	(29)	(39)
Non-Locomotive Equipment Issue - Metra/PSA	(10)	2	(0)	4	3	4	5	1	7	2	(7)	4	(12)	2
Primary	(4)	3	(1)	3	2	(2)	2	1	4	2	(4)	(1)	(3)	2
Secondary	(6)	(2)	0	0	1	7	3	0	3	-	(2)	5	(9)	(1)
Locomotive Issue - Metra/PSA	(21)	-	-	-	2	(7)	(9)	(4)	9	8	(3)	3	(17)	(41)
Primary	(9)	-	-	-	2	4	5	(1)	1	5	(3)	2	(1)	11
Secondary	(18)	-	-	-	-	(10)	(14)	(4)	8	2	(1)	1	(16)	(52)
Mechanical Failure - Foreign	(0)	(3)	(1)	(0)	(0)	2	(0)	(1)	-	1	-	-	-	(3)
Passenger Train Interference - Total	9	-	1	(1)	(1)	67	26	4	4	(1)	3	24	2	137
Passenger Train Interference - Metra/PSA	(0)	1	-	(0)	(0)	33	18	2	4	3	3	22	2	87
Passenger Train Interference - Foreign	10	(1)	1	(1)	(1)	34	8	2	(0)	(4)	-	2	-	49
Accident - Total	(4)	(21)	(3)	(4)	(1)	52	33	12	9	0	23	36	20	152
Accident - Metra/PSA	(11)	(7)	(1)	(4)	(0)	(2)	(1)	(3)	10	(3)	23	39	2	40
Accident - Foreign	7	(13)	(2)	-	(0)	54	34	15	(1)	3	-	(3)	19	112
Track Work - Total	(8)	56	5	15	(3)	(7)	(6)	9	21	4	(3)	24	28	134
Track Work - Metra/PSA	(8)	56	5	15	(8)	(5)	(3)	(0)	17	(2)	(3)	24	28	115
Track Work - Foreign	(0)	(0)	-	-	4	(1)	(2)	9	4	6	-	(1)	-	19
Human Error - Total	(13)	4	2	3	(1)	7	(5)	(2)	(8)	10	(6)	22	(5)	7
Human Error - Metra/PSA	10	3	1	3	0	(12)	(9)	1	(8)	3	(10)	2	(7)	(23)
Human Error - Foreign	(23)	1	1	-	(2)	18	4	(3)	(0)	7	4	20	3	30
PTC Related - Total	1	(4)	(0)	10	(4)	12	(5)	3	5	28	(3)	30	2	75
PTC Related - Metra/PSA	(2)	(5)	(1)	10	(1)	10	(4)	2	5	7	(3)	30	2	50
PTC Related - Foreign	3	0	1	(1)	(3)	3	(1)	1	0	22	(0)	(0)	(1)	25
Weather - Total	7	(18)	(7)	(19)	(2)	(47)	(27)	(1)	(64)	(6)	11	(3)	16	(159)
Weather - Metra/PSA	7	(18)	(7)	(19)	(2)	(46)	(26)	(1)	(63)	(4)	11	(2)	18	(153)
Weather - Foreign	0	-	-	-	(0)	(1)	(1)	-	(1)	(2)	-	(1)	(1)	(6)
Passenger Related - Total	(13)	90	2	13	(0)	(4)	4	-	15	6	(2)	(8)	2	104
Obstruction/Debris - Total	7	5	2	10	2	2	2	(2)	(12)	(2)	11	44	18	87
Catenary Failure - Total	-	21	5	7	-	-	-	-	-	-	-	-	-	32
Other - Total	(3)	0	(0)	(2)	(0)	(1)	(1)	0	(2)	0	8	(3)	(0)	(3)
Total Trains Delayed	(46)	145	6	76	(35)	113	(15)	12	(61)	28	22	175	31	451
Total Metra/PSA Delays	-69	160	6	78	-6	16	-38	-6	-54	12	16	161	46	324
Total Foreign Carrier Delays	23	-16	0	-2	-29	96	23	17	-7	15	6	14	-14	127

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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 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 - May
Freight Interference - Total	69	64	71	54	61								319 8.3%
Freight Interference - Peak	25	26	29	15	12								107 2.8%
Primary	18	16	18	13	9								74 1.9%
Secondary	7	10	11	2	3								33 0.9%
Freight Interference - Off-Peak	44	38	42	39	49								212 5.5%
Primary	32	29	35	34	42								172 4.5%
Secondary	12	9	7	5	7								40 1.0%
Signal/Switch Failure - Total	65	78	68	162	142								515 13.5%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98								404 10.6%
Primary	45	57	45	73	81								301 7.9%
Secondary	11	9	18	48	17								103 2.7%
Signal/Switch Failure - Foreign	9	12	5	41	44								111 2.9%
Primary	7	9	5	36	44								101 2.6%
Secondary	2	3	-	5	-								10 0.3%
Mechanical Failure - Total	85	81	52	49	86								353 9.2%
Mechanical Failure - Metra/PSA	85	75	50	48	86								344 9.0%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42								116 3.0%
Primary	12	12	5	10	18								57 1.5%
Secondary	14	12	6	3	24								59 1.5%
Locomotive Issue - Metra/PSA	59	51	39	35	44								228 6.0%
Primary	26	25	18	17	20								106 2.8%
Secondary	33	26	21	18	24								122 3.2%
Mechanical Failure - Foreign	-	6	2	1	-								9 0.2%
Passenger Train Interference - Total	39	27	21	51	39								177 4.6%
Passenger Train Interference - Metra/PSA	25	13	14	32	21								105 2.7%
Passenger Train Interference - Foreign	14	14	7	19	18								72 1.9%
Accident - Total	90	25	29	67	147								358 9.4%
Accident - Metra/PSA	61	25	24	53	38								201 5.3%
Accident - Foreign	29	-	5	14	109								157 4.1%
Track Work - Total	19	44	74	64	131								332 8.7%
Track Work - Metra/PSA	13	41	65	55	130								304 7.9%
Track Work - Foreign	6	3	9	9	1								28 0.7%
Human Error - Total	67	43	57	91	66								324 8.5%
Human Error - Metra/PSA	33	33	32	60	37								195 5.1%
Human Error - Foreign	34	10	25	31	29								129 3.4%
PTC Related - Total	49	45	53	57	77								281 7.3%
PTC Related - Metra/PSA	40	38	38	54	66								236 6.2%
PTC Related - Foreign	9	7	15	3	11								45 1.2%
Weather - Total	44	108	42	128	32								354 9.3%
Weather - Metra/PSA	44	105	42	128	32								351 9.2%
Weather - Foreign	-	3	-	-	-								3 0.1%
Passenger Related - Total	52	54	69	81	118								374 9.8%
Obstruction/Debris - Total	65	72	84	70	80								371 9.7%
Catenary Failure - Total	1	9	-	38	-								48 1.3%
Other - Total	4	-	3	-	12								19 0.5%
Total Trains Delayed	649	650	623	912	991								3,825 100.0%
Total Metra/PSA Delays	477	531	484	740	718								2,950 77.1%
Total Foreign Carrier Delays	172	119	139	172	273								875 22.9%

Data for current month is final (06/21/2023) 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 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 - May
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	378 13.4%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	166 5.9%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	141 5.0%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	25 0.9%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	212 7.5%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	178 6.3%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	34 1.2%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	431 15.2%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	377 13.3%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	300 10.6%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	77 2.7%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	54 1.9%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	41 1.5%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	13 0.5%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	316 11.2%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	310 11.0%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	77 2.7%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	52 1.8%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	25 0.9%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	233 8.2%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	106 3.7%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	127 4.5%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	6 0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	15 0.5%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	9 0.3%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	6 0.2%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	254 9.0%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	225 8.0%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	29 1.0%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	203 7.2%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	190 6.7%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	13 0.5%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	209 7.4%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	141 5.0%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	68 2.4%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	225 8.0%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	194 6.9%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	31 1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	288 10.2%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	287 10.2%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	1 0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	184 6.5%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	273 9.7%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	16 0.6%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	35 1.2%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	2,827 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	2,241 79.3%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	586 20.7%

Data for current month is final (06/16/2022) 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
May 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	11	7	3	12	8	45	13	9	20	10	17	19	20	194
11-15	8	3	1	2	1	18	7	1	2	4	5	19	6	77
16-20	1	4	2	0	2	13	4	2	2	0	0	2	2	34
21+	1	10	3	2	2	13	14	5	0	1	6	20	3	80
Annulled	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>6</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>29</u>
Sub-Total	23	25	9	16	13	97	44	20	26	16	28	62	35	414
Weekday Off-Peak **														
6-10	18	41	2	14	0	21	13	6	21	10	18	8	24	196
11-15	7	13	1	5	0	21	5	3	10	5	10	4	11	95
16-20	4	7	1	2	0	11	5	3	1	3	8	2	9	56
21+	6	7	3	1	0	22	6	4	9	7	8	4	17	94
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>9</u>	<u>23</u>
Sub-Total	36	68	7	22	0	77	33	16	44	25	44	22	70	464
Saturday														
6-10	0	11	0	5	0	2	3	0	2	0	0	3	2	28
11-15	0	5	0	3	0	1	0	0	1	0	0	1	3	14
16-20	1	1	0	2	0	0	0	0	0	0	0	0	0	4
21+	0	0	1	0	0	0	0	0	0	0	1	0	4	6
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</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	1	17	1	12	0	3	3	0	3	0	1	4	9	54
Sunday-Holiday														
6-10	0	10	0	3	0	0	6	0	1	0	1	3	0	24
11-15	0	3	0	0	0	2	3	0	0	0	0	2	1	11
16-20	0	1	0	0	0	0	2	0	0	0	1	1	2	7
21+	1	2	0	0	0	2	6	0	1	0	1	2	0	15
Annulled	<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>1</u>	<u>0</u>	<u>2</u>
Sub-Total	2	16	0	3	0	4	17	0	2	0	3	9	3	59
May 2023 Total														
6-10	29	69	5	34	8	68	35	15	44	20	36	33	46	442
11-15	15	24	2	10	1	42	15	4	13	9	15	26	21	197
16-20	6	13	3	4	2	24	11	5	3	3	9	5	13	101
21+	8	19	7	3	2	37	26	9	10	8	16	26	24	195
Annulled	<u>4</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>10</u>	<u>10</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>13</u>	<u>56</u>
TOTAL	62	126	17	53	13	181	97	36	75	41	76	97	117	991
2023 Year-to-Date														
6-10	143	185	39	87	25	261	169	70	203	93	76	140	153	1,644
11-15	81	56	6	30	7	114	59	21	68	32	47	97	94	712
16-20	39	33	6	11	10	51	19	10	23	17	28	61	50	358
21+	87	55	19	35	5	79	56	23	59	23	99	174	148	862
Annulled	<u>52</u>	<u>8</u>	<u>0</u>	<u>16</u>	<u>0</u>	<u>18</u>	<u>14</u>	<u>6</u>	<u>18</u>	<u>10</u>	<u>35</u>	<u>33</u>	<u>39</u>	<u>249</u>
TOTAL	402	337	70	179	47	523	317	130	371	175	285	505	484	3,825
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
May 2023 Total														
6-10	46.8%	54.8%	29.4%	64.2%	61.5%	37.6%	36.1%	41.7%	58.7%	48.8%	47.4%	34.0%	39.3%	44.6%
11-15	24.2%	19.0%	11.8%	18.9%	7.7%	23.2%	15.5%	11.1%	17.3%	22.0%	19.7%	26.8%	17.9%	19.9%
16-20	9.7%	10.3%	17.6%	7.5%	15.4%	13.3%	11.3%	13.9%	4.0%	7.3%	11.8%	5.2%	11.1%	10.2%
21+	12.9%	15.1%	41.2%	5.7%	15.4%	20.4%	26.8%	25.0%	13.3%	19.5%	21.1%	26.8%	20.5%	19.7%
Annulled	<u>6.5%</u>	<u>0.8%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>0.0%</u>	<u>5.5%</u>	<u>10.3%</u>	<u>8.3%</u>	<u>6.7%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>7.2%</u>	<u>11.1%</u>	<u>5.7%</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	35.6%	54.9%	55.7%	48.6%	53.2%	49.9%	53.3%	53.8%	54.7%	53.1%	26.7%	27.7%	31.6%	43.0%
11-15	20.1%	16.6%	8.6%	16.8%	14.9%	21.8%	18.6%	16.2%	18.3%	18.3%	16.5%	19.2%	19.4%	18.6%
16-20	9.7%	9.8%	8.6%	6.1%	21.3%	9.8%	6.0%	7.7%	6.2%	9.7%	9.8%	12.1%	10.3%	9.4%
21+	21.6%	16.3%	27.1%	19.6%	10.6%	15.1%	17.7%	17.7%	15.9%	13.1%	34.7%	34.5%	30.6%	22.5%
Annulled	<u>12.9%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>8.9%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>4.4%</u>	<u>4.6%</u>	<u>4.9%</u>	<u>5.7%</u>	<u>12.3%</u>	<u>6.5%</u>	<u>8.1%</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 (06/21/2023) version from TOPS.