

On-Time Performance

June 2023



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This report presents an analysis of June 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 June, 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 June, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in June, 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 one percent more total revenue trains in June 2023 than in June 2019, 98 percent more total revenue trains than in June 2020, 49 percent more total revenue trains than in June 2021, and 11 percent more total revenue trains than in June 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
June 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	24	97.5%	1,034	60	94.2%	2,002	84	95.8%	120	3	97.5%	84	6	92.9%	2,206	93	95.8%
ME-ML	550	10	98.2%	924	42	95.5%	1,474	52	96.5%	168	16	90.5%	96	4	95.8%	1,738	72	95.9%
ME-BI	143	8	94.4%	253	8	96.8%	396	16	96.0%	32	1	96.9%	--	--	--	428	17	96.0%
ME-SC	<u>242</u>	<u>21</u>	91.3%	<u>682</u>	<u>30</u>	95.6%	<u>924</u>	<u>51</u>	94.5%	<u>128</u>	<u>3</u>	97.7%	<u>80</u>	<u>7</u>	91.3%	<u>1,132</u>	<u>61</u>	94.6%
Subtotal	935	39	95.8%	1,859	80	95.7%	2,794	119	95.7%	328	20	93.9%	176	11	93.8%	3,298	150	95.5%
HC	132	14	89.4%	--	--	--	132	14	89.4%	--	--	--	--	--	--	132	14	89.4%
MD-N	462	36	92.2%	682	39	94.3%	1,144	75	93.4%	80	6	92.5%	72	5	93.1%	1,296	86	93.4%
MD-W	<u>484</u>	<u>13</u>	97.3%	<u>660</u>	<u>23</u>	96.5%	<u>1,144</u>	<u>36</u>	96.9%	<u>96</u>	<u>2</u>	97.9%	<u>72</u>	<u>1</u>	98.6%	<u>1,312</u>	<u>39</u>	97.0%
Subtotal	946	49	94.8%	1,342	62	95.4%	2,288	111	95.1%	176	8	95.5%	144	6	95.8%	2,608	125	95.2%
NCS	176	15	91.5%	132	10	92.4%	308	25	91.9%	--	--	--	--	--	--	308	25	91.9%
RI	682	30	95.6%	1,078	48	95.5%	1,760	78	95.6%	132	9	93.2%	112	5	95.5%	2,004	92	95.4%
SWS	264	25	90.5%	396	32	91.9%	660	57	91.4%	--	--	--	--	--	--	660	57	91.4%
UP-N	485	27	94.4%	1,053	26	97.5%	1,538	53	96.6%	106	9	91.5%	77	4	94.8%	1,721	66	96.2%
UP-NW	770	77	90.0%	946	100	89.4%	1,716	177	89.7%	136	16	88.2%	84	17	79.8%	1,936	210	89.2%
UP-W	<u>572</u>	<u>31</u>	94.6%	<u>704</u>	<u>54</u>	92.3%	<u>1,276</u>	<u>85</u>	93.3%	<u>80</u>	<u>7</u>	91.3%	<u>74</u>	<u>3</u>	95.9%	<u>1,430</u>	<u>95</u>	93.4%
Subtotal	1,827	135	92.6%	2,703	180	93.3%	4,530	315	93.0%	322	32	90.1%	235	24	89.8%	5,087	371	92.7%
System	5,930	331	94.4%	8,544	472	94.5%	14,474	803	94.5%	1,078	72	93.3%	751	52	93.1%	16,303	927	94.3%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (07/19/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - June 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	5,632	201	96.4%	6,016	242	96.0%	11,648	443	96.2%	755	28	96.3%	564	24	95.7%	12,967	495	96.2%
ME-ML	3,200	66	97.9%	5,376	229	95.7%	8,576	295	96.6%	1,050	76	92.8%	673	38	94.4%	10,299	409	96.0%
ME-BI	885	40	95.5%	1,419	38	97.3%	2,304	78	96.6%	200	9	95.5%	--	--	--	2,504	87	96.5%
ME-SC	<u>1,408</u>	<u>55</u>	96.1%	<u>3,968</u>	<u>114</u>	97.1%	<u>5,376</u>	<u>169</u>	96.9%	<u>800</u>	<u>56</u>	93.0%	<u>560</u>	<u>15</u>	97.3%	<u>6,736</u>	<u>240</u>	96.4%
Subtotal	5,493	161	97.1%	10,763	381	96.5%	16,256	542	96.7%	2,050	141	93.1%	1,233	53	95.7%	19,539	736	96.2%
HC	768	61	92.1%	--	--	--	768	61	92.1%	--	--	--	--	--	--	768	61	92.1%
MD-N	2,688	288	89.3%	3,968	281	92.9%	6,656	569	91.5%	510	19	96.3%	504	21	95.8%	7,670	609	92.1%
MD-W	<u>2,816</u>	<u>162</u>	94.2%	<u>3,840</u>	<u>145</u>	96.2%	<u>6,656</u>	<u>307</u>	95.4%	<u>607</u>	<u>15</u>	97.5%	<u>504</u>	<u>34</u>	93.3%	<u>7,767</u>	<u>356</u>	95.4%
Subtotal	5,504	450	91.8%	7,808	426	94.5%	13,312	876	93.4%	1,117	34	97.0%	1,008	55	94.5%	15,437	965	93.7%
NCS	1,024	84	91.8%	768	71	90.8%	1,792	155	91.4%	--	--	--	--	--	--	1,792	155	91.4%
RI	3,968	167	95.8%	6,272	242	96.1%	10,240	409	96.0%	833	33	96.0%	784	21	97.3%	11,857	463	96.1%
SWS	1,509	103	93.2%	2,169	129	94.1%	3,678	232	93.7%	--	--	--	--	--	--	3,678	232	93.7%
UP-N	2,817	126	95.5%	6,141	190	96.9%	8,958	316	96.5%	654	18	97.2%	509	17	96.7%	10,121	351	96.5%
UP-NW	4,160	361	91.3%	5,056	251	95.0%	9,216	612	93.4%	853	52	93.9%	588	51	91.3%	10,657	715	93.3%
UP-W	<u>3,328</u>	<u>198</u>	94.1%	<u>4,096</u>	<u>331</u>	91.9%	<u>7,424</u>	<u>529</u>	92.9%	<u>506</u>	<u>28</u>	94.5%	<u>506</u>	<u>22</u>	95.7%	<u>8,436</u>	<u>579</u>	93.1%
Subtotal	10,305	685	93.4%	15,293	772	95.0%	25,598	1,457	94.3%	2,013	98	95.1%	1,603	90	94.4%	29,214	1,645	94.4%
System	34,203	1,912	94.4%	49,089	2,263	95.4%	83,292	4,175	95.0%	6,768	334	95.1%	5,192	243	95.3%	95,252	4,752	95.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (07/19/2023) 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-Jun	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	91.8%	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	94.0%	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	97.4%	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	97.5%	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	97.2%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8							96.2%	96.2%
	2018-2022 average	94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	95.2%	95.6%
ME	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	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	97.9%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5							96.2%	96.2%
	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	85.9%	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	90.9%	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	85.6%	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	86.5%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4							92.1%	92.1%
	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	92.4%	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	91.6%	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	95.7%	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	92.3%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	92.9%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4							92.1%	92.1%
	2018-2022 average	91.7	90.3	95.8	94.3	93.2	92.0	92.1	93.5	94.2	92.5	91.1	93.4	92.9%	92.8%
MD-W	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.4%	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	94.8%	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	95.4%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	93.0%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.5%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0							95.4%	95.4%
	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	94.6%	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	92.4%	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	93.6%	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	91.2%	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	88.6%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.7%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9							91.4%	91.4%
	2018-2022 average	91.6	87.1	95.5	95.1	91.9	93.6	93.4	93.2	93.9	94.2	91.7	93.0	92.5%	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-Jun	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	94.1%	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	92.1%	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	94.9%	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	95.8%	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	96.6%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4							96.1%	96.1%
	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%	94.8%
SWS	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	91.9%	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	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	96.1%	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	96.8	95.2	92.9%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4							93.7%	93.7%
	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	93.1%	92.9%
UP-N	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.9%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.4%	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	97.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.3%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2							96.5%	96.5%
	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%	96.3%
UP-NW	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.6%	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	96.9%	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	96.1%	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	94.8%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2							93.3%	93.3%
	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	95.0%	94.7%
UP-W	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.9%	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	90.3%	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	91.8%	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	92.1%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4							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	92.5%	92.2%
System excluding South Shore	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.7%	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	94.0%	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	95.7%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.7%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3							95.0%	95.0%
	2018-2022 average	94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	95.2%	95.3%

Delays data for most recent month is final (07/19/2023) 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
June 2023**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1256 82% OT	Wed, Jun 14	39	DM1	HNSINTW1 14A struck trespasser at MP 17.1	
		Mon, Jun 26	17	G	1A Switch had to be adjusted	
		Wed, Jun 28	23	KP	Police activity at Western Ave QFTMNSA	
		Thu, Jun 29	8	DD	Following the H GFDBRC1128a from CP Mitchell to Cicero, resulting in a delay. [controllable freight]	
BNSF	1262 82% OT	Wed, Jun 07	7	R1	Late flip from 1229	
		Fri, Jun 09	9	DD	Followed Q SSEHC105A from eola to Lisle, resulting in an additional 14 minute delay [CONTROLLABLE FREIGHT]	
		Wed, Jun 14	45	DM1	HNSINTW1 14A struck trespasser at MP 17.1	
		Mon, Jun 19	9	ZR	engineer couldnt log in to ptc	
BNSF	1264 77% OT	Tue, Jun 06	19	DE	Disabled train at Fairview Ave (H KCKBRC105) resulting in single tracking between Fairview Ave & Lisle	
		Wed, Jun 14	24	DM1	Late flip 1231, HNSINTW1 14A struck trespasser at MP 17.1	
		Thu, Jun 15	15	DD	Followed Q FTMNSA114A from Eola to Cicero on M3 [CONTROLLABLE FREIGHT]	
		Mon, Jun 19	10	RF	waiting on A6 to load at naperville	
		Thu, Jun 29	8	K	Bridge Strike Austin Ave MP 8.6 resulting in delays.	
BNSF	1268 82% OT	Thu, Jun 01	25	KW	Tree on main 3 M.P 16.5.	
		Tue, Jun 06	13	DE	Disabled train at Fairview Ave (H KCKBRC105) resulting in single tracking between Fairview Ave & Lisle	
		Wed, Jun 07	8	E1	Delays account to 1233s engine failure at Berwyn creating a bottleneck between Berwyn and Congress Park.	
		Fri, Jun 23	11	UF	lift deployed light came on enroute. train would not load until properly stowed. CHANGED ROLL PIN ON 7446	
HC	916 77% OT	Fri, Jun 02	11	RF	(-11) Arrived CUS @ 07:43. -11" Stop signal CP Cermak	
		Wed, Jun 21	9	D	(GENERAL FREIGHT INTERFERENCE) - 9M DELAY CORWITH FREIGHT QROBCHI617 ENG BNSF4170 W/68 CARS 6526FT [controllable freight].	
		Mon, Jun 26	8	ZN	PTC ISSUES AT LEMOYNE	
		Thu, Jun 29	26	ZN	PTC issue. No train ID with UP.	
		Fri, Jun 30	31	ZF	-31" PTC issues initializing in the yard due to mechanical issue in car 8468, grabbed passengers at Joliet and expressed to CUS; POWER SUPPLY B/O	
HC	917 82% OT	Wed, Jun 14	28	ZN	Stopped MP 36.84 for Red Fence for Engineer at Joliet. Stating soft cut out failed. They cut out completely.	
		Mon, Jun 19	10	D	Delayed 7 minutes at Brighton Park account freight interference. [controllable freight]	
		Mon, Jun 26	45	E1	48M LOCKPORT, TIED ON TO DISABLED HCD915, THEN SHOVED CONSIST AT RESTRICTED SPEED TO JOLIET.	
		Fri, Jun 30	9	K	11m MP 15.7 acct needed to remove debris on tracks from trespasser. 7m Item 1 at 135th	
		ME-ML	111 50% OT	Thu, Jun 01	6	CC
		Fri, Jun 02	8	CC	8M ENROUTE DUE TO MULTIPLE SPEED RESTRICTIONS	
		Mon, Jun 05	10	CC	SPEED RESTRICTIONS from Van Buren to 51st,	
		Tue, Jun 06	8	CC	8 min speed restrictions	
		Thu, Jun 08	10	CC	Speed restrictions from Van Buren to 51st, Riverdale & 147th	
		Fri, Jun 09	8	CC	5M Speed restrictions 2M 57TH PASSENGER LOADING; Speed restriction from Van Buren to 51st, Riverdale & 147th	
		Mon, Jun 12	10	CC	Delayed due to speed restrictions	
		Tue, Jun 13	7	CC	Speed Restrictions acct track work.	
		Wed, Jun 14	7	CC	7m delay into UP	
		Thu, Jun 29	7	I	Passenger handling for volleyball tournament at McCormick	
		Fri, Jun 30	8	I	8m Passenger Handling V-Ball Tournament	
ME-ML	113 64% OT	Fri, Jun 02	6	CC	6M ENROUTE DUE TO MULTIPLE SPEED RESTRICTIONS	
		Mon, Jun 05	7	CC1	(SCHEDULED TRACK WORK) - DELAYED WAITING ON THE 116 TO CLEAR RICHTON INTERLOCKING. THE 111/116 WAS DELAYED DEPARTING UNIVERSITY PARK DUE TO	
		Mon, Jun 12	8	CC	DELAYED DUE TO 4 SPEED RESTRICTIONS	
		Thu, Jun 15	8	CC	Multiple speed restrictions	
		Wed, Jun 21	11	ZN1	Followed SS9211 PTC issues at Van Buren. 5min speed restriction	
		Wed, Jun 28	7	CC	3m Flag stops, -4m Speed Restrictions	
		Thu, Jun 29	6	I	Passenger handling for Volleyball Tournament at McCormick.	
		Fri, Jun 30	9	I	9m Passenger Handling V-ball Tournament	
ME-ML	138 77% OT	Fri, Jun 02	7	I	6MIN SLOW ORDERS/ heavy passenger loading	
		Thu, Jun 08	6	CC	Slow orders	
		Thu, Jun 15	6	CC	Per crew, Passenger handling enroute	
		Fri, Jun 16	10	CC	5m Slow orders. 5m passenger handling and making flag stops.	
		Fri, Jun 30	6	I	Delayed 6 minutes enroute account night track work and passenger handling from V-ball tournament	
ME-SC	309 77% OT	Fri, Jun 02	10	CC	(OBSTRUCTION ON TRACKS) - 6M GOING INTO EMERGENCY DUE TO PEDESTRIAN WALKING IN FRONT OF TRAIN, 4M FOR SLOW ORDERS.	
		Mon, Jun 05	10	CC	(SCHEDULED TRACK WORK) - DELAYED EN ROUTE DUE TO SLOW ORDERS	
		Tue, Jun 06	7	CC	7min speed restrictions from Museum Campus/11th to 51st	
		Wed, Jun 07	10	CC	Speed restrictions from Van Buren to 51st,	
		Fri, Jun 30	10	I	10m Passenger Handling V-Ball Tournament	
ME-SC	311 73% OT	Thu, Jun 01	6	CC	(SCHEDULED TRACK WORK) - 3M COMPLYING WITH FORM A S, 2M FOLLOWING ME111 OUT OF CP 11TH, 1M CONTACTING FORM B ON SC	
		Fri, Jun 02	8	CC	(SCHEDULED TRACK WORK) - 2M AT 11TH FOLLOWING ME111, 4M FOR SLOW ORDERS, 2M FOR TRACK WORK ON SC	
		Mon, Jun 05	7	CC	SPEED RESTRICTIONS	
		Wed, Jun 07	7	CC	speed restrictions	
		Wed, Jun 21	8	K	Item 1 SCSD and form B; due to signal box strike on 6/20	
		Thu, Jun 29	6	I	4m passenger loading, volleyball show at mccormick 2M Crew reporting delay acct scheduled track work	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
ME-SC	312 77% OT	Fri, Jun 02	9	CC1	(OBSTRUCTION ON TRACKS) - 6M LATE DEPARTING SC DUE TO LATE TURN
		Mon, Jun 05	8	CC1	(SCHEDULED TRACK WORK) - LATE TURN FROM 309
		Tue, Jun 06	6	CC	6 min speed restrictions Track construction.
		Wed, Jun 07	8	CC1	Speed restrictions.
		Fri, Jun 23	8	I	Passenger Handling
ME-SC	332 77% OT	Fri, Jun 02	14	I	(PASSENGER HANDLING, RUNNING TIME) - HEAVY LOADING FOR SWIFT CONCERT
		Mon, Jun 05	8	CC1	(PASSENGER HANDLING, RUNNING TIME) - HEAVY PASSENGER LOADING AT HYDE PARK AND MCCORMICK PLACE
		Tue, Jun 06	12	CC1	Had to run disengaged to release active track permit-8m; 4m heavy loading at 51st street.
		Thu, Jun 08	8	U	Departed 3m late ada at 93rd, 2m dropping off ada at 57th.
		Fri, Jun 30	13	R1	departed 93rd St. SC 10m late. Late flip from train 331
ME-SC	401 82% OT	Fri, Jun 02	10	I	(PASSENGER HANDLING, RUNNING TIME) - 7M TAYLOR SWIFT UNLOADING
		Mon, Jun 05	10	CC	(SCHEDULED TRACK WORK) - 3MIN WAITING FOR ME222, 8 MIN PASSENGER LOADING
		Tue, Jun 06	14	CC1	waiting on DH2430 to depart which was waiting on Train 332 to release track Permit on SCSD.
		Thu, Jun 08	10	ZV1	2430 late departure from 93rd Street with PTC issues affecting train 401 to arrived at 93rd St.
MD-N	2102 77% OT	Thu, Jun 08	11	G	(-11) Due to switch failure @ A-2 (switch #47)
		Mon, Jun 12	9	RF	(-9) -10" Stop signal Mayfair, no response from U.P. CY Tower Operator
		Tue, Jun 13	6	RF	(-6) -4" Stop signal CN X-ing (couldn't get ahold of dispatcher); -3" Passenger with a bike @ Forest Glen
		Wed, Jun 28	10	D1	(-9) -10" Stop signal Mayfair, U.P. cross-traffic (604 FREIGHT INTERFERENCE BARRINGTON)
		Thu, Jun 29	6	G	(-6) Signal problems Libertyville to Rondout, signal dropped, clear to a restricting, PTC enforcement; -3" Automatic Grade Crossing Malfunction Item #2 Osterman Ave.
MD-N	2110 82% OT	Tue, Jun 06	6	CC	Speed restrictions half day, 35.3, and Grayland. -4" Slow passenger loading; Temporary speed restrictions; -3" Stop signal CUS CP Lake
		Mon, Jun 19	9	ZV	Departed Fox Lake late due to PTC initialization issues, timed out during departure test, cycled breakers; SLOT 10 OVERLOAD
		Wed, Jun 28	10	RF	(-11) -13" Stop signal Rondout, difficulties contacting C&M Dispatcher
		Thu, Jun 29	12	RF	(-12) Stop signal Rondout, difficulties reaching C&M Dispatcher
MD-N	2131 82% OT	Tue, Jun 20	13	JM1	Delayed 13 minutes at Western account following MW2127.
		Thu, Jun 22	12	E1	(-5) PTC issues leaving the station heavy passenger unloading from accommodating 2125's passengers. No TTR1
		Thu, Jun 29	6	A	6 mins late, 2 mins Grayland speed restriction, 9 mins Stop (no cross traffic?) signal Mayfair, 3 mins Glenview Ada.
		Fri, Jun 30	7	CC1	2 mins Grayland speed restriction, 5 mins Stop signal Mayfair.
MD-N	2144 68% OT	Wed, Jun 07	12	A1	6 mins Deerfield waiting on 2142 - 2142 7 mins late by libertyville , 3 mins following 2142, 2 mins stop signal A-5 following 2402, 3 mins stop signal A-2.
		Thu, Jun 08	7	A1	7 mins late, 3 mins enroute Deerfield to Northbrook following 2142 (2142 6m down at Deerfield), 3 mins stop signal Mayfair, 2 mins Ada.
		Tue, Jun 13	7	A	-7" 3 min late departure Deerfield, 4 min stop signal Mayfair
		Wed, Jun 21	6	G	(-6) late flip @ Deerfield Broken rail turned from #2 main.
		Fri, Jun 23	12	RF1	(-12) following late 2142
		Thu, Jun 29	9	H1	9 mins late, 10 mins Deerfield late turn from 2123.; 2123 CREW FAILED TO REMOVE CONSIST FROM GROUND POWER (2123 NOT REPORTABLE)
		Fri, Jun 30	12	RF	12 mins late, 4 mins stop signal Mayfair, 5 min stop signal A-2 following protractor 103 and Ncs 115, 2 mins Stop signal Canal St.
MD-N	2146 64% OT	Thu, Jun 01	8	U1	-8" 5 stop Liberty siding wait for signal after 2125 past 3 min ADA off Edgebrook
		Fri, Jun 02	7	A	-7", due CUS 6:11 arrived 6:18 down 7 stop signal Liberty siding MEETING 2125 THAT WAS 6M LATE
		Tue, Jun 06	6	E1	-6", arrived Cus at 18:17 6:17 6 mins late, 12 mins CN stop signal, Ncs 107 was annulled at Mundelein locomotive 81 ground fault/flash over CN dispatched had to run time at the crossing.
		Thu, Jun 08	9	CC1	9 mins late, 9 mins stop signal Libertyville siding meeting 2125, 3 mins enroute speed restrictions.
		Tue, Jun 13	13	RF	-13" 10 min getting out of Liberty siding after meet with 2125. Had lineup but not signal. 3 min loading
		Fri, Jun 23	7	RF1	(-7) waiting at Liberty siding for 2125 to pass
		Thu, Jun 29	6	H1	6 mins late, 10 mins Libertyville meeting a late 2125.
Fri, Jun 30	11	GX1	11 mins late, 12 mins Libertyville meeting a late 2125. Delay due to grade crossing issue (broken gate)		
MD-N	2154 77% OT	Fri, Jun 02	9	RF	-9", due CUS 8:55 arrived 9:04 down 9 stop signal liberty siding. Dispatcher nonresponsive
		Fri, Jun 09	8	DD	8 mins late, 12 mins stop signal CN (southbound freight) crossing. [CONTROLLABLE FREIGHT]
		Tue, Jun 13	10	K1	6 min late turn off of late 2145 4 min stop liberty siding waiting on 2147
		Thu, Jun 15	8	DE1	7 mins late, late turn from 2145, 7 mins enroute use 1 MT Rondout to Deerfield sashaying around Cpkc 246 freight.
		Thu, Jun 22	6	A	(-6) Held @ the CN Crossing meeting a late 2147
MD-W	2402 68% OT	Tue, Jun 06	9	A	-9", arrived Cus at 17:40 5:40 9 mins late, 10 mins B-6 holding for 2144. (2144 WAS 12M LATE AT WESTERN, 5M LATE CUS)
		Thu, Jun 08	8	A	8 mins late, 12 mins signal B-6 waiting on 2144 (2144 was 13 mins late at Western)
		Fri, Jun 09	6	A	6 mins late, 10 mins stop signal B-6 waiting on 2144 (2144 WAS 12M LATE AT WESTERN, 5M LATE AT CUS)
		Tue, Jun 13	7	A	-9" Stop signal B-6. Wait on other Metra trains
		Wed, Jun 21	9	G1	(-9) 10 minutes B-6 holding for late 2144.
		Wed, Jun 28	7	A	7 mins late, stop signal B-6 waiting on 2144 to clear. (2144 10M LATE AT WESTERN)
		Fri, Jun 30	11	A	11 mins late, 12 mins B-6 holding for a late 2144.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
NCS	108 82% OT	Mon, Jun 26	9	ZR1	(-9) -5" Stop signal Deval; -5" Stop signal A-2	
		Wed, Jun 28	19	RF	(-19) -10" Stop signal Deval, waited on three U.P. trains; -5" Stop signal A-5; Stop signal A-2 DISPATCHER STACKED WRONG LINEUP	
		Thu, Jun 29	8	D	(-8) -4" Stop signal Graylake, N/B freight interference; 3" Stop signal A-5 [controllable freight]	
		Fri, Jun 30	10	AM1	(-10) -6" Temporary speed restriction Grand Ave. 30mph; -3" A-5 X/O 3MT 10mph speed restriction; -5" Stop signal CUS CP Lake St. M34391-28 - held at Grayslake for northbound freight	
RI	301 73% OT	Thu, Jun 01	46	K	(OBSTRUCTION ON TRACKS) - POLICE ON TRKS held by BI fire dept. for fire on CSX ROW	
		Wed, Jun 07	58	E1	Delayed following Train 701. 701 annulled at Gresham where passengers dropped off. Train 301 picked up 701 passengers and 301 operated to Joliet instead of Tinley Park 80th Ave.	
		Wed, Jun 21	8	F	Departed 8m late from LSS due to train having no Marker lights. Passengers moved to another equipment. Broken gate Item 1 at 191st Street.	
		Thu, Jun 22	11	U	1m each for Stops at 35th Street, Yard Stop and Robbins. 2m ADA at Blue Island and 2m ADA Oak Forest. 3m each for Speed Restriction for Bulletin #1161-10mph, #1144-10mph and 1125-30mph.	
		Tue, Jun 27	9	I	Per Crew-6m passenger handling at 35th Street, Coach Yd, Robbins and 95th Street. 1m each. 2m ADA LSS to Oak Forest. 3m on 3-speed restrictions.	
Thu, Jun 29	6	U	2m ADA LSS to Oak Forest. 2m ADA Blue Island to 80th Ave. 1m stop 35th Street. 1m stop Coach Yard. 1m stop Robbins.			
RI	303 82% OT	Thu, Jun 01	25	K1	(OBSTRUCTION ON TRACKS) - POLICE ON TRKS	
		Tue, Jun 06	29	E	Mechanical issues with main reservoir STUCK OPEN BLOWDOWN at Blue Island. Worked with Mechanical Dept and was giving ok to by-pass. Delayed around 45m. REPLACED BLOWDOWN	
		Wed, Jun 07	38	E1	FOLLOWING 703	
Mon, Jun 19	8	GX	Delayed 6 minutes at 119th Street account gate malfunction (Item 1).			
RI	432 77% OT	Fri, Jun 02	8	I	heavy passenger loading white sox	
		Wed, Jun 07	0	E1	432 flip from 701 annulled	
		Fri, Jun 09	9	I	Heavy passenger loading. (Sox Game)	
		Mon, Jun 19	18	D	Delayed 7 minutes at EJE Crossing account freight interference. Delayed 4 minutes from Joliet to LaSalle account passenger handling. Delayed 3 minutes at Blue Island waiting on other trains. Delayed 4 minutes at 119th Street account gate malfunction (Item	
Fri, Jun 23	8	I	Delayed 8 minutes enroute account heavy passenger loading (Sox game).			
RI	511 73% OT	Thu, Jun 01	8	K1	late flip from RI512	
		Fri, Jun 09	11	KP	2103-Received call from 2800 of car stopped on grade at 167th with possible suicidal subject in car. 2111-report that car drove away. Train 511 held at Oak Forest station about 5m. Informed to flag stop to Joliet.	
		Mon, Jun 19	12	I1	(PASSENGER HANDLING, RUNNING TIME) - LATE FLIP FROM 512	
		Tue, Jun 20	10	I1	Departed LSS 2013-13m late. Flip from Train 512.	
		Wed, Jun 21	16	E1	Departed LSS 2010-10m late due to late flip from RI512.	
Fri, Jun 30	0	XE	(LOCOMOTIVE MALFUNCTION) - PUMP FAIL, SPEED REDUCTION, TOTAL LOSS OF POWER AT 107TH ST. ANNULLED 80 PASSENGERS. Terminal board failure B/O D14 TERMINAL BOARD			
RI	512 64% OT	Thu, Jun 01	16	K1	(OBSTRUCTION ON TRACKS) - LATE FLIP OFF RI0705	
		Tue, Jun 06	9	I	Elderly subject at Tinley Park Oak Park with numerous tote bags loading bags onto train 512. Then decided not to take train and tote bags had to be unloaded. This resulted in train 512 arriving 9m late. Same Elderly passenger ended up getting on Train 516	
		Fri, Jun 09	12	I	Heavy passenger loading. (Sox game)	
		Mon, Jun 19	10	I	Delayed 10 minutes from Joliet to LaSalle account passenger with 7 totes.	
		Tue, Jun 20	16	I	Heavy passenger loading at 103rd, 99th and 95th Street due to Sox Game.	
		Wed, Jun 21	14	E	Mechanical issues. Unable to go past 55mph-Loco 101 and 410; AFTER COOLER PUMP BREAKER	
Fri, Jun 23	8	I	Passenger Handling.			
Thu, Jun 29	6	VE	Reported wheels smoking on engine 407/101 and stopped at Oak Forest to check equipment. On the move 12m late.			
RI	513 73% OT	Fri, Jun 09	9	I	(PASSENGER HANDLING, RUNNING TIME) - HEAVY LOADING OF SOX GAME CROWD AT 35TH	
		Mon, Jun 12	10	D	CNL537 IC1022 151 CARS 8954 DELAYED AT 16TH ST. HELD UP BY 21ST CROSS TRAFFIC [CONTROLLABLE FREIGHT]	
		Tue, Jun 20	10	I	(PASSENGER HANDLING, RUNNING TIME) - HEAVY LOADING DUE TO SOX GAME/UNLOADING ENROUTE	
		Wed, Jun 21	6	I	Delayed 10 minutes enroute account heavy loading/unloading (Sox game).	
		Fri, Jun 23	32	J	(PASSENGER PROBLEMS/REMOVAL) - OAK FOREST PASSENGER REMOVAL BY MPD	
Fri, Jun 30	16	E1	(PASS. TRAIN/INTERLINE INTRFRNCE) - WAITING FOR RI516 TO CLEAR BEVERLY FOR BV1 and crew on RI511 transferring to RI513.			
RI	515 82% OT	Fri, Jun 02	6	I	(PASSENGER HANDLING, RUNNING TIME) - 35TH PICKING UP SOX FANS	
		Fri, Jun 09	6	I	(PASSENGER HANDLING, RUNNING TIME) - SOX GAME CROWD AT 35TH	
		Tue, Jun 20	8	I	(PASSENGER HANDLING, RUNNING TIME) - LOADING SOX FANS AT 35TH UNLOADING ENROUTE	
		Fri, Jun 23	17	I	(PASSENGER HANDLING, RUNNING TIME) - SOX GAME LOADING/UNLOADING ENROUTE	
RI	621 77% OT	Fri, Jun 02	8	U	ADA at 99th/Late passengers/yard drop off at 47th street.	
		Wed, Jun 07	6	E1	621 departed LSS late following 701 and 301	
		Wed, Jun 21	7	I	Passenger handling on the Beverly Sub	
		Tue, Jun 27	9	U	Per Crew-1m late departing acct late passenger at LSS. 1m Yard Stop. 2m Slow orders.	
Wed, Jun 28	6	I	1m LSS waiting on late passenger. 1m Re-spot Brainard. 2m slow orders. 2m Heavy loading at 99th and 103rd.			
RI	632 82% OT	Fri, Jun 02	7	I	Heavy passenger loading white sox	
		Fri, Jun 16	7	CC1	Departed 1745-10m late BI waiting on Train 623 to yard which cleared at 1742.	
		Mon, Jun 19	6	I	Delayed 6 minutes from Blue Island to LaSalle account heavy passenger loading (Sox game).	
Fri, Jun 23	7	I	Delayed 8 minutes enroute account heavy loading and unloading (Sox game) and speed restrictions.			

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
SWS	812 82% OT	Wed, Jun 07	13	K	13min maritime traffic at 21st bridge
		Mon, Jun 12	0	XGF	Switch failure Belt Jct.
		Tue, Jun 20	10	K1	Flip from train 803
		Fri, Jun 30	13	D1	waiting Ashburn for 805
SWS	813 77% OT	Wed, Jun 07	13	GF	15m at CP 518 due to signal issues getting through CP 518. NS bungalow that feeds power for our signals had trip breaker.
		Mon, Jun 19	7	GA	Departed CUS 5 minutes late waiting on other trains. Delayed 4 minutes at Belt Junction account speed restrictions.
		Wed, Jun 28	11	KP	5m for President motorcade-Held at CUS. 3m at NS-CP-518 for a Form Y inside plant.
		Thu, Jun 29	6	K1	held in CUS due to BNSF 1245 that was delayed for bridge strike. 1m Palos Park for passenger unloading.
		Fri, Jun 30	7	GX	.2m stop CUS trains ahead. 5m Item 1 Pulaski for Broken Gate.
SWS	818 82% OT	Fri, Jun 16	13	D	9m-Freight interference at Ashburn-Freight CSXT-Y135-16, CSXT4013-6800 feet. [CONTROLLABLE FREIGHT]
		Mon, Jun 19	7	CC	Delayed 7 minutes at Landers account speed restriction.
		Wed, Jun 21	27	K	17m delay due to tree on the Main tracks at 153rd Street. 10m stopped Waiting on SWS811 to clear main at Forest Hill.
		Thu, Jun 22	10	N	10m restricted speed up to IHB-Chicago Ridge acct AT&T cut wire putting Chicago Ridge in code station.
SWS	821 77% OT	Thu, Jun 01	11	G	TRACK LIGHT ON AT CP BROWN, BAD SIGNALS AT CP LENOX DUE TO TRK LIGHT. RUNNING ON RESTRICTED SIGNALS -
		Tue, Jun 06	12	L1	Stopped Belt JCT. 15m due to 4 kids playing on tracks which resulted in Freight train BRC-540-320 to stop over diamonds. Belt PD on scene.
		Thu, Jun 08	12	J	Passenger issues and will be waiting for Metra PD at Wrightwood. On the move 1824-17m delay. Passenger left the train when Metra PD showed up in parking lot per crew. A
		Tue, Jun 13	6	D	Stopped at Belt Jct for BRC freight 231-11 which had PTC enforcement. Freight is on the move and SWS821 currently delayed 9m. [CONTROLLABLE FREIGHT]
		Wed, Jun 21	16	GX	8m 143rd waiting on SWS824 to clear. 6m Item 1 broken gate 159th street. 7m restricted speed between CP-Brisbane and CP-Lenox but clear in field.
SWS	822 73% OT	Wed, Jun 07	23	GF1	late flip from 813.
		Mon, Jun 19	6	CC	(SCHEDULED TRACK WORK) Departed 179th Street 5 minutes late account turn of SW813. Delayed 6 minutes at MP10.31 and Belt Junction account speed restrictions.
		Tue, Jun 20	8	D	9m delay Ashburn acct Freight CSXT-M368-20, CSX7023 with 9400 feet. Slow moving through plant. [CONTROLLABLE FREIGHT]
		Thu, Jun 22	6	AM	Delayed Polk St acct Amtrak trains ahead.
		Wed, Jun 28	8	KP1	8m late acct late flip from train 813 from earlier President motorcade.
SWS	826 82% OT	Fri, Jun 30	7	GX1	(METRA/PSA BROKEN GATE CROSSING) - 5M 179TH ST., LATE FLIP AS SWS813.
		Thu, Jun 08	7	DE1	(GENERAL FREIGHT INTERFERENCE) - 8M 179TH ST., LATE TURN AS SWS823.
		Fri, Jun 16	8	D	RED AT CP RIDGE [CONTROLLABLE FREIGHT]
		Mon, Jun 19	8	CC	(SCHEDULED TRACK WORK) - Delayed 3 minutes at Oak Lawn account passengers on wrong side. Delayed 2 minutes at MP 10.31 account speed restriction. Delayed 4 minutes at Belt Junction account speed restriction.
UP-N	312 77% OT	Tue, Jun 20	8	CC	SPEED RESTRICTION ON BELT
		Mon, Jun 19	12	N	-12" Delayed ran @ restricted speed due to signal issues caused a power surge M.P. 38-30
		Tue, Jun 20	7	I	-7" Delayed due to slow and heavy passenger loading
		Tue, Jun 27	12	I	-12" Heavy passenger loading enroute
		Wed, Jun 28	10	I	-10" Delayed due to very heavy passenger loading
UP-N	359 82% OT	Thu, Jun 29	12	I	-12" Heavy passenger loading en route
		Tue, Jun 13	6	I	-6" Delayed due to heavy passenger loading and unloading
		Tue, Jun 27	6	I	-6" Heavy passenger loading /unloading enroute
		Thu, Jun 29	22	CC1	-22" Held at CPT, due to accommodating M361 passengers (M361 was annulled, due to M656 crew operating late on acct. of single track)
UP-N	368 82% OT	Fri, Jun 30	8	I	-8" Followed M357 (Santana Concert)
		Wed, Jun 14	9	VF	-9" Car 7108 was smoking MIC in Waukegan inspected the car and found nothing wrong.
		Tue, Jun 27	12	K	-12" Delayed @ MP 13 (-15 minutes) on acct. of struck a squirrel that hit the end door emergency valve & caused the air to dump on cab car 8461
		Wed, Jun 28	24	JM1	-24" Late turn off M365, due to M358 medical emergency
UP-NW	618 77% OT	Fri, Jun 30	22	I	-22" Slow passenger loading enroute; Heavy/ slow passenger unloading at Ravinia Park (Santana concert)
		Wed, Jun 07	0	RN1	ANNULLED due to engineer (SEAN KATCHER) a no show
		Fri, Jun 09	7	D	-7" Delayed @ Deval waited for the ORPRN-07 to clear
		Wed, Jun 14	7	U	-7" Delayed @ Des Plaines and Edison Park due to ADA lift
		Thu, Jun 15	10	DD	-10" Delayed @ CN due to freight interference
UP-NW	621 82% OT	Mon, Jun 26	24	ZR1	-24" Following trains ahead, heavy loading
		Tue, Jun 06	15	CC	-35", Delayed @ HV032, waited for M 644 & M646 to clear (10:45-11:07) Restricted speed from MP32.4 -MP43.3, due to single track
		Wed, Jun 14	40	CC	-70" Single tracking Barrington to Crystal Lake
		Thu, Jun 15	0	XCC	ANNULLED Train #621 was annulled at Palatine, #646 expressed from Fox River Grove to Chicago with #648 accommodating, and #648 originated from Palatine with #652 accommodating passengers from Crystal Lake (NOTE: M648, which is what M621 turns for, commen
UP-NW	621 82% OT	Fri, Jun 16	45	CC	(-75); Delayed due to single tracking with speed restrictions Barrington - Pingree

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	623 68% OT	Mon, Jun 05	20	CC	-40" Delayed due to single tracking Pingree - Mt. Prospect with speed restriction	
		Fri, Jun 09	11	CD	-31" Delayed @ Barrington due to emergency track work on the CN interlocking (replacing a casting in the interlocking)	
		Wed, Jun 14	33	CC	-63" Single tracking Barrington to Crystal Lake	
		Thu, Jun 15	14	CC	-44" Delayed due to single tracking from CP T031-T041	
		Fri, Jun 16	11	CC	(-41); Delayed due to single tracking with speed restrictions Barrington - Pingree	
		Mon, Jun 19	28	CC	-58" Single track M.P. 38.1-MP 45.7 with speed restrictions	
		Tue, Jun 27	25	L	-55" Stopped at MP 19.4 due to trespasser on the tracks -near miss. Had to escort him off the tracks and wait for police.	
UP-NW	624 82% OT	Thu, Jun 15	15	RF	-15" Delayed @ Des Plaines improper line up @ Deval	
		Mon, Jun 19	8	ZT	-8" Delayed PTC enforced restricted speed from Crystal Lake - M.P. 40	
		Mon, Jun 26	14	ZR1	-14" Following trains ahead	
		Wed, Jun 28	14	D	-14" Delayed @ C/N due to freight [CONTROLLABLE FREIGHT]	
UP-NW	629 64% OT	Mon, Jun 05	40	CC1	-60" Late departure from CPT on acct. of late arrival of M648 & delayed due to single track Pingree - Mt. Prospect with speed restrictions	
		Wed, Jun 14	45	CC	-75" Single tracking Barrington to Crystal Lake	
		Thu, Jun 15	45	G	-85" Held at Cumberland due to number 5 switch at N019 out of correspondence, waited 50 minutes for signal to correct. Single tracking from CP T031-T041	
		Fri, Jun 16	10	CC	(-40); Delayed due to single tracking with speed restrictions Barrington - Pingree	
		Mon, Jun 19	9	CC	-39" Single track M.P. 38.1-MP 45.7 with speed restrictions	
		Tue, Jun 27	15	L1	-45" Delayed on acct. of single tracking MP 38.1-MP 51.5 (FROM 623 ISSUE)	
		Thu, Jun 29	25	CC	-55" Delayed on acct of single tracking MP 45.6-MP 55.8 DISPATCHER ISSUE	
UP-NW	631 82% OT	Mon, Jun 05	10	CC	-30" Delayed due to single tracking Pingree - Mt. Prospect with speed restriction	
		Wed, Jun 14	13	CC	-43" Single tracking Barrington to Crystal Lake	
		Fri, Jun 16	13	CC	(-43); Delayed due to single tracking with speed restrictions Barrington - Pingree	
		Mon, Jun 19	10	CC	-40" Single track M.P. 38.1-MP 45.7 with speed restrictions	
UP-NW	633 59% OT	Fri, Jun 09	12	L	-12" Delayed @ Arlington Heights attempted suicide	
		Mon, Jun 12	12	L	-12" Held at Palatine from 1610 to 1622 due to trespassers at M.P. 30.85. Trespassers removed by Barrington police.	
		Wed, Jun 14	20	CC	-20" 30 MPH slow orders from 31.5-31.75 41.8-42.00. 25 MPH from 32.5-32.8	
		Thu, Jun 15	20	CC	-20" Held at Palatine for form B's to clear to be able to run track 1 T031-T041	
		Fri, Jun 16	25	CC	(-25); Delayed due to single tracking with speed restrictions Barrington - Pingree	
		Mon, Jun 19	28	CC	-18" Single track M.P. 38.1-MP 45.7 with speed restrictions	
		Tue, Jun 20	15	CC	-15" PTC would not allow engineer to acknowledge switch @ MX Wye (MP 41), due to switch issues (broken wires from the tie gang) & 15 MPH between MP41-MP44.75	
		Wed, Jun 28	7	CC	-7" Single tracking MP 41-MP 52	
UP-NW	637 68% OT	Thu, Jun 29	13	D	-13" Delayed @ Deval on acct. of freight interference (CATOK-26) [controllable freight]	
		Wed, Jun 14	13	CC	-13" 30 MPH slow orders from 31.5-31.75 41.8-42.00. 25 MPH from 32.5-32.8	
		Thu, Jun 15	12	CC	-12" Following trains ahead and slow orders at 33.45-33.25, 41.8-41.9, 42.7-43.5	
		Fri, Jun 16	10	CC	(-10); Delayed due to single tracking with speed restrictions Barrington - Pingree	
		Mon, Jun 19	21	CC	-21" Single track M.P. 38.1-MP 45.7 with speed restrictions	
		Tue, Jun 27	6	L1	-6" 15 MPH between MP 42.75-MP 46.75; 25MPH between MP 62.4-MP62.55	
		Thu, Jun 29	12	CC	-12" 15 MPH @ MP 47.5-MP 50.5; 25 MPH @ MP 62.4-MP 62.55; waited for M635 to yard @ Crystal Lake	
UP-NW	641 77% OT	Fri, Jun 30	30	CC	-30" Delayed due to single tracking	
		Wed, Jun 14	10	CC	-10" 30 MPH slow orders from 31.5-31.75 41.8-42.00. 25 MPH from 32.5-32.8	
		Thu, Jun 15	8	CC	-8" Following trains ahead and slow orders at 33.45-33.25, 41.8-41.9, 42.7-43.5	
		Fri, Jun 16	8	CC	(-8); Delayed due to slow order from M.P. 33.25-48.52	
		Mon, Jun 19	18	CC	-18" Single track M.P. 38.1-MP 45.7 with speed restrictions	
UP-NW	643 82% OT	Fri, Jun 30	50	CC	-50" Delayed due to single tracking	
		Wed, Jun 14	6	CC	-6" 30 MPH slow orders from 31.5-31.75 41.8-42.00. 25 MPH from 32.5-32.8	
		Thu, Jun 15	8	CC	-8" Following trains ahead and slow orders at 33.45-33.25, 41.8-41.9, 42.7-43.5	
		Mon, Jun 19	13	CC	-13" Single track M.P. 38.1-MP 45.7 with speed restrictions	
UP-NW	645 82% OT	Fri, Jun 23	30	D	-30" Delayed @ C/N Barrington due to C/N Freight [CONTROLLABLE FREIGHT]	
		Wed, Jun 14	9	CC	-9" 30 MPH slow orders from 31.5-31.75 41.8-42.00. 25 MPH from 32.5-32.8	
		Fri, Jun 16	14	DD	(-14); Delayed at C/N due to C/N freight cross traffic [CONTROLLABLE FREIGHT]	
		Mon, Jun 19	9	CC	-9" Single track M.P. 38.1-MP 45.7 with speed restrictions	
UP-NW	656 68% OT	Wed, Jun 21	9	CC	-9" Sloworders at 27.6-27.5 40 MPH and 42.75-44.75 30 MPH	
		Mon, Jun 05	20	CC1	-20" Delayed following M654 from Crystal Lake, due to single track	
		Wed, Jun 14	40	CC	-40" Single tracking Barrington to Crystal Lake	
		Thu, Jun 15	55	CC	-55" Held at T046 for 53 minutes for M629 and M631 to clear the single tracking	
		Mon, Jun 19	20	CC	-20" Single track M.P. 38.1-MP 45.7 with speed restrictions	
		Tue, Jun 27	21	L1	-21" Delayed @ MP 54, waited for M629 to clear	
UP-NW	656 68% OT	Wed, Jun 28	10	CC	-10" Single track MP 41 -MP 52	
		Thu, Jun 29	75	RF1	-75" Late arrival of M656, single track, 2 Form B's, PTC issues (red hash box Ridgefield -Crystal Lake), & heavy/slow passenger loading (Cubs game)	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	657	Mon, Jun 05	9	R	-9" Late departure from CPT, due to late arrival of equipment from Cal Ave coach yard (M47 was having air issues @ Cal Ave ACCOUNT CREW PROCEDURE ISSUE WITH BREAK TEST)	
		73% OT	Tue, Jun 13	10	CC	-10" Delayed due to sticking loading door on car 6034 and multiple 25 to 30 MPH speed restrictions from M.P. 18.77 to 19.62, 38.10 to 38.20, and 41.8 to 42.00
		Wed, Jun 14	20	CC1	-20" Waited for M653 to yard in Barrington. M653 was stopped by a CN freight for 10 minutes. CN dispatcher would not answer phone for train symbol.	
		Fri, Jun 16	13	CC	(-13); Delayed due to speed restrictions. also waited on M653 to yard	
		Wed, Jun 21	8	F1	-8" Late from yard due to M47 equipment needing to be swapped at the last minute in the yard due to car 8421 tripping control breaker on locomotive	
		Wed, Jun 28	108	K	-108" Delayed @ Jefferson Park on acct. of a transformer with live power lines was on fire @ MP 14.84	
UP-NW	660	Mon, Jun 05	70	CC1	-79" Late turn off M629, due to single track & delayed @ Arlington Park & Mount Prospect on acct. of loading issues (cut out traction motor #1-under investigation), once on the move, they made all stops from Mount Prospect-CPT to accommodate passengers	
		68% OT	Wed, Jun 14	44	CC1	-53" Late turn from M629 due to Single tracking Barrington to Crystal Lake
		Mon, Jun 19	19	CC1	-28" Late turn off M629, due to single track	
		Tue, Jun 27	8	L1	-17" Late turn off M629 & slow rooms	
		Wed, Jun 28	101	K	-110" Delayed @ Des Plaines due to a transformer was live power lines was on fire @ MP 14.84	
		Thu, Jun 29	31	CC1	-40" Late turn off M629 & single track, & 2 Form B's	
UP-NW	662	Thu, Jun 01	18	R	-18" Late departure from Des Plaines (human error -engineer left the reverse in forward on the engine)	
		73% OT	Mon, Jun 05	12	CC1	-12" Late departure from Des Plaines on acct. of Dispatcher 342 took signal away from M660, that was experiencing mechanical issues to allow M662 to depart ahead.
		Wed, Jun 14	7	CC1	-7" Late departure due to waiting for M660 to clear Deval	
		Tue, Jun 20	10	JM1	-10" Late turn off M651, due to a medical emergency @ Clybourn	
		Wed, Jun 28	72	K	-72" Late turn off M651, due to a transformer was live power lines was on fire @ MP 14.84	
		Fri, Jun 30	71	CC1	-71" Late turn off of M651	
UP-NW	667	Tue, Jun 06	8	K	-8", Delayed @ MP38.6, had to remove a railroad tie off the tracks placed there by trespassers	
		82% OT	Wed, Jun 14	10	CC1	-10" Late turn from M660 due to Single tracking Barrington to Crystal Lake
		Wed, Jun 28	0	K1	Annulled on acct. of a transformer was live power lines was on fire @ MP 14.84	
		Fri, Jun 30	10	CC1	-10" due to track construction	
UP-W	15	Mon, Jun 05	9	A	-9" Delayed following M13 signals @ restricted speed from Geneva - Peck	
		73% OT	Wed, Jun 07	8	A	-8" Delayed following M13, red signal @ CPY11, 12, 15, and 38
		Fri, Jun 09	9	A	-7" Delayed following M13 Geneva - Peck restricted speed	
		Mon, Jun 12	9	A	-9" Delayed ran on M13 signals at restricted speed	
		Tue, Jun 13	9	A	-9" Delayed running on M13 signals @ restricted speed Geneva - Peck	
		Tue, Jun 27	15	G	-15" Switch #61 failure at Western A2, followed M13 from Western to Elmhurst	
UP-W	32	Thu, Jun 01	10	I	-10" Delayed @ Park 20 MPH speed restriction, also slow loading passengers, and ADA lift	
		77% OT	Fri, Jun 09	10	R	-10" Delayed due to engineer in training had issues entering PTC information
		Tue, Jun 20	8	C	-8" Delayed due to slow loading of passengers on cab car only @ Winfield and Wheaton on trk 2 due to a broken rail on trk 1 @ M.P. 26	
		Tue, Jun 27	153	M	Annulled at College Ave due to pedestrian strike at M.P. 24.5 (FATAL); CREW CHANGED, EXPRESSED TO OTC	
Thu, Jun 29	11	RF	-11" Late departure from Elburn, followed M30 & sticky loading doors @ West Chicago & Glen Ellyn DISPATCHER DIDN'T GIVE SIGNAL OUT OF THE YARD			
UP-W	35	Thu, Jun 01	10	U1	-10" Held @ Kedzie for M48 to clear, due to single tracking; held @ Elmhurst, waited for M50 to clear	
		73% OT	Fri, Jun 02	10	D	-10", Delayed @ Park waiting for M50 to cross from MT 3-1 because a freight train was on MT 1 & 2
		Mon, Jun 05	8	D	-8" Delayed (-10) @ Berkeley, waited for M50 to clear, freight at Glen Ellyn NPRMP05	
		Mon, Jun 19	7	I	-7" Delayed on acct. of slowloading Amtrak engine	
		Fri, Jun 23	17	D	-17" Delayed @ Park due to waiting on M50 to crossover from track #3 to track #1 because freight train was on track #1 & track #2 [CONTROLLABLE FREIGHT]	
		Thu, Jun 29	22	F	-22" Delayed on acct. of bad order lift deploy light (engine would not load twice, once @ CPT & once @ West Chicago-had to put it in bypass). Further investigation showed a bad jumper that was defective; CHANGED OUT B/O 27-PT CABLE	
UP-W	38	Fri, Jun 16	18	D	(-18); Delayed at Peck waiting for the IG1LC to clear [CONTROLLABLE FREIGHT]	
		82% OT	Tue, Jun 20	0	KD1	ANNULLED due to no crew available (M14 is actual crew)
		Tue, Jun 27	0	M1	Annulled at Elburn due to pedestrian strike at MP 24.5 ahead	
Wed, Jun 28	47	DE	-47" Freight went into emergency @ Peck blocking inbounds and outbounds out of Elburn			
UP-W	54	Mon, Jun 05	8	D	-8" 2 ADA lifts & followed freight Geneva -Kress, ZL2G2	
		68% OT	Fri, Jun 09	8	I	-8" Heavy passenger loading
		Mon, Jun 12	10	J	-10" Stopped at Glen Ellyn for a belligerent passenger with no ticket, stopped at Western for cross traffic	
		Thu, Jun 15	10	D	-10" following MMPCH-14 from Geneva to West Chicago [CONTROLLABLE FREIGHT]	
		Mon, Jun 19	11	I	-11" Heavy passenger loading & some passengers with electric bikes (-6) & slow Amtrak engine (METX87)	
		Fri, Jun 23	11	D1	-11" Late turn off of M35	
		Thu, Jun 29	16	F1	-16" Late turn off M35	

Data is final (07/19/2023) 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
June 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	14	-	-	-	2	11	2	1	4	11	3	12	21	81
Freight Interference - Peak	3	-	-	-	2	3	1	1	1	3	1	9	4	28
Primary	3	-	-	-	2	1	1	1	-	3	1	8	4	24
Secondary	-	-	-	-	-	2	-	-	1	-	-	1	-	4
Freight Interference - Off-Peak	11	-	-	-	-	8	1	-	3	8	2	3	17	53
Primary	11	-	-	-	-	6	1	-	3	5	1	3	16	46
Secondary	-	-	-	-	-	2	-	-	-	3	1	-	1	7
Signal/Switch Failure - Total	16	2	-	1	1	11	4	3	2	16	-	4	3	63
Signal/Switch Failure - Metra/PSA	16	2	-	1	-	11	4	3	2	5	-	4	3	51
Primary	10	2	-	1	-	7	1	2	2	4	-	4	3	36
Secondary	6	-	-	-	-	4	3	1	-	1	-	-	-	15
Signal/Switch Failure - Foreign	-	-	-	-	1	-	-	-	-	11	-	-	-	12
Primary	-	-	-	-	1	-	-	-	-	9	-	-	-	10
Secondary	-	-	-	-	-	-	-	-	-	2	-	-	-	2
Mechanical Failure - Total	7	1	2	-	4	7	5	7	24	-	3	14	5	79
Mechanical Failure - Metra/PSA	7	1	2	-	4	7	5	7	24	-	3	14	5	79
Non-Locomotive Equipment Issue - Metra/PSA	2	1	2	-	-	1	1	-	2	-	2	4	4	19
Primary	2	1	1	-	-	1	1	-	1	-	2	3	2	14
Secondary	-	-	1	-	-	-	-	-	1	-	-	1	2	5
Locomotive Issue - Metra/PSA	5	-	-	-	4	6	4	7	22	-	1	10	1	60
Primary	2	-	-	-	2	1	4	3	9	-	-	2	1	24
Secondary	3	-	-	-	2	5	-	4	13	-	1	8	-	36
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	2	1	-	-	-	12	7	2	-	2	-	-	5	31
Passenger Train Interference - Metra/PSA	-	1	-	-	-	10	6	1	-	-	-	-	5	23
Passenger Train Interference - Foreign	2	-	-	-	-	2	1	1	-	2	-	-	-	8
Accident - Total	13	-	-	3	-	-	-	-	2	-	-	-	11	29
Accident - Metra/PSA	-	-	-	3	-	-	-	-	2	-	-	-	9	14
Accident - Foreign	13	-	-	-	-	-	-	-	-	-	-	-	2	15
Track Work - Total	1	39	10	25	-	7	1	-	7	4	10	106	5	215
Track Work - Metra/PSA	1	39	10	25	-	7	1	-	7	4	10	105	5	214
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	1	-	1
Human Error - Total	9	-	-	4	1	19	3	6	2	4	3	11	9	71
Human Error - Metra/PSA	4	-	-	4	-	3	1	2	2	3	3	7	7	36
Human Error - Foreign	5	-	-	-	1	16	2	4	-	1	-	4	2	35
PTC Related - Total	3	2	-	2	4	4	2	1	2	3	4	19	3	49
PTC Related - Metra/PSA	3	1	-	2	1	4	2	1	2	-	4	19	3	42
PTC Related - Foreign	-	1	-	-	3	-	-	-	-	3	-	-	-	7
Weather - Total	7	-	-	-	-	-	1	-	-	-	-	-	-	8
Weather - Metra/PSA	7	-	-	-	-	-	1	-	-	-	-	-	-	8
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	6	25	4	16	-	12	9	3	35	1	34	12	22	179
Obstruction/Debris - Total	15	2	1	10	2	3	5	2	14	15	2	32	11	114
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	1	7	-	-	8
Total Trains Delayed	93	72	17	61	14	86	39	25	92	57	66	210	95	927
Total Metra/PSA Delays	59	71	17	61	7	57	34	19	88	29	63	193	70	768
Total Foreign Carrier Delays	34	1	0	0	7	29	5	6	4	28	3	17	25	159

Data for current month is final (07/19/2023) 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 June 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	9	-	-	-	5	8	10	3	3	14	1	8	23	83
Freight Interference - Peak	2	-	-	-	4	3	3	1	0	6	0	6	6	32
Primary	2	-	-	-	2	2	3	1	0	5	0	1	5	21
Secondary	1	-	-	-	2	1	0	0	0	1	-	5	2	11
Freight Interference - Off-Peak	7	-	-	-	1	5	7	2	3	8	0	2	16	52
Primary	6	-	-	-	1	4	5	2	2	5	0	1	13	40
Secondary	1	-	-	-	-	1	2	0	1	3	-	1	3	12
Signal/Switch Failure - Total	6	4	3	3	3	21	12	3	13	6	2	16	8	101
Signal/Switch Failure - Metra/PSA	4	4	3	3	0	18	10	1	12	2	2	10	7	78
Primary	3	3	2	2	0	12	8	1	11	2	2	7	6	58
Secondary	1	1	1	1	-	5	2	0	1	1	0	4	2	20
Signal/Switch Failure - Foreign	2	-	-	-	2	3	2	2	1	4	-	6	1	23
Primary	2	-	-	-	2	2	2	2	0	2	-	5	1	17
Secondary	0	-	-	-	0	1	1	0	0	2	-	1	-	6
Mechanical Failure - Total	11	-	0	1	1	12	3	3	9	5	8	8	8	69
Mechanical Failure - Metra/PSA	11	-	0	1	1	12	3	3	9	5	8	8	8	69
Non-Locomotive Equipment Issue - Metra/PSA	3	-	0	1	0	1	2	0	2	3	1	3	2	18
Primary	1	-	0	0	0	1	1	0	2	1	1	2	2	12
Secondary	2	-	-	0	-	-	1	-	0	2	0	1	1	6
Locomotive Issue - Metra/PSA	8	-	-	-	0	11	2	3	7	2	7	5	6	50
Primary	2	-	-	-	0	3	1	1	3	1	2	3	3	19
Secondary	5	-	-	-	0	8	1	2	4	1	5	3	3	31
Mechanical Failure - Foreign	-	-	-	-	-	0	-	-	-	-	-	-	-	0
Passenger Train Interference - Total	6	0	-	-	0	4	1	0	-	2	-	0	-	14
Passenger Train Interference - Metra/PSA	1	-	-	-	-	3	0	0	-	-	-	-	-	4
Passenger Train Interference - Foreign	4	0	-	-	0	2	0	-	-	2	-	0	-	10
Accident - Total	8	-	-	-	0	-	1	-	5	-	-	4	3	22
Accident - Metra/PSA	7	-	-	-	-	-	-	-	5	-	-	3	1	17
Accident - Foreign	1	-	-	-	0	-	1	-	0	-	-	1	2	5
Track Work - Total	8	3	1	4	1	8	5	1	17	3	9	8	6	74
Track Work - Metra/PSA	8	3	1	4	0	8	5	0	17	1	9	8	6	69
Track Work - Foreign	0	-	-	-	1	0	-	0	-	2	-	-	-	4
Human Error - Total	10	1	0	1	1	8	3	2	6	3	3	6	3	49
Human Error - Metra/PSA	7	1	0	1	1	3	2	1	6	2	3	3	2	31
Human Error - Foreign	3	-	-	-	0	5	1	1	1	1	1	3	1	18
PTC Related - Total	2	2	0	2	1	6	3	3	6	2	3	2	5	37
PTC Related - Metra/PSA	2	2	0	2	1	5	3	2	5	1	3	2	5	34
PTC Related - Foreign	-	-	-	-	1	0	-	1	1	1	-	0	-	4
Weather - Total	8	5	1	1	0	7	1	1	5	-	2	6	3	41
Weather - Metra/PSA	8	5	1	1	0	7	1	1	5	-	2	5	3	40
Weather - Foreign	-	-	-	-	0	-	-	-	-	-	-	0	-	0
Passenger Related - Total	9	9	0	1	0	7	8	0	14	1	13	14	12	89
Obstruction/Debris - Total	7	4	1	2	1	5	5	0	5	1	3	7	4	47
Catenary Failure - Total	-	-	-	0	-	-	-	-	-	-	-	-	-	0
Other - Total	-	-	-	0	-	1	-	-	1	-	-	2	0	4
Total Trains Delayed	83	29	7	16	14	87	53	16	85	37	45	82	76	630
Total Metra/PSA Delays	64	28	7	16	4	68	38	8	80	13	44	63	50	483
Total Foreign Carrier Delays	19	0	0	0	10	19	15	8	5	24	2	19	26	147

Data for current month is final (07/18/2022) version of TOPS

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

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

Table 5.c: Train Delays by Cause and Line
June 2023 Compared to Average June 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	5	-	-	-	(3)	3	(8)	(2)	1	(3)	2	4	(2)	(2)
Freight Interference - Peak	1	-	-	-	(2)	0	(2)	(0)	1	(3)	1	3	(2)	(4)
Primary	1	-	-	-	(0)	(1)	(2)	(0)	(0)	(2)	1	7	(1)	3
Secondary	(1)	-	-	-	(1)	1	(0)	(0)	1	(1)	-	(4)	(2)	(7)
Freight Interference - Off-Peak	4	-	-	-	(1)	3	(6)	(2)	-	0	2	1	1	1
Primary	5	-	-	-	(1)	2	(4)	(2)	1	0	1	2	3	6
Secondary	(1)	-	-	-	-	1	(2)	(0)	(1)	-	1	(1)	(2)	(5)
Signal/Switch Failure - Total	10	(2)	(3)	(2)	(2)	(10)	(8)	(0)	(11)	10	(2)	(12)	(5)	(38)
Signal/Switch Failure - Metra/PSA	12	(2)	(3)	(2)	(0)	(7)	(6)	2	(10)	3	(2)	(6)	(4)	(27)
Primary	7	(1)	(2)	(1)	(0)	(5)	(7)	1	(9)	2	(2)	(3)	(3)	(22)
Secondary	5	(1)	(1)	(1)	-	(1)	1	1	(1)	0	(0)	(4)	(2)	(5)
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	(3)	(2)	(2)	(1)	7	-	(6)	(1)	(11)
Primary	(2)	-	-	-	(1)	(2)	(2)	(2)	(0)	7	-	(5)	(1)	(7)
Secondary	(0)	-	-	-	(0)	(1)	(1)	(0)	(0)	0	-	(1)	-	(4)
Mechanical Failure - Total	(4)	1	2	(1)	3	(5)	2	4	15	(5)	(5)	6	(3)	10
Mechanical Failure - Metra/PSA	(4)	1	2	(1)	3	(5)	2	4	15	(5)	(5)	6	(3)	10
Non-Locomotive Equipment Issue - Metra/PSA	(1)	1	2	(1)	(0)	0	(1)	(0)	-	(3)	1	1	2	1
Primary	1	1	1	(0)	(0)	0	(0)	(0)	(1)	(1)	1	1	0	2
Secondary	(2)	-	1	(0)	-	-	(1)	-	1	(2)	(0)	0	1	(1)
Locomotive Issue - Metra/PSA	(3)	-	-	-	4	(5)	2	4	15	(2)	(6)	5	(5)	10
Primary	(0)	-	-	-	2	(2)	3	2	6	(1)	(2)	(1)	(2)	5
Secondary	(2)	-	-	-	2	(3)	(1)	3	9	(1)	(4)	5	(3)	5
Mechanical Failure - Foreign	-	-	-	-	-	(0)	-	-	-	-	-	-	-	(0)
Passenger Train Interference - Total	(4)	1	-	-	(0)	8	6	2	-	(0)	-	(0)	5	17
Passenger Train Interference - Metra/PSA	(1)	1	-	-	-	7	6	1	-	-	-	-	5	19
Passenger Train Interference - Foreign	(2)	(0)	-	-	(0)	0	1	1	-	(0)	-	(0)	-	(2)
Accident - Total	5	-	-	3	(0)	-	(1)	-	(3)	-	-	(4)	8	7
Accident - Metra/PSA	(7)	-	-	3	-	-	-	-	(3)	-	-	(3)	8	(3)
Accident - Foreign	12	-	-	-	(0)	-	(1)	-	(0)	-	-	(1)	0	10
Track Work - Total	(7)	36	9	21	(1)	(1)	(4)	(1)	(10)	1	1	98	(1)	141
Track Work - Metra/PSA	(7)	36	9	21	(0)	(1)	(4)	(0)	(10)	3	1	97	(1)	145
Track Work - Foreign	(0)	-	-	-	(1)	(0)	-	(0)	-	(2)	-	1	-	(3)
Human Error - Total	(1)	(1)	(0)	3	(0)	11	(0)	4	(4)	1	(0)	5	6	22
Human Error - Metra/PSA	(3)	(1)	(0)	3	(1)	-	(1)	1	(4)	1	0	4	5	5
Human Error - Foreign	2	-	-	-	1	11	1	3	(1)	0	(1)	1	1	17
PTC Related - Total	1	(0)	(0)	0	3	(2)	(1)	(2)	(4)	1	1	17	(2)	12
PTC Related - Metra/PSA	1	(1)	(0)	0	0	(1)	(1)	(1)	(3)	(1)	1	17	(2)	8
PTC Related - Foreign	-	1	-	-	2	(0)	-	(1)	(1)	2	-	(0)	-	3
Weather - Total	(1)	(5)	(1)	(1)	(0)	(7)	0	(1)	(5)	-	(2)	(6)	(3)	(33)
Weather - Metra/PSA	(1)	(5)	(1)	(1)	(0)	(7)	0	(1)	(5)	-	(2)	(5)	(3)	(32)
Weather - Foreign	-	-	-	-	(0)	-	-	-	-	-	-	(0)	-	(0)
Passenger Related - Total	(3)	16	4	15	(0)	5	1	3	21	0	21	(2)	10	90
Obstruction/Debris - Total	8	(2)	0	8	1	(2)	(0)	2	9	14	(1)	25	7	67
Catenary Failure - Total	-	-	-	(0)	-	-	-	-	-	-	-	-	-	(0)
Other - Total	-	-	-	(0)	-	(1)	-	-	(1)	1	7	(2)	(0)	4
Total Trains Delayed	10	43	10	45	0	(1)	(14)	9	7	20	21	128	19	297
Total Metra/PSA Delays	-5	43	10	45	3	-11	-4	11	8	16	19	130	20	285
Total Foreign Carrier Delays	15	1	0	0	-3	10	-10	-2	-1	4	1	-2	-1	12

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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 - June 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	97	-	-	-	16	30	31	16	16	26	11	46	111	400
Freight Interference - Peak	26	-	-	-	16	10	10	5	1	8	4	27	28	135
Primary	17	-	-	-	16	5	8	5	-	8	4	15	20	98
Secondary	9	-	-	-	-	5	2	-	1	-	-	12	8	37
Freight Interference - Off-Peak	71	-	-	-	-	20	21	11	15	18	7	19	83	265
Primary	57	-	-	-	-	15	19	9	12	14	2	18	72	218
Secondary	14	-	-	-	-	5	2	2	3	4	5	1	11	47
Signal/Switch Failure - Total	57	47	17	64	5	139	56	28	38	54	5	29	39	578
Signal/Switch Failure - Metra/PSA	37	47	17	64	-	115	40	16	38	13	5	27	36	455
Primary	28	27	13	46	-	84	26	13	36	12	5	18	29	337
Secondary	9	20	4	18	-	31	14	3	2	1	-	9	7	118
Signal/Switch Failure - Foreign	20	-	-	-	5	24	16	12	-	41	-	2	3	123
Primary	19	-	-	-	5	24	15	12	-	31	-	2	3	111
Secondary	1	-	-	-	-	-	1	-	-	10	-	-	-	12
Mechanical Failure - Total	41	6	4	5	9	74	49	17	91	21	26	64	25	432
Mechanical Failure - Metra/PSA	41	6	4	5	9	66	49	17	91	20	26	64	25	423
Non-Locomotive Equipment Issue - Metra/PSA	18	6	4	5	3	13	10	3	16	7	11	27	12	135
Primary	9	6	1	4	2	2	6	2	8	5	6	11	9	71
Secondary	9	-	3	1	1	11	4	1	8	2	5	16	3	64
Locomotive Issue - Metra/PSA	23	-	-	-	6	53	39	14	75	13	15	37	13	288
Primary	11	-	-	-	4	21	25	6	28	8	5	12	10	130
Secondary	12	-	-	-	2	32	14	8	47	5	10	25	3	158
Mechanical Failure - Foreign	-	-	-	-	-	8	-	-	-	1	-	-	-	9
Passenger Train Interference - Total	13	2	1	-	3	93	34	10	4	13	3	24	8	208
Passenger Train Interference - Metra/PSA	-	2	-	-	-	54	25	7	4	3	3	22	8	128
Passenger Train Interference - Foreign	13	-	1	-	3	39	9	3	-	10	-	2	-	80
Accident - Total	44	-	-	3	1	67	47	17	27	6	46	65	64	387
Accident - Metra/PSA	20	-	-	3	-	12	12	1	27	-	46	65	29	215
Accident - Foreign	24	-	-	-	1	55	35	16	-	6	-	-	35	172
Track Work - Total	19	114	17	47	5	34	12	14	55	13	30	141	46	547
Track Work - Metra/PSA	19	114	17	47	-	34	12	4	51	4	30	140	46	518
Track Work - Foreign	-	-	-	-	5	-	-	10	4	9	-	1	-	29
Human Error - Total	58	16	6	13	6	74	26	17	31	24	23	67	34	395
Human Error - Metra/PSA	47	15	5	13	2	17	11	10	31	8	17	34	21	231
Human Error - Foreign	11	1	1	-	4	57	15	7	-	16	6	33	13	164
PTC Related - Total	19	11	3	19	9	32	8	10	35	40	35	65	44	330
PTC Related - Metra/PSA	15	9	2	19	3	28	8	7	34	10	35	65	43	278
PTC Related - Foreign	4	2	1	-	6	4	-	3	1	30	-	-	1	52
Weather - Total	84	26	10	5	1	12	23	9	25	3	57	51	56	362
Weather - Metra/PSA	81	26	10	5	1	12	23	9	25	3	57	51	56	359
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
Passenger Related - Total	13	136	12	33	-	31	43	7	91	9	62	40	76	553
Obstruction/Debris - Total	48	22	9	38	6	22	26	9	49	20	37	123	76	485
Catenary Failure - Total	-	28	7	13	-	-	-	-	-	-	-	-	-	48
Other - Total	2	1	1	-	-	1	1	1	1	3	16	-	-	27
Total Trains Delayed	495	409	87	240	61	609	356	155	463	232	351	715	579	4,752
Total Metra/PSA Delays	321	406	84	240	21	392	250	88	442	93	334	631	416	3,718
Total Foreign Carrier Delays	174	3	3	0	40	217	106	67	21	139	17	84	163	1,034

Data for current month is final (07/19/2023) version of TOPS
'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.
'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

Table 6.b: Train Delays by Cause and Line - YTD
January - June 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	57	-	-	-	34	50	68	21	22	52	6	36	140	487
Freight Interference - Peak	20	-	-	-	28	14	21	10	5	21	3	21	47	191
Primary	12	-	-	-	24	10	17	8	4	17	2	11	29	134
Secondary	8	-	-	-	4	4	4	2	2	5	1	10	19	58
Freight Interference - Off-Peak	37	-	-	-	6	36	47	11	17	30	4	15	93	296
Primary	29	-	-	-	6	23	37	10	14	21	2	11	72	224
Secondary	8	-	-	-	0	13	10	2	4	9	2	4	21	72
Signal/Switch Failure - Total	79	36	17	24	20	95	66	33	87	43	19	43	39	602
Signal/Switch Failure - Metra/PSA	47	36	17	24	3	78	59	15	85	14	19	26	29	453
Primary	33	29	12	18	3	55	47	12	67	11	12	19	20	337
Secondary	14	8	5	6	0	24	11	4	18	4	6	7	10	116
Signal/Switch Failure - Foreign	32	-	-	-	17	16	7	18	2	29	0	17	10	149
Primary	25	-	-	-	15	9	4	16	2	18	-	12	8	110
Secondary	7	-	-	-	2	7	3	2	1	10	0	5	2	39
Mechanical Failure - Total	76	6	4	3	1	79	52	17	60	15	41	52	57	464
Mechanical Failure - Metra/PSA	76	3	3	2	1	73	52	17	60	15	41	52	57	452
Non-Locomotive Equipment Issue - Metra/PSA	29	3	3	2	0	8	6	2	9	8	17	22	22	133
Primary	12	2	1	1	0	4	4	2	5	4	10	11	11	67
Secondary	17	2	2	1	-	4	2	1	5	4	7	10	11	66
Locomotive Issue - Metra/PSA	47	-	-	-	1	65	46	14	51	7	24	30	35	319
Primary	14	-	-	-	1	19	17	5	21	3	10	11	13	114
Secondary	33	-	-	-	0	45	29	9	29	4	14	19	22	205
Mechanical Failure - Foreign	0	3	1	0	0	7	0	1	-	-	-	-	-	12
Passenger Train Interference - Total	7	1	0	1	5	18	2	4	0	14	-	1	1	54
Passenger Train Interference - Metra/PSA	2	0	0	0	0	13	1	4	-	0	-	0	1	22
Passenger Train Interference - Foreign	6	1	0	1	4	5	1	0	0	14	-	0	-	32
Accident - Total	43	21	3	4	2	15	16	5	22	6	23	33	36	228
Accident - Metra/PSA	39	7	1	4	0	14	13	4	20	3	23	29	20	178
Accident - Foreign	4	13	2	-	2	1	3	1	2	3	-	4	16	50
Track Work - Total	34	22	3	11	10	42	22	6	44	8	32	19	19	272
Track Work - Metra/PSA	34	22	3	11	8	40	20	5	44	3	32	18	19	258
Track Work - Foreign	1	0	-	-	2	2	2	1	-	6	-	1	-	14
Human Error - Total	72	13	5	7	8	56	31	15	43	13	29	41	33	366
Human Error - Metra/PSA	40	13	5	7	2	29	21	8	42	4	27	28	24	249
Human Error - Foreign	32	-	-	-	5	28	10	7	1	9	3	12	9	117
PTC Related - Total	18	15	4	9	10	22	14	9	33	11	37	18	44	243
PTC Related - Metra/PSA	16	15	4	8	3	20	13	6	32	5	37	18	43	219
PTC Related - Foreign	1	1	-	1	7	2	1	3	1	6	0	1	2	24
Weather - Total	78	49	18	26	3	66	49	11	95	9	48	59	42	554
Weather - Metra/PSA	75	49	18	26	3	65	49	11	94	7	48	58	41	544
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	-	1	1	9
Passenger Related - Total	29	30	7	5	0	30	39	4	54	3	43	51	64	359
Obstruction/Debris - Total	32	19	7	20	2	22	25	9	52	8	28	54	51	331
Catenary Failure - Total	-	7	2	7	-	-	-	-	-	-	-	-	-	16
Other - Total	5	1	1	2	0	3	2	1	4	2	1	6	1	27
Total Trains Delayed	531	221	71	118	96	498	384	134	517	184	308	412	528	4,004
Total Metra/PSA Delays	395	203	68	117	24	387	292	83	488	65	298	340	350	3,109
Total Foreign Carrier Delays	137	18	3	2	72	111	93	51	30	120	10	71	178	895

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

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

Table 6.c: Train Delays by Cause and Line - YTD
January - June 2023 Compared to Average January - June 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	40	-	-	-	(18)	(20)	(37)	(5)	(6)	(26)	5	10	(29)	(87)
Freight Interference - Peak	6	-	-	-	(12)	(4)	(11)	(5)	(4)	(13)	1	6	(19)	(56)
Primary	5	-	-	-	(8)	(5)	(9)	(3)	(4)	(9)	2	4	(9)	(36)
Secondary	1	-	-	-	(4)	1	(2)	(2)	(1)	(5)	(1)	2	(11)	(21)
Freight Interference - Off-Peak	34	-	-	-	(6)	(16)	(26)	(0)	(2)	(12)	3	4	(10)	(31)
Primary	28	-	-	-	(6)	(8)	(18)	(1)	(2)	(7)	-	7	0	(16)
Secondary	6	-	-	-	(0)	(8)	(8)	0	(1)	(5)	3	(3)	(10)	(25)
Signal/Switch Failure - Total	(22)	11	-	40	(15)	44	(10)	(5)	(49)	11	(14)	(14)	(0)	(24)
Signal/Switch Failure - Metra/PSA	(10)	11	-	40	(3)	37	(19)	1	(47)	(1)	(14)	1	7	2
Primary	(5)	(2)	1	28	(3)	29	(21)	1	(31)	1	(7)	(1)	9	-
Secondary	(5)	12	(1)	12	(0)	7	3	(1)	(16)	(3)	(6)	2	(3)	2
Signal/Switch Failure - Foreign	(12)	-	-	-	(12)	8	9	(6)	(2)	12	(0)	(15)	(7)	(26)
Primary	(6)	-	-	-	(10)	15	11	(4)	(2)	13	-	(10)	(5)	1
Secondary	(6)	-	-	-	(2)	(7)	(2)	(2)	(1)	(0)	(0)	(5)	(2)	(27)
Mechanical Failure - Total	(35)	(0)	0	2	8	(5)	(3)	(0)	31	6	(15)	12	(32)	(32)
Mechanical Failure - Metra/PSA	(35)	3	1	3	8	(7)	(3)	0	31	5	(15)	12	(32)	(29)
Non-Locomotive Equipment Issue - Metra/PSA	(11)	3	1	3	3	5	4	1	7	(1)	(6)	5	(10)	2
Primary	(3)	4	(0)	3	2	(2)	2	0	3	1	(4)	(0)	(2)	4
Secondary	(8)	(2)	1	(0)	1	7	2	0	3	(2)	(2)	6	(8)	(2)
Locomotive Issue - Metra/PSA	(24)	-	-	-	5	(12)	(7)	(0)	24	6	(9)	7	(22)	(31)
Primary	(9)	-	-	-	3	2	8	1	7	5	(5)	1	(3)	16
Secondary	(21)	-	-	-	2	(13)	(15)	(1)	18	1	(4)	6	(19)	(47)
Mechanical Failure - Foreign	(0)	(3)	(1)	(0)	(0)	1	(0)	(1)	-	1	-	-	-	(3)
Passenger Train Interference - Total	6	1	1	(1)	(2)	75	32	6	4	(1)	3	23	7	154
Passenger Train Interference - Metra/PSA	(2)	2	-	(0)	(0)	41	24	3	4	3	3	22	7	106
Passenger Train Interference - Foreign	7	(1)	1	(1)	(1)	34	8	3	(0)	(4)	-	2	-	48
Accident - Total	1	(21)	(3)	(1)	(1)	52	31	12	5	0	23	32	28	159
Accident - Metra/PSA	(19)	(7)	(1)	(1)	(0)	(2)	(1)	(3)	7	(3)	23	36	9	37
Accident - Foreign	20	(13)	(2)	-	(1)	54	32	15	(2)	3	-	(4)	19	122
Track Work - Total	(15)	92	14	36	(5)	(8)	(10)	8	11	5	(2)	122	27	275
Track Work - Metra/PSA	(15)	92	14	36	(8)	(6)	(8)	(1)	7	1	(2)	122	27	260
Track Work - Foreign	(1)	(0)	-	-	3	(2)	(2)	9	4	3	-	0	-	15
Human Error - Total	(14)	3	1	6	(2)	18	(5)	2	(12)	11	(6)	26	1	29
Human Error - Metra/PSA	7	2	0	6	(0)	(12)	(10)	2	(11)	4	(10)	6	(3)	(18)
Human Error - Foreign	(21)	1	1	-	(1)	29	5	0	(1)	7	3	21	4	47
PTC Related - Total	1	(4)	(1)	10	(1)	10	(6)	1	2	29	(2)	47	(0)	87
PTC Related - Metra/PSA	(1)	(6)	(2)	11	(0)	8	(5)	1	2	5	(2)	47	0	59
PTC Related - Foreign	3	1	1	(1)	(1)	2	(1)	0	(0)	24	(0)	(1)	(1)	28
Weather - Total	6	(23)	(8)	(21)	(2)	(54)	(26)	(2)	(70)	(6)	9	(8)	14	(192)
Weather - Metra/PSA	6	(23)	(8)	(21)	(2)	(53)	(26)	(2)	(69)	(4)	9	(7)	15	(185)
Weather - Foreign	0	-	-	-	(1)	(1)	(1)	-	(1)	(2)	-	(1)	(1)	(6)
Passenger Related - Total	(16)	106	5	28	(0)	1	4	3	37	6	19	(11)	12	194
Obstruction/Debris - Total	16	3	2	18	4	(0)	1	(0)	(3)	12	9	69	25	154
Catenary Failure - Total	-	21	5	6	-	-	-	-	-	-	-	-	-	32
Other - Total	(3)	0	(0)	(2)	(0)	(2)	(1)	0	(3)	1	15	(6)	(1)	0
Total Trains Delayed	(36)	188	16	122	(35)	111	(28)	21	(54)	48	43	303	51	748
Total Metra/PSA Delays	-74	203	16	123	-3	5	-42	5	-46	28	36	291	66	609
Total Foreign Carrier Delays	37	-15	0	-2	-32	106	13	16	-9	19	7	13	-15	139

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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 - Jun	
Freight Interference - Total	69	64	71	54	61	81							400	8.4%
Freight Interference - Peak	25	26	29	15	12	28							135	2.8%
Primary	18	16	18	13	9	24							98	2.1%
Secondary	7	10	11	2	3	4							37	0.8%
Freight Interference - Off-Peak	44	38	42	39	49	53							265	5.6%
Primary	32	29	35	34	42	46							218	4.6%
Secondary	12	9	7	5	7	7							47	1.0%
Signal/Switch Failure - Total	65	78	68	162	142	63							578	12.2%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51							455	9.6%
Primary	45	57	45	73	81	36							337	7.1%
Secondary	11	9	18	48	17	15							118	2.5%
Signal/Switch Failure - Foreign	9	12	5	41	44	12							123	2.6%
Primary	7	9	5	36	44	10							111	2.3%
Secondary	2	3	-	5	-	2							12	0.3%
Mechanical Failure - Total	85	81	52	49	86	79							432	9.1%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79							423	8.9%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19							135	2.8%
Primary	12	12	5	10	18	14							71	1.5%
Secondary	14	12	6	3	24	5							64	1.3%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60							288	6.1%
Primary	26	25	18	17	20	24							130	2.7%
Secondary	33	26	21	18	24	36							158	3.3%
Mechanical Failure - Foreign	-	6	2	1	-	-							9	0.2%
Passenger Train Interference - Total	39	27	21	51	39	31							208	4.4%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23							128	2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8							80	1.7%
Accident - Total	90	25	29	67	147	29							387	8.1%
Accident - Metra/PSA	61	25	24	53	38	14							215	4.5%
Accident - Foreign	29	-	5	14	109	15							172	3.6%
Track Work - Total	19	44	74	64	131	215							547	11.5%
Track Work - Metra/PSA	13	41	65	55	130	214							518	10.9%
Track Work - Foreign	6	3	9	9	1	1							29	0.6%
Human Error - Total	67	43	57	91	66	71							395	8.3%
Human Error - Metra/PSA	33	33	32	60	37	36							231	4.9%
Human Error - Foreign	34	10	25	31	29	35							164	3.5%
PTC Related - Total	49	45	53	57	77	49							330	6.9%
PTC Related - Metra/PSA	40	38	38	54	66	42							278	5.9%
PTC Related - Foreign	9	7	15	3	11	7							52	1.1%
Weather - Total	44	108	42	128	32	8							362	7.6%
Weather - Metra/PSA	44	105	42	128	32	8							359	7.6%
Weather - Foreign	-	3	-	-	-	-							3	0.1%
Passenger Related - Total	52	54	69	81	118	179							553	11.6%
Obstruction/Debris - Total	65	72	84	70	80	114							485	10.2%
Catenary Failure - Total	1	9	-	38	-	-							48	1.0%
Other - Total	4	-	3	-	12	8							27	0.6%
Total Trains Delayed	649	650	623	912	991	927							4,752	100.0%
Total Metra/PSA Delays	477	531	484	740	718	768							3,718	78.2%
Total Foreign Carrier Delays	172	119	139	172	273	159							1,034	21.8%

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**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 - Jun
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	447 12.4%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	193 5.3%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	165 4.6%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	28 0.8%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	254 7.0%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	213 5.9%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	41 1.1%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	581 16.1%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	510 14.1%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	401 11.1%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	109 3.0%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	71 2.0%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	52 1.4%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	19 0.5%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	374 10.4%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	368 10.2%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	94 2.6%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	65 1.8%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	29 0.8%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	274 7.6%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	131 3.6%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	143 4.0%
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	23 0.6%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	13 0.4%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	10 0.3%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	297 8.2%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	262 7.3%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	35 1.0%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	288 8.0%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	260 7.2%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	28 0.8%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	259 7.2%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	165 4.6%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	94 2.6%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	297 8.2%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	259 7.2%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	38 1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	387 10.7%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	385 10.7%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	2 0.1%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	244 6.8%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	344 9.5%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	16 0.4%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	53 1.5%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	3,610 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	2,879 79.8%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	731 20.2%

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

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

Table 8: Train Delays by Duration
June 2023

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	12	6	7	18	6	24	7	10	15	6	14	28	14	167
11-15	4	2	1	2	2	5	4	1	2	11	8	17	6	65
16-20	2	2	0	0	0	5	1	1	2	4	1	9	2	29
21+	3	0	0	1	5	1	1	3	8	4	2	19	6	53
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>3</u>	<u>17</u>
Sub-Total	24	10	8	21	14	36	13	15	30	25	27	77	31	331
Weekday Off-Peak **														
6-10	26	38	5	20	0	28	10	3	26	15	8	27	30	236
11-15	9	3	2	7	0	10	5	1	8	4	9	16	6	80
16-20	7	1	1	1	0	0	1	0	7	2	4	11	10	45
21+	13	0	0	2	0	1	6	2	3	9	4	40	4	84
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>6</u>	<u>4</u>	<u>27</u>
Sub-Total	60	42	8	30	0	39	23	10	48	32	26	100	54	472
Saturday														
6-10	3	10	1	3	0	3	1	0	4	0	6	3	3	37
11-15	0	3	0	0	0	0	1	0	2	0	1	4	1	12
16-20	0	0	0	0	0	2	0	0	2	0	1	1	0	6
21+	0	3	0	0	0	1	0	0	1	0	1	8	3	17
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	3	16	1	3	0	6	2	0	9	0	9	16	7	72
Sunday-Holiday														
6-10	0	4	0	4	0	3	1	0	2	0	2	5	2	23
11-15	0	0	0	0	0	2	0	0	1	0	0	2	0	5
16-20	0	0	0	0	0	0	0	0	1	0	2	0	0	3
21+	5	0	0	1	0	0	0	0	1	0	0	9	1	17
Annulled	<u>1</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>1</u>	<u>0</u>	<u>4</u>
Sub-Total	6	4	0	7	0	5	1	0	5	0	4	17	3	52
June 2023 Total														
6-10	41	58	13	45	6	58	19	13	47	21	30	63	49	463
11-15	13	8	3	9	2	17	10	2	13	15	18	39	13	162
16-20	9	3	1	1	0	7	2	1	12	6	8	21	12	83
21+	21	3	0	4	5	3	7	5	13	13	7	76	14	171
Annulled	<u>9</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>7</u>	<u>2</u>	<u>3</u>	<u>11</u>	<u>7</u>	<u>48</u>
TOTAL	93	72	17	61	14	86	39	25	92	57	66	210	95	927
2023 Year-to-Date														
6-10	184	243	52	132	31	319	188	83	250	114	106	203	202	2,107
11-15	94	64	9	39	9	131	69	23	81	47	65	136	107	874
16-20	48	36	7	12	10	58	21	11	35	23	36	82	62	441
21+	108	58	19	39	10	82	63	28	72	36	106	250	162	1,033
Annulled	<u>61</u>	<u>8</u>	<u>0</u>	<u>18</u>	<u>1</u>	<u>19</u>	<u>15</u>	<u>10</u>	<u>25</u>	<u>12</u>	<u>38</u>	<u>44</u>	<u>46</u>	<u>297</u>
TOTAL	495	409	87	240	61	609	356	155	463	232	351	715	579	4,752
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
June 2023 Total														
6-10	44.1%	80.6%	76.5%	73.8%	42.9%	67.4%	48.7%	52.0%	51.1%	36.8%	45.5%	30.0%	51.6%	49.9%
11-15	14.0%	11.1%	17.6%	14.8%	14.3%	19.8%	25.6%	8.0%	14.1%	26.3%	27.3%	18.6%	13.7%	17.5%
16-20	9.7%	4.2%	5.9%	1.6%	0.0%	8.1%	5.1%	4.0%	13.0%	10.5%	12.1%	10.0%	12.6%	9.0%
21+	22.6%	4.2%	0.0%	6.6%	35.7%	3.5%	17.9%	20.0%	14.1%	22.8%	10.6%	36.2%	14.7%	18.4%
Annulled	<u>9.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.3%</u>	<u>7.1%</u>	<u>1.2%</u>	<u>2.6%</u>	<u>16.0%</u>	<u>7.6%</u>	<u>3.5%</u>	<u>4.5%</u>	<u>5.2%</u>	<u>7.4%</u>	<u>5.2%</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%
2023 Year-to-Date Delays By Duration														
6-10	37.2%	59.4%	59.8%	55.0%	50.8%	52.4%	52.8%	53.5%	54.0%	49.1%	30.2%	28.4%	34.9%	44.3%
11-15	19.0%	15.6%	10.3%	16.3%	14.8%	21.5%	19.4%	14.8%	17.5%	20.3%	18.5%	19.0%	18.5%	18.4%
16-20	9.7%	8.8%	8.0%	5.0%	16.4%	9.5%	5.9%	7.1%	7.6%	9.9%	10.3%	11.5%	10.7%	9.3%
21+	21.8%	14.2%	21.8%	16.3%	16.4%	13.5%	17.7%	18.1%	15.6%	15.5%	30.2%	35.0%	28.0%	21.7%
Annulled	<u>12.3%</u>	<u>2.0%</u>	<u>0.0%</u>	<u>7.5%</u>	<u>1.6%</u>	<u>3.1%</u>	<u>4.2%</u>	<u>6.5%</u>	<u>5.4%</u>	<u>5.2%</u>	<u>10.8%</u>	<u>6.2%</u>	<u>7.9%</u>	<u>6.3%</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%

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

Data for most recent month is final (07/19/2023) version from TOPS.