

On-Time Performance

May 2024

Metra

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This report presents an analysis of May 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 and year-to-date.

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

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

Sunday RI train on November 27. Metra added six Saturday and 12 Sunday BNSF trains the first weekend in May 2024 and added one weekday UP-N train on May 20, 2024.

Under these pilot and alternate schedules Metra operated 662 to 663 regularly scheduled revenue trains each weekday in May, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 to 275 regularly scheduled revenue trains each Saturday in May, which is 99 to 101 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 186 to 202 regularly scheduled revenue trains each Sunday in May, which is three to 12 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 two percent fewer total revenue trains in May 2024 than in May 2019, 79 percent more total revenue trains than in May 2020, 59 percent more total revenue trains than in May 2021, 17 percent more total revenue trains than in May 2022, and one percent more total revenue trains than in May 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.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
May 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			
BNSF	968	6	99.4%	1,034	21	98.0%	2,002	27	98.7%	144	8	94.4%	180	0	100.0%	2,326	35	98.5%
ME-ML	550	3	99.5%	924	4	99.6%	1,474	7	99.5%	168	16	90.5%	120	3	97.5%	1,762	26	98.5%
ME-BI	176	3	98.3%	308	10	96.8%	484	13	97.3%	32	0	100.0%	--	--	--	516	13	97.5%
ME-SC	<u>242</u>	<u>9</u>	96.3%	<u>682</u>	<u>10</u>	98.5%	<u>924</u>	<u>19</u>	97.9%	<u>128</u>	<u>1</u>	99.2%	<u>100</u>	<u>4</u>	96.0%	<u>1,152</u>	<u>24</u>	97.9%
Subtotal	968	15	98.5%	1,914	24	98.7%	2,882	39	98.6%	328	17	94.8%	220	7	96.8%	3,430	63	98.2%
HC	132	10	92.4%	--	--	--	132	10	92.4%	--	--	--	--	--	--	132	10	92.4%
MD-N	462	42	90.9%	682	33	95.2%	1,144	75	93.4%	80	6	92.5%	90	5	94.4%	1,314	86	93.5%
MD-W	<u>484</u>	<u>34</u>	93.0%	<u>660</u>	<u>22</u>	96.7%	<u>1,144</u>	<u>56</u>	95.1%	<u>96</u>	<u>2</u>	97.9%	<u>90</u>	<u>4</u>	95.6%	<u>1,330</u>	<u>62</u>	95.3%
Subtotal	946	76	92.0%	1,342	55	95.9%	2,288	131	94.3%	176	8	95.5%	180	9	95.0%	2,644	148	94.4%
NCS	176	20	88.6%	132	16	87.9%	308	36	88.3%	--	--	--	--	--	--	308	36	88.3%
RI	682	17	97.5%	1,078	38	96.5%	1,760	55	96.9%	132	7	94.7%	145	6	95.9%	2,037	68	96.7%
SWS	264	27	89.8%	396	64	83.8%	660	91	86.2%	--	--	--	--	--	--	660	91	86.2%
UP-N	511	28	94.5%	1,038	42	96.0%	1,549	70	95.5%	104	4	96.2%	90	8	91.1%	1,743	82	95.3%
UP-NW	770	60	92.2%	946	64	93.2%	1,716	124	92.8%	136	20	85.3%	105	5	95.2%	1,957	149	92.4%
UP-W	<u>572</u>	<u>41</u>	92.8%	<u>704</u>	<u>69</u>	90.2%	<u>1,276</u>	<u>110</u>	91.4%	<u>80</u>	<u>5</u>	93.8%	<u>90</u>	<u>0</u>	100.0%	<u>1,446</u>	<u>115</u>	92.0%
Subtotal	1,853	129	93.0%	2,688	175	93.5%	4,541	304	93.3%	320	29	90.9%	285	13	95.4%	5,146	346	93.3%
System	5,989	300	95.0%	8,584	393	95.4%	14,573	693	95.2%	1,100	69	93.7%	1,010	35	96.5%	16,683	797	95.2%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (06/18/2024) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - May 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			
BNSF	4,752	126	97.3%	5,076	121	97.6%	9,828	247	97.5%	660	17	97.4%	540	9	98.3%	11,028	273	97.5%
ME-ML	2,700	36	98.7%	4,536	43	99.1%	7,236	79	98.9%	882	24	97.3%	552	5	99.1%	8,670	108	98.8%
ME-BI	864	18	97.9%	1,512	25	98.3%	2,376	43	98.2%	168	0	100.0%	--	--	--	2,544	43	98.3%
ME-SC	<u>1,188</u>	<u>43</u>	96.4%	<u>3,348</u>	<u>51</u>	98.5%	<u>4,536</u>	<u>94</u>	97.9%	<u>672</u>	<u>4</u>	99.4%	<u>460</u>	<u>4</u>	99.1%	<u>5,668</u>	<u>102</u>	98.2%
Subtotal	4,752	97	98.0%	9,396	119	98.7%	14,148	216	98.5%	1,722	28	98.4%	1,012	9	99.1%	16,882	253	98.5%
HC	648	56	91.4%	--	--	--	648	56	91.4%	--	--	--	--	--	--	648	56	91.4%
MD-N	2,268	271	88.1%	3,348	218	93.5%	5,616	489	91.3%	430	16	96.3%	414	17	95.9%	6,460	522	91.9%
MD-W	<u>2,376</u>	<u>166</u>	93.0%	<u>3,240</u>	<u>167</u>	94.8%	<u>5,616</u>	<u>333</u>	94.1%	<u>511</u>	<u>15</u>	97.1%	<u>414</u>	<u>17</u>	95.9%	<u>6,541</u>	<u>365</u>	94.4%
Subtotal	4,644	437	90.6%	6,588	385	94.2%	11,232	822	92.7%	941	31	96.7%	828	34	95.9%	13,001	887	93.2%
NCS	864	121	86.0%	648	75	88.4%	1,512	196	87.0%	--	--	--	--	--	--	1,512	196	87.0%
RI	3,348	106	96.8%	5,292	162	96.9%	8,640	268	96.9%	701	18	97.4%	667	16	97.6%	10,008	302	97.0%
SWS	1,296	116	91.0%	1,944	208	89.3%	3,240	324	90.0%	--	--	--	--	--	--	3,240	324	90.0%
UP-N	2,403	78	96.8%	5,166	135	97.4%	7,569	213	97.2%	548	15	97.3%	414	23	94.4%	8,531	251	97.1%
UP-NW	3,780	250	93.4%	4,644	196	95.8%	8,424	446	94.7%	717	66	90.8%	483	18	96.3%	9,624	530	94.5%
UP-W	<u>2,808</u>	<u>253</u>	91.0%	<u>3,456</u>	<u>281</u>	91.9%	<u>6,264</u>	<u>534</u>	91.5%	<u>426</u>	<u>19</u>	95.5%	<u>414</u>	<u>19</u>	95.4%	<u>7,104</u>	<u>572</u>	91.9%
Subtotal	8,991	581	93.5%	13,266	612	95.4%	22,257	1,193	94.6%	1,691	100	94.1%	1,311	60	95.4%	25,259	1,353	94.6%
System	29,295	1,640	94.4%	42,210	1,682	96.0%	71,505	3,322	95.4%	5,715	194	96.6%	4,358	128	97.1%	81,578	3,644	95.5%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (06/18/2024) 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-May	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	93.9%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.3%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.3%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.3%	96.5%
	2024	94.7	98.2	98.2	98.1	98.5								97.5%	97.5%
	2019-2023 average	96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.3%	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	97.2%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.4%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.8%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	96.4%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2								98.5%	98.5%
	2019-2023 average	97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.4%	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	84.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	91.7%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.2%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	86.6%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	92.6%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4								91.4%	91.4%
	2019-2023 average	88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	88.3%	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	91.5%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.6%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.9%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	93.9%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	91.8%	91.2%
	2024	86.7	93.1	93.5	93.0	93.5								91.9%	91.9%
	2019-2023 average	91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	93.0%	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	94.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.2%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	92.9%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.8%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	95.1%	95.0%
	2024	88.9	96.2	96.0	95.8	95.3								94.4%	94.4%
	2019-2023 average	94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.4%	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	93.0%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.4%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	87.1%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	94.3%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	91.2%	89.7%
	2024	80.8	89.1	87.4	89.6	88.3								87.0%	87.0%
	2019-2023 average	91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	92.1%	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-May	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	91.7%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.0%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	96.3%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.7%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	96.2%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7								97.0%	97.0%
	2019-2023 average	94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	95.2%	94.9%
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	93.0%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	96.4%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	92.0%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.8%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	94.2%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2								90.0%	90.0%
	2019-2023 average	93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	94.0%	92.7%
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	94.5%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.3%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	97.0%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.3%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	96.6%	96.3%
	2024	96.8	97.8	97.0	98.4	95.3								97.1%	97.1%
	2019-2023 average	96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.4%	96.2%
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	92.9%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	97.0%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	96.2%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	95.2%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	94.2%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4								94.5%	94.5%
	2019-2023 average	94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.9%	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	89.2%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	92.4%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	92.7%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	93.1%	92.7%
	2024	88.0	90.9	94.1	94.7	92.0								91.9%	91.9%
	2019-2023 average	92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.7%	92.5%
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	93.7%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.6%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.8%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	96.0%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	95.2%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2								95.5%	95.5%
	2019-2023 average	95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.3%	95.3%

Delays data for most recent month is final (06/18/2024) 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
May 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	916 82% OT	Wed, May 15	7	K	Delayed at 21st Street due to bridge being up.
		Fri, May 17	9	GF	Amtrak 301 left a track circuit up in the plant at CP Cermak
		Fri, May 24	6	AM	Stopped at 21st Street waiting on Amtrak 301
		Tue, May 28	12	RA	Delayed 12" at Cermak waiting on AMT301 to get by. Time slotting was off. HCD due before AMTK. DELAYED BY NS 65E
ME-BI	227 64% OT	Wed, May 01	14	AS1	Scheduled meet at Kensington with ME127 who was delayed behind SS9209 that was not running track speed
		Thu, May 02	17	G1	Track circuit on track 2 just north of signal 12L causing switch 25 to be locked Normal.
		Mon, May 06	7	AS1	ME127 delayed 5 minutes at Kensington following SS9209 on Track 1, delayed ME227 due to scheduled meet at Kensington.
		Tue, May 07	8	GM	due to waiting for 127 at Kensington 3", 5" for Gate malfunction and track circuit on the BISD.
		Wed, May 08	6	AS1	SS9209 not running track speed slows up 127 and delays scheduled meet with 227
		Thu, May 09	6	A	Due to waiting on ME127 to clear after making the meet at Kensington
		Tue, May 14	7	A	Due to waiting for ME127 for passenger swap at Kensington, and 4" waiting for a signal at 63rd FOLLOW UP
ME-SC	332 82% OT	Tue, May 07	7	GX1	LATE FLIP OF 331
		Fri, May 17	11	ZP	RED FENCE WOULD NOT CLEAR, one digit missing from train id when issuing authority requiring reissue
		Wed, May 29	8	JM1	Late turn from 331 MP-24-00026209 (9842)
		Thu, May 30	6	G1	Late turn of 331
MD-N	2106 82% OT	Fri, May 03	10	G	5m Temporary speed restriction. 7m signal problems Morton Grove, Track circuit. Flagged by-restricting speed.
		Wed, May 08	6	U	7" Fox Lake- Deerfield- Speed restriction, 3" North Glenview- ADA (wheelchair), 2" Mayfair- Stop signal
		Wed, May 22	7	GW	11" Fox Lake- Deerfield- Schedule and speed restrictions, Item 2 at Cedar Lake Rd, 3" North Glenview- ADA
		Tue, May 28	12	GW	[14] PTC enforcement at Liberty East. MP 35.7Signal was green and dropped red on approach. Restricted speed to to signal 1/348
MD-N	2131 82% OT	Wed, May 01	17	G	-3 mins CUS to A3 following trains ahead, -6 mins copying and -2 mins complying with Item 2 Central Ave, -10 mins following CP freight and 2127 to Deerfield and Rondout
		Wed, May 15	14	GA	7 mins CUS- Switch failure late equipment, 7 mins Mayfair- stop signal, 3 mins North Glenview- ADA (wheelchair) 3 mins Fox Lake ADA
		Thu, May 16	20	RA1	[19] CUS- signal issues CONGESTION FROM AMTRAK MISROUTE [6] A3 - Mayfair- trains ahead
		Tue, May 28	8	G	[8] Following traffic CUS-A2 switch problems 11 SWITCH [3] Waiting for signal A5 [4] ADA CUS-Libertyville
MD-N	2133 77% OT	Tue, May 07	6	U	4 mins Cus late Ada, 4 mins Healy passenger looking his cell phone, 3 mins Grayland speed restriction.
		Wed, May 15	9	GA1	9 mins due to following late 2131.
		Thu, May 16	21	RA1	21 mins late, departed Cus at 5:02 following 2131. CONGESTION FROM AMTRAK MISROUTE
		Tue, May 21	8	GW	2 mins stop signal Mayfair, 10 mins signal at A-20 dropped to red restricted speed. LIGHTNING STRIKE
MD-N	2135 73% OT	Tue, May 28	10	G	(10) Switch failure A3 11 SWITCH (3) stop signal @ Mayfair
		Wed, May 01	7	VG	10 mins copying and complying with item 2 Central Ave, and following 2135.
		Mon, May 06	12	B	10 mins CUS late arrival of equipment from WACY, 5 mins item 2 crossing malfunctions, 3 mins Ada
		Mon, May 13	8	GX	2 mins Ada, 8 mins copy and complying with item 1 Midlothian Rd 39.10
		Wed, May 15	13	GA	13 mins CUS late arrival of equipment.
		Thu, May 16	13	RA1	13 mins enroute following 2133. CONGESTION FROM AMTRAK MISROUTE
MD-N	2144 68% OT	Tue, May 28	9	G1	(9) Following Amtrak 339 to Glenview (2) ADA CUS – Glenview
		Wed, May 01	8	VG	4 mins Deerfield waiting on a late 2142 to clear, 8 mins copy and complying with item 2 Central Ave, 3 mins Grayland speed restriction.
		Thu, May 02	7	A	7 mins late, 4 mins Deerfield waiting on a late 2142 to clear, 3 mins Grayland speed restriction, 2 mins following 2402 from A-5.
		Mon, May 06	11	B1	10 mins Deerfield waiting on a late 2142, 3 mins speed restrictions.
		Tue, May 07	10	KP1	5 mins Deerfield waiting on a 2142, 3 mins speed restrictions, 4 mins following 2402 (DELAYED BY TRESPASSER REPORT)
		Thu, May 09	6	CC	3 mins speed restrictions, 3 mins following 2402.
		Wed, May 15	12	GA1	Due to switch failure and waiting for late trains and equipment.
		Wed, May 22	12	U1	10" meeting 2142 at Lake Forest, 6" following 2142 and make additional station stops accommodating 2142 express
MD-N	2146 73% OT	Wed, May 01	14	G	7 mins Libertyville meeting 2125, 6 mins enroute Lake Forest to Deerfield passing Cp freight 617-470 restricted speed, 3 mins Grayland speed restriction.
		Thu, May 02	9	A	9 mins late, 7 mins Libertyville meeting 2125, 3 mins Grayland speed restriction.
		Mon, May 06	7	B1	9 mins Libertyville meeting 2125, 3 mins speed restrictions.
		Wed, May 15	9	A	4 mins Libertyville meeting 2125, 2 mins stop signal Mayfair, 3 mins stop signal A-5.
		Thu, May 16	7	A	7 mins late, 4 mins Libertyville meeting 2125, 5 mins stop signal A-5.
		Tue, May 21	10	A	8 mins Libertyville meeting 2125, 6 mins stop signal Lake Forest restricted (talked past) speed.
		Fri, May 03	10	CD	[3] 30 mph 44.5-44.1 [2] 40 mph 24.8-24.65 [5] Washington st. Stop signal
NCS	108 77% OT	Wed, May 08	10	CD	4" 30 mph 45-44.5, 5" 8506 door problems en route, 2" 40 mph 24.8-24.65, 2" Washington st. Stop signal
		Tue, May 21	9	RF	[4] Antioch-round lake beach following sb freight [3] Deval stop signal [2] Copying tb 8125 western ave [1] Green st. Complying with 8125
		Thu, May 23	24	M1	[4] 30 mph 44.7-44.40 [2] Deval stop signal [12] Additional stops on Elgin line DUE TO MDW INCIDENT MP-24-00025042 (8881)
		Tue, May 28	7	I	-7 mins door issues with 8540, extra stop at Vernon Hills passenger asked to be let out, TSR between M.P. 24.8-24.65. PASS MISSED FIRST STOOP, NEED TO REOPEN DOORS

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
NCS	109	Mon, May 06	8	GM1	4 mins equip arrived late engineer wasn't rested until 1540 and he needed to check bulletins at departure time, 2 mins Western stop at A3 waiting for train to clear the yard, 4 mins Franklin Park copying new TGBO for CN, 2 mins 8506 loading doors sticking	
		73% OT	Thu, May 09	9	GM	2" B6 copying item 2 FOR 73RD AVE, 7" at Deval due to red signal
		Wed, May 15	9	GA1	9 mins A-2 to Elmwood Pk following late trains ahead, 2 mins stop signal UP Deval.	
		Thu, May 16	41	KP	[36] Stop signal Jct 19, police activity [8] Deval, red signal [5] Grayslake to lake villa, following a freight	
		Mon, May 20	8	D	DELAYED AT TRAFTON BY M34241-18	
	Tue, May 21	23	ZN	[26] Jct 16, Ptc issue		
NCS	113	Mon, May 13	6	L	3 mins trespasser at River Rd, 4 mins stop signal at UP Deval	
		82% OT	Wed, May 15	8	GA1	8 mins late arrival of equipment, 3 mins following trains ahead, 2 mins speed restrictions.
		Thu, May 16	25	RA1	[5] Cus CONGESTION FROM AMTRAK MISROUTE [5] A2 red [4] B6 red [2] Galewood red train ahead [3] River grove restricted [7] Deval red train 109 ahead of us	
		Tue, May 21	6	ZN1	[2] Antioch yard waiting on signal [4] Deval Red Cross traffic [3] A2 red	
NCS	114	Wed, May 01	10	RF	departed Antioch 7 min late due to waiting on a signal; -4 mins Stop Signal @ Deval	
		77% OT	Thu, May 02	8	GF	Departed 1m late due to late arrival/Turn from 101. 2m Temporary speed restriction 30mph MP 44.4. 2m Automatic grade crossing 529A RT-45. 2m Stop A2 UP Traffic
		Fri, May 10	44	CD1	[27] Late arrival of 101 [4] Grayslake, waiting on MDN to clear [6] 5 mph , mp 42.37 [2] A5, waiting on 2130	
		Fri, May 17	19	ZP1	[17] Late arrival of 101 [3] Gale wood, red signal	
		Wed, May 22	28	ZV	Departed 25" late due to CN PTC issues, not connecting, instructed to cycle breakers, 2" at Grayslake for inbound MDN CAR 8557	
NCS	116	Mon, May 06	10	B1	5" Late flip from 105, 5" Grayslake CP waiting for WB Fox Lake train.	
		77% OT	Tue, May 07	8	KP1	-10mph speed restriction on the CN, -Went slow near A5 looking for an adolescent lying between the rails.
		Wed, May 15	25	GA1	10 mins B-12 holding for 2405, 15 mins following equipment from A-2.	
		Thu, May 16	7	RF	[6] Antioch C.Y.:waiting for a SB CN freight Q11651 [3] Lake Street:outbound traffic	
		Tue, May 21	28	ZE1	[21] Antioch coach yard late flip from NCS 105. Then waiting in yard for a south bound freight train to clear. Load in go at Antioch. [2] Waiting on passenger enroute [2] Deval stop waiting on stacked line up to clear [3] B12 stop Milw Westline cross traf	
RI	301	Fri, May 03	8	U	6m PTC Grove, GPS DRIFT CAUSED PTC TO GO INTO PENALTY BECAUSE PTC THOUGHT TRAIN WAS IN DIFFERENT LOCATION (PAST SIGNAL) FOLLOWUP SPOTTED TRAIN CLOSE TO SIGNAL FOR ADA PASSENGER 2m ADA LSS to 80th.	
		82% OT	Tue, May 07	9	GX	RI0301 (METX 417) Called at 16:32 reporting a clear in the 1min red signal at LSS, 2min Stopped at 35th picking up yard crews, 2min at 95th for item 1, 2min flag stop at Robbins, 2min all speed restrictions on DOB
		Tue, May 28	8	CC	4" for ADA pick up and drop off, 4" for Form A speed restrictions.	
		Fri, May 31	8	CC	2 SPEED RESTRICTIONS. 40 AND 25	
RI	428	Wed, May 01	15	B	delayed 14 min due to single tracking from 66th court to Robbins due to track equipment derailment at Central Avenue. They had to be talked passed the signal at 66th Court due to the track circuits.	
		55% OT	Thu, May 02	7	CC	Single tracking CP66CT to Robbins acct scheduled track work.
		Tue, May 07	6	GW	due to Being flagged passed CP Western and running restricted from CP Western to Purington, and also had an Item 1 at 95th.	
		Wed, May 08	12	J	DUE TO DEPARTING 17" LATE OUT OF JOLIET BECAUSE PASSENGER BROUGHT A FALKE SERVICE ANIMAL ABOARD THE TRAIN.	
		Thu, May 09	10	CC	DELAYED 9" DUE TO FORM B 1179 SINGLE TRACKING BETWEEN CP MOKENA AND CP 66CT, 3" PASSENGER ON WRONG SIDE AT MOKENA AND MIDLOTHIAN	
		Fri, May 10	8	CC	SINGLE TRACKING FORM B 1191	
		Mon, May 13	23	J1	Due to being held at CP Mokena waiting for RI419 to clear due to single tracking between CP Mokena and CP 66th Court. 419 PASSENGER EJECTION ARRESTED	
		Thu, May 16	8	CC	SINGLE TRACKING BETWEEN CP MOKENA AND CP 66TH COURT	
		Fri, May 17	7	CC	SINGLE TRACKING BETWEEN CP MOKENA AND CP 66 CRT	
	Thu, May 23	22	CF	track equipment broke down		
SWS	809	Wed, May 01	11	GA	Delayed at CP Taylor waiting on train 814's wash to depart CUS due to switch failure. Once they got in, they got stuck waiting for Amtrak 302 to arrive in the depot before they got a signal to depart.	
		68% OT	Tue, May 07	14	CD	Delayed at CP Ridge getting flagged by the signal due to panel replacement
		Wed, May 08	6	CA	DEPARTED CUS 9" LATE DUE TO SINGLE TRACKING AT ROOSEVELT AND WAITING ON SW812 TO CLEAR	
		Tue, May 21	20	RF	Delayed 14" at CP518 due to dispatcher not lining the train up prior to stepping away for a meeting.	
		Wed, May 22	17	D	Due to being stopped for 15" at Ashburn CSX Y123 for freight cross traffic, 5" being talked passed CP Ridge [CONTROLLABLE FREIGHT]	
		Thu, May 23	11	GF	809 STOPPED FOR 5 MINUTES AT CP 518 DUE TO A CAD UPGRADE IN PROGRESS (PER CP 518 DISPATCHER).	
	Fri, May 31	7	GA1	LATE FLIPS/MEETS/CONGESTION FROM CP HARRISON AND GATE ISSUES		
SWS	811	Tue, May 07	13	CD	Delayed at CP Ridge getting flagged by the signal due to panel replacement	
		77% OT	Thu, May 09	10	RF	Due to 5" calling Landers for Form B Bulletin #3129 that was voided and never communicated, 5" getting flagged by CP Ridge for the track work
		Tue, May 21	18	CD	Due to single tracking at Belt Junction due to emergency track work, and being talked by at CP Ridge due to signals being taken out of service due to wires being damaged.	
		Wed, May 22	7	CD	Due to being talked by CP Ridge	
		Thu, May 23	8	ZD	8M BELT JCT., PTC ISSUES.	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
SWS	812 77% OT	Mon, May 06	13	K	Delayed 8m at 21st due to the bridge being up, 6m at Lumber waiting on Amtrak 49 and SWS807 to go by.
		Tue, May 07	8	CD	Delayed at CP Ridge getting flagged by the signal due to panel replacement.
		Mon, May 20	28	RD1	Flip from SWS803 departing 16 mins late. Delayed another 5m at CP Ridge due to freight interference
		Wed, May 29	20	K	Delayed at 21st St. due to bridge being up.
		Fri, May 31	11	GA1	SWS0812 ARRIVED AT CUS 11M LATE DUE TO LATE FLIP ON DELAYED TRAIN SWS0803 AND COMPLICATIONS WITH INITIALIZ
SWS	813 73% OT	Mon, May 06	7	GF	Train flagged at IHB-Chicago Ridge due to derail not locking and restricted speed
		Thu, May 16	10	CD	11M IHB-CP RIDGE, FLAGGED BY RED SIGNAL, RES. SPEED TO WORTH.
		Tue, May 21	9	CD	Due to being talked passed CP Ridge.
		Wed, May 22	6	CD	Due to being talked by CP Ridge.
		Fri, May 24	24	DD	-21" stopped at Ashburn due to freight (CSXY135-24 CSXT129 7900FT) which was delayed by an M390 blocking Y135 that had anglecock issues and Y135 was released and moved ahead regardless
		Tue, May 28	11	ZD	Due to having red fence at CP Ridge.
SWS	814 73% OT	Thu, May 02	60	DE	CN m337 (2 AIRHOSES) freight in emergency at 21st St.
		Wed, May 15	18	ZD	Due to late departure out of Manhattan because of PTC issues.
		Wed, May 22	23	K	Due to 21st Street bridge being up and following trains.
		Thu, May 23	45	CD	LATE ARRIVAL DUE TO CONSTRUCTION AT CP RIDGE, CHANGE OF PLATFORMS AT CP RIDGE, THEN DELAYED FURTHER BY ARRIVING OUT OF SLOT TO 21ST AND THEN WAITING FOR CN FREIGHT TO CROSS
		Thu, May 30	6	CD	Flagging at CP Ridge due to track work, slow loading
		Fri, May 31	11	AM	SWS0814 11M LATE ARRIVING AT CUS STOPPED AT POLK ST. WAITING ON AMTK 351 TO CLEAR.
SWS	818 77% OT	Tue, May 07	13	CD	Delayed at CP Ridge getting flagged by the signal due to panel replacement
		Mon, May 13	8	K	South Branch bridge up for boat traffic
		Tue, May 21	10	CD	Due to single tracking at Belt Junction due to emergency work.
		Thu, May 30	6	U	4" for ADA at Worth and Oaklawn, 4" stop signal at CP 21st
		Fri, May 31	12	EA	STOPPED FOR 8 MIN AT POLK STREET. AMTRAK 3 IN PENATLY BLOCKING TRACKS.
SWS	822 68% OT	Mon, May 06	19	GF	4" late turn out of 179th, 8" being talked by CP Ridge due to derail not locking, 7" waiting for Eastbound to clear Ashburn
		Thu, May 16	18	CD1	10M 179TH ST., LATE TURN SWS813.
		Fri, May 17	7	D	7M NS CP518, NS BC27 (ENG. NS1158, 47MTYS, 7751FT.) SHOVING SOUTH OFF 4 STORAGE TO NS2.
		Tue, May 21	20	CD	Due to getting talked passed CP Ridge.
		Wed, May 22	15	CD	3" late turn, 10" talked by at CP Ridge, 10" waiting for outbound at Ashburn.
		Fri, May 24	28	DD1	Late turn of 813
		Tue, May 28	17	ZD1	Due to late flip from 813 and waiting for 819 at Ashburn.
SWS	823 82% OT	Tue, May 21	6	CD	Due to 10 mph speed restrictions at Forest Hill and CP Ridge
		Fri, May 24	9	DD1	Late turn of 822
		Tue, May 28	8	ZD	Delayed 11" due to having a red fence and going restricted speed from CP Ridge to Worth
		Thu, May 30	31	GA	due to SBB unable to display signal
SWS	826 82% OT	Fri, May 03	10	D	10m at Belt Jct. due to freight interference (N647 CSXT876 11,500'). [CONTROLLABLE FREIGHT]
		Fri, May 24	6	RF	5" Due to stop signal at Belt Jct. , 3" speed restriction at CP Ridge
		Wed, May 29	14	DD	16" due to late cross traffic at CP 518 [CONTROLLABLE FREIGHT]
		Thu, May 30	9	GA1	departed 15m late. Late flip from 823
SWS	827 77% OT	Fri, May 03	12	AM	WAITING FOR INBOUND AMTK AT ROOSEVELT.
		Thu, May 16	9	D	10 min delay for cross traffic at Ashburn. Y123-16 Leader CSXT 8335 77X71 12,787 TONS 10,283 FT
		Fri, May 17	10	D	NS 27G16 NS4542 51 CARS 9047 FEET YARDING AT 55TH YARD BLOCKING 518
		Thu, May 30	6	RA	-Stop signal at CUS -Also passenger loading at 153rd and Oak Forest, and
		Fri, May 31	18	CA	CONSTRUCTION ON CUS MAINS, ONLY ABLE TO USE ONE TRACK, GOT TWO IN BEFORE ABLE TO DEPART
UP-N	354 77% OT	Thu, May 16	39	KP	-39" Delayed on acct of Vice President Motorcade (used M352 crew & equipment to operate M350 schedule from WK)
		Mon, May 20	22	R	-22" Late departure from Kenosha on acct. of air issues (air blowing under engineer side console -under investigation) & 2 ADA lifts CREW BOTTLED AIR
		Tue, May 21	10	IW	-10" Slow passenger loading en route - STORM CONDITIONS
		Thu, May 23	9	C	-9" 30MPH between MP 38.1-MP37.6 & MP35.7-MP35.6; slow passenger loading & 1 ADA lift
		Tue, May 28	14	IW	30 MPH between MP 38.25-MP37.75 & slow passenger loading en route PASSENGERS WAITING IN SHELTER DURING RAIN
UP-N	355 82% OT	Thu, May 02	12	JM	-12" Delayed at Clyborn waiting for paramedics to assist female passenger with a medical emergency
		Tue, May 07	13	ZT1	-13" Late departure from CPT (used original equipment for M645, due to PTC issues)
		Thu, May 16	15	KP1	-15" Delayed following M353
		Tue, May 28	8	KW	-8" Delayed on acct. of Flash Flood Warning between MP 36.0-MP 46.0 (all tracks)
UP-NW	627 82% OT	Fri, May 03	26	CC	-56" Delayed due to single tracking Pingree - Barrington with a 10 mph speed restriction
		Mon, May 06	10	CC	-40" Single tracking MP32.4-MP42.5
		Wed, May 08	10	CC	Delayed due to single tracking from Pingree - Fox River Grove
		Tue, May 21	25	CC	-55" Delayed due to single tracking MP32.4-MP42.5
UP-NW	630 77% OT	Fri, May 03	20	D	-22" Departed Barrington 22 mins down waited for CN cross traffic. [CONTROLLABLE FREIGHT]
		Tue, May 07	6	A	-6" Delayed 6 mins out of Barrington due to following trains ahead
		Thu, May 09	13	D	13" Delayed @ Barrington due to CN Freight Interference.
		Mon, May 13	9	RN1	-9" Delayed following trains ahead
		Wed, May 15	16	D	-16" Delayed @ Barrington due to c/n freight (Q149915)

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	640 82% OT	Thu, May 02	11	G	-11" Delayed @ Erie St. due to switch #3 failure @ NW Junction	
		Fri, May 03	10	CC	-10" Delayed due to 10 mph speed restriction trk 2 M.P. 38.5-38.25	
		Tue, May 14	9	CC	-9" Delayed due to single tracking Pingree - Fox River Grove	
		Wed, May 22	76	E1	-76" Followed M638 at Crystal Lake	
UP-NW	643 82% OT	Thu, May 09	78	KP	-78" Bad order speedometer on METX145 (performed soft PTC cutout) & staged behind M647 @ Barrington, due to multi-vehicle accident @ MP 32.90 MP-24-00022669 (9461)	
		Fri, May 10	27	M1	Delayed at due to M654 striking pedestrian MP-24-00022856 (9461)	
		Wed, May 15	0	E1	Annulled @ Pingree Rd, due to M641 engine issues (tied onto M641 @ Cary, made a station @ Pingree Rd to detrain the McHenry passengers, & then expressed to Harvard as a combo train	
		Thu, May 16	28	KP	-28" Delayed on acct of Vice President Motorcade	
UP-NW	645 68% OT	Tue, May 07	29	ZT	-29" Late departure from CPT on acct. of swapped equipment after departure time, due to PTC issues on METX140 (PTC timed out multiple times, even after reboot-could not initialize) - ITCM SERVICES NEEDED TO BE RESET	
		Thu, May 09	59	KP	-59" Staged @ Palatine, due to a multi-vehicle accident near the tracks @ MP 32.90 MP-24-00022669 (9461)	
		Fri, May 10	24	M1	Delayed at due to M654 striking pedestrian MP-24-00022856 (9461)	
		Wed, May 15	40	E1	-40" Delayed on acct of M641 engine issues	
		Thu, May 16	12	KP	-12" Delayed on acct of Vice President Motorcade	
		Wed, May 29	34	G	-34" Multiple switch failures @ Lake St. (142, 143, 83, 140, 139, 203) issues @ the lever machine inside Lake St. Tower contact issues, electrical piece wasn't making contact. Signal department clean the dirt off and that seem to have fixed the issue. Per	
		Thu, May 30	8	RO	-8" Late departure from CPT on acct. of late arrival of equipment from Cal Ave (had to wait for a signal from Western Ave Tower Operator for approximately 20 mins to get out of the yard, which made it arrive at CPT at departure time	
		UP-NW	655 77% OT	Tue, May 07	15	ZT1
UP-NW	657 73% OT	Thu, May 09	51	KP	-51" Staged @ Arlington park, due to a multi-vehicle accident near the tracks @ MP 32.90 MP-24-00022669 (9461)	
Fri, May 10		23	M1	Delayed at due to M654 striking pedestrian MP-24-00022856 (9461)		
Wed, May 15		43	E1	-43" Delayed on acct of M641 engine issues		
Wed, May 29		40	G	-40" Multiple switch failures @ Lake St. (142, 143, 83, 140, 139, 203) issues @ the lever machine inside Lake St. Tower contact issues, electrical piece wasn't making contact. Signal department clean the dirt off and that seem to have fixed the issue. Per		
UP-NW	666 68% OT	Mon, May 06	0	XM	Annulled @ MP 16.7 on acct of struck a pedestrian MP-24-00021949 (11092) CAR 8456	
UP-NW	668 77% OT	Tue, May 07	46	ZT1	-46" Late turn off M645 & held @ CN Barrington	
UP-NW		Thu, May 09	59	KP1	-59" Late turn off M645, due to a multi-vehicle accident near the tracks @ MP 32.90 MP-24-00022669 (9461)	
UP-NW		Tue, May 14	20	E	-20" Late departure from Crystal Lake, due to HEP issues (HEP would not transfer over -circuit breaker in back of engine was down, had to reset) - LOCO 146 CHANGED OUT UOV MODULE	
UP-NW		Wed, May 15	46	E1	-46" Late turn off M645, due to M641 engine issues	
UP-NW		Wed, May 29	48	G1	-47" Late arrival of M645; Multiple switch failures @ Lake St. (142, 143, 83, 140, 139, 203) issues @ the lever machine inside Lake St. Tower contact issues, electrical piece wasn't making contact. Signal department clean the dirt off and that seem to hav	
UP-NW		Thu, May 30	13	RO1	-13" Late turn off M645	
UP-NW		670 73% OT	Mon, May 06	51	M1	-51" Delayed @ Cumberland on acct. of M666 struck a pedestrian @ MP 16.7
UP-NW	672 77% OT	Tue, May 07	20	ZT1	-20" Delayed following M666	
UP-NW		Fri, May 10	30	M1	Delayed at due to M654 striking pedestrian MP-24-00022856 (9461)	
UP-NW		Wed, May 15	46	E1	-46" Late turn off M641, due to M641 loading issues on METX174	
UP-NW		Fri, May 31	75	K	Delayed at Norwood Park due to vehicle on the tracks at M.P. 10.04 MP-24-00026722 (9842)	
UP-NW		Mon, May 06	46	M1	-51" Delayed @ Arlington Park on acct. of M666 struck a pedestrian @ MP 16.7	
UP-NW		Thu, May 09	46	KP1	-45" Late turn off M659, due to a multi-vehicle accident near the tracks @ MP 32.90 MP-24-00022669 (9461)	
UP-NW	677 77% OT	Fri, May 10	21	M1	Delayed at due to M654 striking pedestrian MP-24-00022856 (9461)	
UP-NW		Fri, May 24	14	J	-14" Delayed @ Arlington Heights due to disorderly passenger	
UP-NW		Wed, May 29	33	G1	-33" Multiple switch failures @ Lake St. (142, 143, 83, 140, 139, 203) issues @ the lever machine inside Lake St. Tower contact issues, electrical piece wasn't making contact. Signal department clean the dirt off and that seem to have fixed the issue. Per	
UP-NW		Fri, May 31	71	K	Delayed at Park Ridge due to vehicle on the tracks at M.P. 10.04 MP-24-00026722 (9842)	
UP-NW		Mon, May 06	46	M1	Delayed @ Palatine on acct. of M666 struck a pedestrian @ MP 16.7	
UP-NW	682 77% OT	Thu, May 09	30	KP1	-30" Late turn off M655, due to a multi-vehicle accident near the tracks @ MP 32.90 MP-24-00022669 (9461)	
UP-NW		Wed, May 15	36	E1	Late turn off M655, due to M641 engine issues	
UP-NW		Wed, May 29	15	G1	-15" Late arrival of M655	
UP-NW		Fri, May 31	35	K	Delayed at Cumberland due to vehicle on the tracks at M.P. 10.04 MP-24-00026722 (9842)	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-NW	673 82% OT	Wed, May 01	10	N	-10" Red signal at MP 29.3 ran restricted speed from M.P. 29.3 to 31 COMED BLEW SIGNAL CIRCUIT
		Thu, May 02	30	K	-30" Stopped at Cumberland due to a car on the tracks at MP 20.11- waited for car removal/track inspection
		Wed, May 15	10	E1	-10" Late turn off M672, due to M641 engine issues (expressed to Des Plaines, & then made all stops to Barrington
		Fri, May 31	31	K1	Late turn off of M672 MP-24-00026722 (9842)
UP-W	29 82% OT	Thu, May 02	22	C	-22" Delayed @ Grace St. due to track work on MT3 from Grace - Turner
		Thu, May 16	20	D	-20" Delayed due to freight interference (MG3AH), also a XH @ M.P. 30.24
		Fri, May 17	15	D	-15" Delayed @ Kedzie waited for a freight train to clear
		Thu, May 30	12	U	-12" Delayed due to 4 ADA lifts
UP-W	33 73% OT	Wed, May 01	14	D	-14" Delayed @ Oak Park due to Freight Interference (MASPR)
		Tue, May 07	12	D	-12" Freight @ Provo; red signal @ Park (meet with M48), due to freight
		Fri, May 17	17	C	-17" Delayed due to going restricted speed (MOVING REQUIRED TONNAGE OVER REPAIRED BROKEN RAIL) from M-19A-Oak Park
		Tue, May 28	7	D	-7" Held @ Park (meet M48), due to freight [CONTROLLABLE FREIGHT]
		Wed, May 29	10	RO	-10" No signal @ Western Ave down (-8 minutes) ADA lift @ College Avenue, 2 ADA lifts @ Wheaton, slow passenger unloading at Geneva
		Thu, May 30	10	D	-10" Delayed @ Park, waited for freight & M48 to clear
UP-W	41 82% OT	Tue, May 07	10	G	-10" Delayed @ College Ave for M56 to clear, due to switch issues & freight interferenc @ Kedzie (MASPR-06)
		Wed, May 22	15	U	-15" Late departure from CPT, late ADA arriving ADA passenger; 3 ADA lifts, & door light issues with wedge door 7113
		Thu, May 23	8	I	-8" Slow passenger loading & cross traffic @ Western Ave
		Thu, May 30	15	I	-15" A female passenger's jacket was lodged & stuck in the end door of cab car 8452 (-15 min delay @ Wheaton) to the point, it was unable to open
UP-W	42 73% OT	Mon, May 06	11	D	-10" Delayed following MNPCH
		Thu, May 09	11	IW1	11" late turn off of M21
		Mon, May 13	15	E1	-7" Late turn off M21 & 1 ADA lift
		Fri, May 17	20	C	-20" Heavy and slow passenger loading AT CROSSINGS DUE TO BROKEN RAIL (15 mins) also delayed @ Kedzie waited for a freight train to clear (5 mins)
		Tue, May 21	11	I	-11" Slow passenger loading
Thu, May 31	10	I	Slow and heavy passengers loading of Cubs passengers		
UP-W	48 64% OT	Wed, May 01	7	U	-7" Delayed due to 2 ADA lifts
		Thu, May 02	10	C1	-10" Late turn off of M29
		Mon, May 06	15	D	-15" Following freight train
		Thu, May 16	10	D1	-10" Late turn off of M29
		Fri, May 17	10	D1	-10" Late turn off of M29
		Mon, May 20	10	D	-10" Followed freight from Oak Park-Kedzie
		Thu, May 23	48	GT	-48" Delayed from 13:20-13:36 (-16), due to freight (GS3EEV); stopped @ Kedzie from 14:00-14:25 (-25) on acct. of CAD issues; 2 ADA lifts (-7)
		Thu, May 30	9	U1	-9" Late turn off of M29
UP-W	51 73% OT	Wed, May 01	9	GM	-9" XH procedure @ MP10.2
		Thu, May 02	18	E1	-18" Delayed following M49
		Fri, May 10	0	XM	Annulled at Elmhurst due to striking vehicle at MP 15.5 MP-24-00022856 (9461) METX 87
		Wed, May 22	10	G	-10" Signal @ CPY904 dropped (operated restricted speed to the next signal)
		Wed, May 29	10	U	-10" Had to go restricted speed @ MP 5.9 due to reports of somebody walking alongside of the tracks ADA lift @ Wheaton
Fri, May 31	18	GF	(-18) Delayed at Washington St. Due to J.B tower switch failure		
UP-W	52 77% OT	Wed, May 01	10	D1	-10" Late turn off M33
		Mon, May 06	10	I	-10" Delayed (-7) @ Geneva, due to slow passenger loading (passengers on the wrong side) & 1 ADA lift
		Tue, May 07	8	D1	-8" Late turn off M33
		Fri, May 17	25	C1	-25" Late turn off of M33
Tue, May 21	6	IW	SLOW PASSENGER LOADING - STORM CONDITIONS		
UP-W	54 82% OT	Wed, May 01	7	I	-7" Slow passenger loading of large group @ Glen Elyn
		Fri, May 03	10	U	-10" Slow passenger loading @ Geneva, and lift @ Wheaton
		Fri, May 10	29	D	Delayed due to freight interference (ZLCG2)
		Mon, May 13	7	D	-7" Operated through the short crossovers @ Kedzie, due to freight (5MAHPR off Rockwell 1 onto track 2) & cross traffic @ Western Ave [CONTROLLABLE FREIGHT]
UP-W	56 82% OT	Tue, May 07	11	G	-11" Held @ West Chicago, due to switch issues @ CPY024 (switch #5 failure -per signal it was dry plates that caused the switch issues)
		Tue, May 14	8	D	-8" Freight interference @ Peck (MCHNP-14) [CONTROLLABLE FREIGHT]
		Fri, May 17	15	G1	-15" Late turn off of M37
		Fri, May 31	14	DD	Delayed at Wheaton due to freight interference (MALG330) "Controllable Freight"
UP-W	62 82% OT	Wed, May 08	36	K	Delayed @ M.P. 33 on acct. of a fire ! M.P. 32.6 & delayed @ Park for freight (MMTPR-07 / 7 minute delay)
		Fri, May 10	34	M1	Delayed at Glen Ellyndue to M51 striking vehicle MP-24-00022856 (9461)
		Wed, May 22	8	U	-8" Late departure from Elburn, waited for M5908 to clear & had to reboot the PTC, before departing Elburn
		Wed, May 29	16	D	-16" Following M5908 & Freight train interference

Data is final (06/18/2024) 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
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		YB	Derailment - Human Error, Engineering	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YH	Derailment - Human Error, Mechanical	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YR	Derailment - Human Error, Transportation	Passenger Related	
J	Passenger Problems / Removal	Weather		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	Signal/Switch Failure	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	Track Work	
KD	Train Struck Debris	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	IW	Passenger Handling, Weather	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	KW	Obstruction On Tracks, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	Locomotive Issue	
G	Metra / PSA Signal / Switch Malfunction (Signal Dept.)	OW	AC/DC System Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra / PSA Gate Crossing Malfunction	RW	Train Crew Issues, Weather	Human Error	
GT	Metra / PSA Telecom / CAD failure	UW	Accessibility, Weather	BA	Amtrak Engineering Human Error
GX	Metra / PSA Broken Gate Crossing	YW	Derailment Accident, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RA	Human Error, Amtrak Transportation
Track Work		Other		RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
C	Unscheduled Track Work	N	Utility Failure	RS	Human Error, NICTD Transportation
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	Weather	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	PTC Related	
CH	Contractor Failure	PTC Related		ZA	PTC Amtrak Train (On-Board)
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZD	PTC Foreign Line Transportation
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZN	PTC Foreign Line Engineering
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive Hardware	ZS	PTC NICTD MU Train (On-Board)
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach Hardware		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
UF	ADA Lift Failure	ZH	PTC Human Error, Mechanical		
VF	Cab Car Problem Reported, Nothing Found	ZP	PTC Dispatcher		
Locomotive Issue		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

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

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

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

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

Table 5.a: Train Delays by Cause and Line
May 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
Freight Interference - Total	2	-	-	-	3	2	3	2	-	13	-	3	34	62
Freight Interference - Peak	-	-	-	-	3	-	2	2	-	3	-	3	4	17
Primary	-	-	-	-	3	-	1	1	-	2	-	3	4	14
Secondary	-	-	-	-	-	-	1	1	-	1	-	-	-	3
Freight Interference - Off-Peak	2	-	-	-	-	2	1	-	-	10	-	-	30	45
Primary	2	-	-	-	-	2	1	-	-	8	-	-	23	36
Secondary	-	-	-	-	-	-	-	-	-	2	-	-	7	9
Signal/Switch Failure - Total	3	5	6	15	3	23	14	7	2	18	6	13	13	128
Signal/Switch Failure - Metra/PSA	2	5	6	15	-	16	6	2	2	-	6	13	10	83
Primary	2	5	4	7	-	13	5	1	2	-	5	10	8	62
Secondary	-	-	2	8	-	3	1	1	-	-	1	3	2	21
Signal/Switch Failure - Foreign	1	-	-	-	3	7	8	5	-	18	-	-	3	45
Primary	1	-	-	-	2	2	-	1	-	7	-	-	2	15
Secondary	-	-	-	-	1	5	8	4	-	11	-	-	1	30
Mechanical Failure - Total	14	-	-	-	-	8	10	-	4	7	1	17	9	70
Mechanical Failure - Metra/PSA	13	-	-	-	-	7	10	-	4	6	1	17	9	67
Non-Locomotive Equipment Issue - Metra/PSA	8	-	-	-	-	3	7	-	3	-	-	1	4	26
Primary	3	-	-	-	-	3	4	-	1	-	-	1	2	14
Secondary	5	-	-	-	-	-	3	-	2	-	-	-	2	12
Locomotive Issue - Metra/PSA	5	-	-	-	-	4	3	-	1	6	1	16	5	41
Primary	3	-	-	-	-	1	3	-	1	2	-	4	2	16
Secondary	2	-	-	-	-	3	-	-	-	4	1	12	3	25
Mechanical Failure - Foreign	1	-	-	-	-	1	-	-	-	1	-	-	-	3
Passenger Train Interference - Total	-	-	5	-	1	9	-	-	3	2	-	1	1	22
Passenger Train Interference - Metra/PSA	-	-	2	-	-	9	-	-	3	-	-	1	1	16
Passenger Train Interference - Foreign	-	-	3	-	1	-	-	-	-	2	-	-	-	6
Accident - Total	-	-	-	-	-	-	16	2	5	-	5	34	13	75
Accident - Metra/PSA	-	-	-	-	-	-	16	2	5	-	5	34	13	75
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	5	17	-	-	1	6	1	6	20	26	16	24	12	134
Track Work - Metra/PSA	5	17	-	-	-	6	1	-	20	-	16	24	12	101
Track Work - Foreign	-	-	-	-	1	-	-	6	-	26	-	-	-	33
Human Error - Total	6	-	-	2	1	24	7	8	4	8	2	10	2	74
Human Error - Metra/PSA	3	-	-	2	-	10	1	2	4	3	1	7	2	35
Human Error - Foreign	3	-	-	-	1	14	6	6	-	5	1	3	-	39
PTC Related - Total	2	1	1	1	-	1	1	7	2	6	8	4	-	34
PTC Related - Metra/PSA	1	1	1	1	-	1	1	5	2	1	8	4	-	26
PTC Related - Foreign	1	-	-	-	-	-	-	2	-	5	-	-	-	8
Weather - Total	1	-	-	-	-	6	-	-	2	2	14	2	3	30
Weather - Metra/PSA	1	-	-	-	-	6	-	-	2	2	14	2	3	30
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	2	3	1	3	-	6	6	1	19	1	8	6	21	77
Obstruction/Debris - Total	-	-	-	3	1	1	4	3	7	7	22	34	7	89
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	-	-	-	-	1	-	1	-	2
Total Trains Delayed	35	26	13	24	10	86	62	36	68	91	82	149	115	797
Total Metra/PSA Delays	27	26	10	24	1	62	45	15	68	21	81	143	78	601
Total Foreign Carrier Delays	8	0	3	0	9	24	17	21	0	70	1	6	37	196

Data for current month is final (06/18/2024) 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 May 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
Freight Interference - Total	9	-	-	-	5	5	10	3	2	3	0	4	16	57
Freight Interference - Peak	3	-	-	-	5	3	3	1	0	1	-	1	5	22
Primary	3	-	-	-	5	2	2	1	0	1	-	1	3	19
Secondary	1	-	-	-	-	0	1	0	-	0	-	0	1	4
Freight Interference - Off-Peak	6	-	-	-	1	2	6	2	2	2	0	2	11	35
Primary	5	-	-	-	1	2	5	2	2	2	-	2	10	29
Secondary	1	-	-	-	0	1	1	-	0	0	0	-	2	6
Signal/Switch Failure - Total	11	12	4	8	5	22	10	4	10	4	2	4	11	106
Signal/Switch Failure - Metra/PSA	7	12	4	8	0	17	6	2	9	1	2	4	8	80
Primary	6	9	2	5	0	12	5	2	7	1	1	4	6	60
Secondary	1	3	2	3	-	5	1	1	2	0	1	0	3	20
Signal/Switch Failure - Foreign	4	-	-	-	5	6	4	1	1	3	-	0	2	26
Primary	4	-	-	-	5	5	4	1	0	2	-	0	2	23
Secondary	-	-	-	-	-	1	1	-	0	1	-	-	1	3
Mechanical Failure - Total	7	0	0	1	1	12	9	2	14	1	6	6	7	65
Mechanical Failure - Metra/PSA	7	0	0	1	1	12	9	2	14	1	6	6	7	65
Non-Locomotive Equipment Issue - Metra/PSA	5	0	0	1	1	1	1	0	3	1	3	4	2	21
Primary	3	0	0	1	0	0	0	-	1	1	2	1	2	11
Secondary	2	-	-	-	0	1	0	0	1	-	1	3	1	10
Locomotive Issue - Metra/PSA	2	-	-	-	0	11	8	1	11	0	3	2	5	44
Primary	1	-	-	-	0	4	4	1	4	0	1	1	2	18
Secondary	1	-	-	-	-	8	4	1	7	-	2	1	3	26
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	0	-	-	0	3	2	0	0	2	-	1	0	10
Passenger Train Interference - Metra/PSA	-	0	-	-	-	1	1	-	0	0	-	1	0	5
Passenger Train Interference - Foreign	-	-	-	-	0	2	1	0	-	1	-	-	-	5
Accident - Total	9	-	-	-	1	17	10	3	5	-	6	7	7	64
Accident - Metra/PSA	9	-	-	-	0	6	3	0	4	-	6	7	3	39
Accident - Foreign	-	-	-	-	0	11	7	3	0	-	-	-	3	25
Track Work - Total	4	16	1	4	1	4	9	1	9	1	4	5	6	67
Track Work - Metra/PSA	4	16	1	4	1	4	8	1	9	0	4	5	6	65
Track Work - Foreign	-	-	-	-	0	-	0	0	-	1	-	0	-	2
Human Error - Total	9	2	1	2	1	9	6	3	7	2	6	4	6	58
Human Error - Metra/PSA	7	2	1	2	-	4	4	2	7	-	6	3	4	42
Human Error - Foreign	2	-	-	-	1	5	2	1	-	2	1	1	2	17
PTC Related - Total	1	4	0	4	1	6	3	1	7	5	4	7	6	50
PTC Related - Metra/PSA	1	4	0	4	0	5	2	1	7	1	4	7	5	44
PTC Related - Foreign	-	-	-	-	1	0	0	-	-	4	-	-	0	6
Weather - Total	2	4	2	-	-	3	0	-	4	-	2	2	3	22
Weather - Metra/PSA	2	4	2	-	-	3	0	-	4	-	2	2	3	22
Weather - Foreign	-	-	-	-	-	-	-	-	0	-	-	-	-	0
Passenger Related - Total	1	11	1	2	-	4	5	0	14	1	8	6	8	61
Obstruction/Debris - Total	7	8	1	5	0	6	8	2	9	1	7	13	15	82
Catenary Failure - Total	-	1	1	1	-	-	-	-	-	-	-	-	-	3
Other - Total	4	0	0	-	0	-	0	-	0	0	2	-	-	8
Total Trains Delayed	66	59	11	27	16	91	71	20	81	21	48	60	85	654
Total Metra/PSA Delays	50	59	11	27	3	62	47	10	78	6	47	55	60	516
Total Foreign Carrier Delays	16	0	0	0	12	29	24	9	3	14	1	5	24	138

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

Table 5.c: Train Delays by Cause and Line
May 2024 Compared to Average May 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
Freight Interference - Total	(7)	-	-	-	(2)	(3)	(7)	(1)	(2)	10	(0)	(1)	18	5
Freight Interference - Peak	(3)	-	-	-	(2)	(3)	(1)	1	(0)	2	-	2	(1)	(5)
Primary	(3)	-	-	-	(2)	(2)	(1)	(0)	(0)	1	-	2	1	(5)
Secondary	(1)	-	-	-	-	(0)	0	1	-	1	-	(0)	(1)	(1)
Freight Interference - Off-Peak	(4)	-	-	-	(1)	(0)	(5)	(2)	(2)	8	(0)	(2)	19	10
Primary	(3)	-	-	-	(1)	0	(4)	(2)	(2)	6	-	(2)	13	7
Secondary	(1)	-	-	-	(0)	(1)	(1)	-	(0)	2	(0)	-	5	3
Signal/Switch Failure - Total	(8)	(7)	2	7	(2)	1	4	3	(8)	14	4	9	2	22
Signal/Switch Failure - Metra/PSA	(5)	(7)	2	7	(0)	(1)	-	(0)	(7)	(1)	4	9	2	3
Primary	(4)	(4)	2	2	(0)	1	(0)	(1)	(5)	(1)	4	6	2	2
Secondary	(1)	(3)	0	5	-	(2)	0	0	(2)	(0)	0	3	(1)	1
Signal/Switch Failure - Foreign	(3)	-	-	-	(2)	1	4	4	(1)	15	-	(0)	1	19
Primary	(3)	-	-	-	(3)	(3)	(4)	(0)	(0)	5	-	(0)	0	(8)
Secondary	-	-	-	-	1	4	7	4	(0)	10	-	-	0	27
Mechanical Failure - Total	7	(0)	(0)	(1)	(1)	(4)	1	(2)	(10)	6	(5)	11	2	5
Mechanical Failure - Metra/PSA	6	(0)	(0)	(1)	(1)	(5)	1	(2)	(10)	5	(5)	11	2	2
Non-Locomotive Equipment Issue - Metra/PSA	3	(0)	(0)	(1)	(1)	2	6	(0)	0	(1)	(3)	(3)	2	5
Primary	-	(0)	(0)	(1)	(0)	3	4	-	(0)	(1)	(2)	(0)	0	3
Secondary	3	-	-	-	(0)	(1)	3	(0)	1	-	(1)	(3)	1	2
Locomotive Issue - Metra/PSA	3	-	-	-	(0)	(7)	(5)	(1)	(10)	6	(2)	14	0	(3)
Primary	2	-	-	-	(0)	(3)	(1)	(1)	(3)	2	(1)	3	-	(2)
Secondary	1	-	-	-	-	(5)	(4)	(1)	(7)	4	(1)	11	0	(1)
Mechanical Failure - Foreign	1	-	-	-	-	1	-	-	-	1	-	-	-	3
Passenger Train Interference - Total	-	(0)	5	-	1	6	(2)	(0)	3	0	-	(0)	1	12
Passenger Train Interference - Metra/PSA	-	(0)	2	-	-	8	(1)	-	3	(0)	-	(0)	1	11
Passenger Train Interference - Foreign	-	-	3	-	1	(2)	(1)	(0)	-	1	-	-	-	1
Accident - Total	(9)	-	-	-	(1)	(17)	6	(1)	0	-	(1)	27	6	11
Accident - Metra/PSA	(9)	-	-	-	(0)	(6)	13	2	1	-	(1)	27	10	36
Accident - Foreign	-	-	-	-	(0)	(11)	(7)	(3)	(0)	-	-	-	(3)	(25)
Track Work - Total	1	1	(1)	(4)	(0)	2	(8)	5	11	25	12	19	6	67
Track Work - Metra/PSA	1	1	(1)	(4)	(1)	2	(7)	(1)	11	(0)	12	19	6	36
Track Work - Foreign	-	-	-	-	1	-	(0)	6	-	25	-	(0)	-	31
Human Error - Total	(3)	(2)	(1)	0	0	15	1	5	(3)	6	(4)	6	(4)	16
Human Error - Metra/PSA	(4)	(2)	(1)	0	-	6	(3)	0	(3)	3	(5)	4	(2)	(7)
Human Error - Foreign	1	-	-	-	0	9	4	5	-	3	0	2	(2)	22
PTC Related - Total	1	(3)	1	(3)	(1)	(5)	(2)	6	(5)	1	4	(3)	(6)	(16)
PTC Related - Metra/PSA	-	(3)	1	(3)	(0)	(4)	(1)	4	(5)	(0)	4	(3)	(5)	(18)
PTC Related - Foreign	1	-	-	-	(1)	(0)	(0)	2	-	1	-	-	(0)	2
Weather - Total	(1)	(4)	(2)	-	-	3	(0)	-	(2)	2	12	-	0	8
Weather - Metra/PSA	(1)	(4)	(2)	-	-	3	(0)	-	(2)	2	12	-	0	8
Weather - Foreign	-	-	-	-	-	-	-	-	(0)	-	-	-	-	(0)
Passenger Related - Total	1	(8)	0	1	-	2	1	1	5	(0)	(0)	-	13	16
Obstruction/Debris - Total	(7)	(8)	(1)	(2)	1	(5)	(4)	1	(2)	6	15	21	(8)	7
Catenary Failure - Total	-	(1)	(1)	(1)	-	-	-	-	-	-	-	-	-	(3)
Other - Total	(4)	(0)	(0)	-	(0)	-	(0)	-	(0)	1	(2)	1	-	(6)
Total Trains Delayed	(31)	(33)	2	(3)	(6)	(5)	(9)	16	(13)	70	34	89	30	143
Total Metra/PSA Delays	-23	-33	-1	-3	-2	0	-2	5	-10	15	34	88	18	85
Total Foreign Carrier Delays	-8	0	3	0	-3	-5	-7	12	-3	56	0	1	13	58

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

Table 6.a: Train Delays by Cause and Line - YTD
January - May 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
Freight Interference - Total	26	-	-	-	12	16	14	13	6	39	3	20	126	275
Freight Interference - Peak	9	-	-	-	12	1	5	8	1	12	-	13	34	95
Primary	7	-	-	-	11	1	4	5	1	8	-	10	21	68
Secondary	2	-	-	-	1	-	1	3	-	4	-	3	13	27
Freight Interference - Off-Peak	17	-	-	-	-	15	9	5	5	27	3	7	92	180
Primary	15	-	-	-	-	8	7	1	4	18	2	7	72	134
Secondary	2	-	-	-	-	7	2	4	1	9	1	-	20	46
Signal/Switch Failure - Total	48	10	14	33	15	140	132	59	62	74	9	23	50	669
Signal/Switch Failure - Metra/PSA	13	10	14	33	-	57	53	16	60	16	9	20	42	343
Primary	12	10	8	13	-	46	38	10	40	12	8	16	26	239
Secondary	1	-	6	20	-	11	15	6	20	4	1	4	16	104
Signal/Switch Failure - Foreign	35	-	-	-	15	83	79	43	2	58	-	3	8	326
Primary	21	-	-	-	13	64	54	31	-	32	-	3	5	223
Secondary	14	-	-	-	2	19	25	12	2	26	-	-	3	103
Mechanical Failure - Total	33	8	2	3	4	59	43	10	46	30	34	55	67	394
Mechanical Failure - Metra/PSA	32	1	-	1	2	57	43	10	46	27	34	55	67	375
Non-Locomotive Equipment Issue - Metra/PSA	18	1	-	1	-	18	17	4	5	8	7	4	19	102
Primary	9	1	-	1	-	12	8	2	3	4	5	3	9	57
Secondary	9	-	-	-	-	6	9	2	2	4	2	1	10	45
Locomotive Issue - Metra/PSA	14	-	-	-	2	39	26	6	41	19	27	51	48	273
Primary	10	-	-	-	2	13	15	3	19	8	14	18	13	115
Secondary	4	-	-	-	-	26	11	3	22	11	13	33	35	158
Mechanical Failure - Foreign	1	7	2	2	2	2	-	-	-	3	-	-	-	19
Passenger Train Interference - Total	-	-	5	-	5	33	9	12	4	14	-	6	5	93
Passenger Train Interference - Metra/PSA	-	-	2	-	-	32	8	12	3	-	-	6	5	68
Passenger Train Interference - Foreign	-	-	3	-	5	1	1	-	1	14	-	-	-	25
Accident - Total	6	-	-	5	-	10	16	2	23	-	15	56	24	157
Accident - Metra/PSA	-	-	-	5	-	10	16	2	23	-	15	56	18	145
Accident - Foreign	6	-	-	-	-	-	-	-	-	-	-	-	6	12
Track Work - Total	32	24	-	5	5	30	7	17	31	38	29	33	40	291
Track Work - Metra/PSA	32	24	-	5	1	28	6	-	31	1	29	33	40	230
Track Work - Foreign	-	-	-	-	4	2	1	17	-	37	-	-	-	61
Human Error - Total	46	15	6	15	5	77	46	34	31	35	16	77	31	434
Human Error - Metra/PSA	36	15	6	15	1	27	27	13	29	12	13	62	23	279
Human Error - Foreign	10	-	-	-	4	50	19	21	2	23	3	15	8	155
PTC Related - Total	10	2	4	13	5	25	15	24	10	40	16	16	40	220
PTC Related - Metra/PSA	7	2	4	12	4	25	14	13	10	18	16	16	30	171
PTC Related - Foreign	3	-	-	1	1	-	1	11	-	22	-	-	10	49
Weather - Total	45	20	2	4	1	65	35	6	24	8	45	105	69	429
Weather - Metra/PSA	45	20	2	4	1	65	35	6	24	8	45	105	69	429
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	13	23	2	9	-	36	25	7	45	3	25	27	57	272
Obstruction/Debris - Total	14	6	8	15	3	25	19	10	20	31	38	83	45	317
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	1	6	4	2	-	12	21	29	18	93
Total Trains Delayed	273	108	43	102	56	522	365	196	302	324	251	530	572	3,644
Total Metra/PSA Delays	192	101	38	99	13	368	250	91	291	128	245	492	414	2,722
Total Foreign Carrier Delays	81	7	5	3	43	154	115	105	11	196	6	38	158	922

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Table 6.b: Train Delays by Cause and Line - YTD
January - May 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
Freight Interference - Total	38	-	-	-	25	33	54	15	15	28	6	26	100	340
Freight Interference - Peak	10	-	-	-	21	10	17	8	3	11	3	15	34	132
Primary	8	-	-	-	20	8	15	6	3	9	2	9	22	101
Secondary	2	-	-	-	2	3	2	1	1	2	1	6	12	31
Freight Interference - Off-Peak	28	-	-	-	4	23	37	7	12	17	3	12	66	208
Primary	23	-	-	-	4	14	30	6	9	12	1	9	50	159
Secondary	6	-	-	-	0	8	7	1	2	4	2	2	16	49
Signal/Switch Failure - Total	56	31	13	28	14	82	50	28	69	31	14	25	32	472
Signal/Switch Failure - Metra/PSA	29	31	13	28	2	68	44	12	68	10	13	15	23	357
Primary	24	22	9	20	2	48	35	9	54	8	9	12	15	268
Secondary	5	9	4	8	-	20	8	3	14	2	4	4	8	88
Signal/Switch Failure - Foreign	27	-	-	-	12	14	6	16	1	21	0	10	8	116
Primary	22	-	-	-	11	11	5	15	1	14	-	7	6	93
Secondary	5	-	-	-	1	3	1	1	0	7	0	3	2	23
Mechanical Failure - Total	43	5	2	2	1	57	47	11	48	10	26	41	36	329
Mechanical Failure - Metra/PSA	43	2	1	2	1	51	46	10	48	10	26	41	36	318
Non-Locomotive Equipment Issue - Metra/PSA	19	2	1	2	1	9	6	2	10	5	13	16	14	99
Primary	8	2	0	1	1	3	4	2	4	3	7	8	8	50
Secondary	11	0	1	0	0	6	2	1	6	2	6	7	6	49
Locomotive Issue - Metra/PSA	24	-	-	-	1	42	41	8	39	5	13	25	22	219
Primary	10	-	-	-	1	15	17	3	18	3	6	9	8	90
Secondary	14	-	-	-	-	27	24	4	21	2	7	16	14	129
Mechanical Failure - Foreign	-	3	1	0	-	6	0	0	-	0	-	-	-	11
Passenger Train Interference - Total	3	1	0	1	3	23	6	4	1	7	1	5	1	56
Passenger Train Interference - Metra/PSA	0	1	-	0	0	14	4	3	1	1	1	5	1	31
Passenger Train Interference - Foreign	3	0	0	1	3	9	2	0	0	7	-	0	-	25
Accident - Total	32	19	3	3	2	28	19	5	17	6	26	38	37	235
Accident - Metra/PSA	28	6	1	3	0	16	11	2	17	2	26	35	18	163
Accident - Foreign	4	13	2	-	2	12	8	3	0	4	-	3	20	72
Track Work - Total	21	32	4	11	5	25	18	7	31	6	19	17	18	212
Track Work - Metra/PSA	20	31	4	11	3	24	16	4	30	1	19	16	18	197
Track Work - Foreign	0	0	-	-	2	1	2	3	1	5	-	1	-	15
Human Error - Total	48	13	5	7	7	49	30	13	33	13	27	39	27	309
Human Error - Metra/PSA	32	13	5	7	2	21	18	7	32	3	24	25	18	207
Human Error - Foreign	16	0	0	-	5	28	11	5	0	10	3	14	9	102
PTC Related - Total	8	12	3	9	10	20	11	7	33	16	40	25	48	242
PTC Related - Metra/PSA	5	12	2	9	3	18	10	5	32	5	40	25	46	213
PTC Related - Foreign	2	1	0	1	7	2	1	2	1	11	0	0	2	29
Weather - Total	54	47	17	24	3	49	41	10	69	6	52	51	44	468
Weather - Metra/PSA	51	47	17	24	2	48	41	10	68	5	52	51	43	459
Weather - Foreign	3	-	-	-	0	1	1	-	1	1	-	1	1	9
Passenger Related - Total	11	40	6	6	0	15	28	2	40	2	27	31	43	251
Obstruction/Debris - Total	26	17	6	21	2	17	21	9	44	7	28	54	42	296
Catenary Failure - Total	-	12	4	9	-	-	-	-	-	-	-	-	-	25
Other - Total	5	1	1	1	0	2	2	1	3	2	2	3	-	23
Total Trains Delayed	344	230	64	122	72	400	327	111	404	135	266	356	428	3,259
Total Metra/PSA Delays	250	213	61	120	17	295	241	66	384	48	257	300	288	2,540
Total Foreign Carrier Delays	95	17	3	2	55	105	86	45	19	87	10	56	140	720

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

Table 6.c: Train Delays by Cause and Line - YTD
January - May 2024 Compared to Average January - May 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
Freight Interference - Total	(12)	-	-	-	(13)	(17)	(40)	(2)	(9)	11	(3)	(6)	26	(65)
Freight Interference - Peak	(1)	-	-	-	(9)	(9)	(12)	0	(2)	1	(3)	(2)	(0)	(37)
Primary	(1)	-	-	-	(9)	(7)	(11)	(1)	(2)	(1)	(2)	1	(1)	(33)
Secondary	(0)	-	-	-	(1)	(3)	(1)	2	(1)	2	(1)	(3)	1	(4)
Freight Interference - Off-Peak	(11)	-	-	-	(4)	(8)	(28)	(2)	(7)	10	(0)	(5)	26	(28)
Primary	(8)	-	-	-	(4)	(6)	(23)	(5)	(5)	6	1	(2)	22	(25)
Secondary	(4)	-	-	-	(0)	(1)	(5)	3	(1)	5	(1)	(2)	4	(3)
Signal/Switch Failure - Total	(8)	(21)	1	5	1	58	82	31	(7)	43	(5)	(2)	18	197
Signal/Switch Failure - Metra/PSA	(16)	(21)	1	5	(2)	(11)	9	4	(8)	6	(4)	5	19	(14)
Primary	(12)	(12)	(1)	(7)	(2)	(2)	3	1	(14)	4	(1)	4	11	(29)
Secondary	(4)	(9)	2	12	-	(9)	7	3	6	2	(3)	0	8	16
Signal/Switch Failure - Foreign	8	-	-	-	3	69	73	27	1	37	(0)	(7)	(0)	210
Primary	(1)	-	-	-	2	53	49	16	(1)	18	-	(4)	(1)	130
Secondary	9	-	-	-	1	16	24	11	2	19	(0)	(3)	1	80
Mechanical Failure - Total	(10)	3	0	1	3	2	(4)	(1)	(2)	20	8	14	31	65
Mechanical Failure - Metra/PSA	(11)	(1)	(1)	(1)	1	6	(3)	(0)	(2)	17	8	14	31	57
Non-Locomotive Equipment Issue - Metra/PSA	(1)	(1)	(1)	(1)	(1)	9	11	2	(5)	3	(6)	(12)	5	3
Primary	1	(1)	(0)	(0)	(1)	9	4	0	(1)	1	(2)	(5)	1	7
Secondary	(2)	(0)	(1)	(0)	(0)	-	7	1	(4)	2	(4)	(6)	4	(4)
Locomotive Issue - Metra/PSA	(10)	-	-	-	1	(3)	(15)	(2)	2	14	14	26	26	54
Primary	0	-	-	-	1	(2)	(2)	(0)	1	5	8	9	5	25
Secondary	(10)	-	-	-	-	(1)	(13)	(1)	1	9	6	17	21	29
Mechanical Failure - Foreign	1	4	1	2	2	(4)	(0)	(0)	-	3	-	-	-	8
Passenger Train Interference - Total	(3)	(1)	5	(1)	2	10	3	8	3	7	(1)	1	4	37
Passenger Train Interference - Metra/PSA	(0)	(1)	2	(0)	(0)	18	4	9	2	(1)	(1)	1	4	37
Passenger Train Interference - Foreign	(3)	(0)	3	(1)	2	(8)	(1)	(0)	1	7	-	(0)	-	(0)
Accident - Total	(26)	(19)	(3)	2	(2)	(18)	(3)	(3)	6	(6)	(11)	18	(13)	(78)
Accident - Metra/PSA	(28)	(6)	(1)	2	(0)	(6)	5	(0)	6	(2)	(11)	21	0	(18)
Accident - Foreign	2	(13)	(2)	-	(2)	(12)	(8)	(3)	(0)	(4)	-	(3)	(14)	(60)
Track Work - Total	11	(8)	(4)	(6)	-	5	(11)	10	0	32	10	16	22	79
Track Work - Metra/PSA	12	(7)	(4)	(6)	(2)	4	(10)	(4)	1	-	10	17	22	33
Track Work - Foreign	(0)	(0)	-	-	2	1	(1)	14	(1)	32	-	(1)	-	46
Human Error - Total	(2)	2	1	8	(2)	28	16	21	(2)	22	(11)	38	4	125
Human Error - Metra/PSA	4	2	1	8	(1)	6	9	6	(3)	9	(11)	37	5	72
Human Error - Foreign	(6)	(0)	(0)	-	(1)	22	8	16	2	13	-	1	(1)	53
PTC Related - Total	2	(10)	1	4	(5)	5	4	17	(23)	24	(24)	(9)	(8)	(22)
PTC Related - Metra/PSA	2	(10)	2	3	1	7	4	8	(22)	13	(24)	(9)	(16)	(42)
PTC Related - Foreign	1	(1)	(0)	0	(6)	(2)	0	9	(1)	11	(0)	(0)	8	20
Weather - Total	(9)	(27)	(15)	(20)	(2)	16	(6)	(4)	(45)	2	(7)	54	25	(39)
Weather - Metra/PSA	(6)	(27)	(15)	(20)	(1)	17	(6)	(4)	(44)	3	(7)	54	26	(30)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	(1)	(1)	-	(1)	(1)	(9)
Passenger Related - Total	2	(17)	(4)	3	(0)	21	(3)	5	5	1	(2)	(4)	14	21
Obstruction/Debris - Total	(12)	(11)	2	(6)	1	8	(2)	1	(24)	24	10	29	3	21
Catenary Failure - Total	-	(12)	(4)	(9)	-	-	-	-	-	-	-	-	-	(25)
Other - Total	(5)	(1)	(1)	(1)	1	4	2	1	(3)	10	19	26	18	70
Total Trains Delayed	(71)	(122)	(21)	(20)	(16)	122	38	85	(102)	189	(15)	174	144	385
Total Metra/PSA Delays	-58	-112	-23	-21	-4	73	9	25	-93	80	-12	192	126	182
Total Foreign Carrier Delays	-14	-10	2	1	-12	49	29	60	-8	109	-4	-18	18	202

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

**Table 7.a: Train Delays by Cause and Month
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 - May	
Freight Interference - Total	62	45	50	56	62								275	7.5%
Freight Interference - Peak	28	12	19	19	17								95	2.6%
Primary	17	10	14	13	14								68	1.9%
Secondary	11	2	5	6	3								27	0.7%
Freight Interference - Off-Peak	34	33	31	37	45								180	4.9%
Primary	25	28	28	17	36								134	3.7%
Secondary	9	5	3	20	9								46	1.3%
Signal/Switch Failure - Total	293	84	69	95	128								669	18.4%
Signal/Switch Failure - Metra/PSA	60	62	50	88	83								343	9.4%
Primary	48	45	36	48	62								239	6.6%
Secondary	12	17	14	40	21								104	2.9%
Signal/Switch Failure - Foreign	233	22	19	7	45								326	8.9%
Primary	171	15	17	5	15								223	6.1%
Secondary	62	7	2	2	30								103	2.8%
Mechanical Failure - Total	72	107	75	70	70								394	10.8%
Mechanical Failure - Metra/PSA	72	104	70	62	67								375	10.3%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26								102	2.8%
Primary	9	12	8	14	14								57	1.6%
Secondary	4	11	4	14	12								45	1.2%
Locomotive Issue - Metra/PSA	59	81	58	34	41								273	7.5%
Primary	21	30	26	22	16								115	3.2%
Secondary	38	51	32	12	25								158	4.3%
Mechanical Failure - Foreign	-	3	5	8	3								19	0.5%
Passenger Train Interference - Total	23	21	10	17	22								93	2.6%
Passenger Train Interference - Metra/PSA	18	13	8	13	16								68	1.9%
Passenger Train Interference - Foreign	5	8	2	4	6								25	0.7%
Accident - Total	48	16	7	11	75								157	4.3%
Accident - Metra/PSA	48	10	7	5	75								145	4.0%
Accident - Foreign	-	6	-	6	-								12	0.3%
Track Work - Total	47	24	49	37	134								291	8.0%
Track Work - Metra/PSA	43	23	37	26	101								230	6.3%
Track Work - Foreign	4	1	12	11	33								61	1.7%
Human Error - Total	96	115	73	76	74								434	11.9%
Human Error - Metra/PSA	71	103	35	35	35								279	7.7%
Human Error - Foreign	25	12	38	41	39								155	4.3%
PTC Related - Total	55	51	41	39	34								220	6.0%
PTC Related - Metra/PSA	39	40	34	32	26								171	4.7%
PTC Related - Foreign	16	11	7	7	8								49	1.3%
Weather - Total	313	48	23	15	30								429	11.8%
Weather - Metra/PSA	313	48	23	15	30								429	11.8%
Weather - Foreign	-	-	-	-	-								-	0.0%
Passenger Related - Total	38	26	69	62	77								272	7.5%
Obstruction/Debris - Total	62	71	36	59	89								317	8.7%
Catenary Failure - Total	-	-	-	-	-								-	0.0%
Other - Total	18	1	68	4	2								93	2.6%
Total Trains Delayed	1,127	609	570	541	797								3,644	100.0%
Total Metra/PSA Delays	782	501	437	401	601								2,722	74.7%
Total Foreign Carrier Delays	345	108	133	140	196								922	25.3%

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**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 - May	
Freight Interference - Total	69	64	71	54	61	81	68	57	72	77	74	57	319	8.3%
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	107	2.8%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	74	1.9%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	33	0.9%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	212	5.5%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	172	4.5%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	40	1.0%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119	75	123	169	69	515	13.5%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	404	10.6%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	301	7.9%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	103	2.7%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	111	2.9%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	101	2.6%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	10	0.3%
Mechanical Failure - Total	85	81	52	49	86	79	102	83	82	55	73	90	353	9.2%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	344	9.0%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	116	3.0%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	57	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	59	1.5%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	228	6.0%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	106	2.8%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	122	3.2%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	9	0.2%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33	30	27	41	27	177	4.6%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	105	2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	72	1.9%
Accident - Total	90	25	29	67	147	29	14	135	22	50	39	33	358	9.4%
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	201	5.3%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	157	4.1%
Track Work - Total	19	44	74	64	131	215	147	37	74	124	96	37	332	8.7%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	304	7.9%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	28	0.7%
Human Error - Total	67	43	57	91	66	71	117	93	61	60	65	56	324	8.5%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	195	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	129	3.4%
PTC Related - Total	49	45	53	57	77	49	77	53	35	68	22	19	281	7.3%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	236	6.2%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	45	1.2%
Weather - Total	44	108	42	128	32	8	242	70	13	111	49	13	354	9.3%
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	351	9.2%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	3	0.1%
Passenger Related - Total	52	54	69	81	118	179	103	119	76	80	86	60	374	9.8%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185	94	87	55	98	371	9.7%
Catenary Failure - Total	1	9	-	38	-	-	6	-	9	-	1	-	48	1.3%
Other - Total	4	-	3	-	12	8	27	1	3	26	35	1	19	0.5%
Total Trains Delayed	649	650	623	912	991	927	1,197	985	646	888	805	560	3,825	100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	2,950	77.1%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	875	22.9%

Data for current month is final (06/21/2023) version of TOPS

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

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

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	1	2	2	7	4	25	14	14	14	18	12	14	18	145
11-15	2	0	1	1	3	10	2	2	1	3	9	7	9	50
16-20	1	1	0	0	1	5	5	0	0	2	1	7	5	28
21+	1	0	0	1	2	2	9	4	1	2	4	28	7	61
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>16</u>
Sub-Total	6	3	3	9	10	42	34	20	17	27	28	60	41	300
Weekday Off-Peak **														
6-10	7	1	7	7	0	21	10	5	22	27	14	10	27	158
11-15	7	1	2	2	0	9	7	2	7	16	8	9	20	90
16-20	0	0	1	0	0	2	0	3	2	13	3	4	9	37
21+	1	2	0	1	0	1	3	6	3	8	14	38	13	90
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>18</u>
Sub-Total	21	4	10	10	0	33	22	16	38	64	42	64	69	393
Saturday														
6-10	3	4	0	0	0	2	2	0	2	0	0	5	1	19
11-15	4	4	0	0	0	1	0	0	2	0	2	3	0	16
16-20	0	1	0	0	0	0	0	0	1	0	0	0	1	3
21+	1	5	0	0	0	2	0	0	2	0	1	10	2	23
Annulled	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>8</u>
Sub-Total	8	16	0	1	0	6	2	0	7	0	4	20	5	69
Sunday-Holiday														
6-10	0	1	0	1	0	2	3	0	3	0	1	1	0	12
11-15	0	2	0	1	0	1	0	0	0	0	2	0	0	6
16-20	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21+	0	0	0	2	0	1	1	0	2	0	5	4	0	15
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>0</u>	<u>0</u>	<u>1</u>
Sub-Total	0	3	0	4	0	5	4	0	6	0	8	5	0	35
May 2024 Total														
6-10	11	8	9	15	4	50	29	19	41	45	27	30	46	334
11-15	13	7	3	4	3	21	9	4	10	19	21	19	29	162
16-20	1	2	1	0	1	8	5	3	3	15	4	11	15	69
21+	3	7	0	4	2	6	13	10	8	10	24	80	22	189
Annulled	<u>7</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>6</u>	<u>9</u>	<u>3</u>	<u>43</u>
TOTAL	35	26	13	24	10	86	62	36	68	91	82	149	115	797
2024 Year-to-Date														
6-10	70	37	24	48	20	226	149	94	143	148	72	146	192	1,369
11-15	77	29	8	12	14	121	57	28	52	62	51	63	110	684
16-20	42	10	3	5	7	53	25	14	23	41	24	42	72	361
21+	53	23	6	23	14	95	95	53	50	57	73	197	163	902
Annulled	<u>31</u>	<u>9</u>	<u>2</u>	<u>14</u>	<u>1</u>	<u>27</u>	<u>39</u>	<u>7</u>	<u>34</u>	<u>16</u>	<u>31</u>	<u>82</u>	<u>35</u>	<u>328</u>
TOTAL	273	108	43	102	56	522	365	196	302	324	251	530	572	3,644
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
May 2024 Total														
6-10	31.4%	30.8%	69.2%	62.5%	40.0%	58.1%	46.8%	52.8%	60.3%	49.5%	32.9%	20.1%	40.0%	41.9%
11-15	37.1%	26.9%	23.1%	16.7%	30.0%	24.4%	14.5%	11.1%	14.7%	20.9%	25.6%	12.8%	25.2%	20.3%
16-20	2.9%	7.7%	7.7%	0.0%	10.0%	9.3%	8.1%	8.3%	4.4%	16.5%	4.9%	7.4%	13.0%	8.7%
21+	8.6%	26.9%	0.0%	16.7%	20.0%	7.0%	21.0%	27.8%	11.8%	11.0%	29.3%	53.7%	19.1%	23.7%
Annulled	<u>20.0%</u>	<u>7.7%</u>	<u>0.0%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>1.2%</u>	<u>9.7%</u>	<u>0.0%</u>	<u>8.8%</u>	<u>2.2%</u>	<u>7.3%</u>	<u>6.0%</u>	<u>2.6%</u>	<u>5.4%</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%
2024 Year-to-Date Delays By Duration														
6-10	25.6%	34.3%	55.8%	47.1%	35.7%	43.3%	40.8%	48.0%	47.4%	45.7%	28.7%	27.5%	33.6%	37.6%
11-15	28.2%	26.9%	18.6%	11.8%	25.0%	23.2%	15.6%	14.3%	17.2%	19.1%	20.3%	11.9%	19.2%	18.8%
16-20	15.4%	9.3%	7.0%	4.9%	12.5%	10.2%	6.8%	7.1%	7.6%	12.7%	9.6%	7.9%	12.6%	9.9%
21+	19.4%	21.3%	14.0%	22.5%	25.0%	18.2%	26.0%	27.0%	16.6%	17.6%	29.1%	37.2%	28.5%	24.8%
Annulled	<u>11.4%</u>	<u>8.3%</u>	<u>4.7%</u>	<u>13.7%</u>	<u>1.8%</u>	<u>5.2%</u>	<u>10.7%</u>	<u>3.6%</u>	<u>11.3%</u>	<u>4.9%</u>	<u>12.4%</u>	<u>15.5%</u>	<u>6.1%</u>	<u>9.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (06/18/2024) version from TOPS.