

On-Time Performance

November 2024



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This report presents an analysis of November 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. Metra added two weekday MD-N trains on June 3. From August 12 through 30, Metra added 30 weekday trains, 32 Saturday trains, and 32 Sunday trains for the Democratic National Convention. From September 7 through October 12 Metra added six Saturday HC trains for a promotion.

Under these pilot and alternate schedules Metra operated 665 regularly scheduled revenue trains each weekday in November, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 275 regularly scheduled revenue trains each Saturday in November, which is one percent more than the 273 Saturday trains Metra operated pre-pandemic. Metra operated 202 regularly scheduled revenue trains each Sunday in November, which is 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 three percent fewer total revenue trains in November 2024 than in November 2019, 63 percent more total revenue trains than in November 2020, 14 percent more total revenue trains than in November 2021, 10 percent more total revenue trains than in November 2022, and one percent fewer total revenue trains than in November 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
November 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	880	15	98.3%	940	11	98.8%	1,820	26	98.6%	180	2	98.9%	180	5	97.2%	2,180	33	98.5%
ME-ML	500	0	100.0%	840	6	99.3%	1,340	6	99.6%	210	1	99.5%	123	0	100.0%	1,673	7	99.6%
ME-BI	160	1	99.4%	280	2	99.3%	440	3	99.3%	40	2	95.0%	--	--	--	480	5	99.0%
ME-SC	<u>220</u>	<u>0</u>	100.0%	<u>620</u>	<u>1</u>	99.8%	<u>840</u>	<u>1</u>	99.9%	<u>160</u>	<u>0</u>	100.0%	<u>100</u>	<u>0</u>	100.0%	<u>1,100</u>	<u>1</u>	99.9%
Subtotal	880	1	99.9%	1,740	9	99.5%	2,620	10	99.6%	410	3	99.3%	223	0	100.0%	3,253	13	99.6%
HC	120	7	94.2%	--	--	--	120	7	94.2%	--	--	--	--	--	--	120	7	94.2%
MD-N	420	22	94.8%	660	35	94.7%	1,080	57	94.7%	100	9	91.0%	90	7	92.2%	1,270	73	94.3%
MD-W	<u>440</u>	<u>12</u>	97.3%	<u>601</u>	<u>15</u>	97.5%	<u>1,041</u>	<u>27</u>	97.4%	<u>120</u>	<u>10</u>	91.7%	<u>90</u>	<u>0</u>	100.0%	<u>1,251</u>	<u>37</u>	97.0%
Subtotal	860	34	96.0%	1,261	50	96.0%	2,121	84	96.0%	220	19	91.4%	180	7	96.1%	2,521	110	95.6%
NCS	160	15	90.6%	120	13	89.2%	280	28	90.0%	--	--	--	--	--	--	280	28	90.0%
RI	620	9	98.5%	980	8	99.2%	1,600	17	98.9%	165	1	99.4%	145	1	99.3%	1,910	19	99.0%
SWS	240	28	88.3%	360	40	88.9%	600	68	88.7%	--	--	--	--	--	--	600	68	88.7%
UP-N	500	33	93.4%	920	39	95.8%	1,420	72	94.9%	130	2	98.5%	96	3	96.9%	1,646	77	95.3%
UP-NW	700	51	92.7%	860	15	98.3%	1,560	66	95.8%	170	9	94.7%	105	11	89.5%	1,835	86	95.3%
UP-W	<u>520</u>	<u>44</u>	91.5%	<u>639</u>	<u>58</u>	90.9%	<u>1,159</u>	<u>102</u>	91.2%	<u>100</u>	<u>8</u>	92.0%	<u>90</u>	<u>6</u>	93.3%	<u>1,349</u>	<u>116</u>	91.4%
Subtotal	1,720	128	92.6%	2,419	112	95.4%	4,139	240	94.2%	400	19	95.3%	291	20	93.1%	4,830	279	94.2%
System	5,480	237	95.7%	7,820	243	96.9%	13,300	480	96.4%	1,375	44	96.8%	1,019	33	96.8%	15,694	557	96.5%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (12/17/2024) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - November 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	10,340	353	96.6%	11,047	338	96.9%	21,387	691	96.8%	1,632	69	95.8%	1,584	70	95.6%	24,603	830	96.6%
ME-ML	5,875	122	97.9%	9,840	182	98.2%	15,715	304	98.1%	1,926	50	97.4%	1,254	20	98.4%	18,895	374	98.0%
ME-BI	1,880	55	97.1%	3,285	59	98.2%	5,165	114	97.8%	344	5	98.5%	--	--	--	5,509	119	97.8%
ME-SC	<u>2,585</u>	<u>106</u>	95.9%	<u>7,285</u>	<u>169</u>	97.7%	<u>9,870</u>	<u>275</u>	97.2%	<u>1,476</u>	<u>26</u>	98.2%	<u>1,040</u>	<u>8</u>	99.2%	<u>12,386</u>	<u>309</u>	97.5%
Subtotal	10,340	283	97.3%	20,410	410	98.0%	30,750	693	97.7%	3,746	81	97.8%	2,294	28	98.8%	36,790	802	97.8%
HC	1,410	149	89.4%	--	--	--	1,410	149	89.4%	36	6	83.3%	--	--	--	1,446	155	89.3%
MD-N	4,935	451	90.9%	7,541	453	94.0%	12,476	904	92.8%	973	53	94.6%	941	50	94.7%	14,390	1,007	93.0%
MD-W	<u>5,170</u>	<u>303</u>	94.1%	<u>7,057</u>	<u>302</u>	95.7%	<u>12,227</u>	<u>605</u>	95.1%	<u>1,161</u>	<u>36</u>	96.9%	<u>938</u>	<u>36</u>	96.2%	<u>14,326</u>	<u>677</u>	95.3%
Subtotal	10,105	754	92.5%	14,598	755	94.8%	24,703	1,509	93.9%	2,134	89	95.8%	1,879	86	95.4%	28,716	1,684	94.1%
NCS	1,925	303	84.3%	1,815	252	86.1%	3,740	555	85.2%	64	3	95.3%	64	6	90.6%	3,868	564	85.4%
RI	7,283	238	96.7%	11,519	303	97.4%	18,802	541	97.1%	1,596	41	97.4%	1,512	32	97.9%	21,910	614	97.2%
SWS	2,820	281	90.0%	4,230	454	89.3%	7,050	735	89.6%	--	--	--	--	--	--	7,050	735	89.6%
UP-N	5,578	239	95.7%	10,993	337	96.9%	16,571	576	96.5%	1,271	38	97.0%	967	56	94.2%	18,809	670	96.4%
UP-NW	8,225	576	93.0%	10,105	366	96.4%	18,330	942	94.9%	1,635	91	94.4%	1,097	49	95.5%	21,062	1,082	94.9%
UP-W	<u>6,110</u>	<u>675</u>	89.0%	<u>7,515</u>	<u>781</u>	89.6%	<u>13,625</u>	<u>1,456</u>	89.3%	<u>972</u>	<u>51</u>	94.8%	<u>946</u>	<u>40</u>	95.8%	<u>15,543</u>	<u>1,547</u>	90.0%
Subtotal	19,913	1,490	92.5%	28,613	1,484	94.8%	48,526	2,974	93.9%	3,878	180	95.4%	3,010	145	95.2%	55,414	3,299	94.0%
System	64,136	3,851	94.0%	92,232	3,996	95.7%	156,368	7,847	95.0%	13,086	469	96.4%	10,343	367	96.5%	179,797	8,683	95.2%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (12/17/2024) 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-Nov	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	94.8%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.7%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	96.9%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.0%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.3%	96.5%
	2024	94.7	98.2	98.2	98.1	98.5	94.4	96.3	94.5	94.2	97.4	98.5		96.6%	96.6%
	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	96.4%	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	98.0%	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	98.0%	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	97.4%	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	96.7%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2	97.9	94.5	97.9	97.7	96.0	99.6		97.8%	97.8%
	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	97.6%	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	87.2%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	88.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	86.3%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.6%	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	91.0%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4	86.7	87.9	78.0	90.3	88.7	94.2		89.3%	89.3%
	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	88.2%	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	91.7%	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	95.9%	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	91.7%	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	91.2%	91.2%
	2024	86.7	93.1	93.5	93.0	93.5	94.2	91.8	94.7	93.8	94.6	94.3		93.0%	93.0%
	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	92.5%	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	95.0%	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	94.9%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	94.2%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	94.1%	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	95.0%	95.0%
	2024	88.9	96.2	96.0	95.8	95.3	96.4	95.9	94.2	95.4	97.1	97.0		95.3%	95.3%
	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	94.7%	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	94.0%	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	91.5%	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	90.1%	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	92.9%	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	89.4%	89.7%
	2024	80.8	89.1	87.4	89.6	88.3	80.7	89.3	89.6	84.3	63.7	90.0		85.4%	85.4%
	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	91.9%	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-Nov	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	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.5%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.5%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.0%	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	95.1%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7	95.9	97.3	98.4	98.0	99.0		97.2%	97.2%
	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	94.8%	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	92.9%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	93.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.3%	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	93.0%	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	92.0%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2	88.7	88.5	92.6	88.2	88.6	88.7		89.6%	89.6%
	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	92.6%	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	94.9%	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	98.0%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	95.8%	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	96.1%	96.3%
	2024	96.8	97.8	97.0	98.4	95.3	94.9	97.1	95.6	96.3	96.2	95.3		96.4%	96.4%
	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	96.1%	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	92.8%	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	96.5%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.2%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.7%	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	93.6%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3	93.0	96.6	95.3	93.7	95.3		94.9%	94.9%
	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	94.4%	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	91.9%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	95.0%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.5%	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	92.0%	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	92.6%	92.7%
	2024	88.0	90.9	94.1	94.7	92.0	89.4	82.8	87.8	93.5	86.4	91.4		90.0%	90.0%
	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	92.4%	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	94.4%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.4%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.4%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.4%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	94.7%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2	94.9	93.5	94.8	95.3	94.3	96.5		95.2%	95.2%
	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	95.2%	95.3%

Delays data for most recent month is final (12/17/2024) 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
November 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1253 80% OT	Thu, Nov 07	9	R	Due to engineer getting pass the Lisle stop crew had to shove back for the platform.
		Tue, Nov 12	9	D	Due to being blocked by R CHI4581 121 pulling in the yard West Eola on Westend.
		Thu, Nov 21	14	C	Worked MT 2 at Route 59 - can only unload three cars at a time on MT 2 (11 car train), MOW surfacing MT 1 at Eola
		Fri, Nov 29	9	C	Broken rail Main Track 2, MP 12.
MD-N	2131 80% OT	Mon, Nov 04	18	RF	23" Stop signal CN X-ing, waiting on late NCS 109. CN Desk 15 ran 109 ahead of 2131, which is out of sequence for the moves, additionally, 109 was already running a few mins late. CN Chicago Chief Dispatcher to coach and counsel Desk 15 Dispatcher about i
		Tue, Nov 05	12	GW1	[10] Waiting on 2146 [6] Item 1 & 2
		Tue, Nov 12	12	L1	[15] Holding at Lake Forest West for inbound train 2146 MP-24-00057319 (9626)
		Wed, Nov 20	11	KW	[3] ADA CUS to Prairie Crossing [8] Slippery rail due to weather
MD-N	2142 75% OT	Thu, Nov 07	7	A	[3] Mayfair cross traffic [3] A5 stop [3] A5-A2 following traffic [1] Lake street stop waiting for outbound Metra
		Tue, Nov 12	38	L1	[20] Rondout stop due too possible pedestrian incident at Deerfield [10] Rondout to Northbrook following 2 Amtrak trains and 2140 [5] 11.6-10.4 restricted speed [3] Mayfair stop signal/cross traffic MP-24-00057319 (9626)
		Fri, Nov 15	6	A	5 mins Stop Signal Mayfair, U.P. cross-traffic
		Mon, Nov 18	15	ZR1	3" Stop signal A-2, U.P. cross-traffic 13" Operating on restricting signals Racine to Canal, following late trains ahead (HC919) HERITAGE ENGINEER SELECTED ROCK ISLAND DOB AT WESTERN AVE CAUSING ISSUES
		Thu, Nov 21	8	G1	[8] Grayslake- All Red- waiting on #2121 to clear. [3] Mayfair- All Red- waiting on UP traffic to clear.
MD-N	2144 80% OT	Tue, Nov 12	33	L1	Following trains ahead, due to near miss reported@ Deerfield West mp 24.7 MP-24-00057319 (9626)
		Fri, Nov 15	12	RF	[13] Deerfield waiting on LATE Amtrak 338
		Mon, Nov 18	13	ZR1	15" A2 trains backed up getting and out of CUS
		Mon, Nov 25	19	DE1	20" Late arrival of 2123 and then held at Deerfield
MD-N	2146 70% OT	Tue, Nov 05	9	GW	[14] Item one at Winchester Road item 2 at Milwaukee Avenue - CAUSED BY APPARENT LIGHTNING STRIKE
		Thu, Nov 07	7	A	[4] Stop @ CN waiting for ncs 107 [2] Door issues car#7427 door not closing
		Tue, Nov 12	18	L1	[16] Waiting for a signal at Libertyville siding MP-24-00057319 (9626) [5] Running on a restricting signal from Edgebrook to Mayfair
		Wed, Nov 20	9	KW1	[9] 7 mins Libertyville siding 5 mins at Lake Forest West waiting on 2148.
		Thu, Nov 21	8	RF1	[9] 6mins CN xing waiting on northbound Metra NCS107. 3mins Libertyville siding.
NCS	109 75% OT	Fri, Nov 08	8	A	[5] CUS to A3: PTC slow Engagement and following trains. [10] Deval: stop due to cross traffic.
		Fri, Nov 15	6	A	[4] Oakley:stop-cross traffic. A3-stop-train coming out of WACY. [2] Lost Headend power needed to put on bypass north of O'hare. [3] A5 to B12 following trains.
		Wed, Nov 20	12	A	[4] Lake Street:stop-waiting for other trains. [4] CUS to B12:following trains ahead. [3] Deval:stop-cross traffic.
		Fri, Nov 22	7	A	2" CUS: waiting for a signal. 8" CUS to B12: cross traffic A2 & following trains ahead. 4" Deval: stop-cross traffic.
		Mon, Nov 25	8	ZV	14" PTC: Cut Out. Per Cad Manager. Cut Out Per CN Help desk @1700 P.S. 3" Lomond to Lake Villa-following a freight train. LOCO 500
NCS	116 70% OT	Mon, Nov 04	7	RA1	8" Stop signal North Wheeling waiting on 107 (DELAYED 3M WAITING FOR LINEUP OUT OF CUS, 4M FOR YARD MOVE AT WESTERN); -6" Stop signal A-2 U.P. cross-traffic/following other traffic held up into CUS: Amtrak 8 left afoul of CP Washington at 391SW/319S Signa
		Tue, Nov 05	6	A	[2] Grayslake Red Cross traffic [2] A5 red [4] A2 red
		Wed, Nov 06	8	A	[2] Grayslake Red Cross traffic [3] Deval Red Cross traffic [4] A3 and A2 red [2] Restricted train ahead
		Mon, Nov 11	0	E1	ANNULLED due to mechanical issues on NCS105
		Mon, Nov 18	21	ZR1	15" Following Amtrak A-5 to western A-2 cluster 8" Following trains Western - CUS. CUS cluster.
		Wed, Nov 20	12	RF	[14] Deval/dispatcher had trains lined up wrong
SWS	807 80% OT	Mon, Nov 04	9	CC	Held at CP Ridge for SW814 to clear due to single tracking.
		Thu, Nov 07	9	CC	20 MIN DELAY CHICAGO RIDGE WAITING FOR SW814 DUE TO SINGLE TRACKING AROUND TRACK WORK. ARRIVED 179TH 1101 9 MINS LAT
		Fri, Nov 08	14	GA	Delayed 22m at Roosevelt due to a switch failure #32SW, 2m delay at CP Ridge waiting for inbound SW814.
		Thu, Nov 14	11	CC	22M DELAY CHICAGO RIDGE WAITING FOR SWS814 SINGLE TRACKING AROUND TRACK WORK. ARR 179TH 1103AM 11M LATE [Controllable Freight]
SWS	808 70% OT	Wed, Nov 13	44	GF1	44M DELAY AT 518 SWITCH FAILURE. ARRIVED AT CUS 00916 44M LATE.
		Fri, Nov 15	6	A	3M DELAY SPEED RESTRICTIONS FOREST HILL AND BELT JCT, 4M DELAY HARRISTON ST WAITING FOR BNSF1221 THAT DEPARTED 5M LATE
		Mon, Nov 18	10	AM	Held at Polk St. waiting for signal timeout due to PTC issues on BNSF 1221.
		Wed, Nov 20	18	D	20" Stopped at Chicago Ridge NS Landers freight taking headroom at Ashburn 277B318C NS1131 58L 112E 10979Ft, and waiting for SW803 to clear [Controllable Freight]
		Fri, Nov 22	6	AM	Delayed outside CUS waiting on inbounds and outbounds trains.
SWS	821 75% OT	Mon, Nov 25	8	AM	8" Due to Amtrak 58 blocking both NS mains to make a move.
		Fri, Nov 01	7	GT	NS Landers system froze and stack didn't fire off. NS Landers re-lined up train for route to come in.
		Fri, Nov 08	48	K	Stopped at Ashburn due to report of car on tracks at 87th and Pulaski. MP-24-00056629 (9461)
		Wed, Nov 13	7	KW1	9 MIN DELAY HOLDING FOR LATE SWS 824 TO CLEAR SINGLE TRACK
		Thu, Nov 14	17	ZN1	17M DELAY WAITING FOR SWS824 TO CLEAR SINGLE TRACK.
		Fri, Nov 15	8	ZE1	8M CPS18, LATE SWS822 TO CLEAR SINGLE MAIN TRACK. secondary to SWS 813- unreportable

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
SWS	822	Fri, Nov 01	23		RF	NS Chicago West had freight lined up at NS-518 from 55th Yard to Ashland. Issue contacting NS Dispatcher. Timing out signal.	
		65% OT	Mon, Nov 04	11		CC1	9" Late Departure, late turn of SW813
			Tue, Nov 05	11		U1	Late turn of SW813, 9" at 179th.
			Fri, Nov 08	9		CC	Departed 7m late acct late turn from 813. (813 arrived 1650-on time with construction schedule), 3m waiting on outbound 815.
			Tue, Nov 12	6		CD	-Due to speed restriction at the BRC -Also speed restr. MP21
			Wed, Nov 13	19		KW	4 MIN DELAY TO TO 10 MPH AT FOREST HILL. 4 MIN DELAYDUE TO RUNNING UNDER AN APPROACH SIGNAL ON THE METRA RUNNER wheel slip during rain
		Thu, Nov 21	15		IW1	813 wheelslip and slow unloading due to the weather, late flip to 822	
SWS	823	Tue, Nov 05	10		D	9" at Belt Jct. waiting for SW824 to clear single main, and freight taking headroom at Forest Hill 276B305 NS4726 [CONTROLLABLE FREIGHT]	
		80% OT	Tue, Nov 12	7		CD	-Due to speed restriction at Belt Jct. -Also speed restr. MP21
			Wed, Nov 13	68		K	HOLDING AT CHICAGO RIDGE DUE TO CAR ON TRACKS AT 107TH ST. MP-24-00057474 (9840)
			Fri, Nov 22	11		RF	Stopped 10" at Belt Jct. Attempted to get ahold of BRC via radio and no response. Then signal came in.
SWS	824	Fri, Nov 08	25		K	Stopped due to report of car on tracks at 87th and Pulaski. MP-24-00056629 (9461)	
		80% OT	Wed, Nov 13	9		KW1	LATE DEPARTURE HOLDING FOR SWS 819 TO ARRIVE
			Thu, Nov 14	29		ZN1	20M DEPARTURE DUE TO LATE FLIP SWS817
			Fri, Nov 15	36		ZE1	16M IHB-CP RIDGE, SWS823 TO CLEAR ASHBURN TO CPRIDGE DUE TO EB SIGNAL ISSUES 24M FOR HEADROOM MOVE AHEAD AT ASHBURN secondary to SWS 813- unreportable
SWS	825	Fri, Nov 08	14		K1	Late turn of SW824. MP-24-00056629 (9461)	
		80% OT	Wed, Nov 13	16		K1	CAR ON TRACKS AT 107TH ST. MP-24-00057474 (9840)
			Thu, Nov 14	10		ZN1	Fallout from late flips from earlier Amtrak back office issues
			Fri, Nov 15	45		ZE1	28M CUS, LATE TURN SWS824. secondary to SWS 813- unreportable
SWS	827	Thu, Nov 07	8		G	5M DUE TO GETTING TALKED BY ASHBURN AND 6M DUE TO FORM A 3128	
		75% OT	Mon, Nov 11	10		CC	SPEED RESTRICTION
			Wed, Nov 13	57		K1	50M CUS, LATE TURN SWS826. MP-24-00057474 (9840)
			Thu, Nov 14	10		KW	4M DUE TO SPEED RESTRICTION AT THE BELT 6M SLICK RAIL
			Fri, Nov 15	8		CC	SPEED RESTRICTION
UP-N	354	Mon, Nov 04	7		I	Slow passenger loading enroute	
		65% OT	Tue, Nov 05	17		ZW	PTC issues, had to operate restricted speed between Highwood-Highland Park, due to red hash box @ Highwood; slow passenger loading enroute
			Mon, Nov 11	6		GX	XH @ MP46.13; slow passenger loading enroute
			Wed, Nov 13	10		M	Delayed @ Clybourn to inspect equipment & verify from M361 engineer, if the train struck a pedestrian between MP3.6-3.75; slow passenger loading enroute MP-24-00057463 (9840) CAR 8465
			Wed, Nov 20	8		I	Slow passenger loading
			Thu, Nov 21	15		DR	Late departure from Kenosha, on acct. of Disp 342 gave M354 permission to crossover from track 1 to track 2 behind freight (UP1493), which was on the wrong radio channel & slow passenger loading en route. [Controllable Freight]
			Mon, Nov 25	11		J	Delayed @ Lake Bluff (16:41-16:53), waited for police to arrive & remove an irate / unruly female from the train; slow passenger loading enroute. MP-24-00059810 (11276)
UP-N	355	Fri, Nov 01	15		G	Slow order & XG @ Glencoe due to signal issues	
		80% OT	Tue, Nov 05	50		M1	Delayed on acct. of M349 struck a vehicle @ MP33 (followed trains ahead) MP-24-00055983 (11276)
			Wed, Nov 06	21		KW1	Delayed following trains ahead due to M353 mechanical problems
			Mon, Nov 18	15		KW	PTC issues @ MP46 & MP50. PTC took air from train
UP-NW	630	Fri, Nov 01	26		D	Departed Barrington yard 19 minutes down due to cross traffic @ CN Barrington- waited for Q11991-01 to clear, also delayed @ Arlington Park due to PTC disengaged	
		80% OT	Mon, Nov 04	26		KP1	Delayed due to a report of a trespasser on the tracks @ M.P. 33.7 - waited for police to release the tracks; following trains ahead
			Wed, Nov 06	15		RF	Delayed due to CN trainee dispatcher giving the wrong signal- had to wait until signal timed out
		Fri, Nov 22	11		E1	Delayed following M628 that was stopped @Woodstock the METX101 had alarms going off, BLENDED BRAKE ISSUES	
UP-NW	632	Fri, Nov 01	22		D1	Late turn from M615; waited for M630 & M636 to clear @ Deval	
		80% OT	Mon, Nov 04	10		KP1	Delayed following trains, due to police activity
			Wed, Nov 06	10		RF1	Following train ahead
			Fri, Nov 08	24		M1	Delayed @ Lake St Plant waiting for track to open up in the depot at CPT due to M305 struck a trespasser
UP-NW	645	Tue, Nov 05	11		R	Late departure from CPT, due to late arrival of equipment from Cal Ave coach yard (train arrived 1 minute before departure time; per yardmaster, mechanical had to do a class 1 on the equipment MISCOMMUNICATION ON BEHALF OF TRAIN CREW WITH YARD	
		80% OT	Tue, Nov 19	24		ZR	Late arrival to the depot due to engineer choosing freight on the ptc oppose to passenger not allowing the train to go over 10mph from the coach yard
			Wed, Nov 20	33		ZV	Late departure from CPT, due to PTC issues (would not initialize); loading door issues on coach car 6180 both sides (no air to the doors); signal issues (red signals starting @ MP21.5). The first clear signal was @ MP 24.5 1 ADA lift
			Thu, Nov 21	10		C	Delayed due to signal issues between MP22-27 (operated restricted speed) INSULATED GAUGE PLATE ISSUES
UP-NW	653	Mon, Nov 04	7		ZW	Delayed on acct. of wheelslip, caused PTC to cut out	
		80% OT	Tue, Nov 19	8		ZR1	Following train M645
			Wed, Nov 20	7		ZV1	Delayed following trains ahead, due to M645 PTC. loading doors, & signal issues
			Thu, Nov 21	8		C	Delayed on acct. of signal issues @ MP21.5 & following trains ahead INSULATED GAUGE PLATE ISSUES

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	655 80% OT	Tue, Nov 12	77	D	Delayed due to Seeger freight interference GSEVMY-11 on track 1 onto the live wye	
		Tue, Nov 19	14	ZR1	Following trains ahead due to M645	
		Wed, Nov 20	35	ZV1	Delayed following M645 due to their PTC. loading doors, & signal issues	
		Thu, Nov 21	11	C1	Delayed following trains ahead INSULATED GAUGE PLATE ISSUES	
UP-NW	657 80% OT	Tue, Nov 12	69	D	Delayed due to Seeger freight interference GSEVMY-11 on track 1 onto the live wye	
		Tue, Nov 19	7	ZR1	Following trains ahead	
		Wed, Nov 20	15	ZV1	Delayed following trains ahead, due to M645 PTC. loading doors, & signal issues	
		Fri, Nov 22	31	ZW	Delayed @ Mt Prospect due to PTC dropped out had to reinitialize DUE TO WHEELSLIP	
UP-NW	666 75% OT	Tue, Nov 05	9	R1	Late turn off M645	
		Tue, Nov 12	17	K	Late departure from Crystal Lake, due to a report of a bridge strike @ MP43.46	
		Tue, Nov 19	13	ZR1	Late turn of M645	
		Wed, Nov 20	51	ZV1	Late turn off M645; followed M668 to CPT & waited for M657 to go onto the McHenry sub @ Crystal Lake Junction	
		Thu, Nov 21	9	C1	Late turn off M645, due to signal issues INSULATED GAUGE PLATE ISSUES	
UP-W	41 70% OT	Thu, Nov 07	13	ZD	Cross traffic @ Western Ave (-1); used the short crossovers @ Kedzie (-2); stopped @ CPY011 (-3) to crossover to track 1 due to freight on track 3 with PTC issues (MGBG3-07); 15MPH @ MP39.5-39.75 (-7)	
		Wed, Nov 13	27	K	Delayed behind M39 & followed, due to a car on the tracks @ MP23.78	
		Thu, Nov 14	7	U	Cross traffic @ Western Ave & 1 ADA lift	
		Fri, Nov 15	35	D	Delayed due to freight (IG4SE15) [Controllable Freight]	
		Wed, Nov 20	15	D	Freight train interference (IBPLAR) @ Grace [Controllable Freight]	
		Thu, Nov 21	10	KW	Delayed on acct. of wheel slip	
UP-W	43 80% OT	Wed, Nov 13	15	K	Delayed following M41, due to a car on the tracks @ MP23.78	
		Thu, Nov 14	21	ZP	PTC issues @ MP11,4 (red hash box on a clear signal & could not get authority to proceed pass signal displaying stop indication) WAITING FOR DISPATCHER TO ISSUE AUTHORITY TO PROCEED	
		Fri, Nov 15	25	D1	Delayed following train ahead [Controllable Freight]	
		Wed, Nov 20	10	D1	Delayed following M41 College Ave-Geneva; had to stop and inspect equipment @ West Chicago, due to no reading on Hot Box Detector @ CPY028 [Controllable Freight]	
UP-W	45 75% OT	Wed, Nov 06	10	D	Freight train interference @ Elmhurst (IG4SE) [Controllable Freight]	
		Thu, Nov 14	10	ZP1	Delayed following M43	
		Fri, Nov 15	25	D1	Delayed following trains ahead [Controllable Freight]	
		Wed, Nov 20	11	G	Stopped to inspect equipment, due to no reading on Hot Box Detector @ CPY028	
		Thu, Nov 21	8	U	1 ADA lift & no signal @ MP4.9	
UP-W	47 80% OT	Wed, Nov 13	10	K	Trains ahead due to a car on the tracks @ MP23.78	
		Thu, Nov 14	20	ZP1	Delayed following trains ahead, due to M43 PTC issues.	
		Fri, Nov 15	17	D1	Delayed following trains ahead [Controllable Freight]	
		Fri, Nov 22	17	E1	Delayed due to congestion at Elburn due to M35 breaking down	
UP-W	51 70% OT	Wed, Nov 06	10	D	Freight train interference @ CN Washington St	
		Mon, Nov 11	11	U1	Delayed following M49 Park-University (M49 had 2 ADA lifts)	
		Thu, Nov 14	11	ZP1	Delayed following trains ahead, due to M43 PTC issues.	
		Fri, Nov 15	12	D1	Delayed following trains ahead [Controllable Freight]	
		Mon, Nov 18	16	RF	Cross traffic @ Western Ave, also red signal @ 25th, and had to wait for the light to time-out	
Thu, Nov 21	8	K1	Late departure from CPT, due to cross traffic @ Western Ave CHAIN LINK FENCE FOULING TRACKS			
UP-W	54 75% OT	Tue, Nov 05	26	DE1	Late turn off M35; PTC was cut out @ Elmhurst	
		Thu, Nov 07	7	CC	15 MPH @ MP39.5-39.75; slow passenger loading enroute	
		Wed, Nov 13	47	K	Delayed at Wheaton due to a car on the tracks @ MP23.78	
		Thu, Nov 14	16	D	Freight train interference (MMTPR) [Controllable Freight]	
		Fri, Nov 22	0	E1	ANNULLED due to was the flip off of M35	
UP-W	63 80% OT	Fri, Nov 01	19	J	Delayed @ Elmhurst due to a passenger ejection MP-24-00055317 (11430)	
		Mon, Nov 11	74	E	Delayed @ MP39.2, due to engine issues (engine shut down, would not load & had smoke coming from the engine- the AR10 bearing on the main generator bad order). M65 tied onto train & shoved to Elburn	
		Wed, Nov 13	24	K1	Late turn off M60, and waiting for police at Maywood to remove unruly passenger	
		Thu, Nov 21	13	D	Delayed following freight Elmhurst-Geneva (IG4SE) [Controllable Freight]	
UP-W	64 75% OT	Mon, Nov 11	10	A	Slow order 30mph from MP38-37.9; met with M63 at YO11; ran through the shorts at Kedzie track #3	
		Wed, Nov 13	10	K1	Late turn off M47	
		Thu, Nov 14	10	ZP1	Late turn off M47	
		Fri, Nov 15	15	D1	Late turn from M47 [Controllable Freight]	
		Fri, Nov 22	10	E1	Late turn from M47	
UP-W	70 80% OT	Mon, Nov 11	50	E1	Late turn off M65	
		Thu, Nov 14	138	DE	Stopped at Elmhurst due to MNPCH-12 in emergency at Park across all three tracks- broken knuckle, with a stuck pin, was found on UP274310, seventh car from the lead	
		Tue, Nov 26	20	DD	Waited for MPRMT-26 & M69 to clear Grace Interlocking due to ZG2SC-26 was on track #1 at Park & INSG4-26 was on track #2 at Provo Junction. M70 ran track #3 Grace-Kedzie	
		Wed, Nov 27	15	D	Waited for a signal at Park due to ZG2SC-27 crossed ahead [Controllable Freight]	

Data is final (12/17/2024) 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
November 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	7	-	-	-	5	9	1	-	-	4	2	13	35	76
Freight Interference - Peak	1	-	-	-	5	2	1	-	-	2	-	9	10	30
Primary	1	-	-	-	5	1	1	-	-	2	-	8	4	22
Secondary	-	-	-	-	-	1	-	-	-	-	-	1	6	8
Freight Interference - Off-Peak	6	-	-	-	-	7	-	-	-	2	2	4	25	46
Primary	5	-	-	-	-	1	-	-	-	2	1	2	18	29
Secondary	1	-	-	-	-	6	-	-	-	-	1	2	7	17
Signal/Switch Failure - Total	7	2	1	-	-	6	16	4	-	14	2	4	13	69
Signal/Switch Failure - Metra/PSA	6	2	1	-	-	6	13	2	-	3	2	4	12	51
Primary	5	1	1	-	-	4	10	1	-	3	2	3	10	40
Secondary	1	1	-	-	-	2	3	1	-	-	-	1	2	11
Signal/Switch Failure - Foreign	1	-	-	-	-	-	3	2	-	11	-	-	1	18
Primary	1	-	-	-	-	-	2	2	-	4	-	-	1	10
Secondary	-	-	-	-	-	-	1	-	-	7	-	-	-	8
Mechanical Failure - Total	5	-	-	-	-	12	-	3	7	2	16	10	16	71
Mechanical Failure - Metra/PSA	5	-	-	-	-	12	-	3	7	2	16	10	16	71
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	-	-	-	1	2	1	8	1	16
Primary	2	-	-	-	-	-	-	-	1	2	1	-	1	7
Secondary	1	-	-	-	-	-	-	-	-	-	-	8	-	9
Locomotive Issue - Metra/PSA	2	-	-	-	-	12	-	3	6	-	15	2	15	55
Primary	2	-	-	-	-	2	-	1	3	-	2	1	4	15
Secondary	-	-	-	-	-	10	-	2	3	-	13	1	11	40
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	3	2	6	-	6	1	-	1	19
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	2	6	-	1	1	-	1	14
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	5	-	-	-	5
Accident - Total	-	-	-	-	-	3	-	-	-	-	30	1	-	34
Accident - Metra/PSA	-	-	-	-	-	3	-	-	-	-	30	1	-	34
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	8	-	-	-	-	-	-	-	3	10	1	10	1	33
Track Work - Metra/PSA	7	-	-	-	-	-	-	-	3	8	1	10	1	30
Track Work - Foreign	1	-	-	-	-	-	-	-	-	2	-	-	-	3
Human Error - Total	4	-	2	-	-	9	2	11	-	6	3	6	2	45
Human Error - Metra/PSA	4	-	2	-	-	1	-	1	-	2	3	3	1	17
Human Error - Foreign	-	-	-	-	-	8	2	10	-	4	-	3	1	28
PTC Related - Total	-	-	-	-	2	4	4	3	1	8	5	13	9	49
PTC Related - Metra/PSA	-	-	-	-	-	4	4	3	1	4	5	13	8	42
PTC Related - Foreign	-	-	-	-	2	-	-	-	-	4	-	-	1	7
Weather - Total	-	4	2	1	-	10	-	1	2	8	7	7	5	47
Weather - Metra/PSA	-	4	2	1	-	10	-	1	2	8	7	7	5	47
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	-	-	-	-	4	2	-	2	2	9	5	15	40
Obstruction/Debris - Total	1	1	-	-	-	8	7	-	4	8	1	17	19	66
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	-	-	-	-	5	3	-	-	-	-	-	-	8
Total Trains Delayed	33	7	5	1	7	73	37	28	19	68	77	86	116	557
Total Metra/PSA Delays	24	7	5	1	0	56	31	16	19	38	75	70	78	420
Total Foreign Carrier Delays	9	0	0	0	7	17	6	12	0	30	2	16	38	137

Data for current month is final (12/17/2024) version of TOPS

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

Table 5.b: Train Delays by Cause and Line
Average November 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	6	-	-	-	3	5	9	3	3	7	-	8	24	68
Freight Interference - Peak	2	-	-	-	3	1	3	1	0	3	-	5	8	26
Primary	2	-	-	-	2	1	2	1	0	3	-	3	7	21
Secondary	-	-	-	-	0	0	0	0	-	1	-	2	1	5
Freight Interference - Off-Peak	4	-	-	-	-	4	7	2	3	4	-	3	17	43
Primary	4	-	-	-	-	3	6	1	3	3	-	2	12	34
Secondary	1	-	-	-	-	1	1	0	0	1	-	0	5	9
Signal/Switch Failure - Total	19	8	2	21	2	28	12	5	15	5	6	13	7	142
Signal/Switch Failure - Metra/PSA	13	8	2	21	-	25	10	3	15	1	6	9	6	119
Primary	6	5	1	10	-	18	7	2	10	1	5	7	4	75
Secondary	7	3	1	11	-	7	3	1	5	0	1	2	3	44
Signal/Switch Failure - Foreign	6	-	-	-	2	3	2	2	-	4	-	4	1	23
Primary	5	-	-	-	1	1	1	2	-	3	-	3	1	16
Secondary	1	-	-	-	0	2	1	1	-	0	-	1	-	7
Mechanical Failure - Total	8	1	-	0	0	8	7	2	7	1	2	9	6	51
Mechanical Failure - Metra/PSA	8	1	-	0	0	8	7	2	7	0	2	9	6	50
Non-Locomotive Equipment Issue - Metra/PSA	3	1	-	0	-	2	2	0	0	-	1	1	3	14
Primary	2	0	-	0	-	1	1	0	0	-	1	1	2	9
Secondary	1	0	-	0	-	1	1	-	0	-	-	0	1	5
Locomotive Issue - Metra/PSA	4	0	-	-	0	5	5	2	7	0	1	8	3	36
Primary	1	-	-	-	0	3	2	1	3	0	1	3	1	15
Secondary	3	0	-	-	0	3	3	1	4	-	0	5	1	21
Mechanical Failure - Foreign	-	0	-	-	-	-	-	-	-	1	-	-	-	1
Passenger Train Interference - Total	2	-	-	1	0	7	1	2	2	2	-	0	0	17
Passenger Train Interference - Metra/PSA	-	-	-	0	-	5	1	2	1	-	-	0	0	10
Passenger Train Interference - Foreign	2	-	-	0	0	2	0	-	0	2	-	-	-	6
Accident - Total	2	-	0	-	-	8	2	1	2	0	2	8	2	27
Accident - Metra/PSA	1	-	0	-	-	6	2	1	2	0	2	8	2	25
Accident - Foreign	1	-	-	-	-	2	-	-	-	-	-	-	0	3
Track Work - Total	4	8	0	2	0	11	1	1	16	3	9	11	14	80
Track Work - Metra/PSA	4	8	0	2	-	10	1	1	16	2	9	11	14	77
Track Work - Foreign	0	-	-	-	0	1	-	0	0	1	-	0	-	3
Human Error - Total	4	1	1	2	1	9	5	3	5	2	4	9	5	49
Human Error - Metra/PSA	2	1	1	2	0	4	4	1	5	0	4	6	3	33
Human Error - Foreign	1	-	-	-	1	6	1	2	-	1	-	2	2	16
PTC Related - Total	2	-	1	1	3	4	2	2	4	3	5	2	7	35
PTC Related - Metra/PSA	1	-	1	1	0	4	2	1	4	1	5	1	7	27
PTC Related - Foreign	2	-	-	0	2	1	-	1	-	2	-	0	-	8
Weather - Total	6	8	4	4	1	7	10	1	12	1	17	28	8	107
Weather - Metra/PSA	6	8	4	4	1	7	10	1	12	1	17	28	7	106
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Passenger Related - Total	1	5	2	3	0	4	6	1	9	1	7	8	9	57
Obstruction/Debris - Total	5	4	1	5	0	3	3	2	10	2	7	7	12	62
Catenary Failure - Total	-	2	1	1	-	-	-	-	-	-	-	-	-	4
Other - Total	1	3	1	1	0	3	4	0	0	0	-	1	1	15
Total Trains Delayed	58	40	13	40	10	99	63	23	86	27	58	103	95	714
Total Metra/PSA Delays	41	40	13	39	2	79	51	15	82	10	58	89	68	585
Total Foreign Carrier Delays	17	0	0	0	8	20	12	8	4	17	0	14	28	129

Data for current month is final (12/18/2023) 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
November 2024 Compared to Average November 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	1	-	-	-	2	4	(8)	(3)	(3)	(3)	2	5	11	8
Freight Interference - Peak	(1)	-	-	-	2	1	(2)	(1)	(0)	(1)	-	4	2	4
Primary	(1)	-	-	-	3	0	(1)	(1)	(0)	(1)	-	5	(3)	1
Secondary	-	-	-	-	(0)	1	(0)	(0)	-	(1)	-	(1)	5	3
Freight Interference - Off-Peak	2	-	-	-	-	3	(7)	(2)	(3)	(2)	2	1	8	3
Primary	1	-	-	-	-	(2)	(6)	(1)	(3)	(1)	1	(0)	6	(5)
Secondary	0	-	-	-	-	5	(1)	(0)	(0)	(1)	1	2	2	8
Signal/Switch Failure - Total	(12)	(6)	(1)	(21)	(2)	(22)	4	(1)	(15)	9	(4)	(9)	6	(73)
Signal/Switch Failure - Metra/PSA	(7)	(6)	(1)	(21)	-	(19)	3	(1)	(15)	2	(4)	(5)	6	(68)
Primary	(1)	(4)	(0)	(10)	-	(14)	3	(1)	(10)	2	(3)	(4)	6	(35)
Secondary	(6)	(2)	(1)	(11)	-	(5)	0	(0)	(5)	(0)	(1)	(1)	(1)	(33)
Signal/Switch Failure - Foreign	(5)	-	-	-	(2)	(3)	1	(0)	-	7	-	(4)	0	(5)
Primary	(4)	-	-	-	(1)	(1)	1	0	-	1	-	(3)	0	(6)
Secondary	(1)	-	-	-	(0)	(2)	(0)	(1)	-	7	-	(1)	-	1
Mechanical Failure - Total	(3)	(1)	-	(0)	(0)	4	(7)	1	(0)	1	14	1	10	20
Mechanical Failure - Metra/PSA	(3)	(1)	-	(0)	(0)	4	(7)	1	(0)	2	14	1	10	21
Non-Locomotive Equipment Issue - Metra/PSA	(0)	(1)	-	(0)	-	(2)	(2)	(0)	1	2	0	7	(2)	2
Primary	-	(0)	-	(0)	-	(1)	(1)	(0)	1	2	0	(1)	(1)	(2)
Secondary	(0)	(0)	-	(0)	-	(1)	(1)	-	(0)	-	-	8	(1)	4
Locomotive Issue - Metra/PSA	(2)	(0)	-	-	(0)	7	(5)	1	(1)	(0)	14	(6)	12	19
Primary	1	-	-	-	(0)	(1)	(2)	0	-	(0)	1	(2)	3	0
Secondary	(3)	(0)	-	-	(0)	7	(3)	1	(1)	-	13	(4)	10	19
Mechanical Failure - Foreign	-	(0)	-	-	-	-	-	-	-	(1)	-	-	-	(1)
Passenger Train Interference - Total	(2)	-	-	(1)	(0)	(4)	1	4	(2)	4	1	(0)	1	2
Passenger Train Interference - Metra/PSA	-	-	-	(0)	-	(2)	1	4	(1)	1	1	(0)	1	4
Passenger Train Interference - Foreign	(2)	-	-	(0)	(0)	(2)	(0)	-	(0)	3	-	-	-	(1)
Accident - Total	(2)	-	(0)	-	-	(5)	(2)	(1)	(2)	(0)	28	(7)	(2)	7
Accident - Metra/PSA	(1)	-	(0)	-	-	(3)	(2)	(1)	(2)	(0)	28	(7)	(2)	9
Accident - Foreign	(1)	-	-	-	-	(2)	-	-	-	-	-	-	(0)	(3)
Track Work - Total	4	(8)	(0)	(2)	(0)	(11)	(1)	(1)	(13)	7	(8)	(1)	(13)	(47)
Track Work - Metra/PSA	3	(8)	(0)	(2)	-	(10)	(1)	(1)	(13)	6	(8)	(1)	(13)	(47)
Track Work - Foreign	1	-	-	-	(0)	(1)	-	(0)	(0)	1	-	(0)	-	-
Human Error - Total	0	(1)	1	(2)	(1)	(0)	(3)	8	(5)	4	(1)	(3)	(3)	(4)
Human Error - Metra/PSA	2	(1)	1	(2)	(0)	(3)	(4)	(0)	(5)	2	(1)	(3)	(2)	(16)
Human Error - Foreign	(1)	-	-	-	(1)	2	1	8	-	3	-	1	(1)	12
PTC Related - Total	(2)	-	(1)	(1)	(1)	(0)	2	1	(3)	5	0	11	2	14
PTC Related - Metra/PSA	(1)	-	(1)	(1)	(0)	0	2	2	(3)	3	0	12	1	15
PTC Related - Foreign	(2)	-	-	(0)	(0)	(1)	-	(1)	-	2	-	(0)	1	(1)
Weather - Total	(6)	(4)	(2)	(3)	(1)	3	(10)	(0)	(10)	7	(10)	(21)	(3)	(60)
Weather - Metra/PSA	(6)	(4)	(2)	(3)	(1)	3	(10)	(0)	(10)	7	(10)	(21)	(2)	(59)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	(1)	(1)
Passenger Related - Total	(0)	(5)	(2)	(3)	(0)	(0)	(4)	(1)	(7)	1	2	(3)	6	(17)
Obstruction/Debris - Total	(4)	(3)	(1)	(5)	(0)	5	4	(2)	(6)	6	(6)	10	7	4
Catenary Failure - Total	-	(2)	(1)	(1)	-	-	-	-	-	-	-	-	-	(4)
Other - Total	(1)	(3)	(1)	(1)	(0)	2	(1)	(0)	(0)	(0)	-	(1)	(1)	(7)
Total Trains Delayed	(25)	(33)	(8)	(39)	(3)	(26)	(26)	5	(67)	41	19	(17)	21	(157)
Total Metra/PSA Delays	-17	-33	-8	-38	-2	-23	-20	1	-63	28	17	-19	10	-165
Total Foreign Carrier Delays	-8	0	0	0	-1	-3	-6	4	-4	13	2	2	10	8

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'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 - November 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	115	-	-	-	37	43	37	33	9	100	14	74	350	812
Freight Interference - Peak	37	-	-	-	32	7	15	15	1	34	5	46	113	305
Primary	31	-	-	-	31	5	11	11	1	24	5	32	64	215
Secondary	6	-	-	-	1	2	4	4	-	10	-	14	49	90
Freight Interference - Off-Peak	78	-	-	-	5	36	22	18	8	66	9	28	237	507
Primary	60	-	-	-	3	17	18	8	7	50	3	23	180	369
Secondary	18	-	-	-	2	19	4	10	1	16	6	5	57	138
Signal/Switch Failure - Total	88	42	24	63	29	208	175	97	111	129	26	77	107	1,176
Signal/Switch Failure - Metra/PSA	47	42	24	63	-	106	92	34	108	38	26	45	94	719
Primary	34	29	14	31	-	78	66	21	76	29	18	35	63	494
Secondary	13	13	10	32	-	28	26	13	32	9	8	10	31	225
Signal/Switch Failure - Foreign	41	-	-	-	29	102	83	63	3	91	-	32	13	457
Primary	26	-	-	-	27	76	57	46	1	45	-	21	9	308
Secondary	15	-	-	-	2	26	26	17	2	46	-	11	4	149
Mechanical Failure - Total	93	13	3	4	10	126	91	29	80	75	105	155	196	980
Mechanical Failure - Metra/PSA	90	2	-	1	5	122	91	29	80	70	105	155	196	946
Non-Locomotive Equipment Issue - Metra/PSA	41	2	-	1	1	31	24	8	12	28	31	41	67	287
Primary	21	2	-	1	1	20	14	5	6	14	11	13	26	134
Secondary	20	-	-	-	-	11	10	3	6	14	20	28	41	153
Locomotive Issue - Metra/PSA	49	-	-	-	4	91	67	21	68	42	74	114	129	659
Primary	29	-	-	-	4	27	30	8	33	17	25	36	34	243
Secondary	20	-	-	-	-	64	37	13	35	25	49	78	95	416
Mechanical Failure - Foreign	3	11	3	3	5	4	-	-	-	5	-	-	-	34
Passenger Train Interference - Total	1	3	10	8	10	57	19	51	5	44	1	10	14	233
Passenger Train Interference - Metra/PSA	-	2	3	5	-	52	16	49	4	1	1	10	14	157
Passenger Train Interference - Foreign	1	1	7	3	10	5	3	2	1	43	-	-	-	76
Accident - Total	70	2	1	11	-	50	26	5	30	21	75	60	45	396
Accident - Metra/PSA	34	-	1	11	-	50	26	5	30	12	75	60	39	343
Accident - Foreign	36	2	-	-	-	-	-	-	-	9	-	-	6	53
Track Work - Total	67	64	4	26	26	65	36	146	82	80	73	56	147	872
Track Work - Metra/PSA	66	64	4	26	2	60	32	8	82	19	73	55	142	633
Track Work - Foreign	1	-	-	-	24	5	4	138	-	61	-	1	5	239
Human Error - Total	98	36	12	34	14	130	70	74	43	86	60	160	100	917
Human Error - Metra/PSA	67	35	12	34	2	38	35	22	38	30	49	134	64	560
Human Error - Foreign	31	1	-	-	12	92	35	52	5	56	11	26	36	357
PTC Related - Total	21	22	20	37	16	59	34	45	31	90	36	54	117	582
PTC Related - Metra/PSA	16	21	20	36	11	58	32	30	31	47	34	53	101	490
PTC Related - Foreign	5	1	-	1	5	1	2	15	-	43	2	1	16	92
Weather - Total	103	46	5	6	1	103	57	26	35	22	91	176	93	764
Weather - Metra/PSA	103	46	5	6	1	103	57	26	35	22	91	176	93	764
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	59	47	3	23	-	60	47	16	103	11	104	66	149	688
Obstruction/Debris - Total	96	34	22	52	10	94	73	36	81	63	63	149	165	938
Catenary Failure - Total	-	65	15	43	-	-	-	-	-	-	-	-	-	123
Other - Total	19	-	-	2	2	12	12	6	4	14	22	45	64	202
Total Trains Delayed	830	374	119	309	155	1,007	677	564	614	735	670	1,082	1,547	8,683
Total Metra/PSA Delays	597	358	109	302	33	751	513	261	596	327	643	948	1,121	6,559
Total Foreign Carrier Delays	233	16	10	7	122	256	164	303	18	408	27	134	426	2,124

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Table 6.b: Train Delays by Cause and Line - YTD
January - November 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	89	-	-	-	58	75	104	30	31	82	13	63	256	801
Freight Interference - Peak	22	-	-	-	47	20	33	15	6	37	7	36	78	301
Primary	18	-	-	-	42	14	26	12	5	29	5	21	54	227
Secondary	4	-	-	-	5	6	7	3	1	8	2	15	24	74
Freight Interference - Off-Peak	67	-	-	-	11	54	71	15	25	45	6	27	178	500
Primary	58	-	-	-	10	37	57	12	21	33	3	23	130	385
Secondary	9	-	-	-	1	17	14	3	4	12	3	4	47	115
Signal/Switch Failure - Total	115	64	28	66	26	195	106	49	156	69	32	73	72	1,052
Signal/Switch Failure - Metra/PSA	68	64	28	66	3	168	95	26	154	23	32	50	60	837
Primary	48	47	21	39	3	113	74	20	122	17	24	39	41	608
Secondary	20	17	7	27	0	55	21	6	32	6	8	12	19	229
Signal/Switch Failure - Foreign	47	-	-	-	23	27	11	23	3	45	0	23	12	215
Primary	39	-	-	-	21	19	8	20	2	35	-	17	9	171
Secondary	8	-	-	-	2	8	3	3	1	10	0	6	2	44
Mechanical Failure - Total	100	10	4	5	5	116	81	25	120	22	71	81	76	715
Mechanical Failure - Metra/PSA	99	7	3	4	5	109	81	25	120	21	71	81	76	700
Non-Locomotive Equipment Issue - Metra/PSA	43	7	3	4	1	18	16	5	20	9	22	27	29	205
Primary	20	5	2	3	1	8	10	3	11	5	14	16	18	117
Secondary	23	2	1	1	0	10	6	2	9	4	8	11	11	89
Locomotive Issue - Metra/PSA	56	0	-	-	3	91	65	19	100	12	49	54	46	494
Primary	24	-	-	-	3	32	29	8	41	6	16	21	20	199
Secondary	32	0	-	-	1	59	35	11	60	5	33	33	27	295
Mechanical Failure - Foreign	1	3	1	1	-	7	0	1	-	1	-	-	-	15
Passenger Train Interference - Total	11	3	0	5	8	58	14	11	9	16	2	9	3	148
Passenger Train Interference - Metra/PSA	0	2	0	4	0	40	11	10	8	1	2	8	3	89
Passenger Train Interference - Foreign	11	1	0	1	8	17	3	1	1	15	-	1	-	59
Accident - Total	71	20	4	5	4	52	30	7	67	12	52	77	66	469
Accident - Metra/PSA	60	6	2	4	1	31	18	4	58	6	52	73	37	352
Accident - Foreign	12	14	2	1	3	21	12	3	9	6	0	4	29	117
Track Work - Total	58	82	7	27	12	74	46	13	113	26	81	84	65	690
Track Work - Metra/PSA	57	82	7	27	5	71	43	7	111	11	80	82	65	648
Track Work - Foreign	1	0	-	-	7	3	3	7	2	16	0	2	-	41
Human Error - Total	92	25	10	16	16	105	57	31	77	28	65	93	61	677
Human Error - Metra/PSA	63	24	10	16	5	41	37	14	76	9	51	54	41	442
Human Error - Foreign	29	1	0	-	11	64	20	17	2	20	13	39	20	235
PTC Related - Total	17	20	7	19	18	54	36	24	71	39	69	55	87	516
PTC Related - Metra/PSA	13	19	6	18	6	48	34	15	70	14	68	54	84	449
PTC Related - Foreign	4	1	0	1	11	5	3	9	2	26	1	2	3	67
Weather - Total	94	76	28	36	6	85	72	20	122	12	117	150	80	897
Weather - Metra/PSA	90	76	28	36	6	85	71	20	121	11	114	149	78	885
Weather - Foreign	4	-	-	-	1	1	1	-	1	1	2	1	2	13
Passenger Related - Total	33	93	16	21	1	50	66	5	117	6	92	81	110	691
Obstruction/Debris - Total	57	44	16	48	5	54	47	19	96	28	59	118	95	686
Catenary Failure - Total	-	26	8	16	-	-	-	-	-	-	-	-	-	50
Other - Total	12	6	2	5	1	8	10	2	6	3	5	9	4	73
Total Trains Delayed	751	468	132	271	160	926	671	236	985	342	656	893	975	7,466
Total Metra/PSA Delays	551	448	127	266	39	705	513	145	936	131	626	758	653	5,901
Total Foreign Carrier Delays	199	20	4	5	122	221	157	91	49	211	30	135	321	1,565

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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 - November 2024 Compared to Average January - November 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	26	-	-	-	(21)	(32)	(67)	3	(22)	18	1	11	94	11
Freight Interference - Peak	15	-	-	-	(15)	(13)	(18)	(0)	(5)	(3)	(2)	10	35	4
Primary	13	-	-	-	(11)	(9)	(15)	(1)	(4)	(5)	(0)	11	10	(12)
Secondary	2	-	-	-	(4)	(4)	(3)	1	(1)	2	(2)	(1)	25	16
Freight Interference - Off-Peak	11	-	-	-	(6)	(18)	(49)	3	(17)	21	3	1	59	7
Primary	2	-	-	-	(7)	(20)	(39)	(4)	(14)	17	0	-	50	(16)
Secondary	9	-	-	-	1	2	(10)	7	(3)	4	3	1	10	23
Signal/Switch Failure - Total	(27)	(22)	(4)	(3)	3	13	69	48	(45)	60	(6)	4	35	124
Signal/Switch Failure - Metra/PSA	(21)	(22)	(4)	(3)	(3)	(62)	(3)	8	(46)	15	(6)	(5)	34	(118)
Primary	(14)	(18)	(7)	(8)	(3)	(35)	(8)	1	(46)	12	(6)	(4)	22	(114)
Secondary	(7)	(4)	3	5	(0)	(27)	5	7	0	3	-	(2)	12	(4)
Signal/Switch Failure - Foreign	(6)	-	-	-	6	75	72	40	0	46	(0)	9	1	242
Primary	(13)	-	-	-	6	57	49	26	(1)	10	-	4	(0)	137
Secondary	7	-	-	-	(0)	18	23	14	1	36	(0)	5	2	105
Mechanical Failure - Total	(7)	3	(1)	(1)	5	10	10	4	(40)	53	34	74	120	265
Mechanical Failure - Metra/PSA	(9)	(5)	(3)	(3)	0	13	10	4	(40)	49	34	74	120	246
Non-Locomotive Equipment Issue - Metra/PSA	(2)	(5)	(3)	(3)	(0)	13	8	3	(8)	19	9	14	38	82
Primary	1	(3)	(2)	(2)	-	12	4	2	(5)	9	(3)	(3)	8	17
Secondary	(3)	(2)	(1)	(1)	(0)	1	4	1	(3)	10	12	17	30	64
Locomotive Issue - Metra/PSA	(7)	(0)	-	-	1	0	2	2	(32)	30	25	60	83	165
Primary	5	-	-	-	1	(5)	1	(0)	(8)	11	9	15	14	44
Secondary	(12)	(0)	-	-	(1)	5	2	2	(25)	20	16	45	68	121
Mechanical Failure - Foreign	2	8	2	2	5	(3)	(0)	(1)	-	4	-	-	-	19
Passenger Train Interference - Total	(10)	0	10	3	2	(1)	5	40	(4)	28	(1)	1	11	85
Passenger Train Interference - Metra/PSA	(0)	0	3	1	(0)	12	5	39	(4)	-	(1)	2	11	68
Passenger Train Interference - Foreign	(10)	-	7	2	2	(12)	-	1	-	28	-	(1)	-	17
Accident - Total	(1)	(18)	(3)	6	(4)	(2)	(4)	(2)	(37)	9	23	(17)	(21)	(73)
Accident - Metra/PSA	(26)	(6)	(1)	7	(1)	19	8	1	(28)	6	23	(13)	2	(9)
Accident - Foreign	24	(12)	(2)	(1)	(3)	(21)	(12)	(3)	(9)	3	(0)	(4)	(23)	(64)
Track Work - Total	9	(18)	(3)	(1)	14	(9)	(10)	133	(31)	54	(8)	(28)	82	182
Track Work - Metra/PSA	9	(18)	(3)	(1)	(3)	(11)	(11)	1	(29)	8	(7)	(27)	77	(15)
Track Work - Foreign	(0)	(0)	-	-	17	2	1	131	(2)	45	(0)	(1)	5	198
Human Error - Total	6	11	2	18	(2)	25	13	43	(34)	58	(5)	67	39	240
Human Error - Metra/PSA	4	11	2	18	(3)	(3)	(2)	8	(38)	21	(2)	80	23	118
Human Error - Foreign	2	0	(0)	-	1	28	15	35	3	36	(2)	(13)	16	122
PTC Related - Total	4	2	13	18	(2)	5	(2)	21	(40)	51	(33)	(1)	30	66
PTC Related - Metra/PSA	3	2	14	18	5	10	(2)	15	(39)	33	(34)	(1)	17	41
PTC Related - Foreign	1	(0)	(0)	-	(6)	(4)	(1)	6	(2)	17	1	(1)	13	25
Weather - Total	9	(30)	(23)	(30)	(5)	18	(15)	6	(87)	10	(26)	26	13	(133)
Weather - Metra/PSA	13	(30)	(23)	(30)	(5)	18	(14)	6	(86)	11	(23)	27	15	(121)
Weather - Foreign	(4)	-	-	-	(1)	(1)	(1)	-	(1)	(1)	(2)	(1)	(2)	(13)
Passenger Related - Total	26	(46)	(13)	2	(1)	10	(19)	11	(14)	5	12	(15)	39	(3)
Obstruction/Debris - Total	39	(10)	6	4	5	40	26	17	(15)	35	4	31	70	252
Catenary Failure - Total	-	39	7	27	-	-	-	-	-	-	-	-	-	73
Other - Total	7	(6)	(2)	(3)	1	4	2	4	(2)	11	17	36	60	129
Total Trains Delayed	79	(94)	(13)	38	(5)	81	6	328	(371)	393	14	189	572	1,217
Total Metra/PSA Delays	46	-90	-18	36	-6	46	0	116	-340	196	17	190	468	658
Total Foreign Carrier Delays	34	-4	6	2	0	35	7	212	-31	197	-3	-1	105	559

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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 - Nov	
Freight Interference - Total	62	45	50	56	62	71	108	80	97	105	76		812	9.4%
Freight Interference - Peak	28	12	19	19	17	17	52	29	35	47	30		305	3.5%
Primary	17	10	14	13	14	13	26	26	28	32	22		215	2.5%
Secondary	11	2	5	6	3	4	26	3	7	15	8		90	1.0%
Freight Interference - Off-Peak	34	33	31	37	45	54	56	51	62	58	46		507	5.8%
Primary	25	28	28	17	36	38	39	45	50	34	29		369	4.2%
Secondary	9	5	3	20	9	16	17	6	12	24	17		138	1.6%
Signal/Switch Failure - Total	293	84	69	95	128	79	126	68	104	61	69		1,176	13.5%
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56	118	54	45	52	51		719	8.3%
Primary	48	45	36	48	62	41	63	41	37	33	40		494	5.7%
Secondary	12	17	14	40	21	15	55	13	8	19	11		225	2.6%
Signal/Switch Failure - Foreign	233	22	19	7	45	23	8	14	59	9	18		457	5.3%
Primary	171	15	17	5	15	15	7	11	36	6	10		308	3.5%
Secondary	62	7	2	2	30	8	1	3	23	3	8		149	1.7%
Mechanical Failure - Total	72	107	75	70	70	95	103	131	60	126	71		980	11.3%
Mechanical Failure - Metra/PSA	72	104	70	62	67	91	101	131	58	119	71		946	10.9%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52	34	30	25	28	16		287	3.3%
Primary	9	12	8	14	14	16	13	16	13	12	7		134	1.5%
Secondary	4	11	4	14	12	36	21	14	12	16	9		153	1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39	67	101	33	91	55		659	7.6%
Primary	21	30	26	22	16	18	27	26	17	25	15		243	2.8%
Secondary	38	51	32	12	25	21	40	75	16	66	40		416	4.8%
Mechanical Failure - Foreign	-	3	5	8	3	4	2	-	2	7	-		34	0.4%
Passenger Train Interference - Total	23	21	10	17	22	28	22	39	24	8	19		233	2.7%
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14	12	29	14	6	14		157	1.8%
Passenger Train Interference - Foreign	5	8	2	4	6	14	10	10	10	2	5		76	0.9%
Accident - Total	48	16	7	11	75	25	40	54	56	30	34		396	4.6%
Accident - Metra/PSA	48	10	7	5	75	23	40	54	17	30	34		343	4.0%
Accident - Foreign	-	6	-	6	-	2	-	-	39	-	-		53	0.6%
Track Work - Total	47	24	49	37	134	63	65	95	87	238	33		872	10.0%
Track Work - Metra/PSA	43	23	37	26	101	47	60	68	71	127	30		633	7.3%
Track Work - Foreign	4	1	12	11	33	16	5	27	16	111	3		239	2.8%
Human Error - Total	96	115	73	76	74	89	80	68	99	102	45		917	10.6%
Human Error - Metra/PSA	71	103	35	35	35	62	51	40	43	68	17		560	6.4%
Human Error - Foreign	25	12	38	41	39	27	29	28	56	34	28		357	4.1%
PTC Related - Total	55	51	41	39	34	61	138	44	23	47	49		582	6.7%
PTC Related - Metra/PSA	39	40	34	32	26	49	134	31	19	44	42		490	5.6%
PTC Related - Foreign	16	11	7	7	8	12	4	13	4	3	7		92	1.1%
Weather - Total	313	48	23	15	30	47	141	78	1	21	47		764	8.8%
Weather - Metra/PSA	313	48	23	15	30	47	141	78	1	21	47		764	8.8%
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-		-	0.0%
Passenger Related - Total	38	26	69	62	77	110	72	82	65	47	40		688	7.9%
Obstruction/Debris - Total	62	71	36	59	89	115	96	127	89	128	66		938	10.8%
Catenary Failure - Total	-	-	-	-	-	19	53	9	15	27	-		123	1.4%
Other - Total	18	1	68	4	2	3	36	25	9	28	8		202	2.3%
Total Trains Delayed	1,127	609	570	541	797	805	1,080	900	729	968	557		8,683	100.0%
Total Metra/PSA Delays	782	501	437	401	601	634	912	728	446	697	420		6,559	75.5%
Total Foreign Carrier Delays	345	108	133	140	196	171	168	172	283	271	137		2,124	24.5%

Data for current month is final (12/17/2024) version of TOPS

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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 - Nov	
Freight Interference - Total	69	64	71	54	61	81	68	57	72	77	74	57	748	8.1%
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	258	2.8%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	191	2.1%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	67	0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	490	5.3%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	389	4.2%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	101	1.1%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119	75	123	169	69	1,191	12.8%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	941	10.1%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	659	7.1%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	282	3.0%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	250	2.7%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	217	2.3%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	33	0.4%
Mechanical Failure - Total	85	81	52	49	86	79	102	83	82	55	73	90	827	8.9%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	802	8.6%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	231	2.5%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	136	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	95	1.0%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	571	6.2%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	231	2.5%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	340	3.7%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	25	0.3%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33	30	27	41	27	382	4.1%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	257	2.8%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	125	1.3%
Accident - Total	90	25	29	67	147	29	14	135	22	50	39	33	647	7.0%
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	425	4.6%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	222	2.4%
Track Work - Total	19	44	74	64	131	215	147	37	74	124	96	37	1,025	11.1%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	934	10.1%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	91	1.0%
Human Error - Total	67	43	57	91	66	71	117	93	61	60	65	56	791	8.5%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	462	5.0%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	329	3.5%
PTC Related - Total	49	45	53	57	77	49	77	53	35	68	22	19	585	6.3%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	484	5.2%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	101	1.1%
Weather - Total	44	108	42	128	32	8	242	70	13	111	49	13	847	9.1%
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	840	9.1%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	7	0.1%
Passenger Related - Total	52	54	69	81	118	179	103	119	76	80	86	60	1,017	11.0%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185	94	87	55	98	1,030	11.1%
Catenary Failure - Total	1	9	-	38	-	-	6	-	9	-	1	-	64	0.7%
Other - Total	4	-	3	-	12	8	27	1	3	26	35	1	119	1.3%
Total Trains Delayed	649	650	623	912	991	927	1,197	985	646	888	805	560	9,273	100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	7,373	79.5%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	1,900	20.5%

Data for current month is final (12/18/2023) 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
November 2024**

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	10	0	0	0	2	7	4	9	4	14	5	14	15	84
11-15	3	0	0	0	2	6	4	4	1	4	3	13	12	52
16-20	0	0	1	0	2	2	1	0	0	3	2	4	6	21
21+	0	0	0	0	1	7	2	1	2	6	18	20	9	66
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>14</u>
Sub-Total	15	0	1	0	7	22	12	15	9	28	33	51	44	237
Weekday Off-Peak **														
6-10	2	2	1	1	0	14	3	6	2	17	12	6	18	84
11-15	2	1	0	0	0	6	5	3	2	8	4	4	12	47
16-20	2	1	0	0	0	4	3	0	1	3	6	2	5	27
21+	3	2	1	0	0	6	2	2	3	12	6	3	18	58
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>11</u>	<u>0</u>	<u>5</u>	<u>27</u>
Sub-Total	11	6	2	1	0	35	15	13	8	40	39	15	58	243
Saturday														
6-10	0	0	0	0	0	4	2	0	0	0	2	3	4	15
11-15	0	0	0	0	0	1	1	0	0	0	0	3	2	7
16-20	1	1	0	0	0	1	3	0	1	0	0	1	0	8
21+	1	0	0	0	0	3	4	0	0	0	0	2	2	12
Annulled	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	2	1	2	0	0	9	10	0	1	0	2	9	8	44
Sunday-Holiday														
6-10	3	0	0	0	0	3	0	0	1	0	2	3	1	13
11-15	1	0	0	0	0	0	0	0	0	0	1	0	2	4
16-20	1	0	0	0	0	0	0	0	0	0	0	3	1	5
21+	0	0	0	0	0	4	0	0	0	0	0	5	2	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>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	5	0	0	0	0	7	0	0	1	0	3	11	6	33
November 2024 Total														
6-10	15	2	1	1	2	28	9	15	7	31	21	26	38	196
11-15	6	1	0	0	2	13	10	7	3	12	8	20	28	110
16-20	4	2	1	0	2	7	7	0	2	6	8	10	12	61
21+	4	2	1	0	1	20	8	3	5	18	24	30	31	147
Annulled	<u>4</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>16</u>	<u>0</u>	<u>7</u>	<u>43</u>
TOTAL	33	7	5	1	7	73	37	28	19	68	77	86	116	557
2024 Year-to-Date														
6-10	236	131	52	124	56	420	265	245	291	321	229	292	532	3,194
11-15	209	69	21	43	29	203	129	99	118	145	107	187	311	1,670
16-20	120	39	4	17	23	97	63	61	54	90	62	97	196	923
21+	179	85	28	57	43	209	145	131	101	144	188	367	404	2,081
Annulled	<u>86</u>	<u>50</u>	<u>14</u>	<u>68</u>	<u>4</u>	<u>78</u>	<u>75</u>	<u>28</u>	<u>50</u>	<u>35</u>	<u>84</u>	<u>139</u>	<u>104</u>	<u>815</u>
TOTAL	830	374	119	309	155	1,007	677	564	614	735	670	1,082	1,547	8,683
Share of Delays by Duration														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
November 2024 Total														
6-10	45.5%	28.6%	20.0%	100.0%	28.6%	38.4%	24.3%	53.6%	36.8%	45.6%	27.3%	30.2%	32.8%	35.2%
11-15	18.2%	14.3%	0.0%	0.0%	28.6%	17.8%	27.0%	25.0%	15.8%	17.6%	10.4%	23.3%	24.1%	19.7%
16-20	12.1%	28.6%	20.0%	0.0%	28.6%	9.6%	18.9%	0.0%	10.5%	8.8%	10.4%	11.6%	10.3%	11.0%
21+	12.1%	28.6%	20.0%	0.0%	14.3%	27.4%	21.6%	10.7%	26.3%	26.5%	31.2%	34.9%	26.7%	26.4%
Annulled	<u>12.1%</u>	<u>0.0%</u>	<u>40.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.8%</u>	<u>8.1%</u>	<u>10.7%</u>	<u>10.5%</u>	<u>1.5%</u>	<u>20.8%</u>	<u>0.0%</u>	<u>6.0%</u>	<u>7.7%</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	28.4%	35.0%	43.7%	40.1%	36.1%	41.7%	39.1%	43.4%	47.4%	43.7%	34.2%	27.0%	34.4%	36.8%
11-15	25.2%	18.4%	17.6%	13.9%	18.7%	20.2%	19.1%	17.6%	19.2%	19.7%	16.0%	17.3%	20.1%	19.2%
16-20	14.5%	10.4%	3.4%	5.5%	14.8%	9.6%	9.3%	10.8%	8.8%	12.2%	9.3%	9.0%	12.7%	10.6%
21+	21.6%	22.7%	23.5%	18.4%	27.7%	20.8%	21.4%	23.2%	16.4%	19.6%	28.1%	33.9%	26.1%	24.0%
Annulled	<u>10.4%</u>	<u>13.4%</u>	<u>11.8%</u>	<u>22.0%</u>	<u>2.6%</u>	<u>7.7%</u>	<u>11.1%</u>	<u>5.0%</u>	<u>8.1%</u>	<u>4.8%</u>	<u>12.5%</u>	<u>12.8%</u>	<u>6.7%</u>	<u>9.4%</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%

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

Data for most recent month is final (12/17/2024) version from TOPS.