

# On-Time Performance

January 2024



# On-Time Performance

## January 2024

This report presents an analysis of January 2024 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.

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. Metra added one Sunday RI train on November 27.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in January, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in January, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 186 regularly scheduled revenue trains each Sunday in January, which is three 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 January 2024 than in January 2019, four percent fewer total revenue trains than in January 2020, 67 percent more total revenue trains than in January 2021, 19 percent more total revenue trains than in January 2022, and six percent more total revenue trains than in January 2023.

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: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	968	75	92.3%	1,034	39	96.2%	2,002	114	94.3%	120	0	100.0%	100	3	97.0%	2,222	117	94.7%
<b>ME-ML</b>	550	15	97.3%	924	9	99.0%	1,474	24	98.4%	168	1	99.4%	120	0	100.0%	1,762	25	98.6%
<b>ME-BI</b>	176	3	98.3%	308	2	99.4%	484	5	99.0%	32	0	100.0%	--	--	--	516	5	99.0%
<b>ME-SC</b>	<u>242</u>	<u>6</u>	97.5%	<u>682</u>	<u>3</u>	99.6%	<u>924</u>	<u>9</u>	99.0%	<u>128</u>	<u>1</u>	99.2%	<u>100</u>	<u>0</u>	100.0%	<u>1,152</u>	<u>10</u>	99.1%
<b>Subtotal</b>	968	24	97.5%	1,914	14	99.3%	2,882	38	98.7%	328	2	99.4%	220	0	100.0%	3,430	40	98.8%
<b>HC</b>	132	12	90.9%	--	--	--	132	12	90.9%	--	--	--	--	--	--	132	12	90.9%
<b>MD-N</b>	462	93	79.9%	682	77	88.7%	1,144	170	85.1%	80	3	96.3%	90	2	97.8%	1,314	175	86.7%
<b>MD-W</b>	<u>484</u>	<u>71</u>	85.3%	<u>660</u>	<u>65</u>	90.2%	<u>1,144</u>	<u>136</u>	88.1%	<u>96</u>	<u>4</u>	95.8%	<u>90</u>	<u>7</u>	92.2%	<u>1,330</u>	<u>147</u>	88.9%
<b>Subtotal</b>	946	164	82.7%	1,342	142	89.4%	2,288	306	86.6%	176	7	96.0%	180	9	95.0%	2,644	322	87.8%
<b>NCS</b>	176	41	76.7%	132	18	86.4%	308	59	80.8%	--	--	--	--	--	--	308	59	80.8%
<b>RI</b>	682	34	95.0%	1,078	29	97.3%	1,760	63	96.4%	132	4	97.0%	145	8	94.5%	2,037	75	96.3%
<b>SWS</b>	264	33	87.5%	396	46	88.4%	660	79	88.0%	--	--	--	--	--	--	660	79	88.0%
<b>UP-N</b>	484	9	98.1%	1,056	42	96.0%	1,540	51	96.7%	104	0	100.0%	90	4	95.6%	1,734	55	96.8%
<b>UP-NW</b>	770	105	86.4%	946	68	92.8%	1,716	173	89.9%	136	14	89.7%	105	8	92.4%	1,957	195	90.0%
<b>UP-W</b>	<u>572</u>	<u>94</u>	83.6%	<u>704</u>	<u>63</u>	91.1%	<u>1,276</u>	<u>157</u>	87.7%	<u>80</u>	<u>7</u>	91.3%	<u>90</u>	<u>9</u>	90.0%	<u>1,446</u>	<u>173</u>	88.0%
<b>Subtotal</b>	1,826	208	88.6%	2,706	173	93.6%	4,532	381	91.6%	320	21	93.4%	285	21	92.6%	5,137	423	91.8%
<b>System</b>	5,962	591	90.1%	8,602	461	94.6%	14,564	1,052	92.8%	1,076	34	96.8%	930	41	95.6%	16,570	1,127	93.2%

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

Delays data for most recent month is final (02/28/2024) 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-Jan	Annual
BNSF	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	92.7%	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	97.3%	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	99.0%	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	98.0%	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	98.2	97.5%	96.5%
	2024	94.7												94.7%	94.7%
<b>2019-2023 average</b>		96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.7%	96.6%
ME	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	96.4%	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	97.5%	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	99.3%	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	98.4%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	98.4%	96.9%
	2024	98.8												98.8%	98.8%
<b>2019-2023 average</b>		97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.9%	97.6%
HC	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	81.8%	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	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	90.0%	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	84.9%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	96.8%	91.2%
	2024	90.9												90.9%	90.9%
<b>2019-2023 average</b>		88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	88.6%	88.6%
MD-N	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	88.4%	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	93.3%	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	91.8%	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	94.0%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	92.0%	91.2%
	2024	86.7												86.7%	86.7%
<b>2019-2023 average</b>		91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	91.8%	92.5%
MD-W	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	92.3%	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	95.8%	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	92.7%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	96.0%	95.0%
	2024	88.9												88.9%	88.9%
<b>2019-2023 average</b>		94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.1%	94.7%
NCS	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	87.6%	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	92.7%	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	88.8%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	94.0%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	92.2%	89.7%
	2024	80.8												80.8%	80.8%
<b>2019-2023 average</b>		91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	91.2%	92.1%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jan	Annual
RI	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	89.8%	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	92.0%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	97.7%	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	96.5%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	95.4%	95.2%
	2024	96.3												96.3%	96.3%
	<b>2019-2023 average</b>		94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	94.1%
SWS	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	90.4%	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	95.6%	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	96.5%	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	91.7%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	92.1%	91.9%
	2024	88.0												88.0%	88.0%
	<b>2019-2023 average</b>		93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	93.0%
UP-N	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	90.7%	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	98.5%	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	98.4%	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	95.8%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	97.4%	96.3%
	2024	96.8												96.8%	96.8%
	<b>2019-2023 average</b>		96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.0%
UP-NW	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	90.3%	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	96.3%	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	97.7%	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	94.0%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	94.4%	93.8%
	2024	90.0												90.0%	90.0%
	<b>2019-2023 average</b>		94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.4%
UP-W	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	90.4%	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	94.9%	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	93.6%	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	92.9%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	93.0%	92.7%
	2024	88.0												88.0%	88.0%
	<b>2019-2023 average</b>		92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.9%
System excluding South Shore	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	91.8%	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	95.9%	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	96.9%	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	95.9%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	95.8%	94.9%
	2024	93.2												93.2%	93.2%
	<b>2019-2023 average</b>		95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.1%

Delays data for most recent month is final (02/28/2024) version from TOPS.

'2019-2023 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  
January 2024**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1205 <b>73% OT</b>	Wed, Jan 03	8		C	Due to broken rail MP 10.1 Eastbound and Westbound had to share main 2 loading and unloading on main 2.
		Mon, Jan 15	30		GA1	Late flip of 1206
		Tue, Jan 16	17		DD	Held at Congress Park waiting on ZLACNSA811M to cross over main 2 to 3 and 1203 to shove back main 1 to main 3. [CONTROLLABLE FREIGHT]
		Wed, Jan 17	19		GW	Cicero A plant switches would not lock -SWITCH HEATERS COULD NOT KEEP UP WITH MELTING ICE/SNOW
		Fri, Jan 19	9		IW1	Held at Congress Park for 1203 to shove back main 1 to main 3, 1214/1216 late
		Mon, Jan 22	23		GW	switch failure 2b switch congress park not locking main 1
BNSF	1236 <b>59% OT</b>	Wed, Jan 03	11		C	Due to broken rail MP 10.1 Eastbound and Westbound had to share main 2 loading and unloading on main 2.
		Thu, Jan 11	12		VG	Due to crossing warning box 1 at Washington MP 16.93. All trains had to stop and be flagged across the crossing.
		Fri, Jan 12	44		R1	Stuck behind 1234 at cicero with engine problems.
		Mon, Jan 15	30		GA1	late flips from 1206/1205
		Tue, Jan 16	13		DD1	LATE FLIP FROM 1205
		Wed, Jan 17	24		GW1	Late flip from 1205 due to Cicero Signal issues
		Fri, Jan 19	8		IW1	Late flip of 1205
		Mon, Jan 22	11		GW1	late flip of 1205
		Thu, Jan 25	10		ZA	A 381 PTC problems. stopped main 1 cp taylor
BNSF	1242 <b>73% OT</b>	Wed, Jan 03	15		C	Due to broken rail MP 10.1 Eastbound and Westbound had to share main 2 loading and unloading on main 2.
		Fri, Jan 12	29		R1	Stuck behind 1234 and 1236 due to engine problems
		Mon, Jan 15	13		GA1	Following delayed trains.
		Thu, Jan 18	8		GA	switch failure on the E21 switch.
		Fri, Jan 19	14		FW	frozen doors.
		Mon, Jan 22	10		GW1	due to delayed expresses people getting on train thinking it was an express and then having to get off train.
BNSF	1244 <b>82% OT</b>	Wed, Jan 03	14		C	Due to broken rail MP 10.1 Eastbound and Westbound had to share main 2 loading and unloading on main 2.
		Thu, Jan 11	12		VG	Due to crossing warning box 1 at Washington MP 16.93. All trains had to stop and be flagged across the crossing.
		Fri, Jan 12	15		R1	Stuck behind 1234, 1236, and 1242 on main 2, due to eng problems with 1234.
		Mon, Jan 15	31		GA1	late flips 1216/1215.
BNSF	1246 <b>73% OT</b>	Wed, Jan 03	13		C	Due to broken rail MP 10.1 Eastbound and Westbound had to share main 2 loading and unloading on main 2.
		Thu, Jan 11	12		VG	Due to crossing warning box 1 at Washington MP 16.93. All trains had to stop and be flagged across the crossing.
		Fri, Jan 12	17		R1	Stuck behind 1234, 1236, 1242, and 1244 on main 2 due to 1234 eng problems.
		Mon, Jan 15	0		GA1	annulled due to 1250 leaving same time making same stops.
		Wed, Jan 17	13		GW1	Late flip from 1211 due to Cicero Signal issues
		Thu, Jan 25	11		DD	Held Cicero B while C NAMCNMO 09A crossed main 2 to main 3
HC	917 <b>77% OT</b>	Tue, Jan 02	12		D	13M BNSF-CORWITH, YCHI204 YARDING CONSIST. [CONTROLLABLE FREIGHT]
		Mon, Jan 15	22		GA1	LATE DEPARTURE OUT OF CUS DUE TO SWITCH FAILURES THAT CAUSED TRAIN TO MISS SLOT AT BRIGHTON PARK
		Wed, Jan 17	13		ZV	12M SUMMIT TO WILLOW SPRINGS, PTC ISSUES WITH CN. SLOT 10 OVERLOAD
		Thu, Jan 25	12		GA	9M CUS, SIGNAL PROBLEMS NORTH END.
		Tue, Jan 30	7		ZV	Delayed 8m at Lumber for PTC problems
MD-N	2102 <b>82% OT</b>	Mon, Jan 15	20		EW	Departed Fox Lake late due to waiting on engine #404 to charge up to perform a brake test both in the yard & at the depot due to severe cold, #8225 not in service due to; Track circuit out mp 31.0 2MT, X/O to 1MT @ Rondout; Cold weather restriction
		Wed, Jan 17	13		EW	(-13) -13" Departed Fox Lake late due to mechanical problems, engine #403, valve stuck open
		Fri, Jan 19	8		FW	-5" Temporary speed restrictions; -3" Door problems, stuck in pocket, (#8240;8543;8541)
		Wed, Jan 24	24		N	-15" Signal problems, track circuit Lake Forest West to Deerfield West, flagged by, restricted speed POWER FAILURE; -5" Temporary speed restrictions; -5" inclement weather (ice/fog)
MD-N	2106 <b>55% OT</b>	Tue, Jan 09	8		IW	[9] Fox Lake - Deerfield- schedule and speed restriction [2] Grayland-speed restriction
		Fri, Jan 12	8		IW	[8] Fox Lake- Deerfield- schedule and speed restriction [2] Grayland- speed restriction -8" Fox Lake to Deerfield schedule; Temporary speed restrictions enroute
		Mon, Jan 15	29		GA	[8] Fox Lake- Deerfield, schedule, speed restriction, cross over at Lake Forest [3] Forest Glen, door issue #7217 [2] Grayland- speed restriction [19] Lake St, switch problems (-29) Cold weather restriction; Stop signal CUS CP Lake, switch failure (#4
		Tue, Jan 16	11		GX	[5] Fox Lake following "safety rules" CAR SLID INTO BUNGALOW AT OAK ST., FOX LAKE [8] Fox Lake - Deerfield- schedule and speed restriction [2] Grayland-speed restriction (-11) -5" Departed Fox Lake late; -8" Fox Lake to Deerfield schedule; -2" Temporary s
		Wed, Jan 17	13		GX	[5] Fox Lake- flag Oak St [5] CN crossing- stop signal [8] Fox Lake - Deerfield- schedule and speed restriction [2] Grayland-speed restrict
		Fri, Jan 19	22		FW	[6] Fox Lake- late departure [6] Ingleside- lost HEP 506 [5] Fox Lake- Deerfield- schedule [2] Grayland- speed restriction [4] Healy- door issues [2] Western Ave- door issue and lost power -6" Mechanical problems, lost H.E.P. Ingleside (#506); -5" Stop
		Tue, Jan 23	13		IW	[6] Fox Lake, late departure, ADA [7] Fox Lake - Deerfield, schedule, speed restriction, weather [3] North Glenview- ADA [2] Grayland-speed restriction (-13) Fox Lake to Deerfield; ADA Fox Lake to North Glenview; Slippery icy weather conditions; Tempo
		Wed, Jan 24	11		IW	[8] Fox Lake - Deerfield, schedule, speed restriction, weather [2] Grayland-speed restriction [2] A2 - stop signal
		Thu, Jan 25	72		GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
		Tue, Jan 30	6		CC	[8] Fox Lake- Deerfield- schedule and speed restriction [2] Grayland- speed restriction 6 (8) Fox Lake Deerfield Schedule and speed restriction (2) Grayland Speed restriction



**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-N	2107  <b>77% OT</b>	Fri, Jan 12	15	NW	-19" CUS to Grayland, temporary speed restrictions, signal problems CAUSED BY COMED ISSUES @ A-6, weather; -5" Northbrook to Grayslake weather, signals caked with snow
		Mon, Jan 15	9	GA1	[10] CUS - late turn [4] CUS- A3 train ahead [2] Grayland- speed restriction [3] Mayfair- stop signal (-9) -10" Departed CUS late due to late arrival/turn of 2106; -4" CUS to A-3 following train ahead; -2" Temporary speed restriction Grayland; -3" Sto
		Wed, Jan 17	29	GA1	[15] CUS- Deerfield following 2105 [26] Grayslake- wait on 2128 (-29) -15" CUS to Deerfield following late 2105; -26" Stop signal Grayslake waiting on late 2128
		Fri, Jan 19	7	FW1	[6] CUS- A3 HEP ISSUES [3] WACY pick up mechanic [2] Grayland- speed restriction [2] Mayfair- stop signal [5] Grayslake- wait on 2128 (-7) -12" Mechanical problems engine #506, lost H.E.P., traction motor issues, mechanical personnel met train @ Sull
		Thu, Jan 25	0	XGA	ANNULLED, AMTRAK SIGNAL ISSUES AT CP LAKE
MD-N	2108  <b>73% OT</b>	Fri, Jan 12	7	IW	1" Temporary speed restriction mp 28.6 50 mph; -1" Door problems, stuck door #8540; -1" Temporary speed restriction Hazel Ave. 30 mph; -3" Stop signal Mayfair, U.P. cross-traffic; -3" Temporary speed restriction mp 7.8-8.3 25 mph
		Mon, Jan 15	31	GA	(-31) Cold weather restriction; Stop signal CUS CP Canal, Stopped behind 2210, switch failure (#452 & #343)
		Fri, Jan 19	19	RF	-19" Stop signal CN X-ing, NCS 102, stack then misfired
		Mon, Jan 22	10	CW	-1" Temporary speed restriction Hazel Ave. 30mph; -3" Temporary speed restriction 25mph Grayland; -4" Stop signal A-5, following train ahead; Stop signal CUS CP Lake, waiting on other trains
		Tue, Jan 23	7	IW	(-7) -5" Slippery icy conditions; -3" Temporary speed restriction Grayland; -2" Stop signal A-2
Thu, Jan 25	70	GA	-2" ADA Libertyville to CUS; -1" Temporary speed restriction Hazel Ave.; -3" Temporary speed restriction mp 8.3-7.8 25mph; -64" Signal problems CUS		
MD-N	2110  <b>73% OT</b>	Mon, Jan 15	20	GA	(-20) Cold weather restriction; Switch failure CUS
		Tue, Jan 16	7	FW	(-7) Frozen doors, stuck in pocket
		Wed, Jan 17	14	FW	(-14) Mechanical problems engine #502, lost H.E.P., door problems LOCO NOT LOADING DUE TO FROZEN DOORS
		Fri, Jan 19	16	RF1	Following train ahead (2118) CN HAVING ISSUES LINING ROUTES
		Tue, Jan 23	10	IW	-5" Stop signal CN X-ing; -5" Slippery icy conditions
Thu, Jan 25	58	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure		
MD-N	2112  <b>73% OT</b>	Mon, Jan 15	16	GA	(-16) Cold weather restriction; Switch failure CUS
		Wed, Jan 17	11	FW1	(-11) Following train ahead (2110)
		Fri, Jan 19	12	RF1	Following trains ahead CN HAVING ISSUES LINING ROUTES
		Tue, Jan 23	6	IW	(-6) Slippery icy weather conditions
		Thu, Jan 25	51	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
Fri, Jan 26	14	GA	(-14) Stop signal CUS CP Lake, signal problems (2208)		
MD-N	2116  <b>77% OT</b>	Mon, Jan 15	30	GA	Departed Fox Lake late; Cold weather restriction; Door problems; Switch failure CUS
		Fri, Jan 19	10	RF	Stop signal CN X-ing, waiting on NCS 110
		Thu, Jan 25	62	GA	-5" Departed CUS late due to PTC issues; -6" Stop signal Rondout; -62" Signal problems CUS
		Fri, Jan 26	11	GA	(-11) CUS station congestion due to signal problems, following trains ahead (2112;2212;332;2216)
		Tue, Jan 30	10	G	10 Indication Failure @ A2
MD-N	2118  <b>41% OT</b>	Tue, Jan 09	8	CC	4 Temporary speed restrictions; -2" Stop signal CN; -2" Stop signal Mayfair
		Wed, Jan 10	10	RF	-10", -4" Temporary speed restrictions; -5" Stop signal CN X-ing
		Thu, Jan 11	7	GM	(-7) Temporary speed restrictions; Automatic Grade Crossing Malfunction Item #2 Oakton St. mp 13.75
		Mon, Jan 15	26	GA1	(-26) -8" Fox Lake follow 2116, DUE TO AMTRAK CODE LINE FAILURE AT CUS -12" TSR's and Cold weather restriction - 6" Holding out of CUS for track
		Tue, Jan 16	13	A	(-13) -4" Temporary speed restrictions; -2" Stop signal CN, cross-traffic; -4" Sticky doors; Stop signal CUS CP Lake
		Wed, Jan 17	11	FW1	Following train ahead (2116 THAT HAD DOOR ISSUES WITH 7233 THAT WAS LATE BUT NOT REPORTABLE)
		Thu, Jan 18	9	A	-3" Stop signal CN X-ing NCS 110, Stop Mayfair due to late arrival and lost slot; Temporary speed restrictions
		Fri, Jan 19	12	RF1	Following late (2116) trains ahead Grayslake to Deerfield
		Mon, Jan 22	13	CW1	-2" Sticky doors; -2" Fox Lake passenger assistance; -6" Temporary speed restrictions; -2" Rondout; -2" Temporary speed restriction Grayland; -4" Stop signal CUS, waiting on other trains
		Tue, Jan 23	10	IW	-4" Temporary speed restrictions; -4" Slippery icy weather conditions; -2" Stop signal CUS waiting on 2109 to clear
		Wed, Jan 24	15	GX	-4" Temporary speed restrictions; -2" Stop signal CN X-ing; -2" Stop signal Mayfair; -5" Stop signal A-2 to copy
		Thu, Jan 25	50	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
Fri, Jan 26	15	GA	(-15) CUS station congestion, following late trains ahead @ CUS		

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-N	2120 <b>59% OT</b>	Wed, Jan 10	9	RF1	-9", Following train ahead (2118); Stop signal A-2, U.P. cross-traffic
		Mon, Jan 15	27	CW	-8" Flagged by Lake Forest 2116; DUE TO AMTRAK CODE LINE FAILURE AT CUS -10" Departed Lake Forest late due
		Wed, Jan 17	10	GA	(-10) Track circuit out CUS CP Washington, flagged (203S)
		Fri, Jan 19	12	G1	-6" Departed Lake Forest late due to late arrival/turn of 2101; -4" Stop signal A-2; -2" Door problems throughout entire consist
		Mon, Jan 22	12	CW1	-5" Following train ahead (2118), operating on approach signals; -3" Stop signal A-5; -3" Slow passenger loading; Door problems (#7279) sticking; -3" Stop signal CUS CP Lake
		Tue, Jan 23	11	IW	-7" Waiting on Amtrak 330 to clear; -3" Slow passenger loading due to slippery icy weather conditions; -3" Following train ahead (2118)
		Wed, Jan 24	15	GX1	Stop signal Deerfield; Stop signal A-5; Stop signal A-3; Stop signal A-2 to copy Mandatory Directive; Automatic Grade Crossing Malfunction Item #2 Green St.
		Thu, Jan 25	75	GA	-2" Approach to a stop Deerfield West, following train ahead (2118); -5" Operating at reduced speed due to foggy weather conditions; Following trains ahead, operating on approach signals; -2" Stop signal A-5, trains ahead; -60" A-3 to CUS following
		Fri, Jan 26	12	GA	(-12) -3" Approach to a stop @ A-2; -7" Stop signal Racine, Morgan, Green, Canal, Lake, CUS station congestion, following trains ahead
MD-N	2124 <b>82% OT</b>	Mon, Jan 15	7	CW	(-7) Following late trains ahead; Cold weather restriction
		Wed, Jan 17	8	GA1	(-8) Following late trains ahead
		Wed, Jan 24	8	GX1	Following train ahead (2120); Weather conditions (ice/fog)
		Thu, Jan 25	75	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
MD-N	2131 <b>77% OT</b>	Mon, Jan 15	0	XGA	Annulled at Wacy and sent to Fox Lake. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	12	FW1	12 mins late, 15 mins enroute following trains (2227-2229) ahead, 2 mins Grayland speed restriction.
		Thu, Jan 18	22	JM	22 mins late, 15 mins Cus medical (possible heart attack) emergency, 2 mins Grayland speed restriction, 4 mins following train (2133) ahead. MP-24-00003010 (11430)
		Mon, Jan 22	19	ZV1	[5] stop & copy item 2 Chestnut [8] Approach signals following Amtrak 7 [5] ADA CUS-Libertyville 11 mins late, 8 mins enroute following trains ahead 2127, Amtrak 7, Ncs 109 and 2227, 5 mins copying item 2 for Chestnut St, 5 mins stop signal Rondout, 5
MD-N	2133 <b>82% OT</b>	Thu, Jan 25	24	GA	20 mins attempted signal system reset, mislined 917 see-saw move to trackn19.
		Tue, Jan 02	6	A	-6" 3 min following 2131 to A5 3 min stop signal A5
		Mon, Jan 15	53	GA	53 mins late. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	12	FW1	12 mins late, following 2131.
MD-N	2135 <b>77% OT</b>	Thu, Jan 25	22	GA1	following 2131. AMTRAK SIGNAL ISSUES AT CP LAKE
		Mon, Jan 15	62	GA1	2135 equipment and crew were used for 2143 departed Cus at 6:00 making all stops to Fox Lake. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	9	EW	9 mins late, 6 mins enroute wheel slip, 4 mins cutout blended brake lead loco 93.
		Wed, Jan 17	6	I	2 mins Grayland speed restriction, 8 mins enroute 8 car train single (401) engine.
		Wed, Jan 24	8	RA1	4 mins following tarints to A-2, 7 mins stop (cross traffic) signal UP Mayfair. BACKED UP FROM AMTRAK MISROUTE ON WEST LINE
MD-N	2143 <b>82% OT</b>	Thu, Jan 25	0	XGA	Annulled. AMTRAK SIGNAL ISSUES AT CP LAKE
		Tue, Jan 09	10	ZV1	10 mins late, 12 mins following 2141.
		Mon, Jan 15	38	GA	36 mins late. Annulled at Wacy and sent to Fox Lake. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 23	18	ZW	18 mins Ptc issues enroute caused by wheel slip loco 422
MD-N	2144 <b>64% OT</b>	Wed, Jan 24	21	E	27 mins enroute locomotive 505 stopped loading at Glenview and Northbrook.
		Fri, Jan 12	10	FW1	10 mins late, 12 mins enroute Deerfield to Glenview following 2142.
		Mon, Jan 15	94	GA	1 Hr 34 mins late turn from 2123. Held crew and equipment for 2155. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	9	FW1	9 mins late turn from 2123.
		Wed, Jan 17	27	GW1	27 mins late turn from a late 2123.
		Fri, Jan 19	7	FW1	6 mins Lake Forest late turn from 2123, 4 mins hand operating doors loco 506 lost Hep Conductor had to reset Hep.
		Wed, Jan 24	8	RA1	10 mins stop signal A-2 cross traffic. BACKED UP FROM AMTRAK MISROUTE ON WEST LINE
		Thu, Jan 25	22	GA	Due to Amtrak signal-system code failure at CP Lake St control point
MD-N	2146 <b>50% OT</b>	Fri, Jan 26	15	DE1	15 mins late, 8 mins Lake Forest meeting a late 2142, 8 mins enroute making extra station stops to accommodating 2142's express.
		Wed, Jan 03	11	RF1	-11" Wait for late 2125 in Liberty siding
		Tue, Jan 09	17	ZV1	17 mins late, 6 mins Libertyville meeting 2125, 15 mins stop (PTC issue UP 659) signal Mayfair.
		Mon, Jan 15	79	GA	1 Hr 19 mins late, turn from 2121. Expressed crew and equipment to Fox Lake for 2156, DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	9	FW1	9 mins late, 10 mins Libertyville meeting 2125.
		Wed, Jan 17	7	GW1	7 mins late, 7 mins Libertyville meeting 2125.
		Fri, Jan 19	8	A	8 mins Libertyville meeting 2125.
		Mon, Jan 22	7	A	10 mins Libertyville meeting 2125, 4 mins copying item 2 Chestnut St.
		Tue, Jan 23	8	A	10 mins Libertyville meeting 2125.
		Thu, Jan 25	8	GA	Due to Amtrak signal-system code failure at CP Lake St control point
		Fri, Jan 26	16	DE1	16 mins late, 19 mins Fox Lake late turn from 2121.
Mon, Jan 29	6	A	4 mins Libertyville meeting 2125, 3 mins Grayland speed restriction.		

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-N	2150 <b>82% OT</b>	Mon, Jan 15	42	GA1	42 mins late, crew and equipment from 2140/2133 back to 2153. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Thu, Jan 25	20	GA1	late turn from 2133. AMTRAK SIGNAL ISSUES AT CP LAKE
		Mon, Jan 29	7	G	8 mins late, signal 13.5 dropped from Clear to restricted, 4 mins stop signal Mayfair, 3 mins Grayland speed restriction.
		Wed, Jan 31	12	G	77 switch failed at 12 mins A-2 reverse see-saw move 2-1 to sashay to 1 main to Cus.
MD-N	2154 <b>73% OT</b>	Thu, Jan 04	11	E1	down 11 Waiting for late 2147 at Liberty. 2147 was running late due to Faulty Speedo on loco 414
		Tue, Jan 09	7	A	7 mins Libertyville meeting 2147.
		Fri, Jan 12	10	GT	10 mins late, 13 mins stop signal Libertyville waiting signal stack to come in FROM CAD ISSUE
		Mon, Jan 15	0	XGA	Annulled. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Fri, Jan 19	9	A	11 mins Libertyville meeting 2147.
Thu, Jan 25	15	GA1	13 mins, 5 mins meeting 2147, 8 mins waiting on signal. AMTRAK SIGNAL ISSUES AT CP LAKE		
MD-W	2200 <b>77% OT</b>	Wed, Jan 03	0	XK	ANNULLED @ Western Ave. Originally stopped short of track obstruction, automobile stuck on 2MT, fouling 3MT @ Green St. @ mp 1.03. Made a reverse move back to Western Ave. where it was then annulled, transfered 46 passengers to 2202, and flipped as 2201
		Mon, Jan 15	11	GW	Switch failure Elgin East, 1MT to B-35 X/O; Automatic Grade Crossing Malfunction Thatcher mp 11.40 Item #2, Nordica mp 9.58 Item #2; Switch problems A-2
		Fri, Jan 19	15	GW	Switch failure A-2 (#39) LOCK ADJUSTMENT
		Mon, Jan 22	7	ZV	(-7) Departed Elgin late due to PTC issues ITCM REBOOT
		Tue, Jan 23	7	IW	Slippery icy conditions
MD-W	2201 <b>82% OT</b>	Wed, Jan 03	12	K1	(-25) Originated/departed late due to track obstruction, automobile stuck on the track @ Green St., terminated @ Elgin, 2203 accommodated remaining passengers to Big Timber MP-24-0000352 (8881)
		Mon, Jan 15	23	GA	Departed CUS late due to VHLC Code Line Failure CP Washington, Door problems #7274
		Fri, Jan 19	8	GW1	-13" Departed CUS late due to late arrival/turn of 2200
		Tue, Jan 23	7	IW1	-5" Departed CUS late due to late arrival/turn of 2200; PTC disengaged @ National St., restricted speed
MD-W	2210 <b>77% OT</b>	Mon, Jan 15	27	GA	Stop signal CUS CP Lake, switch failure (#452)
		Tue, Jan 16	9	FW1	(-9) Passengers on wrong side platform @ Elgin & National St.; Following train ahead (2208); Stop signal A-2
		Wed, Jan 17	26	GX	Automatic Grade Crossing Malfunction Item #2 Nordica
		Fri, Jan 19	14	K	Stopped Medinah for an automobile reported stuck on the tracks @ Rowhling Rd. MP-24-0003099 (8881)
		Thu, Jan 25	64	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
MD-W	2212 <b>77% OT</b>	Mon, Jan 15	23	GA	(-23) CUS Switch failure
		Fri, Jan 19	13	K1	Following train ahead (2210) MP-24-0003099 (8881)
		Mon, Jan 22	10	F1	(-10) Stop signal CUS CP Lake, waiting on NCS 102
		Thu, Jan 25	57	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
		Fri, Jan 26	17	GA	(-17) Stop signal CUS CP Canal, signal problems CUS (2208), following train ahead (2112)
MD-W	2218 <b>73% OT</b>	Fri, Jan 12	0	F1	ANNULLED FALLOUT FROM 2204
		Mon, Jan 15	18	GA	(-18) -8" Departed Fox Lake late due to CODE LINE FAILURE AT CUS
		Tue, Jan 16	0	EW1	ANNULLED - due to 2204 mechanical failure
		Wed, Jan 17	20	GA1	Departed Franklin Park late due to late arrival/turn of 2403
		Thu, Jan 25	0	XGA	ANNULLED, AMTRAK SIGNAL ISSUES AT CP LAKE
		Fri, Jan 26	15	GA	(-15) CUS station congestion due to signal problems
MD-W	2222 <b>73% OT</b>	Tue, Jan 09	10	VE	10" Mechanical problems, lost H.E.P. @ Roselle; -3" Stop signal A-2, U.P. cross-traffic. -NO ISSUE FOUND
		Fri, Jan 12	14	F1	(-14) Made additional stops to accommodate 2218's passengers
		Mon, Jan 15	23	GA	(-23) CODE LINE FAILURE, CUS
		Tue, Jan 16	26	EW1	(-26) Made additional stops to accommodate 2218's passengers
		Thu, Jan 25	78	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
		Fri, Jan 26	15	GA	(-15) CUS station congestion due to signal problems
MD-W	2226 <b>77% OT</b>	Tue, Jan 09	12	VE1	7" Following late 2222; -5" PTC issues at Roselle.
		Mon, Jan 15	10	GA1	(-10) -14" Departed late due to late arrival/turn of 2201
		Wed, Jan 17	12	GA1	-12" Track circuit out CUS CP Washington, flagged by (2035)
		Thu, Jan 25	80	GA	Signal problems CUS CP Lake (06:55), VHLC Code Failure
		Fri, Jan 26	8	GA	(-8) CUS station congestion due to signal problems
MD-W	2227 <b>77% OT</b>	Tue, Jan 09	8	IW	8 mins late, 5 mins CUS A-2 following trains ahead, 3 mins stop signal B-12, 6 mins enroute slow passenger loading.
		Mon, Jan 15	0	XGA	Annulled at Wacy sent to Elgin. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	66	FW	late departure at Cus, following trains, loco 80 lost Hep 3 times crew had to hand operate doors.
		Fri, Jan 19	9	GW1	9 mins following trains to A-5 switch #77 failure LOCK ADJUSTMENT
		Thu, Jan 25	36	GA	18 mins late arrival of equipment. AMTRAK SIGNAL ISSUES AT CP LAKE
MD-W	2229 <b>82% OT</b>	Mon, Jan 15	29	GA	29 mins late. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	29	FW1	29 mins late. waiting on a late 2227 to depart
		Mon, Jan 22	9	ZV1	12 mins following 2227.
		Thu, Jan 25	0	XGA	Annulled. AMTRAK SIGNAL ISSUES AT CP LAKE
MD-W	2232 <b>82% OT</b>	Mon, Jan 15	24	E1	(-24) Departed Big Timber late due to late arrival/turn of 2209
		Wed, Jan 24	19	GX	Mechanical issues, struck crossing gate @ Naperville Rd., air hose between cab car #8501 & #8569 came apart, engineer switched ends, requested TMP, waited for late 2211 to clear before reconnecting air hose; ADA Hanover Park
		Thu, Jan 25	46	GA1	Departed Big Timber late due to late arrival/turn of 2209
		Mon, Jan 29	12	D	-13 mins stopped at Roselle west due to freight CP 149-29, was crossed over to 1MT from Roselle to Bensenville going around CP 149-29, GPS informed at 1059, passengers were on the wrong platform at each stop. [CONTROLLABLE FREIGHT]

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-W	2244 <b>82% OT</b>	Fri, Jan 12	12	G	10 mins late, 12 mins B-12 to Galewood used 1 main to Galewood to sashay around a track circuit on 2 main.
		Mon, Jan 15	67	GA1	Late turn from 2223 at Big Timber, DUE TO AMTRAK CODE LINE FAILURE AT CUS 12 mins B-12 stuck behind 2404 with Ptc problem, 10 mins Western Ave police removed male.
		Thu, Jan 25	22	GA1	extra station stops to accommodate 2402's annulment. AMTRAK SIGNAL ISSUES AT CP LAKE
		Tue, Jan 30	7	AM	7 mins late, 8 mins following Amtrak 8 to Cus.
MD-W	2402 <b>64% OT</b>	Tue, Jan 02	9	RD	-9" Stop B-6 Waiting for outbound traffic NCS113 MISROUTE
		Tue, Jan 09	8	A1	8 mins late, 9 mins B-12 late turn from 2405.
		Wed, Jan 10	7	A1	-7", 6 mins B-12 late turn from 2405, 5 mins enroute B-6 to A-2.
		Mon, Jan 15	0	XGA	Annulled. DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	29	EW1	29 mins late, late turn from 2405 used crew and equipment for 2243.
		Mon, Jan 22	38	ZV1	12 mins Franklin Pk late turn from 2229.
		Wed, Jan 24	9	RA1	10 mins following 2144.V AMTRAK MISROUTE
		Thu, Jan 25	0	XGA	Annulled. AMTRAK SIGNAL ISSUES AT CP LAKE
MD-W	2403 <b>82% OT</b>	Fri, Jan 12	0	F1	ANNULLED FROM 2204
		Tue, Jan 16	0	EW1	ANNULLED - due to 2204 mechanical failure
		Wed, Jan 17	26	GA1	-27" Departed CUS late due to signal problems, Code Line Failure @ CP Washington; Flagged station stops
		Thu, Jan 25	0	XGA	ANNULLED, AMTRAK SIGNAL ISSUES AT CP LAKE
NCS	100 <b>73% OT</b>	Fri, Jan 05	8	RF	(-8) -5" Stop signal Grayslake; -5" PTC issues @ Wheeling
		Mon, Jan 15	43	GA	-5" Door stuck open in the yard (#7478); -5" Door problems enroute; -4" Stop signal Deval, U.P. cross-traffic; -6" Stop signal B-12, copy Mandatory Directives; Two Automatic Grade Crossing Malfunction Item #2's @ Nordica & Neeva; Stop signal CUS CP
		Wed, Jan 17	37	GF	-23" Freight interference Grayslake N/B on 1MT, X/O to 2MT, SIGNAL PROBLEMS, unable to get a signal to come in, made reverse move back to Ram, X/O; -5" Stop signal Deval, U.P. cross-traffic; -6" Stop signal B-12, stop to copy/comply with Automatic G
		Tue, Jan 23	6	IW	[5] Deval stop x traffic [5] Slow passenger loading due to icy platforms and yellow tactile
		Thu, Jan 25	64	GA	[2] Lift deployed light on with no deployed lift [3] Deval red waiting on line up [67] Cus plant is down waiting for line up at canal st.
		Fri, Jan 26	18	RN	Engineer marked off (personal vehicle issues) replacement could not arrive in time to operate on time ENGINEER'S VEHICLE STOLEN/BURGLARIZED
NCS	101 <b>82% OT</b>	Fri, Jan 12	23	N	-25" Stopped short of Round Lake Beach due to overhead transformer on fire
		Mon, Jan 15	40	GA1	-36" Departed CUS late due to late arrival/turn of NCS100; -5" Operating on approach signals to a restricting A-2; -5" Two Automatic Grade Crossing Malfunction Item #2's @ Nordica & Neeva & two 529(a) Franklin Park Pedestrian Walkway & Oakton Ave.
		Wed, Jan 17	41	GA	-35" Departed CUS late due to late arrival/turn of 100; -4" Track circuit out CUS CP Washington, flagged by (303N); -19" Operating on restricting signals CUS to Western Ave, following trains ahead; -3" Stop signal A-5; -3" Automatic Grade Crossing M
Thu, Jan 25	63	GA	[67] Late ar. Train 100 - Cus plant still down. [3] Talked by signal at cp lake [2] Talked by signal at cp lake [2] Stop A2 [3] A3 wait on line up [3] A5 wait on line up [2] Deval x traffic		
NCS	102 <b>77% OT</b>	Mon, Jan 15	37	GA	(-37) Switch failure CUS CP Lake(#452)
		Wed, Jan 17	9	GF1	BEHIND NCS100
		Fri, Jan 19	15	IW	-6" Departed Antioch Coachyard late due to re-fueling UNREADABLE FUEL GAUGE; -4" Temporary speed restrictions; -7" Weather conditions, icy platforms
		Mon, Jan 22	17	F	[3] PTC Enforcement before restriction. [14] Windshield completely iced over entire trip. DEFROSTER WIRE ELEMENT BROKEN (-17) Icy windshield, unable to see. Conductor had to assist from the fireman side; -3" PTC enforcement @ mp 39.2 due to adverse wea
Thu, Jan 25	37	GA	[2] Speed Restriction 30@Trafton [2] Speed Restriction 25@Oakton [37] CUS signal system failure		
NCS	109 <b>77% OT</b>	Mon, Jan 15	0	XGA	Annulled, DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	6	GF	5 mins 529-6 CN Franklin Pk.
		Fri, Jan 19	11	GW	(77 switch failed A-2) arrival of equipment from Wacy, 7 mins door (stuck/frozen) issues enroute Buffalo Grove-Grayslake.
		Mon, Jan 22	11	ZV1	15 mins enroute Cus to A-5 following Amtrak 7.
Thu, Jan 25	16	GA	16, Due to Amtrak signal-system code failure at CP Lake St control point		
NCS	110 <b>82% OT</b>	Fri, Jan 12	6	KW	(-6) Weather conditions MEETING UPNW THAT HAD WIRE ISSUES AT BARRINGTON
		Mon, Jan 15	39	GW	-3" Antioch CY frozen lead switch, -8" Xtraffic Grayslake North Line -7" Deval - Ohare restricted -3" 529A Oakton St - 2" Rosemont Coach 7309 door stuck open -6" B12 stop signal -4" Item 2's Nordica and Neva -5" Lake Street other passenger moves at
		Thu, Jan 25	87	GA	[126] Amtrak signal failure (-87) Signal problems CUS CP Lake (06:55), VHLC Code Failure
Fri, Jan 26	8	GA	[8] Cus swifch failure CP LAKE VHLC		

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	113 59% OT	Tue, Jan 02	10	RD	-10" 5 min stop signal B-12 5 min PTC issue at Deval Clear in field but showed stop on CPU
		Wed, Jan 10	8	RF	-8", 8 mins UP Deval cross traffic.
		Mon, Jan 15	0	XGA	Annulled, DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Tue, Jan 16	18	GF	5 mins crossovers B-6, 5 mins train congestion B-12, 4 mins 529-A Franklin Pk, 4 mins stop signal UP Deval.
		Wed, Jan 17	15	E	15 mins enroute Ptc issues loco 414 sporadic speedometer readings penalty application permission to run cutout by Metra and CN.
		Fri, Jan 19	15	A	8 mins B-6 cross traffic, 7 mins enroute Lomond-Prairie Crossing following CN freight train, 2 mins stuck doors Washington St.
		Mon, Jan 22	8	A	4 mins B-6 cross traffic (waiting for 2244), 6 mins enroute speed restrictions O'Hare and Vernon Hills.
		Tue, Jan 23	9	A	3 mins stop signal B-6 (waiting for 2402), 2 mins River Grove meeting inbound, 4 mins speed restrictions.
Tue, Jan 25	0	XGA	Annulled Due to Amtrak signal-system code failure at CP Lake St control point		
NCS	114 77% OT	Fri, Jan 12	21	N1	-18" Departed Antioch late due to late arrival/turn of 101; -3" Restricting signal CUS CP Canal
		Mon, Jan 15	51	GA1	(-51) -46" Departed Antioch late due to late arrival/turn of 101; -4" Broken rail Trafton; -5" Two Automatic Grade Crossing Malfunction Item #2's @ Nordica & Neeva
		Wed, Jan 24	13	GA	[3] Waiting on signal to go south [14] Lake st. Waiting on correct line up into CUS due to a switch failure (#S435 & #N435), eventually re-routed into Station Track 5
		Thu, Jan 25	91	GA1	[65] Late Ar train 101 [4] Mudelein ptc [8] Deval stop x traffic x's 2 [8] Red signal at Clinton st, behind a light engine. Waiting for line up into CUS (-91)-65" Departed Antioch late due to late arrival/turn of 100; -4" PTC issues Mundelein; -8" St
Fri, Jan 26	8	GA1	[5] Late arrival 101 change ends [3] Item 2 grand ave mp 10.45		
NCS	115 73% OT	Wed, Jan 03	6	ZN	3 min a-5 to Galewood crossed over 3 to 1 6 min stop Deval. Then clear but PTC did not recognize clear so restricted speed to prospect ON BOARD TIMED OUT MESSAGING OVERLOAD -FOREIGN RAIL WAYSIDE ISSUE 4 min Stop Trafton NB Freight
		Mon, Jan 15	0	XGA	Annulled, DUE TO AMTRAK CODE LINE FAILURE AT CUS
		Wed, Jan 17	137	K	holding at O'Hare station waiting on rail inspector to clear possible car on the tracks at Kensington St 25.8
		Fri, Jan 19	9	A	2 mins stop signal A-2, 6 mins stop signal A-5, 2 mins Galewood xo 3-1, 2 mins speed restriction Oakton St Desplaines.
		Tue, Jan 23	7	G	[2] Morgan: waiting for the PTC to Engage. [3] B6: stop, waiting for the Elgin train. [2] 3 main to Galewood, then 3/1 [2] B6- PTC suddenly unsure of a switch position. SWITCH REQUIRED ADJUSTMENT AT B6 [2] Speed Restriction on CN 25 [2] Speed Restrict
		Thu, Jan 25	30	GA1	30 mins late, late turn from 116.; Due to Amtrak signal-system code failure at CP Lake St control point
NCS	116 77% OT	Tue, Jan 09	8	ZN	7 mins PTC penalty Round Lake restricted speed to Ram, 4 mins Vernon Hills inspecting cab-car after striking debris, 2 mins Trafton 30 Mph speed restriction.
		Fri, Jan 12	8	I	2 mins speed restriction Trafton, 5 mins passenger loading, 5 mins stop signal B-6, 2 mins stop signal A-2.
		Mon, Jan 15	158	GA1	(-158) 2 hours 25 mins late, late turn from Ncs 105. Late turn from 105 due to earlier Amtrak code failure
		Fri, Jan 19	7	A	4 mins speed restrictions enroute, 2 mins cross traffic UP Deval, 1 mins stop signal B-12, 2 mins stop signal B-6, 3 mins stop signal A-2.
		Thu, Jan 25	30	GA1	[6] Stop @ prospect [4] Restricted speed to Duval [14] Stop @ Duval 20 mins late, late turn from 105.
RI	414 77% OT	Thu, Jan 11	7	G	7M CP 81ST DUE TO SWITCH #3 FAILING NORMAL throw rod issue
		Mon, Jan 15	10	KW	loco could only get to 40 mph - boost leak from bolt missing
		Tue, Jan 16	28	M1	Departed -22m flip of 403, Mechanical Issues to LSS MP-24-00002595 (9984).
		Fri, Jan 19	8	F	10M ENROUTE DUE TO IMPACT OF SNOW ON THE TRAIN/ENG WAS ONLY ABLE TO GET UP TO 40MPH (424 LOCO) 8552 CAB C
		Mon, Jan 29	8	F	8M LATE ENROUTE DUE TO NOT ABLE TO MAKE TRACK SPEED DUE TO LOCO 184 ONLY ABLE TO DO 40-45MPH/3M MIDLOTHIAN ADA
SWS	808 77% OT	Fri, Jan 05	6	CA	10M 21ST ST WAITING FOR TRAIN TRAFFIC . ARR CUS 838AM 6M LATE.
		Fri, Jan 12	38	N	38M DELAY ASHBURN WAITING FOR SWS 803 TO CLEAR. ACCOUNT BELT HAD COMPUTER SYSTEM FAILURE caused by comed power outage
		Mon, Jan 15	21	GF1	21M DELAY ASHBURN WAITING FOR SWS 803 TO CLEAR AND FLAGGED BY SIGNAL LANDERS ACCOUNT BURNT OUT INTER
		Tue, Jan 23	15	GA	3M DELAY BETWEEN CP 143RD STREET AND CP PALOS 7M DELAY AT LUMBERT DUE TO TRAIN TRAFFIC 3 M AT POLK DUE
Wed, Jan 24	16	CA	SW0808 16M DELAYED DUE TO CONSTRUCTION SINGLE TRACKING AT LUMBER STREET. ARRIVED 16M LATE.		
SWS	810 82% OT	Mon, Jan 08	20	H1	27M LATE DEPARTING 179TH TURN FROM SWS801
		Fri, Jan 12	25	N	29M ASHBURN FOLLOWING SWS 808 AND WAITING FOR SWS 803 TO CLEAR caused by comed power outage
		Mon, Jan 15	0	XGW	(FRT TRN INF, WEATHER) - ANNULLED
		Mon, Jan 29	10	KD1	810 DEPARTED 179TH 17M LATE DUE TO FLIP ON TRAIN 801.
SWS	812 82% OT	Fri, Jan 05	8	CD	4M LUMBER ST WAITING FOR TRAIN TRAFFIC 4M POLK WAITING FOR SW807
		Fri, Jan 12	63	N1	58M LATE DEPARTING TURN FROM SWS803. 6M DELAY ASHBURN WAITING FOR SWS 807 TO CLEAR. ARR CUS 1045AM
		Mon, Jan 15	19	GF1	18M LATE DEPARTING TURN FROM SWS803. 6M DELAY ASHBURN FLAGGED BY SIGNAL ACCOUNT BURNT OUT INTERMEDIAT
		Thu, Jan 18	24	GA	26 MINUTES DELAYED AT POLK STREET DUE TO SWITCH FAILURE e54

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
SWS	813 <b>68% OT</b>	Tue, Jan 09	9	GX	Train 813 arrived 9m for Item 1 at 87th and Pulaski
		Fri, Jan 12	12	N	4M CUS TO LUMBER ST., AMTK TRAFFIC AHEAD backup from comed power outage
		Mon, Jan 15	7	GM	5M CICERO AV., ITEM 2.
		Thu, Jan 18	13	GX	8M PULASKI AV., ITEM 1.
		Fri, Jan 19	6	FW	6M EN ROUTE, DOOR PROBLEMS.
		Wed, Jan 24	8	N	7M BELT JCT., NS-LANDERS POWER FAILURE. AT&T COMM ISSUE T1 BETWEEN LANDERS AND CCF
		Thu, Jan 25	10	GX	6M 135TH ST., ITEM 1.
SWS	818 <b>77% OT</b>	Tue, Jan 02	15	GF	9M BELT JCT., FLAGGED BY RED SIGNAL, #7 SWT. FAILURE.
		Wed, Jan 10	8	AM	8M POLK ST., RED SIGNAL FOR amtrak 352
		Mon, Jan 22	7	ZD	7M 179TH ST., PTC LOG IN ISSUES WITH BRC.
		Thu, Jan 25	10	RF	5M BELT JCT., RED SIGNAL FOR NO APPARENT REASON.
		Mon, Jan 29	8	ZV	5M MP1.6, RED FENCE., 4M ADA OAK LAWN
SWS	822 <b>59% OT</b>	Wed, Jan 03	6	AM	5m moving through CP 21st and Lumber street. 1m at Polk waiting on BNSF Metra 1282.
		Fri, Jan 05	20	KP	10M AMTK-21ST., TRESPASSER(S) IN THE PLANT.
		Tue, Jan 09	8	GX1	822 departed 4m late due to late flip from 813. Stopped 4m at Polk for Red signal.
		Fri, Jan 12	18	N1	11M 179TH ST., LATE TURN SWS813.
		Mon, Jan 15	23	GA1	16M POLK ST., RED SIGNAL, CONGESTION AHEAD.
		Thu, Jan 18	7	GX1	9M 179TH ST., LATE TURN SWS813.
		Fri, Jan 19	20	D1	15M ASHBURN, CSX Y-135 (ENG. CSXT4082, 4400FT.) SLOW MOVE THRU PLANT.
		Wed, Jan 24	18	N1	9M ASHBURN, SWS819 TO CLEAR SINGLE MAIN TK. AT&T COMM ISSUE T1 BETWEEN LANDERS AND CCF
		Thu, Jan 25	17	GX1	8M 179TH ST., LATE TURN SWS813.
		UP-N	321 <b>77% OT</b>	Wed, Jan 10	0
Fri, Jan 12	0			KW1	Annulled due to incident @ Barrington (Com Ed wiring on tracks) crew not rested
Mon, Jan 15	0			XRW	Annulled @ CPT due to manpower issues with no employees available to work train
Thu, Jan 25	0			M1	ANNULLED due to manpower shortage from NW line incident
Tue, Jan 30	0			K1	Annulled - used crew on different assignment DUE TO CAR ON TRACKS ON NW LINE
UP-N	332 <b>77% OT</b>	Wed, Jan 10	0	KD1	ANNULLED due to crewhad to operate M334 & M319 equipment due to original
		Fri, Jan 12	0	KW1	Same crew as M321
		Mon, Jan 15	0	RW1	Annulled @ CPT due to manpower issues with no employees available to work train
		Thu, Jan 25	0	M1	ANNULLED due to manpower shortage from NW line incident
		Tue, Jan 30	0	K1	Annulled - used crew on different assignment TO CAR ON TRACKS ON NW LINE
UP-NW	612 <b>82% OT</b>	Mon, Jan 15	10	GW	-10" Delayed due to weather related issues with snow packed switches
		Fri, Jan 19	10	RW	-10" Departed 10 mins down late arrival of conductor had weather related delays
		Thu, Jan 25	13	E1	-13" Delayed due to picking up M610 passengers
		Fri, Jan 26	6	R1	-6" Delayed running on signals due to late trains ahead caused M604 delay
UP-NW	614 <b>82% OT</b>	Mon, Jan 15	7	GW1	-7" Delayed following trains ahead due to weather related issues
		Fri, Jan 19	11	RW1	-11" Delayed following M612 ahead
		Thu, Jan 25	14	E1	-14" Delayed due to following trains ahead
		Fri, Jan 26	12	R1	-12" Delayed running on signals due to late trains ahead caused M604 delay
UP-NW	616 <b>82% OT</b>	Mon, Jan 15	42	RF	-42" Departed Barrington 22 mins down held @ the CN Barrington CN dispatcher was not aware of M616 also waited for the Q19851-09 to clear also delayed following trains ahead due to weather related issues
		Fri, Jan 19	13	RW1	-13" Delayed following trains ahead
		Thu, Jan 25	10	E1	-10" Delayed due to following trains ahead
		Fri, Jan 26	9	R1	-9" Delayed running on signals due to late trains ahead caused M604 delay
UP-NW	618 <b>77% OT</b>	Wed, Jan 03	7	K1	-7" Delayed due to late turn off of M609
		Tue, Jan 16	0	ZP1	ANNULLED due M609 ANNULLED
		Fri, Jan 19	8	RW1	-8" Delayed following trains ahead
		Thu, Jan 25	16	E1	-15" Delayed due to following trains ahead
		Fri, Jan 26	9	R1	-9" Delayed running on signals due to late trains ahead caused M604 delay
UP-NW	620 <b>82% OT</b>	Mon, Jan 15	20	GW1	-20" Delayed following trains ahead due to weather related issues
		Fri, Jan 19	9	RW1	-9" Delayed following trains ahead
		Thu, Jan 25	7	E1	-7" Delayed due to following trains ahead
		Fri, Jan 26	8	R1	-8" Delayed running on signals due to late trains ahead caused M604 delay
UP-NW	622 <b>82% OT</b>	Mon, Jan 15	13	GW	-13" Delayed due to weather related issues with snow packed switches
		Fri, Jan 19	8	RW1	-8" Delayed following trains ahead
		Thu, Jan 25	10	E1	-10" Delayed due to following trains ahead
		Fri, Jan 26	14	R1	-13" Delayed running on signals due to late trains ahead caused M604 delay
UP-NW	624 <b>77% OT</b>	Wed, Jan 03	14	K1	-14" Delayed due to following M617 also had to make Irving Park stop to accommodate M618 passengers
		Mon, Jan 15	16	GW	-16" Delayed due to weather related issues with frozen and snow packed switches
		Wed, Jan 17	7	KW	-7" Delayed @ McHenry due to cold weather speed restriction
		Thu, Jan 25	8	E1	-8" Delayed due to following trains ahead
		Fri, Jan 26	9	R1	-9" Delayed running on signals due to late trains ahead caused M604 delay

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-NW	630 <b>64% OT</b>	Fri, Jan 12	0	XKW	ANNULLED due to Com Ed wiring on the tracks at Barrington
		Mon, Jan 15	0	XE	bad order loco issues B/O DELCO, CHANGED OUT
		Wed, Jan 17	15	KW	-15" Following trains ahead
		Tue, Jan 23	8	GF	-8" Delayed out of the yard @ Barrington due to a dark signal @ the CN Barrington
		Wed, Jan 24	17	IW1	-17" Delayed due to following train ahead (M626), also stopped @ the CN due to Freight
		Thu, Jan 25	8	E1	-8" Delayed due to following trains ahead
		Mon, Jan 29	31	S	FRA testing taking place for departure test
		Tue, Jan 30	49	K1	-49" Waited for M628 at Barrington
UP-NW	632 <b>73% OT</b>	Wed, Jan 10	0	KD1	Delayed @ Seeger due to M634 hitting light pole
		Mon, Jan 15	12	GW1	-12" Delayed following trains ahead due to weather related issues
		Wed, Jan 17	9	KW	-9" Following trains ahead, also air issues and multiple sticking doors
		Thu, Jan 25	0	E1	ANNULLED due to crew was on M610
		Fri, Jan 26	0	R1	ANNULLED due to no crew (stems from M604 delay)
		Mon, Jan 29	0	S1	M632 Annulled account M615 unable to turn as M632 in regular slot account waiting for southbounds to clear. M632 was out of sequence operating equipment behind M638
UP-NW	634 <b>73% OT</b>	Wed, Jan 10	0	XKD	ANNULLED @ Mt Prospect due to train striking light pole on MT 3 damaging the 480 cable REPLACED BATTERY CHARGER AND ADA BRAIN BOX ENCLOSURE
		Fri, Jan 12	0	XKW	ANNULLED due to Com Ed wiring on the tracks at Barrington
		Mon, Jan 15	46	GW1	-46" Delayed following trains ahead due to weather related issues
		Tue, Jan 16	10	GW	-10" Delayed due to weather related issues with equipment and switches
		Thu, Jan 25	0	XM	ANNULLED due to striking pedestrian (fatal) @ M.P. 31.75
		Tue, Jan 30	35	K1	-34" There was a car accident near Woodstock M.P. 51.19 and the car was stuck on the tracks,. Had to wait for track inspector. M628 operate on M634 schedule from Woodstock
UP-NW	636 <b>73% OT</b>	Wed, Jan 10	0	KD1	ANNULLED @ Arlington Park due to M634 hitting light pole, also picked up M634 passengers @ Des Planes & express downtown
		Fri, Jan 12	0	XKW	ANNULLED due to Com Ed wiring on the tracks at Barrington
		Mon, Jan 15	40	GW1	-40" Delayed following trains ahead due to weather related issues with frozen and snowpacked switches
		Wed, Jan 17	15	KW	-15" Multiple doors blocked and sticking doors
		Thu, Jan 25	160	M1	-100" Delayed due to M634 striking a pedestrian
		Tue, Jan 30	33	K1	-33" There was a car accident near Woodstock M.P. 51.19 and the car was stuck on the tracks, Follow trains ahead
UP-NW	638 <b>73% OT</b>	Wed, Jan 10	27	KD1	-27", Delayed due to M634 hitting light pole, also picked up M636 passengers @ Arlington Park
		Fri, Jan 12	0	XKW	ANNULLED due to Com Ed wiring on the tracks at Barrington
		Mon, Jan 15	27	GW1	-27" Delayed following trains ahead due to weather related issues with frozen and snowpacked switches
		Wed, Jan 17	7	KW	-7" Following trains ahead, also door problems
		Thu, Jan 25	142	M1	-135" Delayed due to M634 striking a pedestrian
		Tue, Jan 30	27	K1	-27" Following trains ahead due to car accident at MP 51.19, Woodstock
UP-NW	640 <b>77% OT</b>	Wed, Jan 10	10	KD1	Delayed due to following trains ahead, also XH @ M.P.10.31
		Fri, Jan 12	0	XKW	ANNULLED due to Com Ed wiring on the tracks at Barrington
		Mon, Jan 15	36	GW1	-36" Delayed following trains ahead due to weather related issues with frozen and snowpacked switches
		Tue, Jan 23	11	IW	-11" Delayed due to slowloading of passengers had icy platforms
		Thu, Jan 25	151	M1	-150" Delayed due to M634 striking a pedestrian
UP-NW	651 <b>73% OT</b>	Wed, Jan 03	8	I	3m late departure, then continued losing time at each station accomodating passengers
		Mon, Jan 15	0	GW1	Annulled due to weather related issues with snow packed switches
		Mon, Jan 22	0	XH	Annulled on acct. of no equipment available from Cal Ave coach yard to operate train MISCOMMUNICATION, TRAIN SHEET SHOWED EQUIPMENT WAS AVAILABLE
		Tue, Jan 23	8	A	-8" Late departure from CPT (-2), due to cross traffic; delayed @ Mayfair due to cross traffic with Amtrak 339
		Thu, Jan 25	0	M1	ANNULLED due to crew not rested
		Tue, Jan 30	9	U	Delayed @ Mayfair (-3), waited for Amtrak 339 to clear & 1 ADA lift FROM JEFF PARK TO EDISON PARK
UP-NW	657 <b>82% OT</b>	Fri, Jan 12	15	KW	-15" Delay stems from Com Ed wiring on the tracks at Barrington
		Mon, Jan 15	24	GW1	-24" Late arrival of equipment from Cal Ave, due to earlier weather related issues
		Tue, Jan 16	17	GW	-17" Delayed behind M655 @ Mayfair the #15 switch @ Mayfair wouldn't line normal @ Mayfair for M655/12 mins delayed); waited for M653 to yard @ Barrington, & waited for M668 to clear Crystal Lake Junction
		Fri, Jan 19	15	E1	-15" Delayed @ the coach yard behind M51 due to M51 had to swap engines
UP-W	10 <b>77% OT</b>	Mon, Jan 15	6	GW	-6" Delayed @ Grace St. due to switch #3 failure impacted with snow and ice
		Fri, Jan 19	6	RN	-6" Departed Elburn 6 mins down due had a one man crew to line up equipment out of the yard LACK OF MANPOWER
		Tue, Jan 23	8	IW	-8" Delayed due to slow loading of passengers had icy platforms
		Wed, Jan 24	30	GF	-30" Delayed due to JB TOWER LEVER ISSUE, trained had to be flagged past signal and run restricted speed to the next signal
		Fri, Jan 26	22	J	-22" Delayed @ Oak Park waited for police to assist a suicidal male passenger
UP-W	15 <b>82% OT</b>	Fri, Jan 19	13	GW1	-13" Delayed due to following a late M13 running on approach signals (13 delayed at Lake ST with switch issues but arrived unreportable)
		Tue, Jan 23	39	DR	-39" Delayed waited for the MBEBE-22 to clear into the yard @ W. Chgo had to wait for a switch that was ran through to be clamped and secured before freight train could proceed
		Wed, Jan 24	17	GF1	-20" Late turn off M10
		Fri, Jan 26	13	J1	-13" Late turn of equipment and crew from M10

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	22 <b>82% OT</b>	Fri, Jan 12	12	IW1	-12" Delayed due to following trains ahead
		Wed, Jan 24	16	D	-16" Delayed due to Freight Interference W CHICAGO (MWGWG). [CONTROLLABLE FREIGHT]
		Thu, Jan 25	13	D	-13" Delayed @ Park due to Freight Interference
		Fri, Jan 26	11	G	-11" Delayed @ Peck due to signal issues had a track light waited for maintainer to resolve issues
UP-W	28 <b>64% OT</b>	Wed, Jan 03	11	IW	-11" Delayed due to icy platforms @ the Geneva station, passenger slipped and fell while getting off the train- refused medical attention
		Fri, Jan 12	65	KW	-65" Delayed @ Wheaton due to vehicle stuck on the tracks @ M.P. 25.02
		Mon, Jan 15	7	ZT	-7" Delayed due to PTC issues had to reset PTC @ M.P. 14.75
		Tue, Jan 16	7	GW	-7" Delayed due to weather related issues with equipment and switches
		Thu, Jan 18	38	C1	-38" Delayed due to following trains ahead
		Fri, Jan 19	15	RW	-15" Departed Elburn 15 mins down due to late arrival of conductor had weather related delays
		Mon, Jan 29	10	FW1	-10" Departed Elburn 10" due extra crew kicking out bad order from 30's equipment then heavy loading passengers enroute
		Tue, Jan 30	14	G	-14" Followed traffic ahead most of trip due to signal failure @ Western A-2. Heavy Passenger Loading
		UP-W	30 <b>77% OT</b>	Fri, Jan 12	0
Mon, Jan 15	0	XRW	ANNULLED FOR LACK OF MANPOWER DUE TO WEATHER		
Thu, Jan 18	25	C1	-25" Delayed due to following trains ahead		
Tue, Jan 23	7	IW	-7" Delayed due to slow loading of passengers had icy platforms		
Mon, Jan 29	0	XFW	Annulled at Elburn account extra unable to put train together before departure after kicking bad order coach 6017 with federal wheels.		
UP-W	32 <b>73% OT</b>	Fri, Jan 12	48	KW	-48" Delayed @ Wheaton due to vehicle stuck on the tracks @ M.P. 25.02
		Mon, Jan 15	30	RW1	-30" Delayed due to making all stops accommodating M30 passengers
		Wed, Jan 17	30	GW	-30" Delayed due to switch failure @ Western (#65)
		Thu, Jan 18	26	C1	-32" Delayed due to following trains ahead
		Tue, Jan 23	37	DR1	-37" Late turn from M13
		Mon, Jan 29	22	FW1	-22" Late making extra (all) stops account M30 annulled
UP-W	34 <b>64% OT</b>	Fri, Jan 12	40	KW	-40" Delayed @ West Chicago due to vehicle stuck on the tracks @ M.P. 25.02
		Mon, Jan 15	15	RW1	-15" Delayed following trains ahead due to weather related issues with equipment and switches
		Wed, Jan 17	15	GW1	-15" Delayed due to switch failure @ Western (#65)
		Thu, Jan 18	55	C1	After stopping for broken rail, loco loading issues near Villa Park, Then at M.P. 15.2 PTC wouldn't allow train to move once corrected went restricted speed to next signal due to WIU issue
		Fri, Jan 19	7	GW1	-7" Departed Elburn yard 7 mins late waited for a late M5901 to clear
		Tue, Jan 23	32	DR1	-32" Late turn from M15
		Wed, Jan 24	20	GF1	-20" Delayed due to late turn off of M15
Mon, Jan 29	7	FW1	-7" Following M32 from Elmhurst		
UP-W	36 <b>73% OT</b>	Fri, Jan 12	32	KW	-36" Delayed @ Geneva due to vehicle stuck on the tracks @ M.P. 25.02
		Mon, Jan 15	15	RW1	-15" Delayed following trains ahead due to weather related issues with equipment and switches
		Wed, Jan 17	8	GW1	-8" Delayed due to switch failure @ Western (#65)
		Thu, Jan 18	12	I	-12" Delayed due to waiting on passengers @ Elmhurst & Oak Park wrongside
		Tue, Jan 23	25	DR1	-25" Late turn from M5901 due to M5901 was stopped behind trains ahead with the MBEBE-22 clearing into the yard @ W. Chgo had to wait for a switch that was ran through to be clamped and secured before freight train could proceed
		Wed, Jan 24	13	D1	-36" Delayed due to late turn off of M5901. [CONTROLLABLE FREIGHT]
UP-W	41 <b>68% OT</b>	Wed, Jan 03	14	D	-14" Delayed on acct of cross traffic @ Western Ave, restricted speed from Kedzie to MP 5.7 (operated track 2 @ Kedzie -ORPTS-31 on track 3 going onto Rockwell 3), 2 ADA lifts. [CONTROLLABLE FREIGHT]
		Tue, Jan 09	0	XC	Annulled at West Chicago due to broken rail on track one at MP38.22
		Mon, Jan 15	0	XRW	ANNULLED FOR LACK OF MANPOWER DUE TO WEATHER
		Tue, Jan 16	10	FW	-10" Delayed on acct of frozen loading doors on the coach cars
		Wed, Jan 17	45	ZD1	-45" Delayed @ Park on acct of ZG2LT-17 stretched across the plant from outbound 2-track 3, due to PTC issues (PTC dumped the air & gave a red hash box)
		Fri, Jan 19	16	FW	-16" Delayed due to doors sticking open on multiple cars @ several stations
Tue, Jan 30	10	I	-10" Heavy passenger loading en route		
UP-W	43 <b>82% OT</b>	Wed, Jan 17	34	ZD1	-34" Delayed behind M41, due to ZG2LT-17 with PTC issues @ Park
		Mon, Jan 22	24	D	-24" Freight train interference (MNSNP). [Controllable Freight]
		Wed, Jan 24	11	D	-11" Delayed at Kedzie from 16:29-16:40 by freight (IG4AH-23) going from main track 1 onto UW2. [CONTROLLABLE FREIGHT]
		Tue, Jan 30	10	D	-10" Delayed @ CN @ West Chicago, due to cross traffic. [CONTROLLABLE FREIGHT]
UP-W	44 <b>77% OT</b>	Thu, Jan 11	15	C1	-15" Late turn off of M25 equipment, also slow loading passengers @ Glen Ellyn picked up 48 migrants. [Controllable Freight]
		Tue, Jan 16	18	IW	-18" Late turn off 25 M(-5); cross traffic @ CN @ West Chicago (-5); slow loading METX78 (-5); slow passenger loading (-3)
		Wed, Jan 17	40	KW	-40" Delayed due to cold weather restriction @ Elburn, also ADA lift not functioning correctly @ College Ave & Glen Ellyn
		Tue, Jan 23	7	GT1	-7" Late turn from M25
		Fri, Jan 26	10	CC	-10" Delayed due to clearing form B.M.P. 35 & MP 14



**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2024**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	45 <b>73% OT</b>	Thu, Jan 04	10	D	-10" Freight interference @ West Chicago (UEXWDG-04) & 1 ADA lift	
		Tue, Jan 09	12	C	Delayed at Kress on account of broken rail on track one at MP38.22	
		Wed, Jan 17	29	ZD1	-29" Delayed behind M43, due to ZG2LT-17 with PTC issues @ Park	
		Mon, Jan 22	14	D1	-14" Delayed following M43, due to freight interference. [Controllable Freight]	
		Wed, Jan 24	8	D1	-8" Delayed following M43 at Kedzie. [CONTROLLABLE FREIGHT]	
		Thu, Jan 25	117	E	-117" Delayed due to B/O governor on METX 130 causing loss of power REPLACED GOVERNOR	
UP-W	50 <b>77% OT</b>	Tue, Jan 02	10	D	-10" Freight train interference (MPRNP crossing from track 1 to track 3 @Grace) [CONTROLLABLE FREIGHT]	
		Wed, Jan 10	15	J	-15", Delayed @ College Ave die to unruly aboard- waited on local police to arrive MP-24-00001770 (8799)	
		Mon, Jan 15	0	XZV	Annulled due to equipment failure @ Elburn FAILED DEPARTURE TEST AT DEPARTURE TIME	
		Tue, Jan 16	15	FW	-15" Delayed @ La Fox on acct of stuck loading door (8th car)	
		Wed, Jan 31	11	J1	-16" late turn off of M31 equipment MP-24-00004936 (9984).	
UP-W	51 <b>77% OT</b>	Tue, Jan 09	12	C	Delayed at on account of broken rail on track one at MP38.22	
		Wed, Jan 17	16	ZD1	-16" Delayed behind M49, due to ZG2LT-17 with PTC issues @ Park	
		Fri, Jan 19	30	VE	-30" Delayed due to had to swap engine @ the coach yard , METX165 had no head end power ISSUE NOT DUPLICATED	
		Tue, Jan 23	12	KP	-12" Delayed @ CPY904 (-5), waited for Terminal Train Dispatcher to clear a signal & waited @ Park for a signal (-7), due to Dispatcher giving instructions to trains to be on the look out for trespassers @ MP2.6 & West Chicago	
		Thu, Jan 25	16	E	-16" Delayed due to last minute equipment swap due to METX139 compressor blowing a gasket. Running around M45-M47 Park to Grace REPLACED AIR COMPRESSOR	
UP-W	55 <b>82% OT</b>	Fri, Jan 05	10	G1	-10" Delayed following train ahead (M53)	
		Tue, Jan 09	10	C	Delayed at on account of broken rail on track one at MP38.22	
		Fri, Jan 19	10	VE1	-10" Following trains ahead	
		Thu, Jan 25	20	E1	-20" Delayed running around M45-M47 track 1 Park to Grace	
UP-W	60 <b>82% OT</b>	Mon, Jan 15	12	ZV1	-12" Late turn off M39	
		Mon, Jan 22	19	D1	-19" Late turn off M39 & medical emergency @ West Chicago	
		Thu, Jan 25	10	E1	-10" Delayed at Grace waiting for M51 to run around M45-M47	
		Fri, Jan 26	15	D	-15" Delayed @ Oak Park due to Freight Train Interference (IG3SK). [Controllable Freight]	

Data is final (02/28/2024) version from TOPS.

**Table 4: Delay Codes by Cause Category & Carrier**

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category	Delay	Category	Delay	Category	Delay
Code	Definition	Code	Definition	Code	Definition
<b>Passenger Train Interference</b>		<b>Human Error</b>		<b>Passenger Train Interference</b>	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	<b>Freight Interference - Peak &amp; Off-Peak</b>	
<b>Accident</b>		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	<b>Accident</b>	
<b>Passenger Related</b>		YB	Derailment - Human Error, Engineering	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YH	Derailment - Human Error, Mechanical	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YR	Derailment - Human Error, Transportation	<b>Passenger Related</b>	
J	Passenger Problems / Removal	<b>Weather</b>		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	<b>Signal/Switch Failure</b>	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
<b>Obstruction/Debris</b>		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	<b>Track Work</b>	
KD	Train Struck Debris	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	IW	Passenger Handling, Weather	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	KW	Obstruction On Tracks, Weather	<b>Non-Locomotive Equipment Issue</b>	
<b>Signal/Switch Failure</b>		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	<b>Locomotive Issue</b>	
G	Metra / PSA Signal / Switch Malfunction (Signal Dept.)	OW	AC/DC System Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra / PSA Gate Crossing Malfunction	RW	Train Crew Issues, Weather	<b>Human Error</b>	
GT	Metra / PSA Telecom / CAD failure	UW	Accessibility, Weather	BA	Amtrak Engineering Human Error
GX	Metra / PSA Broken Gate Crossing	YW	Derailment Accident, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RA	Human Error, Amtrak Transportation
<b>Track Work</b>		<b>Other</b>		RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
C	Unscheduled Track Work	N	Utility Failure	RS	Human Error, NICTD Transportation
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	<b>Weather</b>	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	<b>PTC Related</b>	
CH	Contractor Failure	<b>PTC Related</b>		ZA	PTC Amtrak Train (On-Board)
<b>Catenary Failure</b>		ZB	PTC Human Error, Engineering Dept.	ZD	PTC Foreign Line Transportation
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZN	PTC Foreign Line Engineering
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive Hardware	ZS	PTC NICTD MU Train (On-Board)
<b>Non-Locomotive Equipment Issue</b>		ZF	PTC Malfunction Coach Hardware		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
UF	ADA Lift Failure	ZH	PTC Human Error, Mechanical		
VF	Cab Car Problem Reported, Nothing Found	ZP	PTC Dispatcher		
<b>Locomotive Issue</b>		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

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

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.);

All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

**Table 5.a: Train Delays by Cause and Line**  
January 2024

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>2</b>	<b>3</b>	<b>1</b>	-	<b>2</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>34</b>	<b>62</b>
Freight Interference - Peak	4	-	-	-	2	-	-	-	-	4	-	1	17	28
Primary	3	-	-	-	2	-	-	-	-	2	-	1	9	17
Secondary	1	-	-	-	-	-	-	-	-	2	-	-	8	11
Freight Interference - Off-Peak	3	-	-	-	-	3	1	-	2	4	1	3	17	34
Primary	3	-	-	-	-	1	1	-	1	1	1	3	14	25
Secondary	-	-	-	-	-	2	-	-	1	3	-	-	3	9
<b>Signal/Switch Failure - Total</b>	<b>37</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>83</b>	<b>80</b>	<b>34</b>	<b>12</b>	<b>25</b>	-	<b>1</b>	<b>12</b>	<b>293</b>
Signal/Switch Failure - Metra/PSA	5	2	1	1	-	12	9	2	12	8	-	-	8	60
Primary	5	2	-	1	-	9	8	2	11	5	-	-	5	48
Secondary	-	-	1	-	-	3	1	-	1	3	-	-	3	12
Signal/Switch Failure - Foreign	32	-	-	-	5	71	71	32	-	17	-	1	4	233
Primary	18	-	-	-	4	57	54	24	-	11	-	1	2	171
Secondary	14	-	-	-	1	14	17	8	-	6	-	-	2	62
<b>Mechanical Failure - Total</b>	<b>2</b>	<b>1</b>	-	<b>1</b>	-	<b>6</b>	<b>10</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>20</b>	<b>14</b>	<b>72</b>
Mechanical Failure - Metra/PSA	2	1	-	1	-	6	10	2	8	2	6	20	14	72
Non-Locomotive Equipment Issue - Metra/PSA	1	1	-	1	-	-	5	1	2	-	1	1	-	13
Primary	1	1	-	1	-	-	1	1	2	-	1	1	-	9
Secondary	-	-	-	-	-	-	4	-	-	-	-	-	-	4
Locomotive Issue - Metra/PSA	1	-	-	-	-	6	5	1	6	2	5	19	14	59
Primary	1	-	-	-	-	4	2	1	3	2	1	4	3	21
Secondary	-	-	-	-	-	2	3	-	3	-	4	15	11	38
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	-	-	-	-	-	<b>9</b>	<b>3</b>	<b>5</b>	-	<b>4</b>	-	<b>2</b>	-	<b>23</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	9	2	5	-	-	-	2	-	18
Passenger Train Interference - Foreign	-	-	-	-	-	-	1	-	-	4	-	-	-	5
<b>Accident - Total</b>	-	-	-	-	-	-	-	-	<b>13</b>	-	<b>10</b>	<b>20</b>	<b>5</b>	<b>48</b>
Accident - Metra/PSA	-	-	-	-	-	-	-	-	13	-	10	20	5	48
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>15</b>	<b>1</b>	-	-	<b>2</b>	<b>2</b>	-	-	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>47</b>
Track Work - Metra/PSA	15	1	-	-	1	2	-	-	2	-	3	1	18	43
Track Work - Foreign	-	-	-	-	1	-	-	-	-	3	-	-	-	4
<b>Human Error - Total</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>4</b>	-	<b>13</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>19</b>	<b>6</b>	<b>96</b>
Human Error - Metra/PSA	19	7	1	4	-	2	1	2	8	3	2	17	5	71
Human Error - Foreign	-	-	-	-	-	11	5	2	-	4	-	2	1	25
<b>PTC Related - Total</b>	<b>1</b>	-	<b>2</b>	-	<b>2</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>8</b>	-	<b>4</b>	<b>16</b>	<b>55</b>
PTC Related - Metra/PSA	-	-	2	-	2	7	6	1	6	4	-	4	7	39
PTC Related - Foreign	1	-	-	-	-	-	-	2	-	4	-	-	9	16
<b>Weather - Total</b>	<b>31</b>	<b>13</b>	-	<b>1</b>	-	<b>46</b>	<b>33</b>	<b>6</b>	<b>18</b>	<b>6</b>	<b>23</b>	<b>88</b>	<b>48</b>	<b>313</b>
Weather - Metra/PSA	31	13	-	1	-	46	33	6	18	6	23	88	48	313
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	-	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	-	<b>3</b>	<b>7</b>	<b>16</b>	<b>38</b>
<b>Obstruction/Debris - Total</b>	<b>4</b>	-	-	<b>1</b>	-	<b>2</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>27</b>	<b>4</b>	<b>62</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	-	<b>1</b>	<b>2</b>	-	<b>2</b>	-	<b>11</b>	-	<b>2</b>	-	<b>18</b>
<b>Total Trains Delayed</b>	<b>117</b>	<b>25</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>175</b>	<b>147</b>	<b>59</b>	<b>75</b>	<b>79</b>	<b>55</b>	<b>195</b>	<b>173</b>	<b>1,127</b>
Total Metra/PSA Delays	77	25	5	10	4	90	69	23	73	39	54	188	125	782
Total Foreign Carrier Delays	40	0	0	0	8	85	78	36	2	40	1	7	48	345

Data for current month is final (02/28/2024) 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 January Over Previous Five Years: 2019-2023

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
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>4</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>18</b>	<b>71</b>
Freight Interference - Peak	1	-	-	-	3	3	5	2	-	3	1	4	6	28
Primary	1	-	-	-	3	2	5	1	-	2	1	2	4	21
Secondary	0	-	-	-	0	0	1	1	-	1	0	1	2	7
Freight Interference - Off-Peak	6	-	-	-	1	5	8	1	3	5	1	1	13	43
Primary	4	-	-	-	1	3	7	1	2	2	0	1	8	30
Secondary	2	-	-	-	-	3	1	-	1	2	1	0	5	14
<b>Signal/Switch Failure - Total</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>83</b>
Signal/Switch Failure - Metra/PSA	6	2	3	4	0	14	8	3	16	3	1	1	5	66
Primary	5	2	2	4	0	11	7	3	12	2	1	1	3	53
Secondary	1	-	0	0	-	4	1	0	4	1	-	-	1	13
Signal/Switch Failure - Foreign	5	-	-	-	3	2	1	2	1	2	0	1	1	17
Primary	3	-	-	-	2	1	0	2	1	1	-	1	1	13
Secondary	1	-	-	-	0	1	0	0	0	1	0	0	0	4
<b>Mechanical Failure - Total</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	-	<b>13</b>	<b>16</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>14</b>	<b>3</b>	<b>78</b>
Mechanical Failure - Metra/PSA	12	0	1	0	-	12	16	3	9	2	4	14	3	76
Non-Locomotive Equipment Issue - Metra/PSA	5	0	1	0	-	2	1	0	1	2	1	4	1	19
Primary	2	0	0	0	-	0	1	0	1	1	1	2	1	9
Secondary	4	-	1	-	-	1	0	-	0	1	1	2	-	9
Locomotive Issue - Metra/PSA	7	-	-	-	-	10	14	2	8	1	2	10	2	58
Primary	2	-	-	-	-	4	4	1	4	1	1	3	1	21
Secondary	5	-	-	-	-	6	10	1	5	0	1	7	1	37
Mechanical Failure - Foreign	-	-	0	0	-	1	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>14</b>
Passenger Train Interference - Metra/PSA	-	0	-	-	-	5	1	1	0	0	-	-	0	8
Passenger Train Interference - Foreign	2	-	-	0	1	2	-	-	-	2	-	-	-	6
<b>Accident - Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>-</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>20</b>	<b>61</b>
Accident - Metra/PSA	2	1	0	-	-	4	3	-	7	-	9	7	11	43
Accident - Foreign	2	-	-	-	1	-	0	-	-	2	-	3	10	18
<b>Track Work - Total</b>	<b>-</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>17</b>
Track Work - Metra/PSA	-	1	0	0	1	3	-	0	4	-	1	0	4	15
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	0	-	2
<b>Human Error - Total</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>65</b>
Human Error - Metra/PSA	4	5	1	3	1	11	3	2	6	1	7	4	4	52
Human Error - Foreign	1	-	-	-	1	4	1	1	-	2	0	4	1	13
<b>PTC Related - Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>48</b>
PTC Related - Metra/PSA	1	1	0	1	1	4	2	1	6	1	10	4	10	41
PTC Related - Foreign	0	0	0	-	2	0	0	1	0	2	-	-	0	6
<b>Weather - Total</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>29</b>	<b>3</b>	<b>19</b>	<b>18</b>	<b>11</b>	<b>166</b>
Weather - Metra/PSA	16	12	5	9	1	22	16	5	29	2	19	18	11	165
Weather - Foreign	0	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Passenger Related - Total</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>38</b>
<b>Obstruction/Debris - Total</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>9</b>	<b>64</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>
<b>Other - Total</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>5</b>
<b>Total Trains Delayed</b>	<b>66</b>	<b>35</b>	<b>13</b>	<b>22</b>	<b>15</b>	<b>99</b>	<b>72</b>	<b>26</b>	<b>101</b>	<b>32</b>	<b>64</b>	<b>81</b>	<b>88</b>	<b>715</b>
Total Metra/PSA Delays	49	35	13	22	3	82	57	19	97	12	61	68	59	578
Total Foreign Carrier Delays	16	0	0	1	11	18	15	7	4	20	2	13	30	138

Data for current month is final (02/16/2023) version of TOPS

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

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

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

**Table 5.c: Train Delays by Cause and Line**  
**January 2024 Compared to Average January Over Previous Five Years: 2019-2023**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>0</b>	-	-	-	<b>(2)</b>	<b>(5)</b>	<b>(12)</b>	<b>(3)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>(1)</b>	<b>16</b>	<b>(9)</b>
Freight Interference - Peak	3	-	-	-	(1)	(3)	(5)	(2)	-	1	(1)	(3)	11	0
Primary	2	-	-	-	(1)	(2)	(5)	(1)	-	-	(1)	(1)	5	(4)
Secondary	1	-	-	-	(0)	(0)	(1)	(1)	-	1	(0)	(1)	6	4
Freight Interference - Off-Peak	(3)	-	-	-	(1)	(2)	(7)	(1)	(1)	(1)	0	2	4	(9)
Primary	(1)	-	-	-	(1)	(2)	(6)	(1)	(1)	(1)	1	2	6	(5)
Secondary	(2)	-	-	-	-	(1)	(1)	-	(0)	1	(1)	(0)	2	(5)
<b>Signal/Switch Failure - Total</b>	<b>26</b>	-	<b>(2)</b>	<b>(3)</b>	<b>2</b>	<b>67</b>	<b>72</b>	<b>29</b>	<b>(4)</b>	<b>19</b>	<b>(1)</b>	<b>(1)</b>	<b>6</b>	<b>210</b>
Signal/Switch Failure - Metra/PSA	(1)	-	(2)	(3)	(0)	(2)	1	(1)	(4)	5	(1)	(1)	3	(6)
Primary	(0)	-	(2)	(3)	(0)	(2)	1	(1)	(1)	3	(1)	(1)	2	(5)
Secondary	(1)	-	1	(0)	-	(1)	-	(0)	(3)	2	-	-	2	(1)
Signal/Switch Failure - Foreign	27	-	-	-	2	69	70	30	(1)	15	(0)	(0)	3	216
Primary	15	-	-	-	2	56	54	22	(1)	10	-	(0)	1	158
Secondary	13	-	-	-	1	13	17	8	-	5	(0)	(0)	2	58
<b>Mechanical Failure - Total</b>	<b>(10)</b>	<b>1</b>	<b>(1)</b>	<b>1</b>	-	<b>(7)</b>	<b>(6)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>(6)</b>
Mechanical Failure - Metra/PSA	(10)	1	(1)	1	-	(6)	(6)	(1)	(1)	(0)	2	6	11	(4)
Non-Locomotive Equipment Issue - Metra/PSA	(4)	1	(1)	1	-	(2)	4	1	1	(2)	(0)	(3)	(1)	(6)
Primary	(1)	1	(0)	1	-	(0)	0	1	1	(1)	0	(1)	(1)	(0)
Secondary	(4)	-	(1)	-	-	(2)	4	-	(0)	(1)	(1)	(2)	-	(5)
Locomotive Issue - Metra/PSA	(6)	-	-	-	-	(4)	(9)	(1)	(2)	1	3	9	12	1
Primary	(1)	-	-	-	-	-	(2)	-	(1)	1	-	1	2	(0)
Secondary	(5)	-	-	-	-	(4)	(7)	(1)	(2)	(0)	3	8	10	1
Mechanical Failure - Foreign	-	-	(0)	(0)	-	(1)	-	-	-	-	-	-	-	(2)
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>(0)</b>	-	<b>(0)</b>	<b>(1)</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>(0)</b>	<b>2</b>	-	<b>2</b>	<b>(0)</b>	<b>9</b>
Passenger Train Interference - Metra/PSA	-	(0)	-	-	-	4	1	4	(0)	(0)	-	2	(0)	10
Passenger Train Interference - Foreign	(2)	-	-	(0)	(1)	(2)	1	-	-	2	-	-	-	(1)
<b>Accident - Total</b>	<b>(4)</b>	<b>(1)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>(4)</b>	<b>(3)</b>	-	<b>6</b>	<b>(2)</b>	<b>1</b>	<b>10</b>	<b>(15)</b>	<b>(13)</b>
Accident - Metra/PSA	(2)	(1)	(0)	-	-	(4)	(3)	-	6	-	1	13	(6)	5
Accident - Foreign	(2)	-	-	-	(1)	-	(0)	-	-	(2)	-	(3)	(10)	(18)
<b>Track Work - Total</b>	<b>15</b>	-	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>(1)</b>	-	<b>(0)</b>	<b>(2)</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>30</b>
Track Work - Metra/PSA	15	-	(0)	(0)	0	(1)	-	(0)	(2)	-	2	1	14	28
Track Work - Foreign	-	-	-	-	1	-	-	-	-	2	-	(0)	-	2
<b>Human Error - Total</b>	<b>15</b>	<b>2</b>	<b>(0)</b>	<b>1</b>	<b>(1)</b>	<b>(2)</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>(6)</b>	<b>11</b>	<b>2</b>	<b>31</b>
Human Error - Metra/PSA	15	2	(0)	1	(1)	(9)	(2)	(0)	2	2	(5)	13	1	19
Human Error - Foreign	(1)	-	-	-	(1)	7	4	1	-	2	(0)	(2)	0	12
<b>PTC Related - Total</b>	-	<b>(2)</b>	<b>2</b>	<b>(1)</b>	<b>(1)</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>(0)</b>	<b>5</b>	<b>(10)</b>	<b>0</b>	<b>6</b>	<b>7</b>
PTC Related - Metra/PSA	(1)	(1)	2	(1)	1	3	4	0	-	3	(10)	0	(3)	(2)
PTC Related - Foreign	1	(0)	(0)	-	(2)	(0)	(0)	1	(0)	2	-	-	9	10
<b>Weather - Total</b>	<b>15</b>	<b>1</b>	<b>(5)</b>	<b>(8)</b>	<b>(1)</b>	<b>24</b>	<b>17</b>	<b>1</b>	<b>(11)</b>	<b>3</b>	<b>4</b>	<b>70</b>	<b>37</b>	<b>147</b>
Weather - Metra/PSA	15	1	(5)	(8)	(1)	24	17	1	(11)	4	4	70	37	148
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	(1)	-	-	-	(1)
<b>Passenger Related - Total</b>	<b>(2)</b>	<b>(4)</b>	-	<b>1</b>	-	<b>(0)</b>	<b>(3)</b>	<b>1</b>	<b>(2)</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>12</b>	<b>(0)</b>
<b>Obstruction/Debris - Total</b>	<b>(2)</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>(10)</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>(5)</b>	<b>(2)</b>
<b>Catenary Failure - Total</b>	-	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(4)</b>
<b>Other - Total</b>	<b>(0)</b>	-	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>2</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>11</b>	<b>(0)</b>	<b>2</b>	-	<b>13</b>
<b>Total Trains Delayed</b>	<b>51</b>	<b>(10)</b>	<b>(8)</b>	<b>(12)</b>	<b>(3)</b>	<b>76</b>	<b>75</b>	<b>33</b>	<b>(26)</b>	<b>47</b>	<b>(9)</b>	<b>114</b>	<b>85</b>	<b>412</b>
Total Metra/PSA Delays	28	-10	-8	-12	1	8	12	4	-24	27	-7	120	66	204
Total Foreign Carrier Delays	24	0	0	-1	-3	67	63	29	-2	20	-1	-6	18	207

Data for current month is final (02/28/2024) version of TOPS

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

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

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

**Table 6.a: Train Delays by Cause and Line - YTD**  
January - January 2024

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>2</b>	<b>3</b>	<b>1</b>	-	<b>2</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>34</b>	<b>62</b>
Freight Interference - Peak	4	-	-	-	2	-	-	-	-	4	-	1	17	28
Primary	3	-	-	-	2	-	-	-	-	2	-	1	9	17
Secondary	1	-	-	-	-	-	-	-	-	2	-	-	8	11
Freight Interference - Off-Peak	3	-	-	-	-	3	1	-	2	4	1	3	17	34
Primary	3	-	-	-	-	1	1	-	1	1	1	3	14	25
Secondary	-	-	-	-	-	2	-	-	1	3	-	-	3	9
<b>Signal/Switch Failure - Total</b>	<b>37</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>83</b>	<b>80</b>	<b>34</b>	<b>12</b>	<b>25</b>	-	<b>1</b>	<b>12</b>	<b>293</b>
Signal/Switch Failure - Metra/PSA	5	2	1	1	-	12	9	2	12	8	-	-	8	60
Primary	5	2	-	1	-	9	8	2	11	5	-	-	5	48
Secondary	-	-	1	-	-	3	1	-	1	3	-	-	3	12
Signal/Switch Failure - Foreign	32	-	-	-	5	71	71	32	-	17	-	1	4	233
Primary	18	-	-	-	4	57	54	24	-	11	-	1	2	171
Secondary	14	-	-	-	1	14	17	8	-	6	-	-	2	62
<b>Mechanical Failure - Total</b>	<b>2</b>	<b>1</b>	-	<b>1</b>	-	<b>6</b>	<b>10</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>20</b>	<b>14</b>	<b>72</b>
Mechanical Failure - Metra/PSA	2	1	-	1	-	6	10	2	8	2	6	20	14	72
Non-Locomotive Equipment Issue - Metra/PSA	1	1	-	1	-	-	5	1	2	-	1	1	-	13
Primary	1	1	-	1	-	-	1	1	2	-	1	1	-	9
Secondary	-	-	-	-	-	-	4	-	-	-	-	-	-	4
Locomotive Issue - Metra/PSA	1	-	-	-	-	6	5	1	6	2	5	19	14	59
Primary	1	-	-	-	-	4	2	1	3	2	1	4	3	21
Secondary	-	-	-	-	-	2	3	-	3	-	4	15	11	38
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	-	-	-	-	-	<b>9</b>	<b>3</b>	<b>5</b>	-	<b>4</b>	-	<b>2</b>	-	<b>23</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	9	2	5	-	-	-	2	-	18
Passenger Train Interference - Foreign	-	-	-	-	-	-	1	-	-	4	-	-	-	5
<b>Accident - Total</b>	-	-	-	-	-	-	-	-	<b>13</b>	-	<b>10</b>	<b>20</b>	<b>5</b>	<b>48</b>
Accident - Metra/PSA	-	-	-	-	-	-	-	-	13	-	10	20	5	48
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>15</b>	<b>1</b>	-	-	<b>2</b>	<b>2</b>	-	-	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>47</b>
Track Work - Metra/PSA	15	1	-	-	1	2	-	-	2	-	3	1	18	43
Track Work - Foreign	-	-	-	-	1	-	-	-	-	3	-	-	-	4
<b>Human Error - Total</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>4</b>	-	<b>13</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>19</b>	<b>6</b>	<b>96</b>
Human Error - Metra/PSA	19	7	1	4	-	2	1	2	8	3	2	17	5	71
Human Error - Foreign	-	-	-	-	-	11	5	2	-	4	-	2	1	25
<b>PTC Related - Total</b>	<b>1</b>	-	<b>2</b>	-	<b>2</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>8</b>	-	<b>4</b>	<b>16</b>	<b>55</b>
PTC Related - Metra/PSA	-	-	2	-	2	7	6	1	6	4	-	4	7	39
PTC Related - Foreign	1	-	-	-	-	-	-	2	-	4	-	-	9	16
<b>Weather - Total</b>	<b>31</b>	<b>13</b>	-	<b>1</b>	-	<b>46</b>	<b>33</b>	<b>6</b>	<b>18</b>	<b>6</b>	<b>23</b>	<b>88</b>	<b>48</b>	<b>313</b>
Weather - Metra/PSA	31	13	-	1	-	46	33	6	18	6	23	88	48	313
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	-	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	-	<b>3</b>	<b>7</b>	<b>16</b>	<b>38</b>
<b>Obstruction/Debris - Total</b>	<b>4</b>	-	-	<b>1</b>	-	<b>2</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>27</b>	<b>4</b>	<b>62</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	-	<b>1</b>	<b>2</b>	-	<b>2</b>	-	<b>11</b>	-	<b>2</b>	-	<b>18</b>
<b>Total Trains Delayed</b>	<b>117</b>	<b>25</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>175</b>	<b>147</b>	<b>59</b>	<b>75</b>	<b>79</b>	<b>55</b>	<b>195</b>	<b>173</b>	<b>1,127</b>
Total Metra/PSA Delays	77	25	5	10	4	90	69	23	73	39	54	188	125	782
Total Foreign Carrier Delays	40	0	0	0	8	85	78	36	2	40	1	7	48	345

Data for current month is final (02/28/2024) 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 - January Average Over Previous Five Years: 2019-2023**

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
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>4</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>18</b>	<b>71</b>
Freight Interference - Peak	1	-	-	-	3	3	5	2	-	3	1	4	6	28
Primary	1	-	-	-	3	2	5	1	-	2	1	2	4	21
Secondary	0	-	-	-	0	0	1	1	-	1	0	1	2	7
Freight Interference - Off-Peak	6	-	-	-	1	5	8	1	3	5	1	1	13	43
Primary	4	-	-	-	1	3	7	1	2	2	0	1	8	30
Secondary	2	-	-	-	-	3	1	-	1	2	1	0	5	14
<b>Signal/Switch Failure - Total</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>83</b>
Signal/Switch Failure - Metra/PSA	6	2	3	4	0	14	8	3	16	3	1	1	5	66
Primary	5	2	2	4	0	11	7	3	12	2	1	1	3	53
Secondary	1	-	0	0	-	4	1	0	4	1	-	-	1	13
Signal/Switch Failure - Foreign	5	-	-	-	3	2	1	2	1	2	0	1	1	17
Primary	3	-	-	-	2	1	0	2	1	1	-	1	1	13
Secondary	1	-	-	-	0	1	0	0	-	1	0	0	0	4
<b>Mechanical Failure - Total</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	-	<b>13</b>	<b>16</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>14</b>	<b>3</b>	<b>78</b>
Mechanical Failure - Metra/PSA	12	0	1	0	-	12	16	3	9	2	4	14	3	76
Non-Locomotive Equipment Issue - Metra/PSA	5	0	1	0	-	2	1	0	1	2	1	4	1	19
Primary	2	0	0	0	-	0	1	0	1	1	1	2	1	9
Secondary	4	-	1	0	-	1	0	-	0	1	1	2	-	9
Locomotive Issue - Metra/PSA	7	-	-	-	-	10	14	2	8	1	2	10	2	58
Primary	2	-	-	-	-	4	4	1	4	1	1	3	1	21
Secondary	5	-	-	-	-	6	10	1	5	0	1	7	1	37
Mechanical Failure - Foreign	-	-	0	0	-	1	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>0</b>	-	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	-	-	<b>0</b>	<b>14</b>
Passenger Train Interference - Metra/PSA	-	0	-	-	-	5	1	1	0	0	-	-	0	8
Passenger Train Interference - Foreign	2	-	-	0	1	2	-	-	-	2	-	-	-	6
<b>Accident - Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	-	<b>1</b>	<b>4</b>	<b>3</b>	-	<b>7</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>20</b>	<b>61</b>
Accident - Metra/PSA	2	1	0	-	-	4	3	-	7	-	9	7	11	43
Accident - Foreign	2	-	-	-	1	-	0	-	-	2	-	3	10	18
<b>Track Work - Total</b>	-	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	-	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>17</b>
Track Work - Metra/PSA	-	1	0	0	1	3	-	0	4	1	1	0	4	15
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	0	-	2
<b>Human Error - Total</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>65</b>
Human Error - Metra/PSA	4	5	1	3	1	11	3	2	6	1	7	4	4	52
Human Error - Foreign	1	-	-	-	1	4	1	1	-	2	0	4	1	13
<b>PTC Related - Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>48</b>
PTC Related - Metra/PSA	1	1	0	1	1	4	2	1	6	1	10	4	10	41
PTC Related - Foreign	0	0	0	-	2	0	0	1	0	2	-	-	0	6
<b>Weather - Total</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>29</b>	<b>3</b>	<b>19</b>	<b>18</b>	<b>11</b>	<b>166</b>
Weather - Metra/PSA	16	12	5	9	1	22	16	5	29	2	19	18	11	165
Weather - Foreign	0	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Passenger Related - Total</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	-	<b>2</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>38</b>
<b>Obstruction/Debris - Total</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	-	<b>3</b>	<b>5</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>9</b>	<b>64</b>
<b>Catenary Failure - Total</b>	-	<b>3</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>4</b>
<b>Other - Total</b>	<b>0</b>	-	<b>0</b>	<b>0</b>	-	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	-	<b>0</b>	-	-	<b>5</b>
<b>Total Trains Delayed</b>	<b>66</b>	<b>35</b>	<b>13</b>	<b>22</b>	<b>15</b>	<b>99</b>	<b>72</b>	<b>26</b>	<b>101</b>	<b>32</b>	<b>64</b>	<b>81</b>	<b>88</b>	<b>715</b>
Total Metra/PSA Delays	49	35	13	22	3	82	57	19	97	12	61	68	59	578
Total Foreign Carrier Delays	16	0	0	1	11	18	15	7	4	20	2	13	30	138

Data for current month is final (02/16/2023) version of TOPS

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

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

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

**Table 6.c: Train Delays by Cause and Line - YTD**  
**January - January 2024 Compared to Average January - January Average Over Previous Five Years: 2019-2023**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>0</b>	-	-	-	<b>(2)</b>	<b>(5)</b>	<b>(12)</b>	<b>(3)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>(1)</b>	<b>16</b>	<b>(9)</b>
Freight Interference - Peak	3	-	-	-	(1)	(3)	(5)	(2)	-	1	(1)	(3)	11	0
Primary	2	-	-	-	(1)	(2)	(5)	(1)	-	-	(1)	(1)	5	(4)
Secondary	1	-	-	-	(0)	(0)	(1)	(1)	-	1	(0)	(1)	6	4
Freight Interference - Off-Peak	(3)	-	-	-	(1)	(2)	(7)	(1)	(1)	(1)	0	2	4	(9)
Primary	(1)	-	-	-	(1)	(2)	(6)	(1)	(1)	(1)	1	2	6	(5)
Secondary	(2)	-	-	-	-	(1)	(1)	-	(0)	2	(1)	(0)	(2)	(5)
<b>Signal/Switch Failure - Total</b>	<b>26</b>	-	<b>(2)</b>	<b>(3)</b>	<b>2</b>	<b>67</b>	<b>72</b>	<b>29</b>	<b>(4)</b>	<b>19</b>	<b>(1)</b>	<b>(1)</b>	<b>6</b>	<b>210</b>
Signal/Switch Failure - Metra/PSA	(1)	-	(2)	(3)	(0)	(2)	1	(1)	(4)	5	(1)	(1)	3	(6)
Primary	(0)	-	(2)	(3)	(0)	(2)	1	(1)	(1)	3	(1)	(1)	2	(5)
Secondary	(1)	-	1	(0)	-	(1)	-	(0)	(3)	2	-	-	2	(1)
Signal/Switch Failure - Foreign	27	-	-	-	2	69	70	30	(1)	15	(0)	(0)	3	216
Primary	15	-	-	-	2	56	54	22	(1)	10	-	(0)	1	158
Secondary	13	-	-	-	1	13	17	8	-	5	(0)	(0)	2	58
<b>Mechanical Failure - Total</b>	<b>(10)</b>	<b>1</b>	<b>(1)</b>	<b>1</b>	-	<b>(7)</b>	<b>(6)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>(6)</b>
Mechanical Failure - Metra/PSA	(10)	1	(1)	1	-	(6)	(6)	(1)	(1)	(0)	2	6	11	(4)
Non-Locomotive Equipment Issue - Metra/PSA	(4)	1	(1)	1	-	(2)	4	1	1	(2)	(0)	(3)	(1)	(6)
Primary	(1)	1	(0)	1	-	(0)	0	1	1	(1)	0	(1)	(1)	(0)
Secondary	(4)	-	(1)	-	-	(1)	4	-	(0)	(1)	(1)	(2)	-	(5)
Locomotive Issue - Metra/PSA	(6)	-	-	-	-	(4)	(9)	(1)	(2)	1	3	9	12	1
Primary	(1)	-	-	-	-	-	(2)	-	(1)	1	-	1	2	(0)
Secondary	(5)	-	-	-	-	(4)	(7)	(1)	(1)	(0)	3	8	10	1
Mechanical Failure - Foreign	-	-	(0)	(0)	-	(1)	-	-	-	-	-	-	-	(2)
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>(0)</b>	-	<b>(0)</b>	<b>(1)</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>(0)</b>	<b>2</b>	-	<b>2</b>	<b>(0)</b>	<b>9</b>
Passenger Train Interference - Metra/PSA	-	(0)	-	-	-	4	1	4	(0)	(0)	-	2	(0)	10
Passenger Train Interference - Foreign	(2)	-	-	(0)	(1)	(2)	1	-	-	2	-	-	-	(1)
<b>Accident - Total</b>	<b>(4)</b>	<b>(1)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>(4)</b>	<b>(3)</b>	-	<b>6</b>	<b>(2)</b>	<b>1</b>	<b>10</b>	<b>(15)</b>	<b>(13)</b>
Accident - Metra/PSA	(2)	(1)	(0)	-	-	(4)	(3)	-	6	-	1	13	(6)	5
Accident - Foreign	(2)	-	-	-	(1)	-	(0)	-	-	(2)	-	(3)	(10)	(18)
<b>Track Work - Total</b>	<b>15</b>	-	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>(1)</b>	-	<b>(0)</b>	<b>(2)</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>14</b>	<b>30</b>
Track Work - Metra/PSA	15	-	(0)	(0)	0	(1)	-	(0)	(2)	2	2	1	14	28
Track Work - Foreign	-	-	-	-	1	-	-	-	-	2	-	(0)	-	2
<b>Human Error - Total</b>	<b>15</b>	<b>2</b>	<b>(0)</b>	<b>1</b>	<b>(1)</b>	<b>(2)</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>(6)</b>	<b>11</b>	<b>2</b>	<b>31</b>
Human Error - Metra/PSA	15	2	(0)	1	(1)	(9)	(2)	(0)	2	2	(5)	13	1	19
Human Error - Foreign	(1)	-	-	-	(1)	7	4	1	-	2	(0)	(2)	0	12
<b>PTC Related - Total</b>	-	<b>(2)</b>	<b>2</b>	<b>(1)</b>	<b>(1)</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>(0)</b>	<b>5</b>	<b>(10)</b>	<b>0</b>	<b>6</b>	<b>7</b>
PTC Related - Metra/PSA	(1)	(1)	2	(1)	1	3	4	0	-	3	(10)	0	(3)	(2)
PTC Related - Foreign	1	(0)	(0)	-	(2)	(0)	(0)	1	(0)	2	-	-	9	10
<b>Weather - Total</b>	<b>15</b>	<b>1</b>	<b>(5)</b>	<b>(8)</b>	<b>(1)</b>	<b>24</b>	<b>17</b>	<b>1</b>	<b>(11)</b>	<b>3</b>	<b>4</b>	<b>70</b>	<b>37</b>	<b>147</b>
Weather - Metra/PSA	15	1	(5)	(8)	(1)	24	17	1	(11)	4	4	70	37	148
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	(1)	-	-	-	(1)
<b>Passenger Related - Total</b>	<b>(2)</b>	<b>(4)</b>	-	<b>1</b>	-	<b>(0)</b>	<b>(3)</b>	<b>1</b>	<b>(2)</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>12</b>	<b>(0)</b>
<b>Obstruction/Debris - Total</b>	<b>(2)</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>(10)</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>(5)</b>	<b>(2)</b>
<b>Catenary Failure - Total</b>	-	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(4)</b>
<b>Other - Total</b>	<b>(0)</b>	-	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>2</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>11</b>	<b>(0)</b>	<b>2</b>	-	<b>13</b>
<b>Total Trains Delayed</b>	<b>51</b>	<b>(10)</b>	<b>(8)</b>	<b>(12)</b>	<b>(3)</b>	<b>76</b>	<b>75</b>	<b>33</b>	<b>(26)</b>	<b>47</b>	<b>(9)</b>	<b>114</b>	<b>85</b>	<b>412</b>
Total Metra/PSA Delays	28	-10	-8	-12	1	8	12	4	-24	27	-7	120	66	204
Total Foreign Carrier Delays	24	0	0	-1	-3	67	63	29	-2	20	-1	-6	18	207

Data for current month is final (02/28/2024) version of TOPS

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

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

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



**Table 7.a: Train Delays by Cause and Month  
2024**

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 - Jan	
<b>Freight Interference - Total</b>	<b>62</b>												<b>62</b>	<b>5.5%</b>
Freight Interference - Peak	28												28	2.5%
<i>Primary</i>	17												17	1.5%
<i>Secondary</i>	11												11	1.0%
Freight Interference - Off-Peak	34												34	3.0%
<i>Primary</i>	25												25	2.2%
<i>Secondary</i>	9												9	0.8%
<b>Signal/Switch Failure - Total</b>	<b>293</b>												<b>293</b>	<b>26.0%</b>
Signal/Switch Failure - Metra/PSA	60												60	5.3%
<i>Primary</i>	48												48	4.3%
<i>Secondary</i>	12												12	1.1%
Signal/Switch Failure - Foreign	233												233	20.7%
<i>Primary</i>	171												171	15.2%
<i>Secondary</i>	62												62	5.5%
<b>Mechanical Failure - Total</b>	<b>72</b>												<b>72</b>	<b>6.4%</b>
Mechanical Failure - Metra/PSA	72												72	6.4%
Non-Locomotive Equipment Issue - Metra/PSA	13												13	1.2%
<i>Primary</i>	9												9	0.8%
<i>Secondary</i>	4												4	0.4%
Locomotive Issue - Metra/PSA	59												59	5.2%
<i>Primary</i>	21												21	1.9%
<i>Secondary</i>	38												38	3.4%
Mechanical Failure - Foreign	-												-	0.0%
<b>Passenger Train Interference - Total</b>	<b>23</b>												<b>23</b>	<b>2.0%</b>
Passenger Train Interference - Metra/PSA	18												18	1.6%
Passenger Train Interference - Foreign	5												5	0.4%
<b>Accident - Total</b>	<b>48</b>												<b>48</b>	<b>4.3%</b>
Accident - Metra/PSA	48												48	4.3%
Accident - Foreign	-												-	0.0%
<b>Track Work - Total</b>	<b>47</b>												<b>47</b>	<b>4.2%</b>
Track Work - Metra/PSA	43												43	3.8%
Track Work - Foreign	4												4	0.4%
<b>Human Error - Total</b>	<b>96</b>												<b>96</b>	<b>8.5%</b>
Human Error - Metra/PSA	71												71	6.3%
Human Error - Foreign	25												25	2.2%
<b>PTC Related - Total</b>	<b>55</b>												<b>55</b>	<b>4.9%</b>
PTC Related - Metra/PSA	39												39	3.5%
PTC Related - Foreign	16												16	1.4%
<b>Weather - Total</b>	<b>313</b>												<b>313</b>	<b>27.8%</b>
Weather - Metra/PSA	313												313	27.8%
Weather - Foreign	-												-	0.0%
<b>Passenger Related - Total</b>	<b>38</b>												<b>38</b>	<b>3.4%</b>
<b>Obstruction/Debris - Total</b>	<b>62</b>												<b>62</b>	<b>5.5%</b>
<b>Catenary Failure - Total</b>	<b>-</b>												<b>-</b>	<b>0.0%</b>
<b>Other - Total</b>	<b>18</b>												<b>18</b>	<b>1.6%</b>
<b>Total Trains Delayed</b>	<b>1,127</b>												<b>1,127</b>	<b>100.0%</b>
Total Metra/PSA Delays	782												782	69.4%
Total Foreign Carrier Delays	345												345	30.6%

Data for current month is final (02/28/2024) version of TOPS

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

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

**Table 7.b: Train Delays by Cause and Month  
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 - Jan	
<b>Freight Interference - Total</b>	<b>69</b>	<b>64</b>	<b>71</b>	<b>54</b>	<b>61</b>	<b>81</b>	<b>68</b>	<b>57</b>	<b>72</b>	<b>77</b>	<b>74</b>	<b>57</b>	<b>69</b>	<b>10.6%</b>
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	25	3.9%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	18	2.8%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	7	1.1%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	44	6.8%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	32	4.9%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	12	1.8%
<b>Signal/Switch Failure - Total</b>	<b>65</b>	<b>78</b>	<b>68</b>	<b>162</b>	<b>142</b>	<b>63</b>	<b>127</b>	<b>119</b>	<b>75</b>	<b>123</b>	<b>169</b>	<b>69</b>	<b>65</b>	<b>10.0%</b>
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	56	8.6%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	45	6.9%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	11	1.7%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	9	1.4%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	7	1.1%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	2	0.3%
<b>Mechanical Failure - Total</b>	<b>85</b>	<b>81</b>	<b>52</b>	<b>49</b>	<b>86</b>	<b>79</b>	<b>102</b>	<b>83</b>	<b>82</b>	<b>55</b>	<b>73</b>	<b>90</b>	<b>85</b>	<b>13.1%</b>
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	85	13.1%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	26	4.0%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	12	1.8%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	14	2.2%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	59	9.1%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	26	4.0%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	33	5.1%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	-	0.0%
<b>Passenger Train Interference - Total</b>	<b>39</b>	<b>27</b>	<b>21</b>	<b>51</b>	<b>39</b>	<b>31</b>	<b>43</b>	<b>33</b>	<b>30</b>	<b>27</b>	<b>41</b>	<b>27</b>	<b>39</b>	<b>6.0%</b>
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	25	3.9%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	14	2.2%
<b>Accident - Total</b>	<b>90</b>	<b>25</b>	<b>29</b>	<b>67</b>	<b>147</b>	<b>29</b>	<b>14</b>	<b>135</b>	<b>22</b>	<b>50</b>	<b>39</b>	<b>33</b>	<b>90</b>	<b>13.9%</b>
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	61	9.4%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	29	4.5%
<b>Track Work - Total</b>	<b>19</b>	<b>44</b>	<b>74</b>	<b>64</b>	<b>131</b>	<b>215</b>	<b>147</b>	<b>37</b>	<b>74</b>	<b>124</b>	<b>96</b>	<b>37</b>	<b>19</b>	<b>2.9%</b>
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	13	2.0%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	6	0.9%
<b>Human Error - Total</b>	<b>67</b>	<b>43</b>	<b>57</b>	<b>91</b>	<b>66</b>	<b>71</b>	<b>117</b>	<b>93</b>	<b>61</b>	<b>60</b>	<b>65</b>	<b>56</b>	<b>67</b>	<b>10.3%</b>
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	33	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	34	5.2%
<b>PTC Related - Total</b>	<b>49</b>	<b>45</b>	<b>53</b>	<b>57</b>	<b>77</b>	<b>49</b>	<b>77</b>	<b>53</b>	<b>35</b>	<b>68</b>	<b>22</b>	<b>19</b>	<b>49</b>	<b>7.6%</b>
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	40	6.2%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	9	1.4%
<b>Weather - Total</b>	<b>44</b>	<b>108</b>	<b>42</b>	<b>128</b>	<b>32</b>	<b>8</b>	<b>242</b>	<b>70</b>	<b>13</b>	<b>111</b>	<b>49</b>	<b>13</b>	<b>44</b>	<b>6.8%</b>
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	44	6.8%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	-	0.0%
<b>Passenger Related - Total</b>	<b>52</b>	<b>54</b>	<b>69</b>	<b>81</b>	<b>118</b>	<b>179</b>	<b>103</b>	<b>119</b>	<b>76</b>	<b>80</b>	<b>86</b>	<b>60</b>	<b>52</b>	<b>8.0%</b>
<b>Obstruction/Debris - Total</b>	<b>65</b>	<b>72</b>	<b>84</b>	<b>70</b>	<b>80</b>	<b>114</b>	<b>124</b>	<b>185</b>	<b>94</b>	<b>87</b>	<b>55</b>	<b>98</b>	<b>65</b>	<b>10.0%</b>
<b>Catenary Failure - Total</b>	<b>1</b>	<b>9</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>0.2%</b>
<b>Other - Total</b>	<b>4</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>12</b>	<b>8</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>35</b>	<b>1</b>	<b>4</b>	<b>0.6%</b>
<b>Total Trains Delayed</b>	<b>649</b>	<b>650</b>	<b>623</b>	<b>912</b>	<b>991</b>	<b>927</b>	<b>1,197</b>	<b>985</b>	<b>646</b>	<b>888</b>	<b>805</b>	<b>560</b>	<b>649</b>	<b>100.0%</b>
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	477	73.5%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	172	26.5%

Data for current month is final (02/16/2023) version of TOPS

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

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

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

**Table 8: Train Delays by Duration**  
January 2024

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>Weekday Peak *</b>														
6-10	14	3	1	3	2	30	17	13	18	14	1	38	27	181
11-15	29	5	1	0	4	25	14	5	5	7	1	15	18	129
16-20	11	1	0	1	1	8	4	5	3	3	0	9	12	58
21+	14	5	1	2	4	24	23	14	7	7	4	22	31	158
Annulled	<u>7</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>13</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>21</u>	<u>6</u>	<u>65</u>
Sub-Total	75	15	3	6	12	93	71	41	34	33	9	105	94	591
<b>Weekday Off-Peak **</b>														
6-10	9	4	2	2	0	27	17	5	17	16	7	7	19	132
11-15	8	1	0	1	0	11	9	1	3	11	4	4	17	70
16-20	10	1	0	0	0	9	2	0	2	9	4	5	13	55
21+	11	3	0	0	0	18	26	11	3	9	9	28	13	131
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>12</u>	<u>11</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>18</u>	<u>24</u>	<u>1</u>	<u>73</u>
Sub-Total	39	9	2	3	0	77	65	18	29	46	42	68	63	461
<b>Saturday</b>														
6-10	0	1	0	0	0	0	0	0	0	0	0	2	4	7
11-15	0	0	0	1	0	1	2	0	1	0	0	2	1	8
16-20	0	0	0	0	0	0	1	0	1	0	0	2	0	4
21+	0	0	0	0	0	2	1	0	1	0	0	7	1	12
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>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>
Sub-Total	0	1	0	1	0	3	4	0	4	0	0	14	7	34
<b>Sunday-Holiday</b>														
6-10	2	0	0	0	0	1	1	0	2	0	1	1	2	10
11-15	1	0	0	0	0	1	4	0	1	0	1	0	1	9
16-20	0	0	0	0	0	0	1	0	0	0	0	2	0	3
21+	0	0	0	0	0	0	1	0	2	0	2	3	3	11
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>3</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>8</u>
Sub-Total	3	0	0	0	0	2	7	0	8	0	4	8	9	41
<b>January 2024 Total</b>														
6-10	25	8	3	5	2	58	35	18	37	30	9	48	52	330
11-15	38	6	1	2	4	38	29	6	10	18	6	21	37	216
16-20	21	2	0	1	1	17	8	5	6	12	4	18	25	120
21+	25	8	1	2	4	44	51	25	13	16	15	60	48	312
Annulled	<u>8</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>18</u>	<u>24</u>	<u>5</u>	<u>9</u>	<u>3</u>	<u>21</u>	<u>48</u>	<u>11</u>	<u>149</u>
TOTAL	117	25	5	10	12	175	147	59	75	79	55	195	173	1,127
<b>2024 Year-to-Date</b>														
6-10	25	8	3	5	2	58	35	18	37	30	9	48	52	330
11-15	38	6	1	2	4	38	29	6	10	18	6	21	37	216
16-20	21	2	0	1	1	17	8	5	6	12	4	18	25	120
21+	25	8	1	2	4	44	51	25	13	16	15	60	48	312
Annulled	<u>8</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>18</u>	<u>24</u>	<u>5</u>	<u>9</u>	<u>3</u>	<u>21</u>	<u>48</u>	<u>11</u>	<u>149</u>
TOTAL	117	25	5	10	12	175	147	59	75	79	55	195	173	1,127
<b>Share of Delays by Duration</b>														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>January 2024 Total</b>														
6-10	21.4%	32.0%	60.0%	50.0%	16.7%	33.1%	23.8%	30.5%	49.3%	38.0%	16.4%	24.6%	30.1%	29.3%
11-15	32.5%	24.0%	20.0%	20.0%	33.3%	21.7%	19.7%	10.2%	13.3%	22.8%	10.9%	10.8%	21.4%	19.2%
16-20	17.9%	8.0%	0.0%	10.0%	8.3%	9.7%	5.4%	8.5%	8.0%	15.2%	7.3%	9.2%	14.5%	10.6%
21+	21.4%	32.0%	20.0%	20.0%	33.3%	25.1%	34.7%	42.4%	17.3%	20.3%	27.3%	30.8%	27.7%	27.7%
Annulled	<u>6.8%</u>	<u>4.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>10.3%</u>	<u>16.3%</u>	<u>8.5%</u>	<u>12.0%</u>	<u>3.8%</u>	<u>38.2%</u>	<u>24.6%</u>	<u>6.4%</u>	<u>13.2%</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%
<b>2024 Year-to-Date Delays By Duration</b>														
6-10	21.4%	32.0%	60.0%	50.0%	16.7%	33.1%	23.8%	30.5%	49.3%	38.0%	16.4%	24.6%	30.1%	29.3%
11-15	32.5%	24.0%	20.0%	20.0%	33.3%	21.7%	19.7%	10.2%	13.3%	22.8%	10.9%	10.8%	21.4%	19.2%
16-20	17.9%	8.0%	0.0%	10.0%	8.3%	9.7%	5.4%	8.5%	8.0%	15.2%	7.3%	9.2%	14.5%	10.6%
21+	21.4%	32.0%	20.0%	20.0%	33.3%	25.1%	34.7%	42.4%	17.3%	20.3%	27.3%	30.8%	27.7%	27.7%
Annulled	<u>6.8%</u>	<u>4.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>10.3%</u>	<u>16.3%</u>	<u>8.5%</u>	<u>12.0%</u>	<u>3.8%</u>	<u>38.2%</u>	<u>24.6%</u>	<u>6.4%</u>	<u>13.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (02/28/2024) version from TOPS.