

On-Time Performance

October 2022



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This report presents an analysis of October 2022 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

Table 2 lists on-time percentages by line for each month and year since 2017.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, and November 1, 2021, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July. Schedule adjustments on September 13 resulted two fewer weekday trains on both the UP-N and UP-W. A schedule adjustment on November 15 resulted in eight fewer weekday BNSF trains.

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3.

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

Metra operated 185 regularly scheduled revenue trains each Sunday in October, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about 18 percent fewer total revenue trains in October 2022 than in October 2019, but about 45 percent more total revenue trains than in October 2020 and about two percent more total revenue trains than in October 2021.

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
October 2022**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	924	24	97.4%	987	31	96.9%	1,911	55	97.1%	150	5	96.7%	100	1	99.0%	2,161	61	97.2%
ME-ML	525	6	98.9%	882	29	96.7%	1,407	35	97.5%	210	11	94.8%	122	4	96.7%	1,739	50	97.1%
ME-BI	147	11	92.5%	231	2	99.1%	378	13	96.6%	40	3	92.5%	--	--	--	418	16	96.2%
ME-SC	<u>231</u>	<u>9</u>	96.1%	<u>651</u>	<u>8</u>	98.8%	<u>882</u>	<u>17</u>	98.1%	<u>160</u>	<u>1</u>	99.4%	<u>100</u>	<u>3</u>	97.0%	<u>1,142</u>	<u>21</u>	98.2%
Subtotal	903	26	97.1%	1,764	39	97.8%	2,667	65	97.6%	410	15	96.3%	222	7	96.8%	3,299	87	97.4%
HC	105	12	88.6%	21	4	81.0%	126	16	87.3%	--	--	--	--	--	--	126	16	87.3%
MD-N	378	40	89.4%	420	41	90.2%	798	81	89.8%	100	14	86.0%	92	6	93.5%	990	101	89.8%
MD-W	<u>399</u>	<u>30</u>	92.5%	<u>441</u>	<u>11</u>	97.5%	<u>840</u>	<u>41</u>	95.1%	<u>120</u>	<u>0</u>	100.0%	<u>90</u>	<u>5</u>	94.4%	<u>1,050</u>	<u>46</u>	95.6%
Subtotal	777	70	91.0%	861	52	94.0%	1,638	122	92.6%	220	14	93.6%	182	11	94.0%	2,040	147	92.8%
NCS	168	14	91.7%	84	14	83.3%	252	28	88.9%	--	--	--	--	--	--	252	28	88.9%
RI	651	55	91.6%	1,029	40	96.1%	1,680	95	94.3%	165	11	93.3%	140	11	92.1%	1,985	117	94.1%
SWS	189	14	92.6%	63	10	84.1%	252	24	90.5%	--	--	--	--	--	--	252	24	90.5%
UP-N	462	49	89.4%	1,008	70	93.1%	1,470	119	91.9%	130	3	97.7%	90	7	92.2%	1,690	129	92.4%
UP-NW	630	67	89.4%	756	39	94.8%	1,386	106	92.4%	170	6	96.5%	107	6	94.4%	1,663	118	92.9%
UP-W	<u>336</u>	<u>52</u>	84.5%	<u>504</u>	<u>71</u>	85.9%	<u>840</u>	<u>123</u>	85.4%	<u>100</u>	<u>7</u>	93.0%	<u>92</u>	<u>6</u>	93.5%	<u>1,032</u>	<u>136</u>	86.8%
Subtotal	1,428	168	88.2%	2,268	180	92.1%	3,696	348	90.6%	400	16	96.0%	289	19	93.4%	4,385	383	91.3%
System	5,145	383	92.6%	7,077	370	94.8%	12,222	753	93.8%	1,345	61	95.5%	933	49	94.7%	14,500	863	94.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/16/2022) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	9,156	249	97.3%	9,878	331	96.6%	19,034	580	97.0%	1,309	36	97.2%	975	17	98.3%	21,318	633	97.0%
ME-ML	5,125	74	98.6%	8,946	169	98.1%	14,071	243	98.3%	1,807	73	96.0%	1,157	44	96.2%	17,035	360	97.9%
ME-BI	1,491	60	96.0%	2,343	57	97.6%	3,834	117	96.9%	344	10	97.1%	--	--	--	4,178	127	97.0%
ME-SC	<u>2,343</u>	<u>63</u>	97.3%	<u>6,603</u>	<u>131</u>	98.0%	<u>8,946</u>	<u>194</u>	97.8%	<u>1,376</u>	<u>34</u>	97.5%	<u>960</u>	<u>39</u>	95.9%	<u>11,282</u>	<u>267</u>	97.6%
Subtotal	8,959	197	97.8%	17,892	357	98.0%	26,851	554	97.9%	3,527	117	96.7%	2,117	83	96.1%	32,495	754	97.7%
HC	1,065	110	89.7%	213	51	76.1%	1,278	161	87.4%	60	11	81.7%	--	--	--	1,338	172	87.1%
MD-N	3,835	275	92.8%	4,269	351	91.8%	8,104	626	92.3%	873	116	86.7%	869	52	94.0%	9,846	794	91.9%
MD-W	<u>4,047</u>	<u>321</u>	92.1%	<u>4,477</u>	<u>216</u>	95.2%	<u>8,524</u>	<u>537</u>	93.7%	<u>1,041</u>	<u>46</u>	95.6%	<u>866</u>	<u>46</u>	94.7%	<u>10,431</u>	<u>629</u>	94.0%
Subtotal	7,882	596	92.4%	8,746	567	93.5%	16,628	1,163	93.0%	1,914	162	91.5%	1,735	98	94.4%	20,277	1,423	93.0%
NCS	1,703	115	93.2%	853	60	93.0%	2,556	175	93.2%	--	--	--	--	--	--	2,556	175	93.2%
RI	6,602	286	95.7%	10,440	368	96.5%	17,042	654	96.2%	1,429	91	93.6%	1,346	60	95.5%	19,817	805	95.9%
SWS	1,917	109	94.3%	639	80	87.5%	2,556	189	92.6%	--	--	--	--	--	--	2,556	189	92.6%
UP-N	4,687	236	95.0%	10,543	390	96.3%	15,230	626	95.9%	1,138	46	96.0%	882	68	92.3%	17,250	740	95.7%
UP-NW	5,670	430	92.4%	6,710	212	96.8%	12,380	642	94.8%	1,465	79	94.6%	1,016	43	95.8%	14,861	764	94.9%
UP-W	<u>3,408</u>	<u>328</u>	90.4%	<u>5,118</u>	<u>418</u>	91.8%	<u>8,526</u>	<u>746</u>	91.3%	<u>872</u>	<u>62</u>	92.9%	<u>874</u>	<u>41</u>	95.3%	<u>10,272</u>	<u>849</u>	91.7%
Subtotal	13,765	994	92.8%	22,371	1,020	95.4%	36,136	2,014	94.4%	3,475	187	94.6%	2,772	152	94.5%	42,383	2,353	94.4%
System	51,049	2,656	94.8%	71,032	2,834	96.0%	122,081	5,490	95.5%	11,714	604	94.8%	8,945	410	95.4%	142,740	6,504	95.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/16/2022) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
BNSF	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.0%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.9%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.7%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.7%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	96.7%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2			97.0%	97.0%
	2017-2021 average	94.5	92.9	96.4	96.2	94.6	94.6	94.7	95.3	94.5	95.2	94.9	96.4	94.9%	95.0%
ME	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.9%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.1%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4			97.7%	97.7%
	2017-2021 average	97.1	96.2	98.8	99.1	98.3	98.1	97.7	98.2	98.5	98.4	97.8	97.9	98.0%	98.0%
HC	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.9%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.5%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	86.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	88.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.7%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3			87.1%	87.1%
	2017-2021 average	88.4	87.8	90.7	93.9	83.6	88.4	90.0	90.3	89.1	88.7	89.4	92.5	89.2%	89.5%
MD-N	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.8%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	96.0%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.7%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8			91.9%	91.9%
	2017-2021 average	92.2	91.0	95.9	94.6	94.3	92.9	91.6	94.1	93.4	93.2	92.3	94.1	93.3%	93.3%
MD-W	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.9%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.0%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	94.1%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6			94.0%	94.0%
	2017-2021 average	94.7	91.6	96.1	96.3	95.9	96.0	96.1	95.7	96.1	95.7	94.0	93.3	95.4%	95.1%
NCS	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.4%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.6%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.3%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.3%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	89.4%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9			93.2%	93.2%
	2017-2021 average	91.5	87.1	95.2	94.9	93.6	94.8	93.9	94.2	93.8	94.4	92.1	92.7	93.3%	93.2%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
RI	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.9%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.5%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.5%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1			95.9%	95.9%
	2017-2021 average	93.1	91.8	96.8	97.3	94.1	94.6	93.9	94.8	94.6	96.2	93.9	95.5	94.7%	94.7%
SWS	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.5%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.4%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	92.8%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	93.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.7%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5			92.6%	92.6%
	2017-2021 average	94.2	91.9	94.9	95.7	93.7	91.7	93.2	92.6	93.6	92.6	92.1	93.9	93.4%	93.4%
UP-N	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	95.0%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.1%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4			95.7%	95.7%
	2017-2021 average	96.0	95.1	97.6	97.7	97.5	97.0	96.1	95.6	96.9	96.9	95.7	96.7	96.6%	96.5%
UP-NW	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.2%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	93.2%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.2%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9			94.9%	94.9%
	2017-2021 average	95.1	93.0	96.9	95.9	96.5	94.0	93.7	94.2	95.5	94.9	93.0	95.6	95.0%	94.9%
UP-W	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.3%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.8%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	91.9%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	95.4%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.8%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8			91.7%	91.7%
	2017-2021 average	93.2	89.2	94.9	94.7	92.3	93.6	91.6	92.0	93.5	93.2	91.7	91.7	92.8%	92.6%
System excluding South Shore	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.1%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	95.0%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.4%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.4%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0			95.4%	95.4%
	2017-2021 average	94.7	93.0	96.8	96.8	95.7	95.4	94.9	95.4	95.7	95.8	94.6	95.6	95.4%	95.4%

Delays data for most recent month is final (11/16/2022) version from TOPS.

'2017-2021 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
October 2022**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
BNSF	1258 81% OT	Mon, Oct 03	13		ZT	Could not initialize PTC
		Tue, Oct 04	20		DD	Waiting for the ZSTPCHC304U to clear into Ceco MT1,GALNSI MT3 [Controllable Freight]
		Wed, Oct 05	19		DD	Waiting on HBRCNTW to XO 2 to 1. [Controllable Freight]
		Mon, Oct 17	16		F1	delayed by 1256 that was having air issues
HC	915 81% OT	Mon, Oct 10	7		D	(GENERAL FREIGHT INTERFERENCE) - 5M WAITING FOR CROSS TRAFFIC TO CLEAR [Controllable Freight]
		Thu, Oct 13	13		ZR	(PTC HUMAN ERROR, METRA TRANSP) - DELAYED 8 MINUTES DUE TO RESETTING PTC DUE TO ACCIDENTALLY TRIPPING THE BREAKER.
		Tue, Oct 18	0		XYR	derailed on the West Runner Track in Amtrak Terminal on the South side
		Thu, Oct 20	11		R	MECHANICAL FAILURE CUS 20 DOWN (follow up) extra board engineer pushed wrong button and mistakenly shut down
ME-BI	210 81% OT	Tue, Oct 04	6		I	(PASSENGER HANDLING, RUNNING TIME) - 6 MINUTE DELAY ACCOUNT HEAVY PASSENGER LOADING AT 87TH. ST. AND 55TH. ST.
		Wed, Oct 12	27		JM	(PASSENGER MEDICAL EMERGENCY) - MEDICAL EMERGENCY,
		Tue, Oct 25	27		JM1	(PASSENGER MEDICAL EMERGENCY) - WAIT BEHIND ME0310 - PASSENGER MEDICAL EMERGENCY AT 47TH ST
		Thu, Oct 27	8		KW	(OBSTRUCTION ON TRACKS, WEATHER) - 6M BI BRANCH SLICK RAIL
ME-ML	116 81% OT	Thu, Oct 06	18		J	(PASSENGER PROBLEMS/REMOVAL) - 18 MIN DUE TO PASSENGER REMOVAL AT 27TH ST
		Tue, Oct 18	0		XO	Due to ME 111 having wire damage at Kensington
		Thu, Oct 20	9		C	9M HW DUE TO TRK CIRCUIT broken rail AND PTC ISSUES
		Fri, Oct 21	11		J	stopped at Ivanhoe waiting on Metra PD Passenger removal
MD-N	2124 76% OT	Wed, Oct 05	7		ZT	-2" PTC /item 2 (COULDN'T PUT ITEM 2 IN PTC SYSTEM)
		Tue, Oct 18	15		E	(-16) Arrived CUS @ 09:10. -20" Mechanical problems, engine #81, unable to make track speed, locked wheel, C/O traction motor #1 (CHANGED DIO BOARD); also changed P1 contactor
		Tue, Oct 25	23		KP	CN, Libertyville wheel slip, stop signal at Mayfair, stopped for trespasser at Chicago Ave.
		Wed, Oct 26	9		C	-9 mins broken rail at Lake Forest.
		Mon, Oct 31	7		RF	(-7) Red signal at CN Crossing
MD-N	2131 76% OT	Thu, Oct 06	13		KW1	13 mins late, 4 mins stop signal Mayfair, 6 mins PTC disengaged Mayfair restricted speed, 4 mins Door issues. WHEEL SLIP
		Thu, Oct 13	13		E	12 late per RPO, loco issues #84; #3 TRACTION MOTOR SPEED SENSOR
		Fri, Oct 21	0		XG	Switch failure at A2 & MW2227 dead in the water @ Canal
		Mon, Oct 24	8		GA	-9" Switch problems CUS, Restricted speed Canal to May St. (325/323 switch circuit)
		Tue, Oct 25	7		KW	-8" Slow loading
MD-N	2133 76% OT	Thu, Oct 06	14		KW1	14 mins late, following 2131. WHEEL SLIP
		Thu, Oct 13	10		F1	10 (-3) stop A3 – restricting – 2131 having mechanical issues (-3) Restricting A6 2131 ahead (-2) Stop @ Mayfair (-1) Slow passengers @ Forest Glen (-2) waiting on Amtrak @ lake cook (-3) approach – stop @ lake forest
		Tue, Oct 18	7		DM1	-7" STOP SIGNAL AT DEERFIELD; waiting for 2148 due to freight train accident at Rondout
		Mon, Oct 24	7		GA1	RESTRICTED SPEED A3 FOLLOWING 2131 FROM CUS
		Tue, Oct 25	7		AM	-8" Late departure CUS, held for Amtrak 8 and HC 919 8 min 2 min stop Oakley, 3 min stop Deerfield wait for 339
MD-N	2152 62% OT	Mon, Oct 03	10		D	10 mins late, 12 min following CP 148 freight from Rondout to A-20. [Controllable Freight]
		Tue, Oct 04	8		AM	8 mins late, 4 mins Rondout waiting on Amtrak 340, 2 mins 26.5 30 mph, 2 mins following Amtrak.
		Wed, Oct 05	17		GT	16 mins late, late turn from 2141. Due to Cad (signal issues) system failure at the Union Pacific command center both Deval and Mayfair towers were knocked offline.
		Fri, Oct 14	8		KW	arrived CUS at 19:54 7:54 10 mins late, 8 mins Rondout PTC (Wheel slip) issues and late turn.
		Fri, Oct 21	12		G1	-12; -10 Late turn off of 2141; -2 stopped at Rondout waiting for Amtrak; A2 SWITCH FAILURE
		Thu, Oct 27	8		GM	8 mins late, 4 mins late turn from 2141, 2 mins 30 mph 26.5, 2 mins holding out at Golf for 2147, 2 mins stop signal A-2 copying item 2 for Morgan St.
		Fri, Oct 28	12		ZA	12 mins late, 10 mins Rondout waiting on Amtrak (ptc issues) 340 to clear, 2 mins 30 mph 26.5 4 mins stop signal A-2 outbound UP.
		Mon, Oct 31	8		G	8 mins late, 2 mins 30 mph 26.5, 8 mins signal issues A-5 restricted speed to A-2.
MD-N	2156 52% OT	Wed, Oct 05	12		GT1	12 mins late, late turn from 2147.
		Mon, Oct 10	8		U	8 min late, 10 mins Glenview passenger (special needs) loading crew needed to re-spot equipment.
		Tue, Oct 11	9		KW1	-9; arrived CUS at 22:07; 10:07 9 min late, late turn from 2147
		Wed, Oct 12	9		KW	9 min late, wheel slip PTC issues.
		Fri, Oct 14	29		KW1	arrived CUS at 22:25 10:25 27 mins late, 22 mins late turn from 2147, 10 min meeting 2151 at Grayslake
		Mon, Oct 17	7		U	-7; Accommodating boarding passengers and an ADA
		Tue, Oct 18	10		RF	-11; arrived CUS at 22:09 10:09 11 mins late, 6 mins late turn from 2147, 8 mins stop signal Rondout. CP DISPATCHER GAVE PREFERENCE TO LATE AMTRAK 342
		Thu, Oct 20	8		KW	Wheel Slip
Mon, Oct 24	7		A1	-8" Stop A-2. Wait on up train		
		Tue, Oct 25	10		D1	-10" Late turn off of 2147 6 min, wheel slip [Controllable Freight]
MD-W	2210 81% OT	Fri, Oct 21	7		G	(-7) Arrived CUS @ 07:34. Signal dropped @ B-17, difficulties recovering air (engine #422/cab car 8522) (follow up-wayside signal issue between b17 house and york road)
		Tue, Oct 25	10		KW	-10" -4 mins ADA from Schaumburg to Roselle, -4 mins PTC disengagement for wheel slip. -2 mins stopped signal at CUS
		Thu, Oct 27	22		ZP1	-22" following late trains
		Mon, Oct 31	18		F	(-18) -20" Mechanical problems, loading issues Big Timber to Elgin, (engine #85) Senior Train Master Rob Tellin operated from the engine MU CABLE CHANGED

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MD-W	2212 76% OT	Tue, Oct 11	6	U1	(-7) Arrived CUS @ 08:00. Following train ahead (2210) operating on approach signals that loaded ADA
		Fri, Oct 14	11	ZT	Arrived CUS @ 08:03. -13" Departed Elgin late due to difficulties initializing; PTC issues, unknown signal Itasca; -1" Stop CP Canal St. Automatic Grade Crossing Malfunction Item #1 Canal St.
		Tue, Oct 25	14	KW1	-13" -10 mins following 2210 -4 mins wheel slip
		Thu, Oct 27	14	ZP1	-14" following late trains
		Mon, Oct 31	22	F1	(-26) -20" Following train ahead, late 2210
NCS	101 81% OT	Wed, Oct 05	8	A	-7" (-3) A2 Stop signal (-4) Des Plaines stop signal
		Thu, Oct 20	9	A1	bad meet with 110 due to cross traffic Deval
		Fri, Oct 28	21	DE1	-21" 7 min late turn off of 100, Stop at Deval waiting for NCS 110 20 min [CONTROLLABLE FREIGHT]
		Mon, Oct 31	7	K1	(-7) -5" Waiting on NCS 110 @ Des Plaines; -6" Graceland Ave. truck unloading @ lumber yard
NCS	102 81% OT	Wed, Oct 05	6	A	-6" Deval red signal
		Mon, Oct 24	26	ZV	Delayed getting out of yard processing PTC messages
		Thu, Oct 27	7	ZP1	-7" 7 min stop at Deval and 5 min stop B-12 due to late west lines
		Fri, Oct 28	7	DE	-7" Freight train in emergency at Mundelein
NCS	107 81% OT	Thu, Oct 13	18	G1	-18" Stop @ Deval/UP train - Had switch failure - talked by signal
		Wed, Oct 19	21	R	21 min late, 10 mins late arrival of equipment MISCOMMUNICATION WITH YARDMASTER, 7 mins stop signal (UP freight) Deval, 4 min meeting other trains.
		Thu, Oct 20	7	L	-7" Near miss with pedestrian MP 4.8
		Fri, Oct 21	7	G	-7; -6 enforcements at A-5 and MP 20 (follow-up: signal dropped from clear to restricting with wiu status code 30 dark for signal)
NCS	113 81% OT	Wed, Oct 05	23	GT	-23" Due to Cad (signal issues) system failure at the Union Pacific command center both Deval and Mayfair towers were knocked offline.
		Tue, Oct 18	15	RF	-15; arrived Antioch at 18:43 6:43 15 mins late, 16 min stop signal Deval.
		Fri, Oct 21	0	XG	Switch failure at A2 & MW2227 dead in the water @ Canal
		Thu, Oct 27	10	RF	10 mins late, 12 mins stop (UP cross traffic) signal Deval [CONTROLLABLE FREIGHT]
NCS	116 76% OT	Tue, Oct 04	10	E1	10 mins late, 15 min UP cross traffic Deval. (MECHANICAL ISSUE ON UPNW 612, GETTING BACK INTO A CAL AVE)
		Fri, Oct 07	7	GF	7 min late, 11 min UP cross traffic Deval. [Controllable Freight] CN signal problems at barrington
		Thu, Oct 13	7	G1	-7" A3 stop signal/Left late due to late arrival
		Wed, Oct 19	20	R1	20 mins late, 11 min late turn from 107, 7mins copying item 1 for Thatcher Ave and complying with the item 1, 2 mins CUS for outbound 2139.
		Fri, Oct 21	27	G1	-28; A-2 switch failure
RI	304 81% OT	Fri, Oct 07	9	G	3 XING MALFUNCTIONS
		Fri, Oct 15	15	E	Per TTR1 17m Item 1 at 139th st. Then Lost power MB MOTOR ISSUES ROBBINS-STUCK IN BRAKING, MOTOR REPLACED
		Mon, Oct 24	8	B	DELAYED 8 MINUTES AT ROBBINS ACCOUNT PTC ISSUE. (programming issue from base radio during cutover)
		Wed, Oct 26	91	DM	DUE TO FREIGHT STRIKING A PEDESTRIAN
RI	401 76% OT	Mon, Oct 17	13	KW	DELAYED 18 MINUTES FROM BLUE ISLAND TO JOLIET ACCOUNT WHEEL SLIPPAGE.
		Mon, Oct 24	9	KW	ptc issues caused by wheelslip
		Tue, Oct 25	10	KW	(OBSTRUCTION ON TRACKS, WEATHER) - 10MIN DUE TO WEATHER CONDITIONS.
		Wed, Oct 26	19	DM	AFFECTED BY FATALITY AT JOLIET.
		Thu, Oct 27	9	KW	DELAYED 9 MINUTES ENROUTE ACCOUNT WEATHER
RI	403 81% OT	Wed, Oct 12	11	KW	(OBSTRUCTION ON TRACKS, WEATHER) - DELAYED 10 MINUTES ENROUTE ACCOUNT WHEEL SLIPPAGE AND RESTRICTING FROM MP 30.5 TO 31.6.
		Thu, Oct 13	8	ZV	hep issues with locomotive and ptc issues; REPLACED CATERPILLAR ECM
		Mon, Oct 24	8	KW	ptc issues caused by wheelslip
		Tue, Oct 25	12	KW	(OBSTRUCTION ON TRACKS, WEATHER) - 12MIN DUE TO WEATHER CONDITIONS.
RI	429 76% OT	Mon, Oct 03	15	KD	15M STOPPED AT MP19.8 TRAIN STUCK A TRESPASSING DEER. causing hose separation
		Thu, Oct 06	10	KW	WHEEL SLIP HC TO NL
		Fri, Oct 14	11	KW	Wheel Slip
		Mon, Oct 17	7	KW	11m Wheel Slip 5m Talked by signal at Burr Oak
		Thu, Oct 20	0	XM	Train struck vehicle at 119th (fatality)
RI	621 57% OT	Tue, Oct 11	9	KW	WHEEL SLIPPAGE DUE TO WEATHER
		Wed, Oct 19	11	B	RED FENCE 14TH AND 16TH - human error involving signal work
		Thu, Oct 20	8	U	ADA passengers
		Mon, Oct 24	8	U	3 minutes - ADA 3 minutes - yard stop
		Tue, Oct 25	12	KW	6m wheel slip, 3m yard stop, 3m ADA passenger 35th
		Wed, Oct 26	8	U	3m ada 35th st, 3m yard stop
		Thu, Oct 27	8	U	35TH STREET ADA
		Fri, Oct 28	7	U	(ACCESSIBILITY RELATED (ADA)) - 4MIN ADA DROP OFF AT 103RD.
		Mon, Oct 31	11	D	STOPPED 16TH STREET CROSS TRAFFIC G888 CN5718+1 105 CARS 6136 LENGTH [CONTROLLABLE FREIGHT]
RI	704 81% OT	Fri, Oct 07	11	G	- 3 XING MALFUNCTIONS 111TH 112TH 115TH
		Fri, Oct 21	20	E1	Per TTR1 waiting on train ahead
		Mon, Oct 24	6	B	6M CP ROBBINS DUE TO CDU READING RED FENCE/OUT IN THE FIELD CLEAR SIGNAL
		Wed, Oct 26	86	DM	DUE TO FREIGHT STRIKING A PEDESTRIAN

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
SWS	803 81% OT	Tue, Oct 04	15	ZE	18M DELAY CUS UNABLE TO INITILIZE TO PTC; REPLACED TMC ON 204	
		Wed, Oct 05	14	D	(GENERAL FREIGHT INTERFERENCE) - 20M DELAY ASHBURN FRIGHT263B203 NS4441 W/41 CARS 7504 FT TAKING HEADROOM, NO UTILITYMAN TO GET SWITCHES. [Controllable Freight]	
		Fri, Oct 07	13	VG1	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - LATE TURN DEPARTED 7 MINUTES LATE, PREVIOUSLY SW02	
		Tue, Oct 25	13	KW	CREW REPORTED MULTIPLE WHEEL SLIPS	
SWS	812 76% OT	Mon, Oct 03	8	ZN	NO TRAIN ID FOR BELT AND AMTRAK	
		Tue, Oct 04	8	ZE1	18M LATE DEPARTING ACCOUNT TURN FROM SWS 803	
		Wed, Oct 05	6	D1	(GENERAL FREIGHT INTERFERENCE) - 15MIN LATE DEPARTING 179TH ACCOUNT TURN FROM SWS803 [Controllable Freight]	
		Tue, Oct 11	20	ZD	(-20) Arrived CUS @ 09:10. -3" Freight interference @ the Belt; -12" Freight interference @ CP-518; -4" Stop signal CUS CP 21st St., run time	
		Tue, Oct 25	6	KW1	12m late flip, 4MIN LATE NS CROSS TRAFFIC AT CP518, SHORT TIME NS TRAIN BC-44 ENG-UP5490 54CARS [Controllable Freight]	
SWS	815 81% OT	Tue, Oct 04	14	CD	STOPPED AT CP RIDGE DUE TO TIMING OUT A SIGNAL FOR CROSS TRAFFIC MARKUP: BLU MIN 103 BNSF 6594 79X0 7010 FEET [Controllable Freight]	
		Mon, Oct 10	9	CC	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 6M HAVING TO GET FLAGGED BY THE SIGNAL AND THEN HAVING TO DO RESTRICTED SPEED TO NEXT FAVORABLE SIGNAL	
		Thu, Oct 13	11	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - DELAYED 11 MINUTES DUE TO BEING TALKED BY AT FOREST HILL AND LANDERS AND HAVING TO GO RESTRICTED SPEED	
		Mon, Oct 24	8	D	7M NS-CP518, YD. MOVE FROM NS ASHLAND INTO NS 55TH ST. YD [controllable freight]	
UP-N	302 81% OT	Fri, Oct 21	14	D	-14; Departed Kenosha waited for the CBTOK1-20 to clear [Controllable Freight]	
		Mon, Oct 24	27	KW	-27" Delayed due to wheel slipping caused by weather conditions	
		Tue, Oct 25	7	KW	-7" Wheel slip due to weather conditions. PTC disengaged	
		Mon, Oct 31	18	KW	-18" Wheel slip due to weather	
UP-N	312 81% OT	Wed, Oct 12	27	D1	-12" Following M310, also operated on M314 schedule [Controllable Freight]	
		Wed, Oct 19	0	XE	Annulled at Highland Park. Cab Car #8424 would not load.. METX 165 would not load so crew and equipment returned to Waukegan; B/O INTERLOCK P3 CONTACTOR, REPLACED	
		Tue, Oct 25	10	KW1	-10" Following late trains ahead	
UP-N	316 76% OT	Wed, Oct 26	10	KW	-10" Wheel slippage	
		Mon, Oct 03	15	GT	-15" Delayed @ Highland Park had to wait for the signal to time out due to cad had the line up incorrect	
		Wed, Oct 12	16	D	-16" Turned @ WK operated on M310 schedule due to M310 being delayed by Freight (COKWT) [Controllable Freight]	
		Wed, Oct 19	9	E1	-9" Followed M314 down to Winnetka then crossed over	
		Tue, Oct 25	7	KW	-7" Wheel slip due to weather conditions	
UP-N	322 81% OT	Mon, Oct 31	16	KW	-16" Wheel slip due to weather	
		Tue, Oct 04	12	RN1	-22" Delayed due to waiting for arrival of replacement engineer after M306 engineer was a no show	
		Fri, Oct 07	10	CC	-22" Delayed due to single tracking with a 30 mph speed restriction Kenosha - Zion	
		Mon, Oct 10	20	CC	-20" Delayed due to single tracking Kenosha - Zion	
UP-N	338 81% OT	Tue, Oct 25	8	KW1	-8" Followed M320 from Highland Park to CPT	
		Mon, Oct 03	8	KP	-8" Departed Waukegan 8 mins down due to police activity	
		Thu, Oct 20	27	KP1	-47" Late turn off M323	
		Mon, Oct 24	12	CC1	-32" Late turn off M323; Form B's, slow orders & single track	
UP-N	342 81% OT	Wed, Oct 26	12	ZR1	-32" Late turn off M323	
		Thu, Oct 06	14	J	-14" Unruly passenger removed at Lake Bluff	
		Wed, Oct 19	12	CC	-32" Single tracking from Waukegan - Lake Bluff	
		Thu, Oct 20	17	KP1	-37" Late turn off M327	
UP-N	343 76% OT	Mon, Oct 31	12	CC1	-12" Late turn off M327 [CONTROLLABLE FREIGHT]	
		Wed, Oct 05	74	E1	-74" 341 (which was on time) Engine METX139 shutdown at Winnetka after M341 crew trouble shot problem, M343 had to tie on and push equipment.; B/O WATER PUMP, LEAKING, ON LOCO 139 -TRAIN 341	
		Fri, Oct 07	13	ZR	-13" Delayed @ WK following M341 dealing with new PTC test program ENGINEER ENTERING PROMPT WRONG	
		Thu, Oct 13	21	ZT	-21" PTC issues @ Glencoe (PTC sytem failed -cut out PTC)	
UP-N	347 81% OT	Tue, Oct 18	21	CC	-21; Delayed due to single tracking Waukegan- Lake Bluff also XG at MP 24.5	
		Wed, Oct 19	11	B1	-11" Single track from Waukegan - Lake Bluff	
		Wed, Oct 05	83	E1	-93" M341/M343 Combo train ahead; C.A.D. system failed	
		Thu, Oct 13	7	ZT1	-7" Delayed behind M345, due to M343 PTC issues	
		Tue, Oct 18	8	CC	-8; Delayed due to single tracking Waukegan-Lake Bluff also XG at MP 24.5	
UP-N	351 81% OT	Wed, Oct 19	20	B1	-20" Waited for M345/M356 to crossover @ Highland Park, due to single track from Waukegan - Lake Bluff	
		Wed, Oct 05	78	E1	-78" M341/M343 Combo train ahead; C.A.D. system failed	
		Mon, Oct 10	8	VF	-8" ADA mechanical issues (ADA stuck out - had to hand operate the lift) NOTHING FOUND	
		Wed, Oct 19	7	B1	-7" Delayed following M349 & slow loading engine (METX82)	
UP-N	351 81% OT	Tue, Oct 25	26	G1	-26" Delayed following M349	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-N	362 62% OT	Tue, Oct 04	19	RF1	-19" M347 had crossover issues which delayed M362 by 15min
		Wed, Oct 05	109	E1	-109" Late turn off M347
		Fri, Oct 07	25	CC	-25" 15 MPH M.P. 42.2-45.0
		Tue, Oct 11	9	IW	-9; Slow passenger loading en route waiting in car for rain
		Thu, Oct 13	9	ZT1	-9" Late turn off M347 on acct. of M343 PTC issues
		Tue, Oct 18	14	CC1	-14; Late turn from M347 due to single tracking and slow order from MP 36.5 to 36
		Wed, Oct 19	8	B1	-8" Delayed due to single track from Waukegan - Lake Bluff (used M364 crew & equipment to operate as M362 from Highland Park & had original M362 crew & equipment operated as M364 from Highland Park
		Tue, Oct 25	10	KW1	-10" Late turn off M347 & Form A (30MPH) MP30.25
UP-N	368 71% OT	Wed, Oct 05	20	GT1	-20" Late turn off M65
		Fri, Oct 07	12	KP	-12" Stopped @ Rogers Park Trespasser on track @ M.P. 6.8
		Tue, Oct 11	7	KW	-7; Delayed on acct. of wheelslip
		Mon, Oct 17	16	ZT	-16; Late departure from Waukegan on acct. of engineer initializing the PTC
		Thu, Oct 20	14	KP1	-14" Late turn from M365 due to passengers refusing to get off train
		Fri, Oct 21	11	ZT	-11; 30MPH at MP 32.5-33.75, also PTC issues at Great Lakes
UP-NW	612 81% OT	Tue, Oct 04	0	XE	ANNULLED @ Crystal Lake due to the METX 74 would not hold any power; REPLACED BATTERIES
		Wed, Oct 05	15	D	-15" CN Freight Traffic at Barrington [Controllable Freight]
		Thu, Oct 13	18	S	-18" UP Ridder and UP Kirchner testing crew @ Crystal Lake, also ADA lift @ Arlington Park
		Thu, Oct 27	15	KW	-15" Wheel slippage, following train ahead, ADA lift
UP-NW	631 81% OT	Tue, Oct 11	10	KW1	-10; Delayed following M633 from Barrington, due to weather conditions
		Thu, Oct 13	18	U	-10" 2 ADA lifts
		Mon, Oct 17	7	D	-7; -7 Delayed at Deval, waited for the (LPR51-17) to clear [Controllable Freight]
		Tue, Oct 25	15	U	2 ADA lifts & waited for M633 to clear Barrington
UP-NW	635 62% OT	Wed, Oct 05	0	XH	Annulled due to no equipment available (original equipment had loading & CAB CAR air issues at the Coach Yard); TROUBLESHOOTING ERROR IN YARD CAR 8444
		Tue, Oct 11	14	KW1	-14; Delayed following M631 @ Barrington, due to weather conditions
		Thu, Oct 13	14	U1	-14" Delayed following M631
		Tue, Oct 18	0	XE	Annulled at Arlington Heights due to METX 133 shut down multiple times from a faulty water pressure sensor; Mechanical was able to get the engine running and it expressed to McHenry; CHANGED OUT BOTH WATER PRESSURE SENSORS
		Tue, Oct 25	20	U1	-20" Delayed following M631 from Barrington
		Wed, Oct 26	9	D1	-9" Delayed following M631 (M631 was slightly delayed @ Barrington by CN for freight M33681-26) [CONTROLLABLE FREIGHT]
		Fri, Oct 28	13	KW1	-13" Following train ahead (M631 - WHEEL SLIP)
		Mon, Oct 31	9	D1	-9" Delayed following M633 from Barrington on acct. of M631/M633 freight delay @ Seeger (LPR51-31) [CONTROLLABLE FREIGHT]
UP-NW	639 71% OT	Tue, Oct 04	11	RF	-11" No signal @ Deval, followed M635 from Barrington to T038
		Wed, Oct 05	38	GT	-38" C.A.D. system failed - Waited for reboot & signal.
		Tue, Oct 11	10	KW1	-10; Delayed following M635 Palatine-Pingree Rd, due to weather conditions
		Fri, Oct 14	7	KW	Wheel slippage 3xs between Woodstock and Harvard
		Tue, Oct 18	20	E1	-20; Picked up M635 passengers and made two extra stops to accommodate
		Tue, Oct 25	10	U1	-10" Delayed following M635 Palatine -Pingree Rd; Form A 21344 (30MPH) from MP31.95-MP32 main track 1
UP-NW	641 71% OT	Wed, Oct 05	30	GT	-30" C.A.D. system failed - Waited for reboot & signal.
		Tue, Oct 11	19	KW1	-19; Delayed following M637, due to weather conditions
		Thu, Oct 13	9	U1	-9" Delayed following M637
		Tue, Oct 18	23	E1	-23; PTC dropped at Dee Rd, ran restricted speed to Des Plaines; Stopped at Seeger waiting for a signal to track 2 to pick up M635 McHenry passengers.
		Tue, Oct 25	11	U1	-11" Delayed following trains ahead
Fri, Oct 28	9	KW1	-9" Following train ahead (M637 - WHEEL SLIP)		
UP-NW	649 81% OT	Wed, Oct 05	21	GT	21" C.A.D. system failed - Waited for reboot & signal.
		Thu, Oct 13	141	M1	-141" Delayed behind M647 on acct. of struck a CTA bus @ MP10.31
		Tue, Oct 18	22	L	-22; RMCC stopped all traffic for a trespasser at MP 13.06, held at Edison Park
		Thu, Oct 20	0	XE	Annulled. Locomotive METX90 emergency shutdown at Des Plaines due to low oil pressure protection. Locomotive was able to be restarted and express to Barrington; CHANGED OUT MAIN LUBE PUMP
UP-W	15 81% OT	Wed, Oct 12	18	D	-18" Followed Freight (MG2NPX) from College Avenue to Peck [Controllable Freight]
		Tue, Oct 18	20	E1	-20; Late departure from CPT due to late turn off M10 (engine power loss and bad engine swapped at CPT)
		Wed, Oct 19	7	DE	-7" Train in emergency MNPCH on track #2
		Thu, Oct 27	25	C	Broken rail between Peck - Kress track 2 and broken rail at Wheaton track 1
UP-W	20 81% OT	Wed, Oct 19	32	DE	-32" MP 19.1 freight train in emergency MNPCH on track #2. 2 ADA lifts. MP 7.6 PTC reset had to log back in and depart restricted speed to Kedzie
		Tue, Oct 25	8	KW	-8" Wheel slip due to weather conditions
		Thu, Oct 27	23	C	-23" Delayed @ Turner broken rail track 1 @ Wheaton
		Fri, Oct 28	20	D	-20" Freight train CATOK at Elmhurst [CONTROLLABLE FREIGHT]
UP-W	21 81% OT	Thu, Oct 06	9	D	-10" Delayed @ Kedzie Freight Interference (IG3SK) [Controllable Freight]
		Fri, Oct 21	12	D	-12; Delayed at Kedzie waited for M24 to clear, had the MASPR and LG2G2 on track #1 [Controllable Freight]
		Tue, Oct 25	10	KW1	-10" Wheel slip due to weather conditions. PTC disengaged, ran restricted speed
		Thu, Oct 27	9	C	-9" Broken rail between Peck - Kress track 2 and broken rail at Wheaton track 1

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-W	24 76% OT	Mon, Oct 10	12	DE	-13" Delayed at Peck due to MGBNP-10 stopped in emergency
		Wed, Oct 19	19	DE1	-20" Followed M20 on restricted speed from River Forest to CPT.
		Fri, Oct 21	8	D	-9; Delayed at Kress waiting for M13 to clear track #3 account MBEBE on track #1 [Controllable Freight]
		Thu, Oct 27	14	C	-15" Following train ahead M24
		Fri, Oct 28	9	D1	-10" Ran restricted speed following M20 due to CATOK at Elmhurst [CONTROLLABLE FREIGHT]
UP-W	25 81% OT	Mon, Oct 10	12	DE	-12" Held @ Turner for M42 to clear due to the MCHCB on trk 1 with EOT issue
		Wed, Oct 19	10	D	-10" Delayed @ Wheaton Freight interference (IG1LC) [Controllable Freight]
		Wed, Oct 26	9	DE	-9" Freight Interference (IG1LC26)
		Thu, Oct 27	31	C	-31" Freight interference (MGBNP26)
UP-W	36 76% OT	Mon, Oct 10	16	DE1	-16" Late turn from M13
		Fri, Oct 21	14	D	-14; Delayed at Park waited for the ZG2 to clear out of Proviso [Controllable Freight]
		Wed, Oct 26	11	I	-11" Heavy loading
		Thu, Oct 27	24	C	-24" Broken rail between Peck - Kress track 2 and broken rail at Wheaton track 1
UP-W	38 81% OT	Mon, Oct 31	9	D1	-9" Late turn from M13 [CONTROLLABLE FREIGHT]
		Thu, Oct 06	25	D	-25" Delayed @ Park Freight Interference (ZG2LT) [Controllable Freight]
		Thu, Oct 13	12	DD	-12" Dispatcher gave ZG2LT the signal, then timed the signal out which delayed M38 @ Park [Controllable Freight]
		Tue, Oct 18	8	E1	-8; Late turn from M15
UP-W	47 81% OT	Thu, Oct 27	22	C1	-22" late turn off M15
		Mon, Oct 03	14	RF	-14" Held at Western waiting for YCM07 to enter Cal Ave coach yard
		Wed, Oct 05	29	GT	-29" C.A.D. system failed - Waited for reboot & signal.
		Tue, Oct 11	17	KW	-17; Delayed on acct. of wheelslip
UP-W	48 76% OT	Fri, Oct 21	17	G	-17; Switch failure at Western #77 switch
		UP-W	48		Delayed @ Park waited for M33 to clear due to track work (had a track light on)
		Wed, Oct 19	16	CC1	-16" Late turn off M29 & 1 ADA lift
		Fri, Oct 21	10	D1	-10; Late turn off of M29 [Controllable Freight]
UP-W	52 71% OT	Mon, Oct 24	112	M	-112" Delayed due to struck pedestrian (FATALITY) at MP 15.8. (Used M33 crew and equipment to run as M48 from Elmhurst to CPT, made all stops.)
		Wed, Oct 26	17	CC1	-17" Late turn off M29
		Mon, Oct 10	0	XM	Annulled - Struck pedestrian at Elmhurst MP 15.79 on track #3 (FATALITY)
		Fri, Oct 21	25	ZT1	-25; Late turn off of M33, also engine lost power at Kedzie
UP-W	53 67% OT	Mon, Oct 24	0	M1	Annulled due to M48 struck pedestrian at MP 15.8
		Tue, Oct 25	12	D	-12" Operated trk 3 Winfield- Elmhurst, due to CATWS9-23 on trk 1 & had to wait for M37 to clear Park on acct. of MCHCH-24 on trk 3; used the short crossovers @ Kedzie [Controllable Freight]
		Wed, Oct 26	8	A	-8" Cross traffic @ Western Ave & cross traffic @ Lake Street Plant (waited for M629 to clear)
		Thu, Oct 27	7	C1	-7" Red signal @ CPY904 & cross traffic @ Western Ave - congestion to earlier broken rail
UP-W	56 81% OT	Mon, Oct 03	16	RF1	-16" Followed M47
		Tue, Oct 04	7	I	-7" Slow loading engine HEAVY LOADING
		Wed, Oct 05	20	GT	-20" C.A.D. system failed - Waited for reboot & signal.
		Fri, Oct 14	9	U	Delayed @ Western cross traffic. also lift @ Bellwood
		Wed, Oct 19	39	K	-39" Delayed @ Berkeley on acct. of a vehicle on the tracks @ MP 15.48
		Fri, Oct 21	24	G1	-24; Followed behind M47, switch failure at Western
		Mon, Oct 24	14	D	-14" Delayed on acct. of operated track 1 Kedzie - M&M, due to 6MAHPR coming off Rockwell track 2 onto main track 2 [controllable freight]
UP-W	62 71% OT	Wed, Oct 05	10	GT	-10" C.A.D. system failed - Waited for reboot & signal.
		Mon, Oct 10	55	M1	-55" Late turn off M37 on acct. of M52 pedestrian incident @ MP15.79
		Tue, Oct 11	15	KW1	-16; Late turn off M37 on acct. of wheelslip
		Wed, Oct 19	22	K	-22" Delayed @ Villa Park (-22) on acct. of a vehicle on the tracks @MP 15.48
UP-W	64 76% OT	Mon, Oct 03	12	RF1	-12" Late turn off M53
		Wed, Oct 05	15	GT1	-15" Late turn off M53
		Mon, Oct 10	0	XE	Annulled @ Oak Park on acct. of engine issues (METX133-bad order MB motor)
		Wed, Oct 19	40	K1	-40" Late turn off M53 on acct. of a vehicle on the tracks @MP 15.48 & delayed @ Peck, waited for M57 to clear on acct. of MG3AH-19 in emergency on track 1
		Fri, Oct 21	14	G1	-14; Late turn off of M53
UP-W	555 76% OT	Mon, Oct 24	22	D1	-22" Late turn off M53 [controllable freight]
		Wed, Oct 05	19	GT1	-19" Late turn off M57
		Mon, Oct 10	20	E1	-20" Delayed on acct. of tied onto M62 & shoved to CPT due to engine issues
		Wed, Oct 19	9	K1	-9" Late departure from Elburn on acct. of late turn off M57
UP-W	64 76% OT	Tue, Oct 25	9	KW	-9" Late departure from Elburn, waited for the PTC to load & cross traffic @ Lake Street Plant
		Wed, Oct 26	7	ZV	-7" Late departure from Elburn on acct. of setting up PTC on cab car & cross traffic @ Lake Street Plant (waited for M67 to clear)
		Wed, Oct 05	22	GT	-22" C.A.D. system failed - Waited for reboot & signal.
UP-W	555 76% OT	Wed, Oct 19	29	K	-29" Delayed @ Bellwood on acct. of a vehicle on the tracks @MP15.48 & operated restricted speed West Chicago-Geneva, due to (MG3AH-19) in emergency on trk 1 @ MP32.8
		Fri, Oct 21	9	G1	-9; Switch failure at Western #77 switch
		Mon, Oct 24	10	D1	-10" Delayed LaFox - Elburn (reduced speed), waited for M62 to depart Elburn [controllable freight]
		Fri, Oct 28	14	D	-14" Freight interference (AMICH24) [CONTROLLABLE FREIGHT]

Data is final (11/16/2022) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category	Delay	Category	Delay	Category	Delay
Code	Definition	Code	Definition	Code	Definition
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
October 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	14	-	-	-	4	6	1	5	1	6	4	10	49	100
Freight Interference - Peak	4	-	-	-	3	1	1	3	1	4	4	7	18	46
Primary	4	-	-	-	3	1	1	1	1	2	2	4	12	31
Secondary	-	-	-	-	-	-	-	2	-	2	2	3	6	15
Freight Interference - Off-Peak	10	-	-	-	1	5	-	2	-	2	-	3	31	54
Primary	8	-	-	-	1	3	-	-	-	2	-	3	23	40
Secondary	2	-	-	-	-	2	-	2	-	-	-	-	8	14
Signal/Switch Failure - Total	12	5	1	4	2	24	10	8	9	4	15	15	15	124
Signal/Switch Failure - Metra/PSA	11	5	1	4	1	21	7	7	9	4	15	12	15	112
Primary	3	5	1	4	1	14	4	3	8	3	10	11	10	77
Secondary	8	-	-	-	-	7	3	4	1	1	5	1	5	35
Signal/Switch Failure - Foreign	1	-	-	-	1	3	3	1	-	-	-	3	-	12
Primary	1	-	-	-	1	2	2	1	-	-	-	3	-	10
Secondary	-	-	-	-	-	1	1	-	-	-	-	-	-	2
Mechanical Failure - Total	21	3	1	1	-	12	9	2	15	1	21	11	6	103
Mechanical Failure - Metra/PSA	21	3	1	1	-	12	9	2	15	1	21	11	6	103
Non-Locomotive Equipment Issue - Metra/PSA	6	3	1	1	-	5	7	-	3	-	1	-	-	27
Primary	4	1	-	1	-	1	4	-	1	-	1	-	-	13
Secondary	2	2	1	-	-	4	3	-	2	-	-	-	-	14
Locomotive Issue - Metra/PSA	15	-	-	-	-	7	2	2	12	1	20	11	6	76
Primary	5	-	-	-	-	4	2	1	6	1	3	5	2	29
Secondary	10	-	-	-	-	3	-	1	6	-	17	6	4	47
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	1	-	-	-	4	-	3	1	-	-	-	1	10
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	3	1	-	-	-	1	6
Passenger Train Interference - Foreign	-	1	-	-	-	3	-	-	-	-	-	-	-	4
Accident - Total	-	-	-	2	3	2	-	-	17	-	-	12	12	48
Accident - Metra/PSA	-	-	-	2	-	-	-	-	8	-	-	12	12	34
Accident - Foreign	-	-	-	-	3	2	-	-	9	-	-	-	-	14
Track Work - Total	1	11	-	-	-	4	-	-	11	3	26	-	18	74
Track Work - Metra/PSA	1	11	-	-	-	4	-	-	11	2	26	-	18	73
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Human Error - Total	2	2	-	-	2	15	-	4	14	-	16	8	6	69
Human Error - Metra/PSA	1	2	-	-	2	2	-	2	14	-	13	3	1	40
Human Error - Foreign	1	-	-	-	-	13	-	2	-	-	3	5	5	29
PTC Related - Total	1	3	-	2	4	8	11	3	7	7	12	1	4	63
PTC Related - Metra/PSA	1	2	-	2	4	5	8	3	7	4	12	1	4	53
PTC Related - Foreign	-	1	-	-	-	3	3	-	-	3	-	-	-	10
Weather - Total	-	2	5	1	1	19	7	-	32	2	18	31	9	127
Weather - Metra/PSA	-	2	5	1	1	19	7	-	32	2	18	31	9	127
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	13	8	5	-	4	4	-	8	-	6	14	8	71
Obstruction/Debris - Total	9	6	1	5	-	2	4	3	2	1	11	13	8	65
Catenary Failure - Total	-	4	-	-	-	-	-	-	-	-	-	-	-	4
Other - Total	-	-	-	1	-	1	-	-	-	-	-	3	-	5
Total Trains Delayed	61	50	16	21	16	101	46	28	117	24	129	118	136	863
Total Metra/PSA Delays	45	48	16	21	8	71	39	20	107	14	122	100	82	693
Total Foreign Carrier Delays	16	2	0	0	8	30	7	8	10	10	7	18	54	170

Data for current month is final (11/16/2022) 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.

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	6	-	-	-	7	11	11	5	3	12	2	4	30	90
Freight Interference - Peak	1	-	-	-	6	2	3	2	0	5	0	3	13	36
Primary	1	-	-	-	6	1	2	1	0	5	0	2	6	25
Secondary	-	-	-	-	0	1	1	0	-	0	-	1	8	11
Freight Interference - Off-Peak	5	-	-	-	1	9	8	3	2	7	1	1	17	54
Primary	4	-	-	-	0	6	5	3	2	5	1	1	12	41
Secondary	1	-	-	-	0	2	3	-	0	2	0	0	4	13
Signal/Switch Failure - Total	9	5	2	2	3	14	6	4	8	9	2	6	8	78
Signal/Switch Failure - Metra/PSA	9	5	2	2	0	11	6	3	8	6	2	5	8	66
Primary	6	3	1	2	0	8	4	3	7	3	2	3	4	47
Secondary	2	1	1	0	-	3	1	-	1	3	-	2	4	19
Signal/Switch Failure - Foreign	1	-	-	-	3	2	1	1	-	3	-	1	1	12
Primary	1	-	-	-	2	1	1	1	-	2	-	1	1	9
Secondary	-	-	-	-	1	2	-	-	-	0	-	0	0	3
Mechanical Failure - Total	19	2	0	-	1	18	9	3	10	5	9	6	7	88
Mechanical Failure - Metra/PSA	19	2	-	-	1	17	9	3	10	5	9	6	7	87
Non-Locomotive Equipment Issue - Metra/PSA	6	2	-	-	0	1	1	1	1	1	5	3	3	24
Primary	3	0	-	-	0	1	1	0	1	1	2	1	1	12
Secondary	3	1	-	-	-	1	0	0	0	0	3	2	2	12
Locomotive Issue - Metra/PSA	13	-	-	-	1	16	8	2	9	4	4	3	4	63
Primary	4	-	-	-	0	5	4	1	4	2	2	2	1	25
Secondary	9	-	-	-	0	11	4	2	5	2	2	1	2	38
Mechanical Failure - Foreign	-	0	0	-	-	1	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	1	2	-	1	1	3	1	1	0	1	-	-	0	11
Passenger Train Interference - Metra/PSA	-	2	-	1	-	2	1	1	0	-	-	-	0	7
Passenger Train Interference - Foreign	1	-	-	-	1	1	-	-	0	1	-	-	-	4
Accident - Total	6	-	-	1	-	5	2	-	2	2	2	6	5	31
Accident - Metra/PSA	6	-	-	1	-	5	0	-	2	2	2	6	5	29
Accident - Foreign	-	-	-	-	-	-	2	-	-	-	-	-	0	2
Track Work - Total	16	9	2	4	0	5	5	0	9	3	6	6	7	73
Track Work - Metra/PSA	16	9	2	4	0	5	4	0	9	3	6	6	7	72
Track Work - Foreign	-	-	-	-	-	-	0	-	0	-	-	-	-	0
Human Error - Total	13	4	1	2	2	9	7	1	4	3	3	4	8	62
Human Error - Metra/PSA	7	4	1	2	-	3	5	1	4	1	2	3	5	38
Human Error - Foreign	7	-	-	-	2	6	2	1	-	2	1	1	2	23
PTC Related - Total	2	0	0	0	0	2	4	1	4	1	3	4	3	25
PTC Related - Metra/PSA	2	0	0	0	0	2	3	0	4	1	3	4	3	23
PTC Related - Foreign	-	-	-	-	-	0	0	1	-	1	-	-	-	2
Weather - Total	5	4	0	0	0	4	0	2	7	0	16	23	5	67
Weather - Metra/PSA	5	4	0	0	0	4	0	2	7	0	16	23	5	67
Weather - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
Passenger Related - Total	5	7	1	1	-	12	7	1	7	-	6	5	6	59
Obstruction/Debris - Total	11	2	0	3	1	4	2	1	10	2	2	9	8	57
Catenary Failure - Total	-	0	-	0	-	-	-	-	-	-	-	-	-	0
Other - Total	6	-	-	1	-	0	1	0	0	-	0	0	0	9
Total Trains Delayed	100	35	8	16	16	87	55	20	65	38	50	74	87	651
Total Metra/PSA Delays	85	35	7	16	3	66	40	13	62	20	48	67	54	514
Total Foreign Carrier Delays	15	0	0	0	13	21	16	7	3	19	3	7	33	137

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	8	-	-	-	(3)	(5)	(10)	-	(2)	(6)	2	6	19	10
Freight Interference - Peak	3	-	-	-	(3)	(1)	(2)	1	1	(1)	4	4	5	10
Primary	3	-	-	-	(3)	(0)	(1)	(0)	1	(3)	2	2	6	6
Secondary	-	-	-	-	(0)	(1)	(1)	2	-	2	2	2	(2)	4
Freight Interference - Off-Peak	5	-	-	-	0	(4)	(8)	(1)	(2)	(5)	(1)	2	14	-
Primary	4	-	-	-	1	(3)	(5)	(3)	(2)	(3)	(1)	2	11	(1)
Secondary	1	-	-	-	(0)	(0)	(3)	2	(0)	(2)	(0)	(0)	4	1
Signal/Switch Failure - Total	3	0	(1)	2	(1)	10	4	4	1	(5)	13	9	7	46
Signal/Switch Failure - Metra/PSA	2	0	(1)	2	1	10	1	4	1	(2)	13	7	7	46
Primary	(3)	2	-	2	1	6	(0)	(0)	1	(0)	8	8	6	30
Secondary	6	(1)	(1)	(0)	-	4	2	4	(0)	(2)	5	(1)	1	16
Signal/Switch Failure - Foreign	0	-	-	-	(2)	1	2	0	-	(3)	-	2	(1)	(0)
Primary	0	-	-	-	(1)	1	1	0	-	(2)	-	2	(1)	1
Secondary	-	-	-	-	(1)	(1)	1	-	-	(0)	-	(0)	(0)	(1)
Mechanical Failure - Total	2	1	1	1	(1)	(6)	(0)	(1)	5	(4)	12	5	(1)	15
Mechanical Failure - Metra/PSA	2	1	1	1	(1)	(5)	(0)	(1)	5	(4)	12	5	(1)	16
Non-Locomotive Equipment Issue - Metra/PSA	-	1	1	1	(0)	4	6	(1)	2	(1)	(4)	(3)	(3)	3
Primary	1	1	-	1	(0)	0	3	(0)	-	(1)	(1)	(1)	(1)	1
Secondary	(1)	1	1	-	-	3	3	(0)	2	(0)	(3)	(2)	(2)	2
Locomotive Issue - Metra/PSA	2	-	-	-	(1)	(9)	(6)	(0)	3	(3)	16	8	2	13
Primary	1	-	-	-	(0)	(1)	(2)	0	2	(1)	1	3	1	4
Secondary	1	-	-	-	(0)	(8)	(4)	(1)	1	(2)	15	5	2	9
Mechanical Failure - Foreign	-	(0)	(0)	-	-	(1)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	(1)	(1)	-	(1)	(1)	1	(1)	2	1	(1)	-	-	1	(1)
Passenger Train Interference - Metra/PSA	-	(2)	-	(1)	-	(1)	(1)	2	1	-	-	-	1	(1)
Passenger Train Interference - Foreign	(1)	1	-	-	(1)	2	-	-	(0)	(1)	-	-	-	(0)
Accident - Total	(6)	-	-	1	3	(3)	(2)	-	15	(2)	(2)	6	7	17
Accident - Metra/PSA	(6)	-	-	1	-	(5)	(0)	-	6	(2)	(2)	6	7	5
Accident - Foreign	-	-	-	-	3	2	(2)	-	9	-	-	-	(0)	12
Track Work - Total	(15)	2	(2)	(4)	(0)	(1)	(5)	(0)	2	-	20	(6)	11	1
Track Work - Metra/PSA	(15)	2	(2)	(4)	(0)	(1)	(4)	(0)	2	(1)	20	(6)	11	1
Track Work - Foreign	-	-	-	-	-	-	(0)	-	(0)	1	-	-	-	1
Human Error - Total	(11)	(2)	(1)	(2)	0	6	(7)	3	10	(3)	13	4	(2)	7
Human Error - Metra/PSA	(6)	(2)	(1)	(2)	2	(1)	(5)	1	10	(1)	11	0	(4)	2
Human Error - Foreign	(6)	-	-	-	(2)	7	(2)	1	-	(2)	2	4	3	6
PTC Related - Total	(1)	3	(0)	2	4	6	7	2	3	6	9	(3)	1	38
PTC Related - Metra/PSA	(1)	2	(0)	2	4	3	5	3	3	3	9	(3)	1	30
PTC Related - Foreign	-	1	-	-	-	3	3	(1)	-	2	-	-	-	8
Weather - Total	(5)	(2)	5	1	1	15	7	(2)	25	2	2	8	4	60
Weather - Metra/PSA	(5)	(2)	5	1	1	15	7	(2)	25	2	2	8	4	60
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
Passenger Related - Total	(4)	6	7	4	-	(8)	(3)	(1)	1	-	-	9	2	12
Obstruction/Debris - Total	(2)	4	1	2	(1)	(2)	2	2	(8)	(1)	9	4	(0)	8
Catenary Failure - Total	-	4	-	(0)	-	-	-	-	-	-	-	-	-	4
Other - Total	(6)	-	-	0	-	1	(1)	(0)	(0)	-	(0)	3	(0)	(4)
Total Trains Delayed	(39)	15	8	5	0	14	(9)	8	52	(14)	79	44	49	212
Total Metra/PSA Delays	-40	13	9	5	5	5	-1	7	45	-6	74	33	28	179
Total Foreign Carrier Delays	1	2	0	0	-5	9	-9	1	7	-9	4	11	21	33

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

Table 6.a: Train Delays by Cause and Line - YTD
January - October 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	91	-	-	-	64	59	82	24	21	45	18	67	311	782
Freight Interference - Peak	22	-	-	-	36	15	30	16	5	28	12	38	115	317
Primary	19	-	-	-	36	15	24	13	5	25	8	23	85	253
Secondary	3	-	-	-	-	-	6	3	-	3	4	15	30	64
Freight Interference - Off-Peak	69	-	-	-	28	44	52	8	16	17	6	29	196	465
Primary	62	-	-	-	28	27	39	5	15	15	3	26	151	371
Secondary	7	-	-	-	-	17	13	3	1	2	3	3	45	94
Signal/Switch Failure - Total	96	61	35	76	25	151	108	32	150	37	62	77	62	972
Signal/Switch Failure - Metra/PSA	54	61	35	76	6	133	97	25	148	18	62	67	62	844
Primary	38	54	28	49	5	94	77	15	121	13	45	63	45	647
Secondary	16	7	7	27	1	39	20	10	27	5	17	4	17	197
Signal/Switch Failure - Foreign	42	-	-	-	19	18	11	7	2	19	-	10	-	128
Primary	30	-	-	-	19	12	6	6	-	14	-	9	-	96
Secondary	12	-	-	-	-	6	5	1	2	5	-	1	-	32
Mechanical Failure - Total	86	13	5	6	1	79	83	17	108	7	82	98	70	655
Mechanical Failure - Metra/PSA	81	11	5	6	1	75	83	17	108	7	82	98	70	644
Non-Locomotive Equipment Issue - Metra/PSA	25	11	5	6	-	17	22	5	11	3	28	22	16	171
Primary	19	5	3	5	-	9	15	3	8	2	17	15	13	114
Secondary	6	6	2	1	-	8	7	2	3	1	11	7	3	57
Locomotive Issue - Metra/PSA	56	-	-	-	1	58	61	12	97	4	54	76	54	473
Primary	26	-	-	-	1	29	30	8	40	2	21	34	24	215
Secondary	30	-	-	-	-	29	31	4	57	2	33	42	30	258
Mechanical Failure - Foreign	5	2	-	-	-	4	-	-	-	-	-	-	-	11
Passenger Train Interference - Total	2	1	1	1	9	34	-	6	7	2	-	4	3	70
Passenger Train Interference - Metra/PSA	-	-	1	-	-	26	-	6	7	-	-	3	3	46
Passenger Train Interference - Foreign	2	1	-	1	9	8	-	-	-	2	-	1	-	24
Accident - Total	125	3	-	5	7	42	25	1	106	2	88	90	50	544
Accident - Metra/PSA	125	3	-	5	3	35	19	1	70	1	88	75	37	462
Accident - Foreign	-	-	-	-	4	7	6	-	36	1	-	15	13	82
Track Work - Total	35	63	7	19	9	69	95	5	59	21	94	46	73	595
Track Work - Metra/PSA	31	63	7	19	1	67	92	-	59	5	94	43	73	554
Track Work - Foreign	4	-	-	-	8	2	3	5	-	16	-	3	-	41
Human Error - Total	63	22	8	16	19	84	31	20	59	14	69	76	37	518
Human Error - Metra/PSA	54	22	8	16	8	14	19	6	56	6	58	34	26	327
Human Error - Foreign	9	-	-	-	11	70	12	14	3	8	11	42	11	191
PTC Related - Total	8	32	10	26	21	86	54	33	60	41	70	28	44	513
PTC Related - Metra/PSA	6	30	10	24	10	79	48	25	59	16	69	26	42	444
PTC Related - Foreign	2	2	-	2	11	7	6	8	1	25	1	2	2	69
Weather - Total	35	15	12	10	7	100	56	10	103	7	90	98	62	605
Weather - Metra/PSA	35	15	12	10	6	100	56	10	102	7	90	98	62	603
Weather - Foreign	-	-	-	-	1	-	-	-	1	-	-	-	-	2
Passenger Related - Total	18	78	24	24	1	37	54	7	66	2	91	68	66	536
Obstruction/Debris - Total	53	35	21	51	8	43	33	18	54	11	71	95	71	564
Catenary Failure - Total	-	37	2	30	-	-	-	-	-	-	-	-	-	69
Other - Total	21	-	2	3	1	10	8	2	12	-	5	17	-	81
Total Trains Delayed	633	360	127	267	172	794	629	175	805	189	740	764	849	6,504
Total Metra/PSA Delays	478	355	127	264	45	619	509	117	741	73	710	624	512	5,174
Total Foreign Carrier Delays	155	5	0	3	127	175	120	58	64	116	30	140	337	1,330

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	98	-	0	-	53	95	99	50	40	104	13	57	240	849
Freight Interference - Peak	33	-	0	-	45	21	29	19	7	40	5	31	84	315
Primary	20	-	-	-	38	14	22	15	5	30	3	17	44	208
Secondary	13	-	0	-	7	7	7	5	2	10	1	14	40	106
Freight Interference - Off-Peak	65	-	-	-	8	74	70	31	33	64	8	25	157	535
Primary	53	-	-	-	6	48	54	27	26	45	5	19	113	397
Secondary	12	-	-	-	1	27	15	4	7	19	3	7	43	138
Signal/Switch Failure - Total	131	59	28	30	27	163	93	51	127	75	22	62	72	939
Signal/Switch Failure - Metra/PSA	89	59	28	30	3	131	78	25	124	31	22	43	59	721
Primary	65	43	21	22	2	85	62	21	98	21	13	21	36	510
Secondary	25	16	6	8	0	46	16	4	26	11	9	22	23	211
Signal/Switch Failure - Foreign	42	-	-	-	24	32	15	26	3	43	0	19	13	218
Primary	34	-	-	-	20	16	11	21	3	30	-	13	10	157
Secondary	9	-	-	-	4	16	4	6	0	14	0	6	3	61
Mechanical Failure - Total	151	11	4	4	4	127	73	27	130	29	83	75	89	809
Mechanical Failure - Metra/PSA	150	7	3	3	4	118	72	27	130	29	83	75	89	790
Non-Locomotive Equipment Issue - Metra/PSA	55	7	3	3	1	15	9	4	17	11	27	30	37	221
Primary	23	3	2	1	1	8	5	2	10	6	16	16	19	113
Secondary	32	4	2	2	0	8	3	2	7	5	11	14	19	108
Locomotive Issue - Metra/PSA	94	-	-	-	3	103	64	23	113	18	56	45	52	570
Primary	29	-	-	-	2	32	26	8	42	8	19	16	19	201
Secondary	65	-	-	-	1	71	38	15	71	10	37	29	33	369
Mechanical Failure - Foreign	2	4	1	1	0	9	1	1	-	-	-	-	-	18
Passenger Train Interference - Total	18	5	2	5	9	27	3	9	4	23	1	3	3	110
Passenger Train Interference - Metra/PSA	2	4	1	4	0	20	2	8	2	0	1	3	2	50
Passenger Train Interference - Foreign	16	1	0	2	8	7	1	0	1	23	-	-	0	60
Accident - Total	63	32	6	9	2	27	26	8	32	11	37	79	53	386
Accident - Metra/PSA	55	18	4	9	0	20	21	6	28	7	36	72	31	308
Accident - Foreign	8	13	2	-	2	7	5	2	4	4	1	7	22	78
Track Work - Total	96	58	11	28	12	70	35	8	98	16	60	47	49	589
Track Work - Metra/PSA	93	58	11	28	10	68	33	8	98	11	60	46	49	572
Track Work - Foreign	3	0	-	-	2	2	2	0	0	6	-	1	-	16
Human Error - Total	146	25	11	13	16	94	57	24	76	27	60	62	69	679
Human Error - Metra/PSA	79	24	11	12	4	52	39	11	75	11	50	43	50	461
Human Error - Foreign	67	1	-	1	12	42	18	13	1	16	10	19	19	219
PTC Related - Total	34	13	4	9	9	21	17	9	47	14	39	32	58	305
PTC Related - Metra/PSA	32	12	4	8	3	20	16	5	46	6	39	32	55	278
PTC Related - Foreign	2	0	-	0	5	2	1	4	1	8	-	1	3	28
Weather - Total	98	70	23	34	5	83	58	17	109	11	70	100	49	727
Weather - Metra/PSA	95	70	23	34	4	82	57	17	108	9	68	99	48	715
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
Passenger Related - Total	71	66	12	11	1	90	72	7	103	4	87	103	133	761
Obstruction/Debris - Total	73	34	13	32	5	39	35	15	85	22	33	81	81	549
Catenary Failure - Total	-	14	5	9	-	-	-	-	-	-	-	-	-	28
Other - Total	7	1	2	3	0	2	7	1	5	2	2	6	3	42
Total Trains Delayed	987	388	120	187	141	839	576	226	858	337	509	706	900	6,775
Total Metra/PSA Delays	743	368	116	183	34	642	434	130	806	132	482	602	601	5,274
Total Foreign Carrier Delays	245	20	4	3	108	197	142	96	52	205	27	104	299	1,500

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(7)	-	(0)	-	11	(36)	(17)	(26)	(19)	(59)	5	10	71	(67)
Freight Interference - Peak	(11)	-	(0)	-	(9)	(6)	1	(3)	(2)	(12)	7	7	31	2
Primary	(1)	-	-	-	(2)	1	2	(2)	-	(5)	5	6	41	45
Secondary	(10)	-	(0)	-	(7)	(7)	(1)	(2)	(2)	(7)	3	1	(10)	(42)
Freight Interference - Off-Peak	4	-	-	-	20	(30)	(18)	(23)	(17)	(47)	(2)	4	39	(70)
Primary	9	-	-	-	22	(21)	(15)	(22)	(11)	(30)	(2)	7	38	(26)
Secondary	(5)	-	-	-	(1)	(10)	(2)	(1)	(6)	(17)	(0)	(4)	2	(44)
Signal/Switch Failure - Total	(35)	2	7	46	(2)	(12)	15	(19)	23	(38)	40	15	(10)	33
Signal/Switch Failure - Metra/PSA	(35)	2	7	46	3	2	19	0	24	(13)	40	24	3	123
Primary	(27)	11	7	27	3	9	15	(6)	23	(8)	32	42	9	137
Secondary	(9)	(9)	1	19	1	(7)	4	6	1	(6)	8	(18)	(6)	(14)
Signal/Switch Failure - Foreign	(0)	-	-	-	(5)	(14)	(4)	(19)	(1)	(24)	(0)	(9)	(13)	(90)
Primary	(4)	-	-	-	(1)	(4)	(5)	(15)	(3)	(16)	-	(4)	(10)	(61)
Secondary	3	-	-	-	(4)	(10)	1	(5)	2	(9)	(0)	(5)	(3)	(29)
Mechanical Failure - Total	(65)	2	1	2	(3)	(48)	10	(10)	(22)	(22)	(1)	23	(19)	(154)
Mechanical Failure - Metra/PSA	(69)	4	2	3	(3)	(43)	11	(10)	(22)	(22)	(1)	23	(19)	(146)
Non-Locomotive Equipment Issue - Metra/PSA	(30)	4	2	3	(1)	2	13	1	(6)	(8)	1	(8)	(21)	(50)
Primary	(4)	2	1	4	(1)	1	10	1	(2)	(4)	1	(1)	(6)	1
Secondary	(26)	2	0	(1)	-	0	4	0	(4)	(4)	(0)	(7)	(15)	(51)
Locomotive Issue - Metra/PSA	(38)	-	-	-	(2)	(45)	(3)	(11)	(16)	(14)	(2)	31	2	(97)
Primary	(9)	-	-	-	(1)	(3)	4	(0)	(2)	(6)	2	18	5	14
Secondary	(35)	-	-	-	(1)	(42)	(7)	(11)	(14)	(8)	(4)	13	(3)	(111)
Mechanical Failure - Foreign	3	(2)	(1)	(1)	(0)	(5)	(1)	(1)	-	-	-	-	-	(7)
Passenger Train Interference - Total	(16)	(4)	(1)	(4)	0	7	(3)	(3)	3	(21)	(1)	1	0	(40)
Passenger Train Interference - Metra/PSA	(2)	(4)	(0)	(4)	(0)	6	(2)	(2)	5	(0)	(1)	0	1	(4)
Passenger Train Interference - Foreign	(14)	-	(0)	(1)	1	1	(1)	(0)	(1)	(21)	-	1	(0)	(36)
Accident - Total	62	(29)	(6)	(4)	5	15	(1)	(7)	74	(9)	51	11	(3)	158
Accident - Metra/PSA	70	(15)	(4)	(4)	3	15	(2)	(5)	42	(6)	52	3	6	154
Accident - Foreign	(8)	(13)	(2)	-	2	-	1	(2)	32	(3)	(1)	8	(9)	4
Track Work - Total	(61)	5	(4)	(9)	(3)	(1)	60	(3)	(39)	5	34	(1)	24	6
Track Work - Metra/PSA	(62)	5	(4)	(9)	(9)	(1)	59	(8)	(39)	(6)	34	(3)	24	(18)
Track Work - Foreign	1	(0)	-	-	6	0	1	5	(0)	10	-	2	-	25
Human Error - Total	(83)	(3)	(3)	3	3	(10)	(26)	(4)	(17)	(13)	9	14	(32)	(161)
Human Error - Metra/PSA	(25)	(2)	(3)	4	4	(38)	(20)	(5)	(19)	(5)	8	(9)	(24)	(134)
Human Error - Foreign	(58)	(1)	-	(1)	(1)	28	(6)	1	2	(8)	1	23	(8)	(28)
PTC Related - Total	(26)	19	6	17	12	65	37	24	13	27	31	(4)	(14)	208
PTC Related - Metra/PSA	(26)	18	6	16	7	59	32	20	13	10	30	(6)	(13)	166
PTC Related - Foreign	(0)	2	-	2	6	5	5	4	(0)	17	1	1	(1)	41
Weather - Total	(63)	(55)	(11)	(24)	2	17	(2)	(7)	(6)	(4)	20	(2)	13	(122)
Weather - Metra/PSA	(60)	(55)	(11)	(24)	2	18	(1)	(7)	(6)	(2)	22	(1)	14	(112)
Weather - Foreign	(3)	-	-	-	0	(1)	(1)	-	0	(2)	(2)	(1)	(1)	(10)
Passenger Related - Total	(53)	12	12	13	0	(53)	(18)	(0)	(37)	(2)	4	(35)	(67)	(225)
Obstruction/Debris - Total	(20)	1	8	19	3	4	(2)	3	(31)	(11)	38	14	(10)	15
Catenary Failure - Total	-	23	(3)	21	-	-	-	-	-	-	-	-	-	41
Other - Total	14	(1)	0	(0)	1	8	1	1	7	(2)	3	11	(3)	39
Total Trains Delayed	(354)	(28)	7	80	31	(45)	53	(51)	(53)	(148)	231	58	(51)	(271)
Total Metra/PSA Delays	-265	-13	11	81	11	-23	75	-13	-65	-59	228	22	-89	-100
Total Foreign Carrier Delays	-90	-15	-4	0	19	-22	-22	-38	12	-89	3	36	38	-170

Data for current month is final (11/16/2022) 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 7.a: Train Delays by Cause and Month
2022**

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100			782 12.0%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46			317 4.9%
Primary	20	16	30	34	41	24	24	18	15	31			253 3.9%
Secondary	6	2	5	8	4	3	5	10	6	15			64 1.0%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54			465 7.1%
Primary	31	36	37	43	31	35	44	50	24	40			371 5.7%
Secondary	10	8	8	5	3	7	22	15	2	14			94 1.4%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124			972 14.9%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112			844 13.0%
Primary	62	67	39	40	92	101	42	68	59	77			647 9.9%
Secondary	14	23	3	8	29	32	30	15	8	35			197 3.0%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12			128 2.0%
Primary	10	10	4	4	13	11	7	10	17	10			96 1.5%
Secondary	6	1	-	3	3	6	7	1	3	2			32 0.5%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103			655 10.1%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103			644 9.9%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27			171 2.6%
Primary	7	15	7	11	12	13	15	10	11	13			114 1.8%
Secondary	3	8	2	4	8	4	1	6	7	14			57 0.9%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76			473 7.3%
Primary	25	17	19	19	26	25	23	18	14	29			215 3.3%
Secondary	20	32	20	22	33	16	34	14	20	47			258 4.0%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-			11 0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10			70 1.1%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6			46 0.7%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4			24 0.4%
Accident - Total	81	30	11	26	106	43	87	45	67	48			544 8.4%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34			462 7.1%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14			82 1.3%
Track Work - Total	12	59	30	42	60	85	54	128	51	74			595 9.1%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73			554 8.5%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1			41 0.6%
Human Error - Total	31	24	42	43	69	50	63	78	49	69			518 8.0%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40			327 5.0%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29			191 2.9%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63			513 7.9%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53			444 6.8%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10			69 1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127			605 9.3%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127			603 9.3%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-			2 0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71			536 8.2%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65			564 8.7%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4			69 1.1%
Other - Total	1	1	8	2	23	18	5	1	17	5			81 1.2%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863			6,504 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693			5,174 79.6%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170			1,330 20.4%

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

Top 2 causes for each month and year-to-date are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Freight Interference - Total	65	109	39	44	60	79	120	139	100	68	79	122	823	15.1%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29	35	34	41	331	6.1%
Primary	26	43	17	16	21	22	31	38	22	28	28	32	264	4.9%
Secondary	5	9	4	1	2	4	11	17	7	7	6	9	67	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71	33	45	81	492	9.0%
Primary	24	47	16	26	32	44	54	64	61	28	36	58	396	7.3%
Secondary	10	10	2	1	5	9	24	20	10	5	9	23	96	1.8%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67	106	75	108	702	12.9%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53	92	62	98	559	10.3%
Primary	32	51	29	26	27	51	80	39	41	73	43	77	449	8.2%
Secondary	5	14	8	2	3	9	28	10	12	19	19	21	110	2.0%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14	14	13	10	143	2.6%
Primary	8	25	6	7	18	23	8	9	10	13	12	8	127	2.3%
Secondary	1	3	-	2	2	1	1	1	4	1	1	2	16	0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53	40	36	73	422	7.8%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52	40	36	70	421	7.7%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20	9	22	18	113	2.1%
Primary	3	8	6	3	7	13	10	6	13	8	13	10	77	1.4%
Secondary	1	6	3	-	3	7	7	1	7	1	9	8	36	0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32	31	14	52	308	5.7%
Primary	11	19	11	14	10	14	28	14	17	14	6	18	152	2.8%
Secondary	10	10	3	20	12	9	30	30	15	17	8	34	156	2.9%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1	-	-	3	1	0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18	13	13	6	86	1.6%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13	10	8	2	65	1.2%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5	3	5	4	21	0.4%
Accident - Total	30	35	24	40	17	36	5	66	50	15	8	17	318	5.8%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36	15	8	15	261	4.8%
Accident - Foreign	7	14	-	1	3	13	-	5	14	-	-	2	57	1.0%
Track Work - Total	1	18	40	17	28	38	76	77	93	63	91	25	451	8.3%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86	62	84	23	429	7.9%
Track Work - Foreign	-	-	2	1	1	1	3	6	7	1	7	2	22	0.4%
Human Error - Total	25	62	27	23	47	29	108	83	59	46	50	37	509	9.4%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37	17	40	29	338	6.2%
Human Error - Foreign	6	10	8	7	13	9	37	30	22	29	10	8	171	3.1%
PTC Related - Total	33	32	35	26	37	60	50	41	51	37	49	48	402	7.4%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48	29	35	43	333	6.1%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3	8	14	5	69	1.3%
Weather - Total	23	430	5	1	12	31	27	106	10	58	85	54	703	12.9%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10	57	85	54	658	12.1%
Weather - Foreign	-	33	-	-	-	-	-	11	-	1	-	-	45	0.8%
Passenger Related - Total	20	37	23	18	27	67	89	76	63	50	50	44	470	8.6%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68	75	52	41	463	8.5%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14	-	7	-	43	0.8%
Other - Total	-	-	1	4	4	1	2	7	2	30	7	10	51	0.9%
Total Trains Delayed	306	904	284	276	376	518	759	771	648	601	602	585	5,443	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482	477	474	429	4,091	75.2%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166	124	128	156	1,352	24.8%

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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 8: Train Delays by Duration
October 2022**

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	12	2	8	3	4	21	8	5	28	6	15	23	12	147
11-15	3	2	1	3	3	10	11	2	12	4	6	13	17	87
16-20	4	1	0	1	0	4	3	3	3	2	6	8	10	45
21+	1	1	2	0	5	3	7	3	10	2	21	18	13	86
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>18</u>
Sub-Total	24	6	11	9	12	40	30	14	55	14	49	67	52	383
Weekday Off-Peak **														
6-10	8	17	2	3	1	25	4	9	16	2	16	7	26	136
11-15	6	4	0	2	2	10	2	0	12	8	23	14	13	96
16-20	4	3	0	0	0	4	1	2	6	0	14	4	14	52
21+	6	3	0	2	0	2	4	3	6	0	12	13	14	65
Annulled	<u>7</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>21</u>
Sub-Total	31	29	2	8	4	41	11	14	40	10	70	39	71	370
Saturday														
6-10	1	6	2	1	0	7	0	0	2	0	1	3	2	25
11-15	0	2	1	0	0	3	0	0	3	0	2	0	1	12
16-20	0	1	0	0	0	2	0	0	2	0	0	2	2	9
21+	2	0	0	0	0	2	0	0	3	0	0	1	2	10
Annulled	<u>2</u>	<u>2</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>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
Sub-Total	5	11	3	1	0	14	0	0	11	0	3	6	7	61
Sunday-Holiday														
6-10	1	4	0	3	0	4	2	0	3	0	3	2	2	24
11-15	0	0	0	0	0	0	1	0	0	0	2	1	1	5
16-20	0	0	0	0	0	2	0	0	1	0	1	1	3	8
21+	0	0	0	0	0	0	2	0	5	0	1	2	0	10
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	1	4	0	3	0	6	5	0	11	0	7	6	6	49
October 2022 Total														
6-10	22	29	12	10	5	57	14	14	49	8	35	35	42	332
11-15	9	8	2	5	5	23	14	2	27	12	33	28	32	200
16-20	8	5	0	1	0	12	4	5	12	2	21	15	29	114
21+	9	4	2	2	5	7	13	6	24	2	34	34	29	171
Annulled	<u>13</u>	<u>4</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>6</u>	<u>6</u>	<u>4</u>	<u>46</u>
TOTAL	61	50	16	21	16	101	46	28	117	24	129	118	136	863
2022 Year-to-Date														
6-10	195	177	67	112	71	404	321	87	356	95	228	233	273	2,619
11-15	105	50	26	41	38	175	142	41	140	39	147	142	190	1,276
16-20	69	32	7	24	21	86	54	14	87	18	96	99	129	736
21+	122	72	19	54	36	105	97	29	165	33	206	248	220	1,406
Annulled	<u>142</u>	<u>29</u>	<u>8</u>	<u>36</u>	<u>6</u>	<u>24</u>	<u>15</u>	<u>4</u>	<u>57</u>	<u>4</u>	<u>63</u>	<u>42</u>	<u>37</u>	<u>467</u>
TOTAL	633	360	127	267	172	794	629	175	805	189	740	764	849	6,504
Share of Delays by Duration														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
October 2022 Total														
6-10	36.1%	58.0%	75.0%	47.6%	31.3%	56.4%	30.4%	50.0%	41.9%	33.3%	27.1%	29.7%	30.9%	38.5%
11-15	14.8%	16.0%	12.5%	23.8%	31.3%	22.8%	30.4%	7.1%	23.1%	50.0%	25.6%	23.7%	23.5%	23.2%
16-20	13.1%	10.0%	0.0%	4.8%	0.0%	11.9%	8.7%	17.9%	10.3%	8.3%	16.3%	12.7%	21.3%	13.2%
21+	14.8%	8.0%	12.5%	9.5%	31.3%	6.9%	28.3%	21.4%	20.5%	8.3%	26.4%	28.8%	21.3%	19.8%
Annulled	<u>21.3%</u>	<u>8.0%</u>	<u>0.0%</u>	<u>14.3%</u>	<u>6.3%</u>	<u>2.0%</u>	<u>2.2%</u>	<u>3.6%</u>	<u>4.3%</u>	<u>0.0%</u>	<u>4.7%</u>	<u>5.1%</u>	<u>2.9%</u>	<u>5.3%</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%
2022 Year-to-Date Delays By Duration														
6-10	30.8%	49.2%	52.8%	41.9%	41.3%	50.9%	51.0%	49.7%	44.2%	50.3%	30.8%	30.5%	32.2%	40.3%
11-15	16.6%	13.9%	20.5%	15.4%	22.1%	22.0%	22.6%	23.4%	17.4%	20.6%	19.9%	18.6%	22.4%	19.6%
16-20	10.9%	8.9%	5.5%	9.0%	12.2%	10.8%	8.6%	8.0%	10.8%	9.5%	13.0%	13.0%	15.2%	11.3%
21+	19.3%	20.0%	15.0%	20.2%	20.9%	13.2%	15.4%	16.6%	20.5%	17.5%	27.8%	32.5%	25.9%	21.6%
Annulled	<u>22.4%</u>	<u>8.1%</u>	<u>6.3%</u>	<u>13.5%</u>	<u>3.5%</u>	<u>3.0%</u>	<u>2.4%</u>	<u>2.3%</u>	<u>7.1%</u>	<u>2.1%</u>	<u>8.5%</u>	<u>5.5%</u>	<u>4.4%</u>	<u>7.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (11/16/2022) version from TOPS.