

On-Time Performance

October 2023



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This report presents an analysis of October 2023 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

Table 2 lists on-time percentages by line for each month and year since 2016.

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through October 14, Metra added six Saturday HC trains for a promotion.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in October, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 to 275 regularly scheduled revenue trains each Saturday in October, which is 99 to 101 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in October, 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 seven percent fewer total revenue trains in October 2023 than in October 2019, 65 percent more total revenue trains than in October 2020, 17 percent more total revenue trains than in October 2021, and 14 percent more total revenue trains than in October 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
October 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	21	97.8%	1,034	29	97.2%	2,002	50	97.5%	120	6	95.0%	102	0	100.0%	2,224	56	97.5%
ME-ML	550	11	98.0%	924	19	97.9%	1,474	30	98.0%	168	4	97.6%	123	2	98.4%	1,765	36	98.0%
ME-BI	176	10	94.3%	308	7	97.7%	484	17	96.5%	32	1	96.9%	--	--	--	516	18	96.5%
ME-SC	<u>242</u>	<u>5</u>	97.9%	<u>682</u>	<u>13</u>	98.1%	<u>924</u>	<u>18</u>	98.1%	<u>128</u>	<u>0</u>	100.0%	<u>100</u>	<u>1</u>	99.0%	<u>1,152</u>	<u>19</u>	98.4%
Subtotal	968	26	97.3%	1,914	39	98.0%	2,882	65	97.7%	328	5	98.5%	223	3	98.7%	3,433	73	97.9%
HC	132	11	91.7%	--	--	--	132	11	91.7%	12	0	100.0%	--	--	--	144	11	92.4%
MD-N	462	42	90.9%	682	49	92.8%	1,144	91	92.0%	80	3	96.3%	92	8	91.3%	1,316	102	92.2%
MD-W	<u>484</u>	<u>24</u>	95.0%	<u>660</u>	<u>18</u>	97.3%	<u>1,144</u>	<u>42</u>	96.3%	<u>96</u>	<u>11</u>	88.5%	<u>90</u>	<u>1</u>	98.9%	<u>1,330</u>	<u>54</u>	95.9%
Subtotal	946	66	93.0%	1,342	67	95.0%	2,288	133	94.2%	176	14	92.0%	182	9	95.1%	2,646	156	94.1%
NCS	176	14	92.0%	132	8	93.9%	308	22	92.9%	--	--	--	--	--	--	308	22	92.9%
RI	682	75	89.0%	1,078	73	93.2%	1,760	148	91.6%	132	9	93.2%	140	12	91.4%	2,032	169	91.7%
SWS	264	16	93.9%	396	46	88.4%	660	62	90.6%	--	--	--	--	--	--	660	62	90.6%
UP-N	484	30	93.8%	1,056	54	94.9%	1,540	84	94.5%	104	10	90.4%	90	13	85.6%	1,734	107	93.8%
UP-NW	770	57	92.6%	946	42	95.6%	1,716	99	94.2%	136	13	90.4%	107	8	92.5%	1,959	120	93.9%
UP-W	<u>572</u>	<u>47</u>	91.8%	<u>704</u>	<u>61</u>	91.3%	<u>1,276</u>	<u>108</u>	91.5%	<u>80</u>	<u>2</u>	97.5%	<u>92</u>	<u>2</u>	97.8%	<u>1,448</u>	<u>112</u>	92.3%
Subtotal	1,826	134	92.7%	2,706	157	94.2%	4,532	291	93.6%	320	25	92.2%	289	23	92.0%	5,141	339	93.4%
System	5,962	363	93.9%	8,602	419	95.1%	14,564	782	94.6%	1,088	59	94.6%	936	47	95.0%	16,588	888	94.6%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/15/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - October 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	9,372	315	96.6%	10,021	405	96.0%	19,393	720	96.3%	1,280	41	96.8%	983	36	96.3%	21,656	797	96.3%
ME-ML	5,325	98	98.2%	8,946	337	96.2%	14,271	435	97.0%	1,806	135	92.5%	1,157	61	94.7%	17,234	631	96.3%
ME-BI	1,522	67	95.6%	2,536	67	97.4%	4,058	134	96.7%	344	10	97.1%	--	--	--	4,402	144	96.7%
ME-SC	<u>2,343</u>	<u>77</u>	96.7%	<u>6,603</u>	<u>159</u>	97.6%	<u>8,946</u>	<u>236</u>	97.4%	<u>1,376</u>	<u>73</u>	94.7%	<u>960</u>	<u>24</u>	97.5%	<u>11,282</u>	<u>333</u>	97.0%
Subtotal	9,190	242	97.4%	18,085	563	96.9%	27,275	805	97.0%	3,526	218	93.8%	2,117	85	96.0%	32,918	1,108	96.6%
HC	1,278	119	90.7%	--	--	--	1,278	119	90.7%	36	3	91.7%	--	--	--	1,314	122	90.7%
MD-N	4,473	474	89.4%	6,607	540	91.8%	11,080	1,014	90.8%	873	48	94.5%	869	36	95.9%	12,822	1,098	91.4%
MD-W	<u>4,686</u>	<u>287</u>	93.9%	<u>6,396</u>	<u>284</u>	95.6%	<u>11,082</u>	<u>571</u>	94.8%	<u>1,041</u>	<u>40</u>	96.2%	<u>866</u>	<u>61</u>	93.0%	<u>12,989</u>	<u>672</u>	94.8%
Subtotal	9,159	761	91.7%	13,003	824	93.7%	22,162	1,585	92.8%	1,914	88	95.4%	1,735	97	94.4%	25,811	1,770	93.1%
NCS	1,704	163	90.4%	1,278	144	88.7%	2,982	307	89.7%	--	--	--	--	--	--	2,982	307	89.7%
RI	6,600	366	94.5%	10,442	501	95.2%	17,042	867	94.9%	1,431	65	95.5%	1,349	53	96.1%	19,822	985	95.0%
SWS	2,529	196	92.2%	3,699	307	91.7%	6,228	503	91.9%	--	--	--	--	--	--	6,228	503	91.9%
UP-N	4,683	227	95.2%	10,220	335	96.7%	14,903	562	96.2%	1,138	50	95.6%	884	57	93.6%	16,925	669	96.0%
UP-NW	7,135	582	91.8%	8,687	430	95.1%	15,822	1,012	93.6%	1,465	83	94.3%	1,015	76	92.5%	18,302	1,171	93.6%
UP-W	<u>5,538</u>	<u>360</u>	93.5%	<u>6,816</u>	<u>584</u>	91.4%	<u>12,354</u>	<u>944</u>	92.4%	<u>870</u>	<u>52</u>	94.0%	<u>872</u>	<u>40</u>	95.4%	<u>14,096</u>	<u>1,036</u>	92.7%
Subtotal	17,356	1,169	93.3%	25,723	1,349	94.8%	43,079	2,518	94.2%	3,473	185	94.7%	2,771	173	93.8%	49,323	2,876	94.2%
System	57,188	3,331	94.2%	82,251	4,093	95.0%	139,439	7,424	94.7%	11,660	600	94.9%	8,955	444	95.0%	160,054	8,468	94.7%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/15/2023) 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-Oct	Annual
BNSF	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.9%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.7%	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	97.1	97.7	97.0%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5			96.3%	96.3%
	2018-2022 average	94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	95.3%	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	97.9%	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	94.3	97.6	97.7%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9			96.6%	96.6%
	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	98.0%	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	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	92.9	89.7	87.1%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4			90.7%	90.7%
	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	87.7%	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	92.8%	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	89.4	88.2	91.9%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2			91.4%	91.4%
	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	95.9%	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	95.5	94.1	94.0%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9			94.8%	94.8%
	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	95.0%	94.8%
NCS	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.6%	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	90.9	93.4	93.2%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9			89.7%	89.7%
	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	92.9%	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-Oct	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	94.9%	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	97.2	95.9	95.9%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7			95.0%	95.0%
	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	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	96.8	95.2	92.6%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6			91.9%	91.9%
	2018-2022 average	93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	92.7%	92.9%
UP-N	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	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	96.5	97.4	95.7%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8			96.0%	96.0%
	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	96.2%	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	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	93.3	91.3	94.9%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9			93.6%	93.6%
	2018-2022 average	94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	94.9%	94.7%
UP-W	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.8%	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	94.7	91.2	91.7%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3			92.7%	92.7%
	2018-2022 average	92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	92.3%	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	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	95.0	94.9	95.4%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6			94.7%	94.7%
	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	95.3%	95.3%

Delays data for most recent month is final (11/15/2023) 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
October 2023**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1236 77% OT	Thu, Oct 12	12	RF	Misrouted at Cicero B plant.
		Wed, Oct 25	0	KD1	Due to possible obstruction on Main 1 catching air hoses causing damage to equipment. Several hoses were damaged and could not be repaired.
		Thu, Oct 26	12	RF	Improper stack on Congress Park plant, had to wait for signal to time out.
		Fri, Oct 27	8	N1	Signal at MP5.3 putting trains into PTC induced emergency, ComEd power failure
		Tue, Oct 31	14	R1	Air brake issues on the platform of aurora with 1306, resulting in delays
BNSF	1246 82% OT	Tue, Oct 10	12	DD	Due to AUI 305 coming out of Nabisco switching out cars blocking all 3 mains. [CONTROLLABLE DELAY]
		Wed, Oct 25	15	KD1	Due to A 1236 blocking A1246 at ATC with air hose issues
		Fri, Oct 27	7	N1	Signal at MP5.3 putting trains into PTC induced emergency, ComEd power failure
		Tue, Oct 31	13	R1	Air brake issues on the platform of aurora with 1306, resulting in delays
HC	917 82% OT	Wed, Oct 25	12	DD	8M CP CERMAK TO SUMMIT, TRAFFIC AHEAD. [CONTROLLABLE FREIGHT]
		Thu, Oct 26	15	KW	15M CP CERMAK TO JOLIET, PTC ISSUES EN ROUTE, ENGINE #106. DUE TO WHEEL SLIP
		Fri, Oct 27	12	AM	11M CUS TO CP CERMAK, RED SIGNALS.
		Tue, Oct 31	10	CD	Delayed 17m at Romeoville due to CN Surfacing crew working between Flagstone and Romeoville. Train 917 following Amtrak 305 and in front of Amtrak 305 was UP Freight H113.
MD-N	2103 82% OT	Fri, Oct 06	9	RF	(-9)-15" Stop signal Liberty East, difficulties reaching C&M dispatcher DISPATCHER FORGOT TO FLEET SIGNAL
		Thu, Oct 19	21	C	(-21) Stop signal Rondout, talked by, restricted speed, broken rail West of St. Mary's Rd mp 32.9; -10" Stop signal CN X-ing, waiting on NCS 101
		Wed, Oct 25	12	K1	(-12) Stop signal Liberty West, waiting on late 2124
		Tue, Oct 31	13	RF	-13" Stop at Rondout. Dispatcher had to run time on switch due to issue with Liberty East
MD-N	2118 64% OT	Mon, Oct 02	13	GM	(-13) -3" Stop signal CN X-ing; -7" Automatic Grade Crossing Malfunction Item #1 Fairfield Rd. mp 45.1; 2" -2" Temporary speed restriction 30 mph; -2" Temporary speed restriction Deerfield 60mph; -2" Temporary speed restriction Graysland 25mph; -3" Stop s
		Tue, Oct 03	7	CC	(-7) Multiple temporary speed restrictions, 2m delay at CN crossing, 2m waiting lineup at A2
		Thu, Oct 05	9	RF1	CAUGHT UP TO 2116 THAT WAS HELD AT RONDOUT BY C&M THAT DIDN'T LINE UP AMTRAK; -2" Temporary speed restriction Grayland; -4" A-5 to A-2 operating on approach signals
		Tue, Oct 17	6	A	-6" Stop signal CN X-ing held FOR NCS110; -6" Temporary speed restrictions between Lake Forest & Northbrook; -2" Temporary speed restriction Graysland; -2" Stop signal A-2
		Thu, Oct 19	11	C	(-11) -4" Stop signal CN X-ing; -6" Stop signal Rondout, switch position unknown; Temporary speed restriction A-20; Temporary speed restriction Grayland BROKEN RAIL
		Tue, Oct 24	6	A	(-6) -2" Stop signal CN X-ing waiting on NCS 110; -2" Temporary speed restriction Deerfield; -2" Temporary speed restriction Grayland; -4" Following 2116, operating on approach signals; -2" Stop signal A-2, UP cross-traffic
		Wed, Oct 25	14	GX	(-14) -2" Stop signal CN X-ing; -3" Automatic Grade Crossing Malfunction Item #2 Everett Rd. Lake Forest; -2" Temporary speed restriction Deerfield (60mph); -2" Temporary speed restriction Grayland (25mph); -2" Stop signal A-2, U.P. cross-traffic
Thu, Oct 26	6	CC	(-6) -2" Stop signal CN X-ing; -2" Temporary speed restriction Deerfield; -2" Temporary speed restriction Grayland		
MD-N	2124 82% OT	Thu, Oct 19	10	C	(-10) Signal problems between Libertyville & Rondout, broken rail mp 32.9
		Tue, Oct 24	8	RF	(-8) -3" Stop signal CN X-ing, dispatcher did not have train lined up at CN X-ing; -2" Conductor had to stop for change (\$); -3" Stop signal A-2; Temporary speed restrictions.
		Wed, Oct 25	30	K	(-30) -33" Stopped Prairie Crossing for track obstruction, SUV drove from the parking lot across the platform onto the tracks, waited for Track Inspector
		Mon, Oct 30	7	U	(-7) ADA Grayslake; Stop signal A-5; Stop signal A-2 Stop signal CN X-ing; Stop signal Rondout
MD-N	2135 77% OT	Thu, Oct 05	7	VE1	7 mins late, 8 mins Cus late arrival of equipment from Wacy, 3 mins Grayland speed restriction, 1 min stop signal Mayfair, 1 min N Glenview holding out for 2148.
		Mon, Oct 16	8	AM	8 mins late, 5 mins approach signals Cus-A-2 following Amtrak 339, 3 mins Grayland speed restriction, 5 mins enroute single loco 9 car train, 3 mins Ada.
		Tue, Oct 17	6	U	6 mins late, 3 mins Grayland speed restriction, 2 mins stop signal Mayfair, 6 mins enroute single loco 9 car train, 3 mins Ada.
		Wed, Oct 18	6	U	6 mins late, 3 mins Grayland speed restriction, 6 mins enroute single loco 9 car train, 3 mins Ada.
		Thu, Oct 26	15	ZG	15 mins late, 4 mins stop signal A-2, 3 mins Grayland speed restriction, 4 mins following Amtrak 339 with Ptc issues at Morton Grove, 5 mins Ptc issue at Morton Grove, 4 mins Ada's.
MD-N	2136 82% OT	Mon, Oct 09	14	DE1	CPKC 148 with 11,000 feet was held by UP after UP accepted train with ear end fouling A20. UP held train due to CP149 opposing move having power issues.
		Thu, Oct 19	6	CF1	Stop signal Grayslake, waiting on 2115. 16 mins late, 10 mins Grayslake meeting a late 2115, 4 mins stop signal CN, 2 mins approach signal Libertyville, 2 mins Ada.
		Mon, Oct 23	8	D	-18 mins late, 3 mins Ada, 4 mins speed restrictions, 13 mins freight interference Morton Grove, 3 mins Grayland speed restriction. CP 249-23 CSXT 3228 27X110 - 9265' Long. [CONTROLLABLE FREIGHT]
		Thu, Oct 26	10	CC1	-10" Stop signal Grayslake, waiting on 2115 to clear. 10 mins late, 9 mins Grayslake meeting a late 2115, 6 mins 2 Ada's,
MD-N	2144 82% OT	Wed, Oct 11	7	D1	7 mins late, 3 mins 2123's turn from Lake Forest instead of Deerfield FROM WORKING AROUND CP 247, 3 mins stop signal Mayfair, 2 mins stop signal A-2 following 2402.
		Fri, Oct 20	6	A	6 mins late, 2 mins stop signal Mayfair, 3 min Grayland speed restriction, 2 mins stop signal A-3, 3 mins stop signal A-2
		Wed, Oct 25	18	L1	18 mins late, 20 mins Deerfield late turn from 2123.
		Thu, Oct 26	9	KW1	9 mins late, 12 mins Deerfield waiting on a late 2142.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MD-N	2146 68% OT	Tue, Oct 03	10	GM1	10 mins late, 12 mins Libertyville meeting a late 2125 (that had 2 grade crossing malfunctions)
		Thu, Oct 05	8	VE1	8 mins late, 10 mins Libertyville meeting 2125
		Mon, Oct 16	6	A1	6 mins late, 6 mins Libertyville meeting 2125, 4 mins Grayland speed restriction.
		Tue, Oct 17	8	ZG	8 mins late, 7 mins Libertyville meeting 2125, 6 mins Ptc (red fence clear in the field) enforcement MP 6.1, 2 mins Grayland speed restriction.
		Thu, Oct 19	7	ZT	7 mins late, 4 mins meeting 2125 at Libertyville, 3 mins Grayland speed restriction, 3 mins following Metx 91 for 117 to Cus.
		Tue, Oct 24	6	A	-6" Waiting for outbound 2125 in Liberty Siding
		Thu, Oct 26	19	KW1	19 mins late, 23 mins Fox Lake late turn from 2121, 4 mins Grayslake meeting 2125, expressed from Lake Cook Rd to Western Ave, 5 mins Ptc issue Morton Grove.
MD-N	2154 73% OT	Tue, Oct 17	13	RF1	delayed 11 mins at Libertyville meeting a late 2147. 14 mins late, 11 mins Libertyville waiting on a late 2147, 3 mins Grayland speed restriction, 5 mins A-5 waiting on 2251 to clear.
		Thu, Oct 19	11	A1	11 mins late, 3 mins Grayslake late turn from 2145, 8 mins Libertyville meeting 2147.
		Wed, Oct 25	15	A1	15 mins late, 12 mins Libertyville meeting 2147, 3 mins Grayland speed restriction.
		Thu, Oct 26	8	KW1	8 mins late. delayed 10 mins at Libertyville meeting 2147. 2147 departed 10 mins late from CUS due to late arrival on 2146 and arrived Fox Lake 3 mins late.
		Fri, Oct 27	7	A	-7", was delayed 10 mins meeting 2147 at Libertyville., 7 mins late, 10 mins Libertyville meeting 2147.
		Tue, Oct 31	9	A1	9 mins late, 10 mins Libertyville meeting 2147.
NCS	113 82% OT	Wed, Oct 04	6	CD	6 mins late, 3 mins B-6 holding for inbounds, 3 mins speed restrictions.
		Thu, Oct 05	6	CD	6 mins late, 2 mins late departure Cus waiting on equipment from Wacy, 4 mins B-6 holding for inbounds, 2 mins speed restrictions.
		Wed, Oct 18	6	A	6 mins late, 6 mins B-6 train congestion, 2 mins varies speed restrictions.
		Tue, Oct 24	6	ZG1	-6" 1 min stop b-6 following 2232 and 116 behind late 2142 2 min stop Galewood 3 min stop Deval
RI	301 55% OT	Tue, Oct 03	10	CC	2m ADA BI to Tinley Park 80th. 2m ADA LSS to Tinley 80th. 6m 10mph.
		Thu, Oct 05	10	CF	3m ADA lift BI/80th Ave. 2m ADA unload 80th Ave/BI. 3m 10mph speed restrictions. 2m Red signal 54th St.
		Fri, Oct 06	9	CC	3m ADA, 2m waiting on Form B instructions, 4m speed restrictions.
		Thu, Oct 12	8	U	4m ADA, 2m yard stop, 2m speed restrictions
		Fri, Oct 13	6	CC	(SCHEDULED TRACK WORK) - FORM B 1135
		Mon, Oct 16	10	U	5m ADA, 3m yard stop, 3m red signal 15th St.
		Tue, Oct 24	7	U	2m Yard stop. 2m ADA lift BI to Tinley 80th Ave. 3m ADA unload Tinley 80th Ave.
		Wed, Oct 25	17	CH	TEMP SPEED RESTRICTION CAUSED BY CONTRACTOR AT CONSTRUCTION SITE 8.75
		Fri, Oct 27	7	CC	SINGLE TRACKING PERSHING TO 81ST, TRACK WORK W/ SLOW ORDERS
		Tue, Oct 31	6	U	3m ADA lift at Blue Island. 3m lift at Tinley Park 80th Ave.
RI	303 73% OT	Fri, Oct 13	10	CC	Delay 6 minutes at LaSalle account following RI703 due to scheduled track work.
		Mon, Oct 23	8	CC1	DELAYED FOLLOWING 703 residual clearing of Track Project and new student dispatcher managing two yard moves ahead of 703 causing -12m of trail wind signals to RI303
		Wed, Oct 25	11	CH	2m 10mph 16th Street. 2m 10mph 81st. 2m Red signal Gresham. 2m Wheel slip 95th Street. 2m Wheel Slip 103rd. 2m wheel slip Midlothian. 4m PTC disengaged MP 37.5. TEMP SPEED RESTRICTION CAUSED BY CONTRACTOR AT CONSTRUCTION SITE 8.75
		Thu, Oct 26	7	CC	MULTIPLE SPEED RESRICTION 46TH ST AREA
		Mon, Oct 30	8	RD	FOLLOWING 703 DISPATCHER ERROR
		Tue, Oct 31	7	CC	7m speed restriction. Bulletin #1165, 1163, 1150, 1143 and 1145
RI	403 73% OT	Mon, Oct 02	7	GM	ITEM 1 107TH ST
		Tue, Oct 10	8	CM1	8m switch issues 54th St.
		Tue, Oct 17	6	GX	ITEM 1 CRAWFORD AVE MP 18.74 ITEM 1 SLOW ORDERS AND MEETING TRAINS ENROUTE.
		Mon, Oct 23	7	GX	ITEM 1 191ST
		Mon, Oct 30	6	G	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 6MIN DUE TO ITEM ONE AT 191ST ST CROSSING.
Tue, Oct 31	11	CW	10M 16TH ST DUE TO SWITCH #1 FAILING REVERSE, THEY HAD TO WAIT UNTIL RI604 CLEARED BEFORE RECEIVING SIGNAL.		
RI	431 82% OT	Fri, Oct 06	7	ZR	5m BI waiting on 512, 5m MP 36.8 PTC switch unknown, 3m MP 26.5 PTC restricting speed
		Wed, Oct 11	0	H1	Did not run due to problems with RI632
		Tue, Oct 24	6	A1	3m waiting on train 512 to clear western.
		Fri, Oct 27	0	XKW	SLICK RAIL, NO SAND IN THE LOCO... RI433 HAD TO P/U THERE PASSENGERS
RI	511 77% OT	Tue, Oct 10	8	I	3m speed restrictions, 7m unloading passenger with a lot of belongings at Oak Forest
		Thu, Oct 12	9	K	(OBSTRUCTION ON TRACKS) - DUE TO BRIDGE STRIKE
		Tue, Oct 24	6	RO	Stopped 16th for CN Freight L536 with 151 cars; tower operator ran freight ahead of 511
		Thu, Oct 26	13	KW1	LATE TURN FROM 512
		Fri, Oct 27	6	CC	SPEED RESTRICTIONS
RI	512 82% OT	Thu, Oct 12	12	K	(OBSTRUCTION ON TRACKS) - BRIDGE STRIKE 5 MPH 9.6 TO 9.8
		Tue, Oct 24	8	A	Departed 3m late from Joliet due to issue with ADA lift. Passenger not willing to walk to different car. 7m BI waiting on late train 629 to yard.
		Wed, Oct 25	8	CH1	LATE TURN WITH TRAIN 705
		Thu, Oct 26	16	KW	WILL SLIP EN ROUTE
RI	513 82% OT	Wed, Oct 18	8	IW	Passenger handling making all stops (RAIN)
		Thu, Oct 19	7	I	Intoxicated passenger requested unscheduled stop at 123rd.
		Thu, Oct 26	6	KW	Delayed 6 minutes enroute account passenger handling.
		Tue, Oct 31	21	CC	WAITING ON RI518 TO CLEAR CP ROBBINS, GEO TRAIN ON TRACK 2.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	606 82% OT	Tue, Oct 10	8	CM1	8m switch issues 54th St.
		Thu, Oct 12	6	CC1	7M GRESHAM WAITING ON RI403 TO CLEAR (delayed getting through speed restrictions/work zone)
		Wed, Oct 25	12	G	12M CP 81ST DUE TO SYSTEM COMMUNICATION ISSUE OUT IN THE FIELD & AT CCF.
		Thu, Oct 26	9	CC1	2M ENROUTE ON THE BLUE ISLAND/7M GRESHAM WAITING ON RI403 TO CLEAR
RI	621 41% OT	Thu, Oct 05	8	CF	(UNSCHEDULED TRACK WORK) - TIE GANG OF 20PCS CLEARING INTO YARD AT CP54TH
		Thu, Oct 12	9	A	5m speed restrictions, 2m yard stop, 8 car consist down the branch
		Fri, Oct 13	8	CC	Delayed 8 minutes enroute account speed restrictions and scheduled track work.
		Mon, Oct 16	9	U	5m speed restrictions, 2m yard stop, 2m ADA
		Wed, Oct 18	8	U	8m ADA 95th to BI. Speed restrictions. Yard crew drop.
		Thu, Oct 19	8	KW	-Train 621 arrived 1703-8m late. 8m speed restrictions 16th, Gresham. Wheel slip on Beverly Sub.
		Mon, Oct 23	7	U	5m ADA 91ST TO BI
		Tue, Oct 24	10	CC	8m speed restrictions 16th and Gresham.
		Wed, Oct 25	13	CH	8m speed restrictions 16th, MP 8.75 and Gresham. 5m wheel slip Gresham to BI. TEMP SPEED RESTRICTION CAUSED BY CONTRACTOR AT CONSTRUCTION SITE 8.75
		Thu, Oct 26	19	U	2 ADA PASSENGERS -9MIN
		Fri, Oct 27	14	CC	SINGLE TRACKING PERSHING TO 81ST, TRACK WORK W/ SLOW ORDERS
		Mon, Oct 30	10	CC	10m TSR's 16th, MP 3.5, MP 8.75, Gresham.
		Tue, Oct 31	8	CC	10m for speed restrictions at 16th Street, MP 4.30, MP 8.75 and Gresham.
RI	623 82% OT	Wed, Oct 25	10	CH	CP Pershing issues and Speed restriction MP 8.75. TEMP SPEED RESTRICTION CAUSED BY CONTRACTOR AT CONSTRUCTION SITE 8.75
		Thu, Oct 26	14	CC	CONGESTION DUE TO TRK WORK BUL#1112 AND SPEED RESTRICTIONS UNDER TRK WRK
		Fri, Oct 27	6	CC	SINGLE TRACKING PERSHING TO 81ST, TRACK WORK W/ SLOW ORDERS
		Mon, Oct 30	8	RD1	FOLLOWING 303 DISPATCHER ERROR
RI	629 77% OT	Mon, Oct 09	20	GT	LOST CONTROL OF CHICAGO TERMINAL POLK ST - MAINTAINER HAD TO RESET THE VPI
		Wed, Oct 25	10	CH	5m 10mph. 3m 35th Street for Passenger on wrong side. 1m Morgan Street speed restriction.
		Thu, Oct 26	8	CC	MULTIPLE SLOW ORDERS PERSHING TO 81ST -7 MIN
		Fri, Oct 27	6	A	PERSHING TO 81ST, TRACK WORK W/ SLOW ORDERS
		Mon, Oct 30	11	ZV1	FOLLOWING TRAIN 429
RI	632 77% OT	Mon, Oct 09	9	GT	LOST CONTROL OF CHICAGO TERMINAL POLK ST - MAINTAINER HAD TO RESET THE VPI
		Wed, Oct 11	0	XH	Air problems at BI - CAB SIGNAL VALVE SEAL BROKEN AND NOT RESEALED
		Wed, Oct 25	14	CH1	departed 7m late BI. Waiting on train 623 yard. Flagging to LSS. Arrived 14m late. TEMP SPEED RESTRICTION CAUSED BY CONTRACTOR AT CONSTRUCTION SITE 8.75
		Thu, Oct 26	11	CC	DEPARTED 10MIN LATE DUE TO LATE EQUIPMENT FROM TRACK WORK PERSHING
Mon, Oct 30	6	RD1	6m waiting for RI623 to yard at BI DUE TO CONGESTION FROM LATE 703/303		
SWS	809 82% OT	Wed, Oct 18	7	GA	SWS delayed getting lineup at CUS account BNSF 1227 ahead blocked by switch failure CP Roosevelt H21 switch requiring 1227 to make a reverse move
		Thu, Oct 26	15	D	9 MIN DELAY DUE TO FREIGHT TRAIN. BC05 26, BNSF5112, 5400FT. [CONTROLLABLE FREIGHT]
		Fri, Oct 27	15	CD	13M DELAY DUE TO 21ST BRIDGE LIFT AND CN FRIEGHT TRFFIC, M337 CN2265, 8590FT.
		Tue, Oct 31	15	KW1	17M DELAY DUE TO MECHANICAL ISSUES IN THE YARD. req for download on equipment for flatspots ; INBOUND DH DROPPED AIR AT SPEED, CAUSING FLAT SPOTS
SWS	813 82% OT	Tue, Oct 03	10	ZD	9M AMTK-21ST, PTC ISSUES.
		Thu, Oct 05	6	CF1	Delayed 10 minutes at CP Lumber account freight (CN L536, IC1008, 168 cars, 9508ft) COULD NOT RUN IN EARLIER WINDOW DUE TO ROCK ISLAND TRAINS OUT OF SLOT FROM ENGINEERING EQUIPMENT ISSUES
		Thu, Oct 12	13	RO	13M AMTK-21ST, CNL536 (ENG. CN8824, 10905FT.) SLOW MOVE THRU PLANT.
		Tue, Oct 24	8	D	6M ASHBURN, CSXM503-24 (ENG. CSXT3233, 107CARS, 6600FT.) SLOW MOVE THRU PLANT. [CONTROLLABLE FREIGHT]
SWS	814 82% OT	Mon, Oct 09	0	XF	ANNULLED DUE TO MECHANICAL FAILURE COULD NOT CONDUCT AN AIR TEST.
		Wed, Oct 25	34	M1	27M DELAY TURNING FROM SWS805. 5M DELAY AT CP RIDGE DUE TO IHB SIGNAL ISSUE.
		Fri, Oct 27	10	DD	6M DELAY AT CP RIDGE FOR V BLUSBD127, BNSF3270, 7396FT. 6M DELAY AT CP 518 FOR SCHEDULED TRACK WORK. [CONTROLLABLE FREIGHT]
		Tue, Oct 31	12	CA	13M DELAY AT 23RD ST. AMTRAK BRIDGE 21ST ST BRIDGE ISSUES WOULD NOT RESEAT AFTER LIFT
SWS	822 82% OT	Thu, Oct 19	11	K	-Train 822 arrived 11m late. First inbound that crew had to walk bridge and 5mph. MP-23-00062157 (9842)
		Thu, Oct 24	15	K	First inbound train crew walking track and 5mph over bridge at 71st and Wallace.
		Thu, Oct 26	10	DD	10M CP RIDGE, SWS817 TO CLEAR, SINGLE TRACKING AROUND NSBC31 TAKING HEADROOM AT ASHBURN. [CONTROLLABLE FREIGHT]
		Fri, Oct 27	10	AM	10M AMTK-21ST, RED SIGNAL, HELD FOR AMTK TRAFFIC.
SWS	824 77% OT	Mon, Oct 02	10	ZN	8M IHB-CP RIDGE, RES. SPEED CP RIDGE TO OAK LAWN X/O TK1 TO TK 2. RED FENCE CP RIDGE
		Thu, Oct 05	7	ZF	Called 18:42 to report on MT 1 having a clear signal at CP Ridge and a red fence on their CDU. This caused them to have to run at restricted speed until Oak Lawn-9-minute delay.
		Tue, Oct 24	8	K1	8M 179TH ST., SWS819 TO CLEAR IN COACH YD.
		Thu, Oct 26	24	DD1	15M 179TH ST., SWS819 TO CLEAR INTO COACH YD. [CONTROLLABLE FREIGHT]
		Fri, Oct 27	10	GT	7M 179TH ST., WAITING ON SIGNAL, CODE STATION FAILURE.
SWS	827 82% OT	Fri, Oct 06	18	GF	Delayed 15 minutes at CP Ridge account signal problems and flagged by.
		Mon, Oct 16	9	AM	Delayed 9 minutes at CUS.
		Fri, Oct 27	21	ZN1	LATE FLIP OFF OF SW826
		Mon, Oct 30	19	K1	(OBSTRUCTION ON TRACKS) - LATE FLIP OFF OF SW826

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
SWS	836 77% OT	Mon, Oct 02	8	ZN	RED FENCE ON BOARD. RESTRICTED TO NEXT SIGNAL
		Wed, Oct 18	8	G	TRACK CIRCUIT TRAIN HAD TO BE TALKED BY SIGNALS. BAD IJ AT LANDERS
		Fri, Oct 20	10	D	(GENERAL FREIGHT INTERFERENCE) - CROSS TRAFFIC AT THE RIDGE IO159 90 CARS 13997
		Wed, Oct 25	14	RO1	1ST STOPPED 11M AT FOREST HILL BRC HAD TRAIN DOOR ISSUES ON ADJACENT TRACK. 2ND STOPPED AT 21ST ST FOR CN L537 THAT WAS RUN IN A WINDOW THAT SHOULD NOT HAVE BEEN UTILIZED
		Fri, Oct 27	15	YF	DERAIL IN LANDERS YARD, TRAIN HAD TO WAIT FOR SW827 AT CP RIDGE TO CLEAR. SW827 RUNNING DOWN DUE TO CUS
UP-N	359 77% OT	Wed, Oct 11	6	E	-6" Delayed on acct. of loading issues on METX143 (traction motor #3 cut itself out) #3 TRACTION MOTOR, OPEN ARMATURE, REPLACED
		Thu, Oct 19	6	KW	-7" Delayed due to wheel slip on METX217
		Wed, Oct 25	0	XR	Annulled at Great Lakes due to possible TURBO ISSUES on METX178 ENGINEER SET INDEPENDENT AND DID NOT RELEASE IT CAUSING LOCO TO NOT LOAD
		Fri, Oct 27	14	KW	-14", Delayed due to excessive wheel slippage
		Tue, Oct 31	6	KW	-6" Delayed on acct. of wheel slip en route & heavy passenger loading/unloading en route
UP-NW	632 82% OT	Tue, Oct 03	7	CC	-7" XH @ M.P. 10.04 also had a 15mph restriction
		Wed, Oct 11	13	G1	-13" Delayed due to waiting on M630 to clear
		Wed, Oct 18	25	N	-15" Delayed @ Mayfair due to track circuit on all 3 tracks between Mayfair & Wood St. had to be flagged pass the signal by the CY operator COMED POWER OUTAGE
		Tue, Oct 24	0	XRN	ANNULLED due to late arrival of M610 crew and equipment
UP-NW	651 68% OT	Tue, Oct 03	6	C	-6" 30 MPH between Dee Rd & Des Plaines
		Wed, Oct 04	8	AM1	-8" Cross traffic @ Mayfair (Amtrak339); waited for M655 @ Edison Park
		Tue, Oct 17	10	U	-10" 1 ADA lift & waited for M655 @ Gladstone Park
		Wed, Oct 18	16	H	-16" Late departure from CPT on acct. of swapped equipment close to departure time, due to all loading doors on the train (left side) would not open or close WIRED BACKWARDS- LOCAL DOOR CLOSE BUTTON
		Thu, Oct 19	7	A	-7" Delayed on acct. of cross traffic @ Mayfair (-2); delayed south of Edison Park, waited for M655; delayed south of Des Plaines, waited for M657
		Tue, Oct 24	9	E1	LIGHT ENGINE MOVE AHEAD OF 651 DEPARTURE AT LAKE STREET DUE TO TRACTION MOTOR ISSUE ON WEST LINE TRAIN
UP-NW	669 82% OT	Wed, Oct 11	10	D	-10" Freight train interference @ Deval (COKNS-10), short on time [CONTROLLABLE FREIGHT]
		Thu, Oct 19	0	M1	Annulled on acct. of M665 struck a pedestrian MP-23-00062169 (9842)
		Thu, Oct 26	8	KW	-8" Delayed due to slippery rail conditons
		Tue, Oct 31	8	KW	-8" 30MPH @ Mayfair, 25 MPH @ Arlington Park, wheel slip en route
UP-NW	670 82% OT	Thu, Oct 05	9	J	-9" Delayed (-13) @ Arlington Heights, waited for police to arrive & remove an intoxicated, unruly, & refusing to pay male passenger off the train (police did arrive & remove the person from the train)
		Thu, Oct 19	71	M1	-71" Delayed @ Arlington Park on acct. of M665 struck a pedestrian MP-23-00062169 (9842)
		Mon, Oct 30	9	ZP	-9" Delayed leaving Crystal Lake due to PTC not having Geneva Sub orders loading in system. Upon reaching Clybourn engineer reset PTC breakers to continue to CPT
		Tue, Oct 31	24	ZF	-24" Late turn off M659 (-10) & delayed on acct. of PTC issues (continuous recorder light fault on, waited on help desk to answer for permission depart with the light on) REPLACED PTC DATA RECORDER
UP-W	15 82% OT	Fri, Oct 06	19	ZT	-19" Delayed PTC put train @ restricted speed to the next signal due to PTC issues @ Wolf RD WAYSIDE COMM OUTAGE
		Wed, Oct 25	13	KW	-13" Delayed due to multiple wheel slippage
		Thu, Oct 26	8	KW	-8" Delayed due to multiple wheel slippage
		Mon, Oct 30	42	T1	-42" Delayed @ Kedzie due to following M13 also delayed waited for inbounds to clear @ Kress on trk 1 had a broken rail on trk 2 @ M.P. 36.09
UP-W	25 77% OT	Wed, Oct 04	9	CC	-9" Slow order 25 mph MP 3.38/3.39 track #4. 10mph MP 3.82/3.61 track #4. no signal at depot.
		Mon, Oct 16	12	D	-12" Delayed following the ZG2LT. [Controllable Freight]
		Tue, Oct 17	10	C	DELAYED BY FORM B WARMSTART
		Mon, Oct 23	10	D	-10", Delayed 6 mins following the UEXTAW; also delayed 4 mins departing CPT due to crosstraffic @ Lake ST plant [CONTROLLABLE FREIGHT]
		Tue, Oct 31	10	D	-10" Delayed @ Kedzie waited for the MASPR to clear. [CONTROLLABLE FREIGHT]
UP-W	28 77% OT	Thu, Oct 05	6	ZG	-6" Following traffic ahead; PTC issues @ MP 16 (lost communication)
		Mon, Oct 09	87	KP	-87" Delayed @ College Ave due to Police Activity @ Villa Park deceased female found near the depot waited for Police to release the tracks
		Tue, Oct 17	12	IB	-12" Slow loading of passengers with 6 electric scooters also slow loading @ Lombard & Elmhurst
		Wed, Oct 18	13	C	-13" Delayed @ Peck due to broken rail between Turner & JB Tower
		Mon, Oct 30	9	T	-9" Delayed @ 25th due to freight train (IG2G2J) sitting on MT1 with the doors open fouling MT2 also delayed following trains ahead FREIGHT TRAIN DEPARTED INTACT AND WAS BROKEN INTO ENROUTE
UP-W	32 82% OT	Wed, Oct 04	10	RF1	-10" Departed 9 mins late due to late turn from M13
		Mon, Oct 09	90	KP	-90" Delayed due to Police Activity @ Villa Park deceased female found near the depot waited for Police to release the tracks
		Thu, Oct 26	8	DD	-8" Delayed due to Freight Interference (ITAG4) Followed freight from Glen Ellyn -Proviso [CONTROLLALE FREIGHT]
		Mon, Oct 30	31	T1	-31" Delayed late turn from M13

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	34 82% OT	Wed, Oct 04	11	RF1	-11" Followed M32, red signal at Western Ave	
		Mon, Oct 09	79	KP	-79" Delayed @ W. Chgo due to Police Activity @ Villa Park deceased female found near the depot waited for Police to release the tracks	
		Fri, Oct 20	8	CF	-8" Delayed slow loading of passengers on south track due to a broken pipe @ Berkley that flooded the passenger tunnel also had slowloading @ Bellwood due to track changeWRONG TRACK AT BERKELEY FROM FLOODING FROM PUMP FAILURE (UP OWNED)	
		Mon, Oct 30	31	T1	-29" Delayed late turn from M15	
UP-W	35 77% OT	Thu, Oct 12	10	VE	-10" Slow loading engine METX90 - NO ISSUES FOUND, OPERATING AS INTENDED	
		Wed, Oct 18	10	C	-10" Operated track 2 Halsted-M.P. 4.6 (30MPH); between MP 15.1-MP15.2 DETECTOR CAR FOUND DEFECTS	
		Mon, Oct 23	8	D	-8", No signal @ West Chicago; MCLP R2-23 going onto the rock well @ Kedzie [CONTROLLABLE FREIGHT]	
		Mon, Oct 30	6	L	-6" Delayed at M.P. 21.0 engineer put train into emergency, due to near miss with trespasser on tracks	
		Tue, Oct 31	12	KW	-12" Wheel slip between Oak Park -LaFox	
UP-W	41 77% OT	Mon, Oct 09	7	D	-7" Freight train interference MCHNP @ Melrose Park. [Controllable Freight]	
		Tue, Oct 10	7	U	-7" 1 ADA lift & cross traffic @ Western Ave	
		Mon, Oct 16	9	D	-9" Freight interference @ Vale (MA1PRJ-16 on track 1 going into 44 main). [Controllable Freight]	
		Tue, Oct 17	7	D	-7" Used the short crossovers @ Kedzie (operated @ restricted speed), due to freight interference MCHNP on track 3 @ Kedzie. [CONTROLLABLE FREIGHT]	
		Tue, Oct 24	10	J	-10" Delayed at West Chicago waiting for police to escort female passenger who was being harassed by a male passenger	
UP-W	42 82% OT	Mon, Oct 09	15	KP1	-18" Delayed late turn from M21	
		Wed, Oct 18	12	D	-12" Freight interference @ JB Tower, also ADA lift @ Glen Ellyn restricted speed @ Oak Park due to PTC not recognizing clear signal [CONTROLLABLE FREIGHT]	
		Mon, Oct 30	15	C1	-15" Late turn from M21	
		Tue, Oct 31	10	GT	-10" Delayed due to Cad restart -waited for a signal @ Park	
UP-W	44 73% OT	Mon, Oct 02	10	U	-10" 4 ADA lifts also had a 30 mph speed restriction M.P. 15.5-15.4	
		Wed, Oct 04	7	I	-7" track #4 at Park; track #3 at Kedzie passengers on wrong side, waited for them to crossover	
		Fri, Oct 06	10	U	-10" Slow Loading of 2 ADA lifts	
		Thu, Oct 12	10	D	-10" Delayed due to Freight Interference (UET1X2). [Controllable Freight]	
		Mon, Oct 16	15	D1	-15" Late turn from M25 [CONTROLLABLE FREIGHT]	
		Tue, Oct 31	8	D1	-8" Late turn from M25 [CONTROLLABLE FREIGHT]	
UP-W	54 73% OT	Thu, Oct 05	10	D	-10" Delayed @ Peck on acct of freight train interference (ZG2BRB-05). [Controllable Freight]	
		Thu, Oct 12	10	RF	-10" No signal @ CN @ Washington St. & slow passenger loading/unloading @ Villa Park & Elmhurst due to operating on track 2, had to load & unload passengers from cab car only (ZLTG2 was on track 1 going into outbound 1). [Controllable Freight]	
		Mon, Oct 16	7	G	-7" Delayed @ Western Ave on acct. of a track circuit on the 27 puzzle, which locked up the plant, causing Western Ave operator the inability to give the signal on the UP tracks	
		Wed, Oct 18	8	C	follow up - slow orders from construction	
		Wed, Oct 25	8	KW	-8" Delayed due to multiple wheel slippage	
		Tue, Oct 31	6	KW1	-6" Late turn off M35, due to wheel slip	

Data is final (11/15/2023) 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
October 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	5	-	-	-	5	6	6	1	1	17	-	9	27	77
Freight Interference - Peak	1	-	-	-	5	1	1	-	1	5	-	4	10	28
Primary	1	-	-	-	5	1	1	-	1	3	-	1	4	17
Secondary	-	-	-	-	-	-	-	-	-	2	-	3	6	11
Freight Interference - Off-Peak	4	-	-	-	-	5	5	1	-	12	-	5	17	49
Primary	4	-	-	-	-	3	1	1	-	9	-	5	11	34
Secondary	-	-	-	-	-	2	4	-	-	3	-	-	6	15
Signal/Switch Failure - Total	5	15	10	12	3	17	13	2	28	7	2	6	3	123
Signal/Switch Failure - Metra/PSA	1	15	10	12	-	17	13	-	27	3	2	6	3	109
Primary	1	11	7	1	-	11	9	-	23	2	2	5	3	75
Secondary	-	4	3	11	-	6	4	-	4	1	-	1	-	34
Signal/Switch Failure - Foreign	4	-	-	-	3	-	-	2	1	4	-	-	-	14
Primary	4	-	-	-	3	-	-	1	1	4	-	-	-	13
Secondary	-	-	-	-	-	-	-	1	-	-	-	-	-	1
Mechanical Failure - Total	12	1	-	-	-	4	12	2	7	2	8	4	3	55
Mechanical Failure - Metra/PSA	12	1	-	-	-	4	12	2	7	2	8	4	3	55
Non-Locomotive Equipment Issue - Metra/PSA	2	1	-	-	-	1	-	-	1	2	1	1	2	11
Primary	2	1	-	-	-	1	-	-	1	2	1	1	1	10
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Locomotive Issue - Metra/PSA	10	-	-	-	-	3	12	2	6	-	7	3	1	44
Primary	5	-	-	-	-	1	5	1	4	-	4	1	1	22
Secondary	5	-	-	-	-	2	7	1	2	-	3	2	-	22
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	2	-	-	-	1	13	-	2	4	3	-	2	-	27
Passenger Train Interference - Metra/PSA	-	-	-	-	-	11	-	1	4	-	-	1	-	17
Passenger Train Interference - Foreign	2	-	-	-	1	2	-	1	-	3	-	1	-	10
Accident - Total	-	-	-	-	-	-	2	-	2	7	28	11	-	50
Accident - Metra/PSA	-	-	-	-	-	-	2	-	-	6	28	11	-	47
Accident - Foreign	-	-	-	-	-	-	-	-	2	1	-	-	-	3
Track Work - Total	9	3	-	-	1	17	1	2	57	4	7	8	15	124
Track Work - Metra/PSA	9	3	-	-	-	17	-	-	57	1	5	7	15	114
Track Work - Foreign	-	-	-	-	1	-	1	2	-	3	2	1	-	10
Human Error - Total	9	-	-	1	-	11	1	2	11	3	6	9	7	60
Human Error - Metra/PSA	7	-	-	1	-	-	1	1	11	2	6	9	3	41
Human Error - Foreign	2	-	-	-	-	11	-	1	-	1	-	-	4	19
PTC Related - Total	2	2	4	3	-	12	13	9	4	6	3	5	5	68
PTC Related - Metra/PSA	2	2	4	3	-	12	13	9	4	1	3	5	5	63
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	5	-	-	-	5
Weather - Total	-	2	-	-	1	7	2	2	30	4	32	24	7	111
Weather - Metra/PSA	-	2	-	-	1	7	2	2	30	4	32	24	7	111
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	2	12	4	1	-	4	2	-	19	-	12	11	13	80
Obstruction/Debris - Total	6	1	-	2	-	11	2	-	6	9	9	23	18	87
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	4	-	-	-	-	-	-	-	-	-	-	8	14	26
Total Trains Delayed	56	36	18	19	11	102	54	22	169	62	107	120	112	888
Total Metra/PSA Delays	43	36	18	19	1	83	47	15	165	28	105	109	81	750
Total Foreign Carrier Delays	13	0	0	0	10	19	7	7	4	34	2	11	31	138

Data for current month is final (11/15/2023) 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 October 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	8	-	-	-	7	10	10	2	2	10	2	3	34	88
Freight Interference - Peak	1	-	-	-	6	2	3	1	1	5	1	3	14	36
Primary	1	-	-	-	6	1	2	1	1	4	1	2	7	25
Secondary	-	-	-	-	0	0	1	0	-	1	0	1	7	11
Freight Interference - Off-Peak	7	-	-	-	1	8	7	1	1	5	1	1	19	52
Primary	5	-	-	-	1	6	5	1	1	4	1	1	15	39
Secondary	1	-	-	-	0	2	2	0	0	1	0	-	5	13
Signal/Switch Failure - Total	11	5	1	2	3	17	8	4	8	9	5	6	10	90
Signal/Switch Failure - Metra/PSA	10	5	1	2	0	15	6	3	8	7	5	5	10	77
Primary	6	4	1	2	0	10	4	3	7	4	4	4	6	55
Secondary	4	1	0	0	-	4	2	1	1	3	1	1	4	22
Signal/Switch Failure - Foreign	1	-	-	-	2	3	1	1	-	3	-	1	1	13
Primary	1	-	-	-	2	1	1	1	-	2	-	1	1	10
Secondary	-	-	-	-	-	2	0	-	-	0	-	-	0	3
Mechanical Failure - Total	13	3	0	0	1	18	7	2	9	4	12	7	7	82
Mechanical Failure - Metra/PSA	13	2	0	0	1	17	7	2	9	4	12	7	7	80
Non-Locomotive Equipment Issue - Metra/PSA	6	2	0	0	-	2	2	1	1	1	5	3	2	26
Primary	3	1	-	0	-	1	1	0	1	1	2	1	1	12
Secondary	3	2	0	-	-	1	1	0	1	0	2	2	1	14
Locomotive Issue - Metra/PSA	7	-	-	-	1	15	4	2	8	3	7	4	4	55
Primary	2	-	-	-	0	4	3	1	4	2	2	2	1	22
Secondary	5	-	-	-	0	10	1	1	4	1	5	2	3	32
Mechanical Failure - Foreign	-	0	0	-	-	1	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	1	0	-	1	1	3	1	1	0	1	-	-	0	10
Passenger Train Interference - Metra/PSA	-	-	-	1	-	2	1	1	0	-	-	-	0	6
Passenger Train Interference - Foreign	1	0	-	-	1	1	-	-	0	1	-	-	-	4
Accident - Total	6	-	-	0	1	3	1	-	5	0	2	4	7	29
Accident - Metra/PSA	6	-	-	0	-	3	0	-	3	0	2	4	7	26
Accident - Foreign	-	-	-	-	1	0	1	-	2	-	-	-	-	4
Track Work - Total	11	9	2	3	0	5	4	0	10	3	10	5	6	69
Track Work - Metra/PSA	11	9	2	3	0	5	3	0	10	2	10	5	6	68
Track Work - Foreign	-	-	-	-	-	-	0	-	0	0	-	-	-	1
Human Error - Total	9	4	1	1	2	9	6	2	5	3	6	6	6	58
Human Error - Metra/PSA	4	4	1	1	0	3	5	1	5	1	5	3	3	36
Human Error - Foreign	5	-	-	-	1	6	2	1	-	1	1	2	3	22
PTC Related - Total	1	1	0	1	1	4	6	1	6	3	5	4	4	37
PTC Related - Metra/PSA	1	1	0	1	1	3	5	1	6	1	5	4	4	33
PTC Related - Foreign	-	0	-	-	-	1	1	1	-	1	-	-	-	4
Weather - Total	4	4	1	1	0	8	2	2	12	1	17	28	6	85
Weather - Metra/PSA	4	4	1	1	0	8	2	2	12	1	17	28	6	85
Weather - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
Passenger Related - Total	4	6	3	2	-	7	7	0	8	-	6	6	6	56
Obstruction/Debris - Total	12	3	0	4	1	4	2	1	9	1	4	11	7	60
Catenary Failure - Total	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Other - Total	6	-	-	1	-	0	1	0	-	-	0	1	0	10
Total Trains Delayed	84	36	10	16	16	89	55	17	73	35	70	81	93	675
Total Metra/PSA Delays	68	36	9	16	4	67	40	13	69	18	66	74	56	537
Total Foreign Carrier Delays	15	1	0	0	12	22	15	5	4	16	4	7	37	138

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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 2023 Compared to Average October 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	(3)	-	-	-	(2)	(4)	(4)	(1)	(1)	7	(2)	6	(7)	(11)
Freight Interference - Peak	(0)	-	-	-	(1)	(1)	(2)	(1)	0	0	(1)	1	(4)	(8)
Primary	(0)	-	-	-	(1)	(0)	(1)	(1)	0	(1)	(1)	(1)	(3)	(8)
Secondary	-	-	-	-	(0)	(0)	(1)	(0)	-	1	(0)	2	(1)	-
Freight Interference - Off-Peak	(3)	-	-	-	(1)	(3)	(2)	-	(1)	7	(1)	4	(2)	(3)
Primary	(1)	-	-	-	(1)	(3)	(4)	0	(1)	5	(1)	4	(4)	(5)
Secondary	(1)	-	-	-	(0)	(0)	1	(0)	(0)	2	(0)	-	1	2
Signal/Switch Failure - Total	(6)	10	9	10	0	(0)	5	(2)	20	(2)	(3)	(0)	(7)	33
Signal/Switch Failure - Metra/PSA	(9)	10	9	10	(0)	2	7	(3)	19	(4)	(3)	1	(7)	32
Primary	(5)	7	6	(1)	(0)	1	5	(3)	16	(2)	(2)	1	(3)	20
Secondary	(4)	3	3	11	-	2	2	(1)	3	(2)	(1)	(0)	(4)	12
Signal/Switch Failure - Foreign	3	-	-	-	1	(3)	(1)	1	1	1	-	(1)	(1)	1
Primary	3	-	-	-	1	(1)	(1)	-	1	2	-	(1)	(1)	3
Secondary	-	-	-	-	-	(2)	(0)	1	-	(0)	-	-	(0)	(2)
Mechanical Failure - Total	(1)	(2)	(0)	(0)	(1)	(14)	5	(0)	(2)	(2)	(4)	(3)	(4)	(27)
Mechanical Failure - Metra/PSA	(1)	(1)	(0)	(0)	(1)	(13)	5	(0)	(2)	(2)	(4)	(3)	(4)	(25)
Non-Locomotive Equipment Issue - Metra/PSA	(4)	(1)	(0)	(0)	-	(1)	(2)	(1)	(0)	1	(4)	(2)	(0)	(15)
Primary	(1)	0	-	(0)	-	0	(1)	(0)	0	1	(1)	(0)	(0)	(2)
Secondary	(3)	(2)	(0)	-	-	(1)	(1)	(0)	(1)	(0)	(2)	(2)	(0)	(13)
Locomotive Issue - Metra/PSA	3	-	-	-	(1)	(12)	8	0	(2)	(3)	-	(1)	(3)	(11)
Primary	3	-	-	-	(0)	(3)	2	0	0	(2)	2	(1)	(0)	(0)
Secondary	0	-	-	-	(0)	(8)	6	-	(2)	(1)	(2)	0	(3)	(10)
Mechanical Failure - Foreign	-	(0)	(0)	-	-	(1)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	1	(0)	-	(1)	0	10	(1)	1	4	2	-	2	(0)	17
Passenger Train Interference - Metra/PSA	-	-	-	(1)	-	9	(1)	(0)	4	-	-	1	(0)	11
Passenger Train Interference - Foreign	1	(0)	-	-	0	1	-	1	(0)	2	-	1	-	6
Accident - Total	(6)	-	-	(0)	(1)	(3)	1	-	(3)	7	26	7	(7)	21
Accident - Metra/PSA	(6)	-	-	(0)	-	(3)	2	-	(3)	6	26	7	(7)	21
Accident - Foreign	-	-	-	-	(1)	(0)	(1)	-	0	1	-	-	-	(1)
Track Work - Total	(2)	(6)	(2)	(3)	1	12	(3)	2	47	1	(3)	3	9	55
Track Work - Metra/PSA	(2)	(6)	(2)	(3)	(0)	12	(3)	(0)	47	(1)	(5)	2	9	46
Track Work - Foreign	-	-	-	-	1	-	1	2	(0)	3	2	1	-	9
Human Error - Total	0	(4)	(1)	(0)	(2)	2	(5)	0	6	0	(0)	3	1	2
Human Error - Metra/PSA	3	(4)	(1)	(0)	(0)	(3)	(4)	0	6	1	1	6	(0)	5
Human Error - Foreign	(3)	-	-	-	(1)	5	(2)	0	-	(0)	(1)	(2)	1	(3)
PTC Related - Total	1	1	4	2	(1)	8	7	8	(2)	3	(2)	1	1	31
PTC Related - Metra/PSA	1	1	4	2	(1)	9	8	8	(2)	(0)	(2)	1	1	30
PTC Related - Foreign	-	(0)	-	-	-	(1)	(1)	(1)	-	4	-	-	-	1
Weather - Total	(4)	(2)	(1)	(1)	1	(1)	0	-	18	3	15	(4)	1	26
Weather - Metra/PSA	(4)	(2)	(1)	(1)	1	(1)	0	-	18	3	15	(4)	1	26
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
Passenger Related - Total	(2)	6	1	(1)	-	(3)	(5)	(0)	11	-	6	5	7	24
Obstruction/Debris - Total	(6)	(2)	(0)	(2)	(1)	7	(0)	(1)	(3)	8	5	12	11	27
Catenary Failure - Total	-	(1)	-	-	-	-	-	-	-	-	-	-	-	(1)
Other - Total	(2)	-	-	(1)	-	(0)	(1)	(0)	-	-	(0)	7	14	16
Total Trains Delayed	(28)	(0)	8	3	(5)	13	(1)	5	96	27	37	39	19	213
Total Metra/PSA Delays	-25	0	9	3	-3	16	7	2	96	10	39	35	25	213
Total Foreign Carrier Delays	-2	-1	0	0	-2	-3	-8	2	0	18	-2	4	-6	0

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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 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	131	-	-	-	34	41	46	20	22	74	16	70	220	674
Freight Interference - Peak	33	-	-	-	34	12	16	7	4	24	7	40	49	226
Primary	23	-	-	-	33	7	12	7	3	21	7	22	30	165
Secondary	10	-	-	-	1	5	4	-	1	3	-	18	19	61
Freight Interference - Off-Peak	98	-	-	-	-	29	30	13	18	50	9	30	171	448
Primary	81	-	-	-	-	22	24	11	14	39	2	29	138	360
Secondary	17	-	-	-	-	7	6	2	4	11	7	1	33	88
Signal/Switch Failure - Total	77	79	35	85	15	210	117	51	106	107	13	59	68	1,022
Signal/Switch Failure - Metra/PSA	45	79	35	85	-	177	99	28	105	23	13	54	63	806
Primary	36	49	27	53	-	119	66	23	91	20	13	38	48	583
Secondary	9	30	8	32	-	58	33	5	14	3	-	16	15	223
Signal/Switch Failure - Foreign	32	-	-	-	15	33	18	23	1	84	-	5	5	216
Primary	30	-	-	-	14	30	17	20	1	68	-	4	5	189
Secondary	2	-	-	-	1	3	1	3	-	16	-	1	-	27
Mechanical Failure - Total	78	14	7	9	11	128	84	34	150	31	64	87	57	754
Mechanical Failure - Metra/PSA	78	13	4	7	11	116	84	33	150	30	64	87	57	734
Non-Locomotive Equipment Issue - Metra/PSA	26	13	4	7	4	19	19	7	29	9	16	36	27	216
Primary	15	12	1	5	3	7	11	3	16	7	10	17	18	125
Secondary	11	1	3	2	1	12	8	4	13	2	6	19	9	91
Locomotive Issue - Metra/PSA	52	-	-	-	7	97	65	26	121	21	48	51	30	518
Primary	23	-	-	-	5	33	36	11	39	11	16	18	19	211
Secondary	29	-	-	-	2	64	29	15	82	10	32	33	11	307
Mechanical Failure - Foreign	-	1	3	2	-	12	-	1	-	1	-	-	-	20
Passenger Train Interference - Total	15	7	1	-	6	161	56	16	18	21	3	28	9	341
Passenger Train Interference - Metra/PSA	-	4	-	-	-	109	45	12	18	4	3	24	9	228
Passenger Train Interference - Foreign	15	3	1	-	6	52	11	4	-	17	-	4	-	113
Accident - Total	80	4	2	10	4	67	51	20	125	21	74	78	72	608
Accident - Metra/PSA	56	-	-	3	-	12	16	4	120	6	74	76	29	396
Accident - Foreign	24	4	2	7	4	55	35	16	5	15	-	2	43	212
Track Work - Total	38	157	19	50	15	82	20	34	133	43	80	191	67	929
Track Work - Metra/PSA	38	157	19	50	-	82	19	8	126	10	78	188	67	842
Track Work - Foreign	-	-	-	-	15	-	1	26	7	33	2	3	-	87
Human Error - Total	94	24	8	19	10	133	49	35	57	45	41	150	61	726
Human Error - Metra/PSA	73	23	7	19	3	43	27	14	56	11	28	85	40	429
Human Error - Foreign	21	1	1	-	7	90	22	21	1	34	13	65	21	297
PTC Related - Total	28	20	9	28	12	62	38	35	48	69	55	83	76	563
PTC Related - Metra/PSA	24	18	8	28	5	54	35	23	47	16	53	82	75	468
PTC Related - Foreign	4	2	1	-	7	8	3	12	1	53	2	1	1	95
Weather - Total	147	31	15	7	5	52	64	23	70	14	130	125	115	798
Weather - Metra/PSA	144	31	15	7	5	52	64	23	70	14	130	125	114	794
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	1	4
Passenger Related - Total	28	205	17	47	-	49	74	7	168	13	120	75	128	931
Obstruction/Debris - Total	73	42	18	56	10	105	71	31	86	60	57	217	149	975
Catenary Failure - Total	-	36	12	15	-	-	-	-	-	-	-	-	-	63
Other - Total	8	12	1	7	-	8	2	1	2	5	16	8	14	84
Total Trains Delayed	797	631	144	333	122	1,098	672	307	985	503	669	1,171	1,036	8,468
Total Metra/PSA Delays	565	620	136	324	34	807	536	184	948	192	636	1,021	745	6,748
Total Foreign Carrier Delays	232	11	8	9	88	291	136	123	37	311	33	150	291	1,720

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Table 6.b: Train Delays by Cause and Line - YTD
January - October 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	103	-	-	-	60	87	107	36	34	90	13	59	263	851
Freight Interference - Peak	31	-	-	-	47	20	33	16	7	38	6	33	89	322
Primary	19	-	-	-	41	14	25	13	5	29	5	19	53	223
Secondary	12	-	-	-	6	6	8	3	2	9	2	14	36	99
Freight Interference - Off-Peak	71	-	-	-	13	67	74	19	27	51	7	25	174	529
Primary	59	-	-	-	11	44	57	16	22	37	4	19	128	397
Secondary	12	-	-	-	1	24	17	3	5	15	3	6	45	132
Signal/Switch Failure - Total	121	57	27	36	29	163	96	48	144	72	30	64	70	957
Signal/Switch Failure - Metra/PSA	77	57	27	36	4	136	85	26	141	29	30	45	58	751
Primary	55	45	21	26	3	91	68	21	112	20	20	30	38	549
Secondary	22	12	6	11	0	45	17	5	29	9	11	14	20	202
Signal/Switch Failure - Foreign	45	-	-	-	25	27	11	22	3	42	0	19	12	206
Primary	36	-	-	-	22	14	7	19	3	29	-	14	9	153
Secondary	9	-	-	-	2	12	4	3	1	13	0	5	3	53
Mechanical Failure - Total	129	11	5	4	3	123	72	25	109	24	79	78	89	751
Mechanical Failure - Metra/PSA	127	7	4	3	3	115	72	24	109	24	79	78	89	735
Non-Locomotive Equipment Issue - Metra/PSA	49	7	4	3	1	17	11	4	16	10	29	29	33	213
Primary	22	3	2	2	1	8	7	2	9	6	17	16	18	113
Secondary	27	4	2	1	-	9	4	2	6	4	12	13	16	100
Locomotive Issue - Metra/PSA	78	-	-	-	3	99	61	20	93	14	50	49	56	522
Primary	25	-	-	-	2	31	25	7	37	7	19	19	21	192
Secondary	53	-	-	-	1	67	36	13	56	7	32	30	35	330
Mechanical Failure - Foreign	2	3	1	1	0	8	1	1	-	-	-	-	-	16
Passenger Train Interference - Total	16	2	0	5	9	28	3	9	4	20	1	4	2	102
Passenger Train Interference - Metra/PSA	2	1	0	3	0	21	2	9	3	0	1	3	2	47
Passenger Train Interference - Foreign	14	1	0	1	8	8	1	0	1	20	-	0	0	55
Accident - Total	69	27	4	5	4	33	23	5	46	9	42	58	59	384
Accident - Metra/PSA	61	13	2	5	1	24	18	4	36	6	42	55	38	305
Accident - Foreign	8	13	2	-	3	8	5	1	10	4	0	4	21	79
Track Work - Total	77	51	6	22	13	67	45	7	96	17	69	45	46	561
Track Work - Metra/PSA	76	50	6	22	10	65	42	6	95	8	69	43	46	539
Track Work - Foreign	1	0	-	-	4	2	3	1	0	9	-	1	-	22
Human Error - Total	123	23	9	13	16	89	50	24	75	25	64	69	58	637
Human Error - Metra/PSA	72	22	9	13	5	41	35	12	73	11	52	43	41	429
Human Error - Foreign	51	1	-	0	11	47	15	13	1	13	12	26	17	208
PTC Related - Total	32	19	6	14	13	38	28	15	59	22	53	37	66	402
PTC Related - Metra/PSA	30	18	6	13	5	35	26	10	58	10	53	36	63	362
PTC Related - Foreign	2	1	-	1	7	3	2	6	1	13	0	1	3	40
Weather - Total	93	69	24	33	5	86	60	16	122	12	80	115	59	775
Weather - Metra/PSA	90	69	24	33	5	85	60	16	121	10	78	114	58	763
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
Passenger Related - Total	59	62	14	12	1	62	67	7	96	4	87	86	117	675
Obstruction/Debris - Total	61	35	14	37	4	37	33	14	85	19	45	86	77	547
Catenary Failure - Total	-	18	4	13	-	-	-	-	-	-	-	-	-	36
Other - Total	11	1	2	3	1	4	6	1	6	2	2	7	1	46
Total Trains Delayed	893	374	115	197	158	817	591	208	875	315	566	708	908	6,724
Total Metra/PSA Delays	664	354	111	194	38	626	446	129	823	123	539	596	590	5,234
Total Foreign Carrier Delays	229	19	3	3	119	191	145	79	52	192	28	112	317	1,490

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Table 6.c: Train Delays by Cause and Line - YTD
January - October 2023 Compared to Average January - October 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	28	-	-	-	(26)	(46)	(61)	(16)	(12)	(16)	3	11	(43)	(177)
Freight Interference - Peak	2	-	-	-	(13)	(8)	(17)	(9)	(3)	(14)	1	7	(40)	(96)
Primary	4	-	-	-	(8)	(7)	(13)	(6)	(2)	(8)	2	3	(23)	(58)
Secondary	(2)	-	-	-	(5)	(1)	(4)	(3)	(1)	(6)	(2)	4	(17)	(38)
Freight Interference - Off-Peak	27	-	-	-	(13)	(38)	(44)	(6)	(9)	(1)	2	5	(3)	(81)
Primary	22	-	-	-	(11)	(22)	(33)	(5)	(8)	2	(2)	10	10	(37)
Secondary	5	-	-	-	(1)	(17)	(11)	(1)	(1)	(4)	4	(5)	(12)	(44)
Signal/Switch Failure - Total	(44)	22	8	49	(14)	47	21	3	(38)	35	(17)	(5)	(2)	65
Signal/Switch Failure - Metra/PSA	(32)	22	8	49	(4)	41	14	2	(36)	(6)	(17)	9	5	55
Primary	(19)	4	6	27	(3)	28	(2)	2	(21)	-	(7)	8	10	34
Secondary	(13)	18	2	21	(0)	13	16	-	(15)	(6)	(11)	2	(5)	21
Signal/Switch Failure - Foreign	(13)	-	-	-	(10)	6	7	1	(2)	42	(0)	(14)	(7)	10
Primary	(6)	-	-	-	(8)	16	10	1	(2)	39	-	(10)	(4)	36
Secondary	(7)	-	-	-	(1)	(9)	(3)	(0)	(1)	3	(0)	(4)	(3)	(26)
Mechanical Failure - Total	(51)	3	2	5	8	5	12	9	41	7	(15)	9	(32)	3
Mechanical Failure - Metra/PSA	(49)	6	0	4	8	1	12	9	41	6	(15)	9	(32)	(1)
Non-Locomotive Equipment Issue - Metra/PSA	(23)	6	0	4	3	2	8	3	13	(1)	(13)	7	(6)	3
Primary	(7)	9	(1)	3	2	(1)	4	1	7	1	(7)	1	0	12
Secondary	(16)	(3)	1	1	1	3	4	2	7	(2)	(6)	6	(7)	(9)
Locomotive Issue - Metra/PSA	(26)	-	-	-	4	(2)	4	6	28	7	(2)	2	(26)	(4)
Primary	(2)	-	-	-	3	2	11	4	2	4	(3)	(1)	(2)	19
Secondary	(24)	-	-	-	1	(3)	(7)	2	26	3	0	3	(24)	(23)
Mechanical Failure - Foreign	(2)	(2)	2	1	(0)	4	(1)	0	-	1	-	-	-	4
Passenger Train Interference - Total	(1)	5	1	(5)	(3)	133	53	7	14	1	2	24	7	239
Passenger Train Interference - Metra/PSA	(2)	3	(0)	(3)	(0)	88	43	3	15	4	2	21	7	181
Passenger Train Interference - Foreign	1	2	1	(1)	(2)	44	10	4	(1)	(3)	-	4	(0)	58
Accident - Total	11	(23)	(2)	5	0	34	28	15	79	12	32	20	13	224
Accident - Metra/PSA	(5)	(13)	(2)	(2)	(1)	(12)	(2)	(0)	84	0	32	21	(9)	91
Accident - Foreign	16	(9)	-	7	1	47	30	15	(5)	11	(0)	(2)	22	133
Track Work - Total	(39)	106	13	28	2	15	(25)	27	37	26	11	146	21	368
Track Work - Metra/PSA	(38)	107	13	28	(10)	17	(23)	2	31	2	9	145	21	303
Track Work - Foreign	(1)	(0)	-	-	11	(2)	(2)	25	7	24	2	2	-	65
Human Error - Total	(29)	1	(1)	6	(6)	44	(1)	11	(18)	20	(23)	81	3	89
Human Error - Metra/PSA	1	1	(2)	6	(2)	2	(8)	2	(17)	(0)	(24)	42	(1)	(0)
Human Error - Foreign	(30)	0	1	(0)	(4)	43	7	8	(0)	21	1	39	4	89
PTC Related - Total	(4)	1	3	14	(1)	24	10	20	(11)	47	2	46	10	161
PTC Related - Metra/PSA	(6)	(0)	2	15	(0)	19	9	13	(11)	6	-	46	12	106
PTC Related - Foreign	2	1	1	(1)	(0)	5	1	6	(0)	40	2	(0)	(2)	55
Weather - Total	54	(38)	(9)	(26)	(0)	(34)	4	7	(52)	2	50	10	56	23
Weather - Metra/PSA	54	(38)	(9)	(26)	0	(33)	4	7	(51)	4	52	11	56	31
Weather - Foreign	-	-	-	-	(1)	(1)	(1)	-	(1)	(2)	(2)	(1)	(0)	(8)
Passenger Related - Total	(31)	143	3	35	(1)	(13)	7	0	72	9	33	(11)	11	256
Obstruction/Debris - Total	12	7	4	19	6	68	38	17	1	41	12	131	72	428
Catenary Failure - Total	-	18	8	2	-	-	-	-	-	-	-	-	-	27
Other - Total	(3)	11	(1)	4	(1)	4	(4)	(0)	(4)	3	14	1	13	38
Total Trains Delayed	(96)	257	29	136	(36)	281	81	99	110	188	103	463	128	1,744
Total Metra/PSA Delays	-99	266	25	130	-4	181	90	55	125	69	97	425	155	1,514
Total Foreign Carrier Delays	3	-8	5	6	-31	100	-9	44	-15	119	5	38	-26	230

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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 - Oct	
Freight Interference - Total	69	64	71	54	61	81	68	57	72	77			674	8.0%
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28			226	2.7%
Primary	18	16	18	13	9	24	18	16	16	17			165	1.9%
Secondary	7	10	11	2	3	4	4	1	8	11			61	0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49			448	5.3%
Primary	32	29	35	34	42	46	33	36	39	34			360	4.3%
Secondary	12	9	7	5	7	7	13	4	9	15			88	1.0%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119	75	123			1,022	12.1%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109			806	9.5%
Primary	45	57	45	73	81	36	73	46	52	75			583	6.9%
Secondary	11	9	18	48	17	15	34	27	10	34			223	2.6%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14			216	2.6%
Primary	7	9	5	36	44	10	17	37	11	13			189	2.2%
Secondary	2	3	-	5	-	2	3	9	2	1			27	0.3%
Mechanical Failure - Total	85	81	52	49	86	79	102	83	82	55			754	8.9%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55			734	8.7%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11			216	2.6%
Primary	12	12	5	10	18	14	14	14	16	10			125	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1			91	1.1%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44			518	6.1%
Primary	26	25	18	17	20	24	27	14	18	22			211	2.5%
Secondary	33	26	21	18	24	36	52	47	28	22			307	3.6%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-			20	0.2%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33	30	27			341	4.0%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17			228	2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10			113	1.3%
Accident - Total	90	25	29	67	147	29	14	135	22	50			608	7.2%
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47			396	4.7%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3			212	2.5%
Track Work - Total	19	44	74	64	131	215	147	37	74	124			929	11.0%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114			842	9.9%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10			87	1.0%
Human Error - Total	67	43	57	91	66	71	117	93	61	60			726	8.6%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41			429	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19			297	3.5%
PTC Related - Total	49	45	53	57	77	49	77	53	35	68			563	6.6%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63			468	5.5%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5			95	1.1%
Weather - Total	44	108	42	128	32	8	242	70	13	111			798	9.4%
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111			794	9.4%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-			4	0.0%
Passenger Related - Total	52	54	69	81	118	179	103	119	76	80			931	11.0%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185	94	87			975	11.5%
Catenary Failure - Total	1	9	-	38	-	-	6	-	9	-			63	0.7%
Other - Total	4	-	3	-	12	8	27	1	3	26			84	1.0%
Total Trains Delayed	649	650	623	912	991	927	1,197	985	646	888			8,468	100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750			6,748	79.7%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138			1,720	20.3%

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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 - Oct	
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	782	12.0%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	317	4.9%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	253	3.9%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	64	1.0%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	465	7.1%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	371	5.7%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	94	1.4%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	972	14.9%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	844	13.0%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	647	9.9%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	197	3.0%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	128	2.0%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	96	1.5%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	32	0.5%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	655	10.1%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	644	9.9%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	171	2.6%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	114	1.8%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	57	0.9%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	473	7.3%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	215	3.3%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	258	4.0%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	11	0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	70	1.1%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	46	0.7%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	24	0.4%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	544	8.4%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	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	36	24	595	9.1%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	554	8.5%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	41	0.6%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	518	8.0%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	327	5.0%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	191	2.9%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	513	7.9%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	444	6.8%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	69	1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	605	9.3%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	603	9.3%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	-	2	0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	536	8.2%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	564	8.7%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	69	1.1%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	81	1.2%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	6,504	100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	5,174	79.6%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	1,330	20.4%

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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 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	6	5	6	1	2	29	15	11	55	11	15	18	21	195
11-15	8	1	2	0	5	8	5	0	14	3	5	8	6	65
16-20	3	1	1	0	2	3	1	1	4	0	1	6	2	25
21+	2	3	1	3	2	2	1	2	0	2	7	22	18	65
Annulled	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>13</u>
Sub-Total	21	11	10	5	11	42	24	14	75	16	30	57	47	363
Weekday Off-Peak **														
6-10	16	10	6	5	0	27	9	2	43	20	14	16	32	200
11-15	4	2	0	1	0	12	3	2	19	10	6	6	13	78
16-20	3	2	0	0	0	6	2	0	4	5	4	3	2	31
21+	1	4	1	4	0	4	2	4	6	7	17	14	12	76
Annulled	<u>5</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>13</u>	<u>3</u>	<u>2</u>	<u>34</u>
Sub-Total	29	19	7	13	0	49	18	8	73	46	54	42	61	419
Saturday														
6-10	3	2	0	0	0	1	1	0	3	0	3	5	0	18
11-15	3	2	0	0	0	0	1	0	4	0	5	0	1	16
16-20	0	0	0	0	0	1	3	0	1	0	1	1	0	7
21+	0	0	1	0	0	1	6	0	1	0	1	7	0	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>1</u>	<u>1</u>
Sub-Total	6	4	1	0	0	3	11	0	9	0	10	13	2	59
Sunday-Holiday														
6-10	0	2	0	0	0	3	1	0	6	0	6	4	1	23
11-15	0	0	0	0	0	3	0	0	3	0	1	2	0	9
16-20	0	0	0	0	0	0	0	0	1	0	2	1	1	5
21+	0	0	0	0	0	2	0	0	1	0	4	1	0	8
Annulled	<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>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	0	2	0	1	0	8	1	0	12	0	13	8	2	47
October 2023 Total														
6-10	25	19	12	6	2	60	26	13	107	31	38	43	54	436
11-15	15	5	2	1	5	23	9	2	40	13	17	16	20	168
16-20	6	3	1	0	2	10	6	1	10	5	8	11	5	68
21+	3	7	3	7	2	9	9	6	8	9	29	44	30	166
Annulled	<u>7</u>	<u>2</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>15</u>	<u>6</u>	<u>3</u>	<u>50</u>
TOTAL	56	36	18	19	11	102	54	22	169	62	107	120	112	888
2023 Year-to-Date														
6-10	280	365	85	167	50	565	350	146	510	232	230	322	377	3,679
11-15	158	106	18	54	24	241	125	51	168	100	128	204	182	1,559
16-20	79	58	10	16	15	107	54	26	73	42	67	130	103	780
21+	180	83	30	65	24	157	113	70	150	96	178	445	311	1,902
Annulled	<u>100</u>	<u>19</u>	<u>1</u>	<u>31</u>	<u>9</u>	<u>28</u>	<u>30</u>	<u>14</u>	<u>84</u>	<u>33</u>	<u>66</u>	<u>70</u>	<u>63</u>	<u>548</u>
TOTAL	797	631	144	333	122	1,098	672	307	985	503	669	1,171	1,036	8,468
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
October 2023 Total														
6-10	44.6%	52.8%	66.7%	31.6%	18.2%	58.8%	48.1%	59.1%	63.3%	50.0%	35.5%	35.8%	48.2%	49.1%
11-15	26.8%	13.9%	11.1%	5.3%	45.5%	22.5%	16.7%	9.1%	23.7%	21.0%	15.9%	13.3%	17.9%	18.9%
16-20	10.7%	8.3%	5.6%	0.0%	18.2%	9.8%	11.1%	4.5%	5.9%	8.1%	7.5%	9.2%	4.5%	7.7%
21+	5.4%	19.4%	16.7%	36.8%	18.2%	8.8%	16.7%	27.3%	4.7%	14.5%	27.1%	36.7%	26.8%	18.7%
Annulled	<u>12.5%</u>	<u>5.6%</u>	<u>0.0%</u>	<u>26.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.4%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>6.5%</u>	<u>14.0%</u>	<u>5.0%</u>	<u>2.7%</u>	<u>5.6%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2023 Year-to-Date Delays By Duration														
6-10	35.1%	57.8%	59.0%	50.2%	41.0%	51.5%	52.1%	47.6%	51.8%	46.1%	34.4%	27.5%	36.4%	43.4%
11-15	19.8%	16.8%	12.5%	16.2%	19.7%	21.9%	18.6%	16.6%	17.1%	19.9%	19.1%	17.4%	17.6%	18.4%
16-20	9.9%	9.2%	6.9%	4.8%	12.3%	9.7%	8.0%	8.5%	7.4%	8.3%	10.0%	11.1%	9.9%	9.2%
21+	22.6%	13.2%	20.8%	19.5%	19.7%	14.3%	16.8%	22.8%	15.2%	19.1%	26.6%	38.0%	30.0%	22.5%
Annulled	<u>12.5%</u>	<u>3.0%</u>	<u>0.7%</u>	<u>9.3%</u>	<u>7.4%</u>	<u>2.6%</u>	<u>4.5%</u>	<u>4.6%</u>	<u>8.5%</u>	<u>6.6%</u>	<u>9.9%</u>	<u>6.0%</u>	<u>6.1%</u>	<u>6.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (11/15/2023) version from TOPS.