

On-Time Performance

August 2024

Metra

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This report presents an analysis of August 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.

Under these pilot and alternate schedules Metra operated between 665 and 695 regularly scheduled revenue trains each weekday in August, which is 96 to 100 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated between 275 and 307 regularly scheduled revenue trains each Saturday in August, which is one to 12 percent more than the 273 Saturday trains Metra operated pre-pandemic. Metra operated between 202 and 234 regularly scheduled revenue trains each Sunday in August, which is 12 to 29 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 nearly the same number of total revenue trains in August 2024 as in August 2019, 77 percent more total revenue trains than in August 2020, 20 percent more total revenue trains than in August 2021, 14 percent more total revenue trains than in August 2022, and two percent more total revenue trains than in August 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
August 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	63	93.5%	1,036	57	94.5%	2,004	120	94.0%	180	1	99.4%	144	6	95.8%	2,328	127	94.5%
ME-ML	550	10	98.2%	924	18	98.1%	1,474	28	98.1%	210	5	97.6%	96	1	99.0%	1,780	34	98.1%
ME-BI	176	3	98.3%	308	4	98.7%	484	7	98.6%	40	0	100.0%	--	--		524	7	98.7%
ME-SC	<u>242</u>	<u>8</u>	96.7%	<u>682</u>	<u>19</u>	97.2%	<u>924</u>	<u>27</u>	97.1%	<u>160</u>	<u>5</u>	96.9%	<u>80</u>	<u>0</u>	100.0%	<u>1,164</u>	<u>32</u>	97.3%
Subtotal	968	21	97.8%	1,914	41	97.9%	2,882	62	97.8%	410	10	97.6%	176	1	99.4%	3,468	73	97.9%
HC	132	29	78.0%	--	--		132	29	78.0%	--	--		--	--		132	29	78.0%
MD-N	462	34	92.6%	728	31	95.7%	1,190	65	94.5%	103	6	94.2%	75	2	97.3%	1,368	73	94.7%
MD-W	<u>484</u>	<u>30</u>	93.8%	<u>666</u>	<u>41</u>	93.8%	<u>1,150</u>	<u>71</u>	93.8%	<u>122</u>	<u>4</u>	96.7%	<u>74</u>	<u>3</u>	95.9%	<u>1,346</u>	<u>78</u>	94.2%
Subtotal	946	64	93.2%	1,394	72	94.8%	2,340	136	94.2%	225	10	95.6%	149	5	96.6%	2,714	151	94.4%
NCS	221	40	81.9%	537	43	92.0%	758	83	89.1%	64	3	95.3%	64	6	90.6%	886	92	89.6%
RI	680	19	97.2%	1,082	28	97.4%	1,762	47	97.3%	167	4	97.6%	118	5	95.8%	2,047	56	97.3%
SWS	264	17	93.6%	396	32	91.9%	660	49	92.6%	--	--		--	--		660	49	92.6%
UP-N	550	22	96.0%	1,010	40	96.0%	1,560	62	96.0%	139	10	92.8%	80	6	92.5%	1,779	78	95.6%
UP-NW	770	39	94.9%	946	23	97.6%	1,716	62	96.4%	170	5	97.1%	87	0	100.0%	1,973	67	96.6%
UP-W	<u>572</u>	<u>82</u>	85.7%	<u>704</u>	<u>89</u>	87.4%	<u>1,276</u>	<u>171</u>	86.6%	<u>104</u>	<u>4</u>	96.2%	<u>76</u>	<u>3</u>	96.1%	<u>1,456</u>	<u>178</u>	87.8%
Subtotal	1,892	143	92.4%	2,660	152	94.3%	4,552	295	93.5%	413	19	95.4%	243	9	96.3%	5,208	323	93.8%
System	6,071	396	93.5%	9,019	425	95.3%	15,090	821	94.6%	1,459	47	96.8%	894	32	96.4%	17,443	900	94.8%

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

Delays data for most recent month is final (09/16/2024) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - August 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	7,568	262	96.5%	8,086	252	96.9%	15,654	514	96.7%	1,164	43	96.3%	1,044	51	95.1%	17,862	608	96.6%
ME-ML	4,300	98	97.7%	7,194	134	98.1%	11,494	232	98.0%	1,434	40	97.2%	888	11	98.8%	13,816	283	98.0%
ME-BI	1,376	37	97.3%	2,403	44	98.2%	3,779	81	97.9%	264	1	99.6%	--	--	--	4,043	82	98.0%
ME-SC	<u>1,892</u>	<u>76</u>	96.0%	<u>5,332</u>	<u>119</u>	97.8%	<u>7,224</u>	<u>195</u>	97.3%	<u>1,096</u>	<u>12</u>	98.9%	<u>740</u>	<u>6</u>	99.2%	<u>9,060</u>	<u>213</u>	97.6%
Subtotal	7,568	211	97.2%	14,929	297	98.0%	22,497	508	97.7%	2,794	53	98.1%	1,628	17	99.0%	26,919	578	97.9%
HC	1,032	117	88.7%	--	--	--	1,032	117	88.7%	--	--	--	--	--	--	1,032	117	88.7%
MD-N	3,612	381	89.5%	5,462	335	93.9%	9,074	716	92.1%	713	32	95.5%	669	29	95.7%	10,456	777	92.6%
MD-W	<u>3,784</u>	<u>249</u>	93.4%	<u>5,166</u>	<u>239</u>	95.4%	<u>8,950</u>	<u>488</u>	94.5%	<u>849</u>	<u>22</u>	97.4%	<u>668</u>	<u>33</u>	95.1%	<u>10,467</u>	<u>543</u>	94.8%
Subtotal	7,396	630	91.5%	10,628	574	94.6%	18,024	1,204	93.3%	1,562	54	96.5%	1,337	62	95.4%	20,923	1,320	93.7%
NCS	1,421	210	85.2%	1,437	156	89.1%	2,858	366	87.2%	64	3	95.3%	64	6	90.6%	2,986	375	87.4%
RI	5,330	196	96.3%	8,432	264	96.9%	13,762	460	96.7%	1,167	36	96.9%	1,077	28	97.4%	16,006	524	96.7%
SWS	2,064	188	90.9%	3,096	329	89.4%	5,160	517	90.0%	--	--	--	--	--	--	5,160	517	90.0%
UP-N	4,003	156	96.1%	8,095	231	97.1%	12,098	387	96.8%	931	32	96.6%	681	44	93.5%	13,710	463	96.6%
UP-NW	6,020	416	93.1%	7,396	266	96.4%	13,416	682	94.9%	1,193	77	93.5%	780	24	96.9%	15,389	783	94.9%
UP-W	<u>4,472</u>	<u>495</u>	88.9%	<u>5,500</u>	<u>577</u>	89.5%	<u>9,972</u>	<u>1,072</u>	89.2%	<u>712</u>	<u>38</u>	94.7%	<u>674</u>	<u>31</u>	95.4%	<u>11,358</u>	<u>1,141</u>	90.0%
Subtotal	14,495	1,067	92.6%	20,991	1,074	94.9%	35,486	2,141	94.0%	2,836	147	94.8%	2,135	99	95.4%	40,457	2,387	94.1%
System	46,874	2,881	93.9%	67,599	2,946	95.6%	114,473	5,827	94.9%	9,587	336	96.5%	7,285	263	96.4%	131,345	6,426	95.1%

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

Delays data for most recent month is final (09/16/2024) 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-Aug	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	94.2%	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	97.0%	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	96.0%	96.5%
	2024	94.7	98.2	98.2	98.1	98.5	94.4	96.3	94.5					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	96.2%	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	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.5%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.2%	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	96.3%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2	97.9	94.5	97.9					97.9%	97.9%
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	97.5%	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	86.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	89.5%	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	85.9%	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	91.2%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4	86.7	87.9	78.0					88.7%	88.7%
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	88.0%	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	91.3%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	96.0%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.6%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	92.0%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	91.1%	91.2%
	2024	86.7	93.1	93.5	93.0	93.5	94.2	92.0	94.7					92.6%	92.6%
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	92.4%	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	95.2%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.0%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	93.6%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.5%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	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					94.8%	94.8%
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	94.6%	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	91.0%	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	87.4%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.8%	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					87.4%	87.4%
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	91.8%	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-Aug	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	91.6%	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	95.3%	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	95.4%	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	96.3%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	95.4%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7	95.9	97.3					96.7%	96.7%
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	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	94.5%	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	91.9%	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	93.3%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	92.1%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2	88.7	88.5	92.6					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	92.9%	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	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.3%	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	95.9%	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	96.0%	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					96.6%	96.6%
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	92.9%	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	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.3%	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	95.1%	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	93.1%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3	93.0	96.6					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	91.1%	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	96.0%	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	90.4%	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	91.9%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	92.7%	92.7%
	2024	88.0	90.9	94.1	94.7	92.0	89.4	82.8	87.8					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	94.1%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.4%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.6%	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	94.6%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2	94.9	93.5	94.8					95.1%	95.1%
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	95.1%	95.3%

Delays data for most recent month is final (09/16/2024) 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
August 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1236 82% OT	Fri, Aug 16	29	KW1	Flash Flood Warnings Late flip.
		Mon, Aug 19	13	ZD	Amtrak PTC Roosevelt Rd, switch position unknown
		Tue, Aug 20	22	KD	Bridge Strike @ MP5.4 Kedzie Ave, Traffic halted for 40mins
		Wed, Aug 21	8	F1	Late Flip 1205 - METX777 door issues
BNSF	1281 73% OT	Mon, Aug 05	7	E1	Due to following and catching up with 1275, and 1277., from 1275 previous delay.
		Tue, Aug 06	37	N	Due to 1282 late flip from 2 box 2 at Lagrange and Hollywood. DOWN POWER LINE CAUSED SIGNAL ISSUES AT CONGRESS PARK
		Wed, Aug 07	16	J	Due to unruly passenger MP-24-00038701 (9842)
		Fri, Aug 16	8	JM	Passenger medical issues at Route 59 MP-24-00040191 (11430)
		Mon, Aug 26	12	KP	ROCC requesting all traffic stopped at MP 28.06 due to suicidal individual. MP-24-00042191 (11092)
BNSF	1283 82% OT	Tue, Aug 06	14	N	Due to late flip of 1290 due to box 2 at Hollywood. DOWN POWER LINE CAUSED SIGNAL ISSUES AT CONGRESS PARK
		Fri, Aug 16	15	KW	High wind warnings across Chicago sub
		Wed, Aug 21	8	DE	Due to H NTWBRCI 20A loosing air at MP. 26.30 main 2.
		Thu, Aug 22	0	M1	Due to A3 striking a passenger at MP 10.6
HC	915 82% OT	Thu, Aug 08	17	CD	17m Lockport Per TTR1 due to scheduled track work Lockport
		Mon, Aug 12	15	CD	5 min acct 25MPH restriction MP17.0-MP18.0; 5 min @ Lemont waiting for instruction from foreman Owens; 10 min for several 529A's within Foreman Owens limits
		Mon, Aug 19	21	KP	DNC EVENT- 31" Stopped at Cermak
		Mon, Aug 26	7	CD	Due to speed restriction from 25.2-29.4
HC	916 82% OT	Tue, Aug 13	20	ZV	Delayed on the CN with PTC issues METX 8462
		Mon, Aug 19	6	ZD	Delayed due to PTC issues at 21st St
		Mon, Aug 26	10	CD	Delayed enroute speed restrictions 25.2-29.4 30 mph and 25.2 - 23.9 10 mph
		Wed, Aug 28	14	CD	Delayed in route due to speed restrictions: 36.35 - 25mph 31.9 - 25mph 29.4-25.2 - 30mph 25.3-23.8 - 10mph
HC	917 55% OT	Mon, Aug 05	14	D	8" freight interference at Brighton, 6" freight interference at Corwith BN QSD611 [CONTROLLABLE FREIGHT]
		Wed, Aug 07	18	GF	529a at Ohio Street
		Thu, Aug 08	24	CD	12m flagged crossing at MP 33.7. 12m flagged crossing Jackson-529A. 5m waiting on CN Foreman 36.7.
		Fri, Aug 09	24	CD	24M LOCKPORT, TRACK WORK.
		Mon, Aug 12	22	CD	5 min acct 25MPH restriction MP17.0-MP18.0; 4 min @ Lemont waiting for instruction from foreman Owens; 13 min for six 529A's within Foreman Owens limits
		Tue, Aug 13	48	DR	Stopped at CP Lumber for 25" due to freight NS 33G stopped across diamond waiting for switch keys, 23" due to CN track work.
		Tue, Aug 20	10	E	Due to horn malfunction before Lockport, Engineer stopped and repaired horn. LOCO 414 -HORN PEDAL
		Wed, Aug 21	10	CD	Due to track work on #2
HC	919 64% OT	Mon, Aug 23	6	CA	6m scheduled track work with speed restriction.
		Mon, Aug 26	25	CD	Stopped 10" at Corwith due to slow moving freight cross traffic QSDCHI 623, 5" 529A Gate Malfunctions.
		Thu, Aug 08	12	CD	5m speed restriction through Willow Springs MP 17.0 to MP 18.0-20mph. 5m Speed restriction 25mpnh MP 33.0 to 34.0 Track 2. 4m CO 33.71-529A.
		Fri, Aug 09	9	CD	15M LOCKPORT, TRACK WORK.
		Mon, Aug 12	29	CD	4 min acct 20MPH restriction MP17.0-MP18.0; 5 min acct 25MPH restriction MP25.4-MP26.3; 12 min for six 529A's within Foreman Owens limits
		Tue, Aug 13	26	CD	Due to CN track work
		Thu, Aug 15	18	C	HCD0919 DEPARTED CUS 25-30M LATE DUE TO EMERGENCY TRACK REPAIR AT A2 CAUSED BY BROKEN SWITCH POINT
		Wed, Aug 21	9	CD	Due to track work on #2, PTC problems at MP33.8, and red signals at Statesville and Joliet Station.
ME-SC	330 82% OT	Fri, Aug 23	11	CA	HCD0919 ARRIVED AT JOLIET 11M LATE. DELAYED FOR 4M AT ROOSEVELT RD. AT RED SIG LOST 4M CROSSING OVER 2X DELAYED 6
		Mon, Aug 26	10	CD	10" Due to CN track work and 5" 529A Gate malfunction
		Tue, Aug 06	12	KP	Delayed due to police activity near tracks MP-24-00038539 (10773)
		Mon, Aug 19	6	KP1	Late turn [DNC]
ME-SC	332 77% OT	Tue, Aug 20	14	KP	Stopped due to DNC Event [DNC]
		Thu, Aug 29	9	ZV	SYSTEM CONFIG STUCK -car 1254
		Tue, Aug 06	10	KP1	Late turn of 331 MP-24-00038539 (10773)
		Thu, Aug 15	6	AS	[8] Awaiting signal at Van Buren St, WAITING FOR 9127 TO DEPART
MD-N	2107 77% OT	Fri, Aug 16	6	AS	-(NICTD TRAIN INTERFERENCE) ARRIVED RANDOLPH 5 MIN LATE, UNKNOWN REASON & 1 MIN DUE TO SOUTHBOUND SOUTHSORE/ME241
		Mon, Aug 19	9	J1	Late turn from ME331
		Tue, Aug 20	7	KP	Stopped due to DNC Event [DNC]
MD-N	2107 77% OT	Fri, Aug 02	6	A	[3] Following traffic (2205) CUS-A2 [3] Waiting for signal at Mayfair
		Tue, Aug 06	9	A	4" CUS - A3 trains ahead 6" CN Crossing, stop signal, Northbound Freight
		Thu, Aug 15	11	E1	[5] CUS- Stop signal at Canal St (2206 MECH ISSUES) [3] Mayfair- Stop signal [3] CN Crossing- southbound freight
		Tue, Aug 27	12	GX	2" CUS- A5 train ahead 5" Mayfair- Stop signal 3" Morton Grove- copy item#2 for Dundee Rd 3" Dundee Rd- item #2
		Fri, Aug 30	12	GA	[9] CUS- switch failure [4] Mayfair- Stop signal [3] CN Crossing- Stop Signal

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-N	2139 82% OT	Thu, Aug 08	8	G	[9] A20- Lake Cook Rd - track circuit out broken bond wire west of shermer [3] Northbrook- ADA (walker)
		Thu, Aug 15	21	RF	[9] CUS- late equipment from the yard [15] Mayfair- wait for Amtrak #8 to cross over C&M preferenced late Amtrak
		Fri, Aug 23	0	M1	ANNULLED DUE TO AMTRAK 338 ACCIDENT
		Thu, Aug 29	39	K	[14] CUS- Late arrival of equipment from WACY MP-24-00042745 (8881) [5] Speed Restriction at MP 3.8 - 3.9 [4] Mayfair- Stop signal/ Westbound UP METRA [10] A20- copy (2) Crossing malfunctions [5] Deerfield- (2) Gate malfunctions [5] Rondout- wait on Amtra
MD-N	2142 77% OT	Thu, Aug 15	10	C	[10] A3 stop following yard Equipment. Also plant problems at A2 BROKEN SWITCH POINT [5] A2 stop, waiting for line up! UP traffic and the 5 mph by Forman Ochoa in the plant
		Fri, Aug 16	10	A	[2] Item number one at Midlothian road [] Glenview ADA On [3] ADA Glenview [2] Mayfair cross traffic [2] A5 stop waiting for Elgin [3] A5-A2 following Elgin [2] A2 stop cross traffic [5] Wait in for the late 2121 at Grayslake
		Wed, Aug 21	9	AM	C&M ELECTING TO RUN LATE AMTRAKS FIRST 3" Mayfair cross traffic 1" Rondout following Amtrak 8 7" A5 stop signal cross traffic x2 3" A5-A2 following Amtrak 8 2" A2 stop up cross traffic
		Fri, Aug 23	56	M1	[53] Stopped for 53 min. Morton grove due to Amtrak accident at Caldwell ab. [5] Item 1 At Devon and Central av. [12] Restricted speed from Golf to 10.4, excluding MG approach. [2] Edgebrook passenger drop off announcement.
		Thu, Aug 29	9	K	[4] Grayslake waiting for signal from dispatcher [4] Item number 1 at Hazel Av. [4] 10 mph 3.9-3.8 TSR MP-24-00042745 (8881) [1] Forest Glen dbl stop
MD-N	2144 73% OT	Thu, Aug 15	11	C	[12] Stop A-5, Stop A-3, trains backed up at A-2. 5 MPH speed restriction put in place on 2 Main. BROKEN SWITCH POINT
		Wed, Aug 21	12	AM	14" Stop A-6, Restricting A-5 following 338
		Thu, Aug 22	8	RF1	[10] Train traffic ahead A-6 to A-2. Stop A-5, stop A-2
		Fri, Aug 23	0	M1	[50] Train annulled at edge rook due to Amtrak 338 vehicle incident (non-fatal). Left edgebrook 50 min late
		Tue, Aug 27	7	KW1	7" Stop Mayfair, Stop A-5, Stop A-3, Stop A-2
		Thu, Aug 29	21	K	[21] TSR of 10 MPH, Item one at Hazel Ave for both 2123 and 2144, Stop A-5, A-3, A-2 MP-24-00042745 (8881)
MD-N	2146 82% OT	Fri, Aug 23	46	M1	[46] Amtrak 338 hit a car at or near Edgebrook.
		Mon, Aug 26	10	CW	10" A20 Stop Signal, heat patrol highrailing ahead
		Tue, Aug 27	7	KW1	7" Waiting for 2125 in the Libertyville siding.
		Thu, Aug 29	6	K	[6] 2mins item one, 4mins A5 Red Signal. MP-24-00042745 (8881)
MD-W	2233 73% OT	Thu, Aug 15	9	C1	[6] Late departure CUS [3] Stopped at A2 [4] Stopped at B6 [4] At B6 XO 3MT - 1MT
		Mon, Aug 19	7	KP1	3" Cross traffic at cus. 3" Red signal A2. 4" Red signal A5, crossing traffic. [DNC]
		Thu, Aug 22	6	A	[6] Red signal at A5. Waiting on other trains.
		Fri, Aug 23	9	M1	[12] Red signal at A5. Waiting on other trains.
		Tue, Aug 27	8	KW	9" Red signal A5. Waited for other trains.
		Thu, Aug 29	12	K	[3] Left CUS 3 minutes late [4] At mp 3.8-3.9 10mph [5] Stopped at A5
MD-W	2242 82% OT	Mon, Aug 05	13	CG	10" stop signal Spaulding for 2221 on 2MT, 7" stop signal A-3 for yard (2139) traffic.
		Thu, Aug 08	0	E1	annulled from 2219
		Thu, Aug 22	12	RF	[5] 10 MPH mp 21.6-21.7 [5] Stopped at Wooddale east [5] Permission by Wooddale east COULDNT GET A HOLD OF B17
		Tue, Aug 27	7	KW1	[6] Stopped at A3 7" Followed Amtrak 338 A4- CUS
MD-W	2244 82% OT	Thu, Aug 15	19	C	[19] About 20 minutes for switch problems near A3 BROKEN SWITCH POINT
		Wed, Aug 21	8	AM1	7" Following trains ahead CONGESTION FROM NORTH LINE BEING DELAYED BY LATE AMTRAKS
		Wed, Aug 28	9	CD1	10" Waiting on trains at b12 and b6- 116 and 718. 116 delayed due to freight CN X346 AND FOREIGN TRACK INSPECTOR AND TRAP ISSUE AT DEVAL
		Thu, Aug 29	10	K	[10] Waiting on trains B6 and TSR at A3 10mph
MD-W	2402 73% OT	Tue, Aug 06	10	RD	5" A5 stop light
		Thu, Aug 15	10	C	10 mins A-2 BROKEN SWITCH POINT
		Mon, Aug 19	10	KP1	3" CUS cross traffic 3" stop signal A-2 4" stop signal A-5 cross traffic [DNC]
		Wed, Aug 21	7	AM1	3" signal dropped at B-12, 7" stop signal at B-6 and following 718. CONGESTION FROM NORTH LINE BEING DELAYED BY LATE AMTRAKS
		Tue, Aug 27	10	KW1	5" Cross Traffic A2 5" Cross traffic A5
		Thu, Aug 29	11	K	[5] Arrive late. Therefore, late, five minutes for departure due to taking time to flip.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
NCS	109	Mon, Aug 05	10	A	2" CUS- All Red- waiting for line up 4" A2 & A3- All Red- waiting for line up. Trains coming out of WACY 3" Euclid Rd. - 26.32mp, had to put train in emergency. Car was on tracks and took a while to cleared the crossing due to traffic [2] Enroute- slow un	
		23% OT	Tue, Aug 06	7	A	1" CUS - All Red- waiting for signal 3" A2- All Red- waiting for UP traffic to clear 2" O'Hare- slow loading passengers with luggage 2" Enroute-speed restrictions
		Wed, Aug 07	10	A	4" A2- All Red- waiting for UP traffic to clear, 2" A3- All Red- waiting on NCS #113 coming out of WACY, 2" Enroute-speed restriction, 2" Enroute- slow unloading passengers with bikes	
		Thu, Aug 08	10	D	[3] CP Morgan to A2- Restricting signals due to following #2131 [2] Enroute- speed restriction [4] RAM- All Red- waiting on freight train to clear (Controllable Freight) [1] Enroute- slow unloading	
		Fri, Aug 09	11	A	[2] CUS- All Red- waiting on #2140 to clear [3] A2-All Red - waiting on UP traffic to clear [2] River Grove- coordinating meet with NCS #116 [3] Deval- All Red- waiting on UP traffic to clear [2] Enroute- speed restriction	
		Tue, Aug 13	6	A	5" Following 2131 out of union station to B6 3" Temporary speed restrictions 3" Slow loading and unloading passengers with strollers, bags, luggage etc	
		Thu, Aug 15	10	C	[11] CUS to A2 following other trains waiting on trains to clear the coach yard and UP x traffic [2] Deval up x traffic	
		Fri, Aug 16	7	A	[4] Stop Oakley waiting on other trains. [3] Stopped before ohare passnger ran in front of train on wrong side. [4] Approach to stop @ Deval waiting on cross traffic. [2] Waiting on slow family boarding train Lake Villa to Antioch	
		Mon, Aug 19	11	A	5" CUS held for cross traffic 2" A2 to Western running on restricted signals waiting on trains to leave the coach yard 3" B6-B12 following Westline train 3" B12 waiting on line up	
		Wed, Aug 21	10	CD	5" CUS to B6 following other trains 6" Copying and complying w a temporary 10 mph speed restriction after Prairie Crossing MP 44.3 - MP45.3 (Controllable Freight)	
		Thu, Aug 22	11	A	[8] CUS to B6 following other trains [3] Complying with temporary speed restrictions	
		Fri, Aug 23	9	M1	[7] A2 stop waiting x traffic [5] A2-B6 following other trains	
		Mon, Aug 26	11	A	7" CUS to A2 following other trains 1" Ptc disengaged after rosemont station Wayne reset the CDU 3" Deval up x traffic	
		Tue, Aug 27	12	KW1	2" CUS- All Red- waiting for line up 3" A2- All Red- waiting for UP traffic to clear 3" A3- All Red- waiting for line up. Following #2131 6" Enroute Heat Advisory Restriction from CUS to B12 2" A4- All Red- waiting for line up. Following #2131	
		Wed, Aug 28	19	CD1	2" A2- All Red- waiting on line up 2" A3- All Red- following #2131 5" Junction 19- All Red- waiting on NCS #116 & NCS #718 (Controllable Freight) 4" Enroute- slow unloading 6" Complying with 529A at Depot St 55.31mp	
Thu, Aug 29	12	K	[10] Morgan St to A3- Item #2 at Morgan St and following piled up traffic [5] Copying and complying with 10pm at 3.8-3.9mp All MT [2] Deval- All Red- waiting for line up			
Fri, Aug 30	7	A	[3] A3-All Red- waiting on NCS #113 to clear [3] Deval- All Red- waiting for line up			
NCS	114	Thu, Aug 01	16	KW1	[14] Late arrival of 101 [2] Slow boarding passengers	
		55% OT	Fri, Aug 02	9	I1	[9] B12-A2 following 2230 WHICH WAS HEAVY FOR LOLLAPALOOZA
		Fri, Aug 09	11	RF	[7] Antioch- All Red- waiting for signal. [2] Enroute- speed restriction [2] Deval- All Red- waiting for line up	
		Mon, Aug 12	8	RF1	-4" Departed Antioch Coachyard late off of turn 101 - NCS101 was turned at the Coach Yard rather than on the main upon the Antioch turn, other than usual RTC at Desk 15; -5" B-6 cross-overs 10mph	
		Wed, Aug 14	9	I	6" Loading passengers lots of luggage unloading at Ohare 3" Stop @ A-2 waiting on trains	
		Thu, Aug 15	11	GF	[2] Flip from NCS 101 [3] Slow loading passengers with luggage, strollers and bikes [5] 529 A prospect ave Mp 21.43 [4] Two item twos at Clinton and Green street	
		Fri, Aug 16	7	ZT	[5] At Antioch waiting on PTC to activate [4] Stop at A-2 PTC slowing train down into station waiting on a UP TRAIN	
		Tue, Aug 27	16	GX1	3" Antioch- waiting for permission from Foreman Hoppe work plan 10" Lake Villa- All Red- waiting for northbound freight train CN3172 to clear. From #1MT to #2MT THAT WAS WAITING FOR 2107 DELAYED BY CROSSING	
		Thu, Aug 29	0	XKW	MALFUNCTION 3" Deval- All Red- signal problems.	
		Fri, Aug 30	7	I	ANNULLED @ Antioch due to Federal flat spots discovered on coach #7449 [2] Antioch- Speed Restriction [2] O'Hare- waiting on passengers to cross over from wrong platform [2] A2- All Red- waiting for line up [2] Enroute- slow loading passengers with luggage	
NCS	115	Wed, Aug 21	7	AM1	5" B12- All Red- waiting on NCS #720 to clear. CONGESTION FROM NORTH LINE BEING DELAYED BY LATE AMTRAKS 4" Deval- All Red- waiting on UP traffic to clear	
		82% OT	Tue, Aug 27	35	KW	10" Hot temperature restrictions then; Rule X:High wind Warning 75 MPH. 30" Tree on tracks obstructing us quarter mile north of Vernon Hills.
		Wed, Aug 28	6	D	8" DeVal cross traffic (Controllable Freight)	
		Thu, Aug 29	11	K	[2] Morgan Street:waiting for the PTC to ENGAGE. [5] A2:stop-waiting for a UP Equipment train to go by. [6] A5:stop-waiting for cross traffic EB. [2] Trafton:stop-waiting for a freight to clear.	

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
NCS	116 64% OT	Fri, Aug 02	7	A	[5] B12:stop-waiting for a MDW train. [3] A5:stop-waiting for a MDN train [3] A2/A3 stop-waiting for Metra train ahead and UPW train [1] Canal:stop
		Thu, Aug 08	6	I	[6] Passengers lost and confused on 107 that alighted at Wheeling, had to make their way to the other platform to catch the last train (116)
		Wed, Aug 14	8	GA1	5" Antioch- late arrival flip from #105. 3" A5- All Red- waiting on #2233 to clear A5
		Thu, Aug 15	14	C	[3] B12- All Red- waiting for line up. [4] B6 & A5- All Red- waiting for #2233 to clear. [6] A3- All Red - waiting for line up. Traffic piled due switch problems at A2 [5] A2- All red- waiting for line up due to switch problems.
		Fri, Aug 16	8	A	[3] Grayslake CN- All Red- waited for #2142 to clear [4] B6- All Red- waiting for #2233 [3] A3- All Red- following #2142
		Mon, Aug 19	7	A	2" Grayslake CN- All Red- waiting on #2142 to clear 5" B12- All Red- waiting on #2405 to clear 3" A3 & A2 - All Red- waiting on UP traffic to clear
		Wed, Aug 28	24	CD	2" - Grayslake: waiting for an EB Metra. 4" - Buffalo Grove: waiting for a freight train to clear onto 3MT. 8" - Deval:stop-cross traffic and trap sprung by track inspector. Talked passed the signal, restricted speed to Des Plaines. 4" - B12: stop cross t
		Thu, Aug 29	16	D	[10] Antioch Coach Yard:waiting for a freight train to clear Q196 [8] Augusta:Restricted signal then a 10MPH speed restriction MP 3.8-3.9. Stop signal A2.
NCS	718 53% OT	Mon, Aug 12	18	RD	20" Stopped at Jct 16 and Tower B12 waiting on multiple trains
		Tue, Aug 13	18	RF	6" Stop signal JCT 17 4" All Red Cicero West FOR 2233 3" All Red Tower A5 FOR 2144 3" All Red Tower A2
		Thu, Aug 15	12	C	[10] A2 stop switch failure
		Fri, Aug 16	6	A	[6] Stop a 5
		Fri, Aug 23	7	M1	[6] B6 stop
		Tue, Aug 27	10	KW1	3" Junction 19 4" B6 4" A2
		Wed, Aug 28	20	CD1	8" Waiting on NCS Metra inbound 3" Junction 19 restricting 8" Stop A5 (Controllable Freight)
NCS	723 53% OT	Thu, Aug 15	10	C	10 mins late, following trains to B-12
		Fri, Aug 16	6	A	[7] Stop galewood [2] Ada ohare
		Tue, Aug 20	7	A	5" Stop signal Galewood 5" Following Elgin train ahead
		Wed, Aug 21	6	AM1	4" Approach to stop A5, upgrade to approach diverging 2" stop signal Galewood East CONGESTION FROM NORTH LINE BEING DELAYED BY LATE AMTRAKS
		Fri, Aug 23	10	M1	[6] A6 [5] Galewood
		Thu, Aug 29	6	K	[6] Speed restrictions [5] Gale wood no signal
RI	301 64% OT	Fri, Aug 30	6	VG	[6] Stop signal at galewood, slow firing stack in CAD, stack requested slow to come in in field
		Tue, Aug 06	6	U	2" ADA from LSS to Oak Forest, 2" stop at 51st Street, 2" stopped at Robbins
		Thu, Aug 08	9	CC	5m Blue Island. Only able to use 2 cars. 2m Stop at 51st. 2m stop Robbins. 3m Speed restriction
		Mon, Aug 12	9	U	3" PTC issues at LSS, 1" 47th St. stop signal, 3" ADA at 35th St, 2" ADA at Robbins
		Tue, Aug 13	7	I	2" Speed restrictions, 2" 47th Street, 3" heavy passenger loading and unloading at Robbins.
		Thu, Aug 15	6	I	2M LATE LASALLE, PASSENGER RUNNING 2m Speed restriction 10mph for Bulletin 1162. 2m stop 47th Street. 2m Blue Island acct heavy unloading. SPOTTING DURING CONSTRUCTION
		Fri, Aug 16	7	CC	2m for speed restriction bulletin 1162-10mph at 1.10. 2m Blue Island acct unloading rear car. 1m MP 18.75 for brake application. 2m ADA-LSS to Oak Forest
		Mon, Aug 26	10	E	LOCO 407 HEP issues 3" Stuck door, 5" CAB car 7487 door struck, 4" stops at 51st and Robbins
RI	511 82% OT	Thu, Aug 29	7	I	ROWDY SOX FANS, ALL STOPS
		Thu, Aug 01	25	KP	DUE TO WILL COUNTY POLICE ON THE TRACKS AT 191ST MP-24-00037764 (11182)
		Thu, Aug 08	6	G	DUE TO SIGNAL PROBLEMS AT 66TH COURT
		Fri, Aug 09	10	L	NEAR MISS WITH MAN ON A SCOOTER
RI	516 82% OT	Fri, Aug 23	8	I	PASSENGERS BLEED OFF DOORS AT ROBBINS AND AND MIDLO CAUSING DOOR LIGHT ISSUE
		Thu, Aug 08	13	G	DUE TO SIGNAL PROBLEMS AT 66TH COURT
		Tue, Aug 13	24	RA	Due to freight interference at 16th St, 21st St released the train and did not have signal lined CN L537
		Fri, Aug 23	8	I1	WAITING AT BLUE ISLAND FOR RI0511
SWS	808 77% OT	Mon, Aug 26	15	E1	Due to mechanical issues.
		Tue, Aug 06	6	RF	Flagged by CP Ridge, dispatcher timing out signal.
		Wed, Aug 07	12	E1	Delayed at Ashburn waiting for SW803
		Thu, Aug 08	6	AM	6M DELAY 21ST WAITING FOR AMTRAK 58 & 391 TO CLEAR.
		Mon, Aug 19	27	ZD	Delayed due to PTC issues at 21st St.
SWS	822 77% OT	Fri, Aug 30	10	K	7 MIN DELAY FOR BRIDGE LIFT AT 18TH
		Tue, Aug 13	11	DR	10" due to cross traffic at CP 518 and Polk St NS 33G
		Thu, Aug 15	8	RF1	SWS0822 ARRIVED AT CUS 8M LATE DUE LATE FLIP (5 MIN) OFF OF SWS0813 RAN ON THE METRA RUNNER INSTEAD OF NS
		Fri, Aug 23	7	CA	Amtrak Roosevelt Switch project
		Mon, Aug 26	7	KW1	3" Late turn at 179th, 2" Belt Jct PTC issues, 3" Hot weather speed restrictions.
SWS	827 82% OT	Wed, Aug 28	20	E	11" stopped at Palos due to Loco 105 Malfunction. 10" at Ashburn due to waiting on 819 to clear. -CHANGED RV MOTOR
		Wed, Aug 07	6	K	Waiting for bridge to lower at 21st
		Mon, Aug 12	18	D	9" at Forest Hill due to freight G146010 [UP 5307 91c 5303 ft], 1" at CUS for cross traffic, 4" at CP Lumber stop indication, 3" Oak Lawn Passengers with luggage, 2" 153rd for ADA
		Tue, Aug 27	9	KW1	Late turn of SW826
		Wed, Aug 28	9	CA	Due to following Amtrak from Roosevelt to Lumber. Amtrak single tracking due to track work

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-N	354 82% OT	Mon, Aug 05	7	I	7' SLOW PASSENGER LOADING
		Tue, Aug 06	12	J	DUE TO UNRULY PASSENGER EJECTION (METRA POLICE ARRIVED AND REMOVED PASSENGER FROM THE TRAIN) MP-24-00038540 (10773)
		Mon, Aug 26	40	E1	40' Delayed behind combo train (M348/M396), due to M348 mechanical issues & 1 ADA lift
		Wed, Aug 28	24	CC1	24 Delayed on acct. of used M358 crew& equipment to operate as M354 from Waukegan, due to M337 equipment late from single track CY-RP
UP-N	358 82% OT	Thu, Aug 08	9	U	9' 2 ADA LIFTS HIGHLAND PARK AND MAIN ST
		Mon, Aug 26	18	G	18' Delayed due to signal issues between MP12.0-MP2.8 (a stick relay got picked in CY control point, causing a tumble down on track 2 between CY-CPE011, possibly heat related-under investigation)
		Wed, Aug 28	12	RF1	12 Delayed on acct. of used M354 crew& equipment to operate as M358 from Waukegan (equipment was 37 minutes late departing Kenosha & made all stops from Kenosha, but assumed M358 schedule once it arrived to Waukegan), due to M337 equipment late from singl
		Thu, Aug 29	6	I	6 Heavy passenger loading
UP-NW	657 82% OT	Thu, Aug 15	8	C	8' Late departure from CPT, due to late arrival of equipment from Cal Ave on acct. of Western Ave had a defect on the 41 switch
		Fri, Aug 23	14	D	Delayed due to cross traffic at Mayfair and at CN Barrington
		Tue, Aug 27	78	KW	78 Delayed due to HWW from 17:53-19:09 & wheelslip only able to operate @ 55MPH
		Wed, Aug 28	7	E1	7 Late departure from Cal Ave, due to M47 mechanical issues & waited for M653 equipment to yard @ Barrington
UP-NW	659 82% OT	Thu, Aug 15	25	C	8' Late departure from CPT, due to late arrival of equipment from Cal Ave acct. of Western Ave had a defect on the 41 switch and 1 ADA lift
		Wed, Aug 21	10	F1	10' Delayed from yard due to M37 carrying backup crews to M19A delayed at CPT due to an equipment swap
		Tue, Aug 27	94	KW	77 Delayed due to HWW between MP5-MP45
		Wed, Aug 28	37	E1	20 Late departure from Cal Ave, due to M47 mechanical issues
UP-NW	661 82% OT	Thu, Aug 22	32	E	32' Due to analog speedometer on METX140 being erratic PTC would constantly disengage. After troubleshooting with PTC help desk for 15 minutes, help desk gave them permission to cutout PTC and proceed north. CHANGED OUT ZTR AXLE DRIVE LOCO 140
		Fri, Aug 23	19	D	Delayed due to CN Barrington cross traffic
		Tue, Aug 27	74	KW	74 Delayed @ Mayfair, due to HWW between MP5-45 (80MPH)
		Wed, Aug 28	10	E1	10 Delayed following trains ahead
UP-W	31 82% OT	Thu, Aug 15	40	T	42' Departed 30 mins late due to freight rain being robbed at MP 6
		Fri, Aug 16	25	D	27' Stopped at Kress waited on CNAOK-14 and M48 to clear due to track construction. Cross traffic at CN Washington M34791-16 (Controllable Freight)
		Mon, Aug 26	10	D	12' Wait on M44 at Vale and Freight interference at 25th (ITAG4 on trk 2 and IG4SE on trk 3. Form B MP 31.7 - instructed by Foreman to hold up at MP 35
		Wed, Aug 28	12	C	14 Delayed due to restricted speed from Kedzie - Keeler
UP-W	32 64% OT	Fri, Aug 09	11	ZF1	23' FOLLOWING TRAINS AHEAD
		Tue, Aug 13	28	E	28' WAS M30 RAN AS M32 DUE MECHANICAL ISSUES WITH THEIR ENGINE METX76 (WATER LEAK) - Y pipe to CAT engine cracked
		Thu, Aug 15	10	E1	10' Following trains ahead
		Wed, Aug 21	10	D	10' MCBCH-20 ahead at Provo Junction (freight train going into the IHB) (Controllable Freight)
		Thu, Aug 22	0	E1	ANNULLED - stems from M 10's engine metx 161 problems
		Mon, Aug 26	10	U	ADA LIFT
		Tue, Aug 27	10	D	10 Delayed 10 mins out of Elburn waited for the IG3AH to clear also had heavy passenger loading
		Wed, Aug 28	10	U	ADA lift LOMBARD 10 Delayed due to restricted speed &
UP-W	33 68% OT	Tue, Aug 06	10	D	10' DELAYED @ PARK (M48 MEET), DUE TO FREIGHT ON TRACK 1 [CONTROLLABLE FREIGHT]
		Wed, Aug 07	7	CC	4 FORM Bs AND 2 SLOW ORDERS (ONE SLOW ORDER 15 MPH AND ONE SLOW ORDER 25 MPH)
		Thu, Aug 08	7	U	7' 2 ADA LIFTS LOMBARD
		Wed, Aug 14	7	C	7' STOPPED TO COPY A MANDATORY DIRECTIVE FROM TERMINAL DISPATCHER AND OPERATED RESTRICTED SPEED ON TRACK 2 @ B&B PAST A FREIGHT IN EMERGENCY AND 3 FORM Bs
		Fri, Aug 16	9	D	9' Stopped at Elmhurst PTC issue, cross traffic at Western. Stopped at Kress waiting on signal - waited for IG3SK-15 to clear. (Controllable Freight)
		Mon, Aug 19	11	CC	11' Delayed @ Berkeley, waited on M48 to Gear (-13), due to track permit on track 1 (T28-40), 30MPH @ MP28.4-MP28.75
		Wed, Aug 28	11	D	11 Delayed @ Elmhurst, waited for M48 to clear, due to freight on track 1 departing Proviso (Controllable Freight)
UP-W	34 68% OT	Thu, Aug 08	71	G1	71' LATE TURN OFF M5901
		Fri, Aug 09	11	ZF1	11' FOLLOWING M32
		Tue, Aug 13	20	E1	20' FOLLOWING M32
		Thu, Aug 15	12	E1	12' Following trains ahead
		Thu, Aug 22	30	E1	30' Following trains ahead; also, flipped from M5901 due to M10 engine problems & schedule accommodations
		Tue, Aug 27	10	D1	LATE FLIPS TO 15 AND 34 FROM EARLIER FREIGHT INTERFERENCE
		Wed, Aug 28	10	U1	10 Delayed due to restricted speed @ CPY019

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UP-W	36	Thu, Aug 08	18	G1	18' DELAYED DUE TO ACCOMMODATING PASSENGERS FOR M34, RAN AHEAD OF M34 DUE TO SWITCH FAILURE @ WESTERN, ALSO FREIGHT INTERFERENCE	
		73% OT	Tue, Aug 13	14	E1	14' FOLLOWING M34 AND CROSS TRAFFIC WASHINGTON ST
		Thu, Aug 15	8	E1	8' Following M34	
		Wed, Aug 21	0	E1	Annulled due to no crew or equipment from M12	
		Thu, Aug 22	33	E1	36' Flipped from M13 due to M 10 engine problems & schedule accommodations	
		Fri, Aug 30	13	K	13 Delayed @ Oak Park due to a report of a bridge strike @ MP 3.4	
UP-W	38	Thu, Aug 08	32	G1	32' LATE TURN OFF OF M19	
		82% OT	Fri, Aug 16	10	I	10' Slow passenger loading
		Thu, Aug 22	20	E1	20' Late dye to late turn of M19	
		Wed, Aug 28	25	ZD	25 Delayed @ Washington St. due to C/N freight PTC failure (30131 27th)	
UP-W	42	Wed, Aug 07	10	CC	10' DELAYED DUE TO FORM Bs	
		82% OT	Thu, Aug 08	22	G1	22' LATE TURN OFF OF M21
		Mon, Aug 12	12	D	12' FOLLOWING FREIGHT TRAIN (CWTWS9) FREIGHT TRAIN GOT HELD UP @JB TOWER AND M42 CAUGHT UP TO THE FREIGHT TRAIN, PER DISPATCHER FRANK	
		Fri, Aug 16	10	D	10' Delayed waited for the ZG2LT to clear @ Lombard (Controllable Freight)	
UP-W	44	Thu, Aug 01	10	I	20' DELAYED DUE TO HEAVY PASSENGER LOADING LOLLAPALOOZA	
		77% OT	Mon, Aug 12	12	C	12' TRACK WORK REPORT OF BROKEN CONCRETE TIES
		Tue, Aug 13	11	A	11' HELD @ WESTERN FOR CROSS TRAFFIC	
		Thu, Aug 15	30	T	30' Help by dispatcher at Oak Park due to freight train bein robbed and open container doors	
		Fri, Aug 16	10	I	10' Slow and heavy passenger loading Geneva and West Chicago on wrong side and heavy passenger loading at Wheaton College Ave and Glen Ellyn	
UP-W	45	Mon, Aug 05	11	C	15 MPH @ MP10.1 - MP10.35 25MPH @ MP31.9 - MP32.1	
		82% OT	Tue, Aug 06	11	C	15MPH @MP10.9 - MP10.35, 25 MPH @ MP31.9 - MP32.1, 40 MPH @ MP15.34 - MP 15.41
		Wed, Aug 07	10	I	SLOW UNLOADING @ WEST CHICAGO AND GENEVA 15 MPH @ MP10.1 - MP10.35	
		Fri, Aug 30	26	E	26 Delayed due to had to cut out traction motor #1 on METX90 ARMATURE LEAD BLOWN #1 TRACTION MOTOR	
UP-W	48	Fri, Aug 02	8	I	18' HEAVY AND SLOW PASSENGER LOADING OF LOLLAPALOOZA PASSENGERS	
		55% OT	Wed, Aug 07	23	RN1	23' LATE TURN OFF M29 AND FOLLOWED FREIGHT TO WEST CHICAGO
		Thu, Aug 08	10	D	10' DELAYED @ PECK DUE TO FREIGHT INTERFERENCE	
		Mon, Aug 12	23	C	23' LATE DEPARTURE FROM ELBURN DUE TO RMCC STOPPED ALL TRAIN TRAFFIC FOR UNSAFE TIES @ MP 40.93 ON ALL TRACKS	
		Wed, Aug 14	18	D	18' FREIGHT TRAIN INTERFERENCE (Controllable Freight)	
		Thu, Aug 15	0	T1	Annulled due to turn from M29	
		Fri, Aug 16	45	D1	45' Followed CNAOK-14 from Peck to Park (Controllable Freight)	
		Mon, Aug 19	14	RF	14' Delayed (-15) @25th Ave, waited for a signal from Terminal Train Dispatcher	
		Wed, Aug 21	7	VF	7' Bad order radio. Conductor & Engineer had a hard time reaching each other NO ISSUES FOUND WITH RADIO CAR 8420	
		Wed, Aug 28	10	I	10 Delayed due to passengers on the wrong side @ multiple stops	
UP-W	51	Mon, Aug 05	12	A	12' DELAYED FOLLOWING M49 OAK PARK AND MELROSE PARK, DELAYED @ GENEVA SLOW UNLOADING ADA	
		59% OT	Tue, Aug 06	13	T	13' RED SIGNAL @ KEDZIE, FOLLOWED M49, SLOW THROUGH MP6.0 LOOKING OUT FOR PEOPLE STEALING TIRES OFF A FREIGHT TRAIN
		Wed, Aug 07	15	A	CROSS TRAFFIC @ WESTERN AVE 15' SLOW ENGINE (METX90) AND	
		Thu, Aug 08	21	C	30MPH @ MP10.1 - MP10.35, 25 MPH @ MP31.9 - MP32.1, FOLLOWED TRAINS AHEAD PARK - LOMBARD, OPERATED TRACK 2 B&B (LOAD/UNLOAD FROM 1 CAR)	
		Tue, Aug 13	10	ZV1	10' DELAYED FOLLOWING M49 WITH MECHANICAL ISSUES FROM WESTERN AVE AND CROSS TRAFFIC @ WESTERN AVE	
		Mon, Aug 19	17	D1	17' Delayed following M49, which was stopped @ Kedzie due to freight (IG3AH on track 2 to Rockwell 2)	
		Fri, Aug 23	17	D	Delayed following freight MALG3-22 from West Chicago to La Fox. [CONTROLLABLE FREIGHT]	
		Wed, Aug 28	26	E1	26 Late arrival of equipment from Cal Ave, due to M47 mechanical issues	
		Fri, Aug 30	14	E1	14 Delayed following train ahead	
UP-W	53	Thu, Aug 08	12	C1	DELAYED FOLLOWING M51	
		77% OT	Tue, Aug 13	7	ZV1	7' DELAYED WAITING ON M51 TO SHOVE INTO ELBURN YARD, DUE TO M5908 AHEAD WITH PTC ISSUES
		Thu, Aug 15	12	C	12' Late departure from CPT due to late arrival of equipment from Cal Ave on acct. of Western Ave had a defect on the 41 switch	
		Wed, Aug 28	17	E1	17 Late arrival of equipment from Cal Ave, due to M47 mechanical issues	
		Thu, Aug 29	10	K1	10 Delayed from Cal Ave, Western Ave operator had crossing gate malfunctions & slow orders to give his trains, which caused UP trains delays crossing Western Ave plant	
UP-W	54	Fri, Aug 02	8	IB	18' HEAVY AND SLOW PASSENGER LOADING OF LOLLAPALOOZA PASSENGERS 12 BIKES	
		82% OT	Mon, Aug 05	11	C	25 MPH @ MP32.1 - MP31.9 30 MPH @ MP10.3 - MP10.1 Also SLOW PASSENGER LOADING
		Fri, Aug 16	12	GX	12' Delayed due to XI @ M.P 39.40	
		Wed, Aug 21	7	KP	7' Delayed at Geneva for police to remove trespassers at M.P 29.6	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UP-W	55	Tue, Aug 13	6	ZV1	6' DELAYED ON ACCT. OF WAITED FOR M53 TO YARD THE EQUIPMENT IN ELBURN DUE TO M5908 PTC ISSUES @ ELBURN	
		68% OT	Thu, Aug 15	10	C1	10' Delayed following M53
		Fri, Aug 23	15	D	MCHNP-23 ahead from Grace to Kress. [CONTROLLABLE FREIGHT]	
		Mon, Aug 26	15	D	15' Delayed @ Park, waited for M60 to clear (MPRNP out of 30 main onto track 1)	
		Tue, Aug 27	15	D	15 Freight interference @ Kedzie (MCHNP-27)	
		Wed, Aug 28	10	E1	10 Delayed following trains ahead & 2 ADA lifts	
	Thu, Aug 29	9	K1	9 Delayed following M53		
UP-W	56	Wed, Aug 07	60	VF	60' WHEN MAKING A 15 LB REDUCTION, BRAKES ON CAV CAR 8424 WOULD INTERMITTENTLY LOCK UP - passed car test, issue not duplicated	
		73% OT	Fri, Aug 09	11	F1	11' LATE TURN OFF OF M37
		Tue, Aug 13	9	C	9' DELAYED WAITING OUT FOR TRACK DEFECTS @ MP29.4 AND 3 SPEED RESTRICTIONS	
		Wed, Aug 21	8	F1	8' Late tum from M37	
		Mon, Aug 26	10	U1	10' Late tum off M37 from lengthy ADA	
	Fri, Aug 30	17	G	17 Delayed due to switch malfunction at maywood		
UP-W	57	Tue, Aug 06	8	C	8' 15MPH @ MP 10.9 - MP 10.35 AND NO SIGNAL @ CN @ WASHINGTON ST	
		82% OT	Mon, Aug 26	9	E1	9' Late departure from CPT, due to equipment swaps from M348 mechanical issues
		Tue, Aug 27	10	D1	10 Delayed following M55	
		Fri, Aug 30	10	H	10 Delayed due to had to swap engines right before departure time METX163 B/O RING FAILURE ON AIR COMPRESSOR	
UP-W	66	Fri, Aug 16	7	E	7' Delayed due to engine problems had to cut out traction motor #1 - LOCO 137 #1 TRACTION MOTOR AA LEAD BLOWN	
		82% OT	Mon, Aug 19	29	I	29' Late departure from Elburn, due to freight (MPRNP-19) & stopped @ Oak Park (Secret Service stopped train movement) [DNC]
		Wed, Aug 21	39	KP	39' Held a Bridge A due to Metra Police activity at OTC [DNC]	
		Fri, Aug 23	10	DE	Delayed at Elmhurst due to freight ZSCG2-22 in emergency go into outbound 1. [CONTROLLABLE FREIGHT]	

Data is final (09/16/2024) 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
August 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	10	-	-	-	3	-	2	6	-	11	2	6	40	80
Freight Interference - Peak	1	-	-	-	3	-	1	2	-	2	2	5	13	29
Primary	1	-	-	-	3	-	1	2	-	2	2	5	10	26
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	3	3
Freight Interference - Off-Peak	9	-	-	-	-	-	1	4	-	9	-	1	27	51
Primary	8	-	-	-	-	-	-	4	-	8	-	1	24	45
Secondary	1	-	-	-	-	-	1	-	-	1	-	-	3	6
Signal/Switch Failure - Total	4	6	1	1	1	7	2	10	9	1	11	4	11	68
Signal/Switch Failure - Metra/PSA	1	6	1	1	-	4	2	3	9	1	11	4	11	54
Primary	1	6	1	-	-	4	2	2	9	1	6	3	6	41
Secondary	-	-	-	1	-	-	-	1	-	-	5	1	5	13
Signal/Switch Failure - Foreign	3	-	-	-	1	3	-	7	-	-	-	-	-	14
Primary	3	-	-	-	1	2	-	5	-	-	-	-	-	11
Secondary	-	-	-	-	-	1	-	2	-	-	-	-	-	3
Mechanical Failure - Total	11	-	-	-	1	6	28	4	4	10	9	11	47	131
Mechanical Failure - Metra/PSA	11	-	-	-	1	6	28	4	4	10	9	11	47	131
Non-Locomotive Equipment Issue - Metra/PSA	7	-	-	-	-	-	4	2	-	1	-	4	12	30
Primary	5	-	-	-	-	-	3	1	-	1	-	1	5	16
Secondary	2	-	-	-	-	-	1	1	-	-	-	3	7	14
Locomotive Issue - Metra/PSA	4	-	-	-	1	6	24	2	4	9	9	7	35	101
Primary	2	-	-	-	1	1	7	-	2	3	2	1	7	26
Secondary	2	-	-	-	-	5	17	2	2	6	7	6	28	75
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	3	-	6	4	19	1	1	-	1	4	39
Passenger Train Interference - Metra/PSA	-	-	-	1	-	3	2	17	1	-	-	1	4	29
Passenger Train Interference - Foreign	-	-	-	2	-	3	2	2	-	1	-	-	-	10
Accident - Total	33	-	-	-	-	16	1	3	-	1	-	-	-	54
Accident - Metra/PSA	33	-	-	-	-	16	1	3	-	1	-	-	-	54
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	4	3	-	2	20	3	15	12	6	2	9	3	16	95
Track Work - Metra/PSA	4	3	-	2	1	3	14	7	6	-	9	3	16	68
Track Work - Foreign	-	-	-	-	19	-	1	5	-	2	-	-	-	27
Human Error - Total	1	5	2	4	1	11	3	8	6	8	5	8	6	68
Human Error - Metra/PSA	1	5	2	4	-	3	1	3	4	3	1	8	5	40
Human Error - Foreign	-	-	-	-	1	8	2	5	2	5	4	-	1	28
PTC Related - Total	1	1	-	1	2	1	2	6	1	6	2	2	19	44
PTC Related - Metra/PSA	-	1	-	1	1	1	2	3	1	-	2	2	17	31
PTC Related - Foreign	1	-	-	-	1	-	-	3	-	6	-	-	2	13
Weather - Total	21	-	-	-	-	4	3	7	1	4	18	20	-	78
Weather - Metra/PSA	21	-	-	-	-	4	3	7	1	4	18	20	-	78
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	9	3	-	4	-	6	7	4	14	-	13	6	16	82
Obstruction/Debris - Total	20	13	2	13	1	13	11	13	13	5	9	6	8	127
Catenary Failure - Total	-	3	2	4	-	-	-	-	-	-	-	-	-	9
Other - Total	13	-	-	-	-	-	-	-	1	-	-	-	11	25
Total Trains Delayed	127	34	7	32	29	73	78	92	56	49	78	67	178	900
Total Metra/PSA Delays	113	34	7	30	4	59	71	64	54	24	72	61	135	728
Total Foreign Carrier Delays	14	0	0	2	25	14	7	28	2	25	6	6	43	172

Data for current month is final (09/16/2024) 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 August 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	12	-	-	-	7	5	8	4	1	9	2	8	32	89
Freight Interference - Peak	3	-	-	-	6	1	3	2	0	5	1	3	9	34
Primary	3	-	-	-	5	1	2	1	0	4	1	2	6	24
Secondary	1	-	-	-	1	0	1	1	-	2	-	1	3	10
Freight Interference - Off-Peak	9	-	-	-	1	4	5	2	1	4	1	4	24	55
Primary	8	-	-	-	1	3	4	2	1	3	0	3	17	43
Secondary	1	-	-	-	-	1	1	0	0	1	1	1	6	12
Signal/Switch Failure - Total	6	4	2	4	4	14	9	3	14	9	1	5	7	81
Signal/Switch Failure - Metra/PSA	4	4	2	4	0	12	8	1	14	1	1	4	7	63
Primary	3	3	2	3	0	7	6	1	10	1	1	3	5	46
Secondary	1	1	0	2	-	5	2	-	4	-	-	1	2	17
Signal/Switch Failure - Foreign	2	-	-	-	3	3	1	2	0	7	-	1	-	18
Primary	1	-	-	-	3	2	1	1	0	7	-	0	-	14
Secondary	1	-	-	-	0	1	0	1	0	1	-	0	-	4
Mechanical Failure - Total	10	1	0	0	1	8	5	3	15	0	13	7	5	67
Mechanical Failure - Metra/PSA	9	1	-	-	1	8	5	3	15	0	13	7	5	66
Non-Locomotive Equipment Issue - Metra/PSA	5	1	-	-	0	3	0	0	3	0	3	1	0	16
Primary	2	1	-	-	0	2	0	0	2	0	2	1	0	10
Secondary	3	-	-	-	-	1	0	-	1	0	1	-	-	6
Locomotive Issue - Metra/PSA	4	-	-	-	0	5	5	2	12	-	10	6	5	50
Primary	2	-	-	-	0	2	2	1	3	-	2	2	2	16
Secondary	2	-	-	-	-	3	3	2	8	-	8	4	3	33
Mechanical Failure - Foreign	1	0	0	0	-	-	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	0	-	-	0	1	6	1	1	3	1	1	1	0	16
Passenger Train Interference - Metra/PSA	-	-	-	0	-	5	1	1	2	-	1	1	0	12
Passenger Train Interference - Foreign	0	-	-	-	1	1	-	-	1	1	-	-	-	4
Accident - Total	16	-	1	-	1	9	3	0	21	2	7	10	2	72
Accident - Metra/PSA	16	-	1	-	1	4	2	0	21	1	7	9	2	62
Accident - Foreign	-	-	-	-	0	5	1	-	1	2	0	1	0	10
Track Work - Total	6	6	0	2	1	10	7	0	9	3	12	5	9	70
Track Work - Metra/PSA	6	6	0	2	-	10	7	-	9	1	12	5	9	67
Track Work - Foreign	-	-	-	-	1	0	-	0	-	2	-	-	-	3
Human Error - Total	9	2	1	2	3	10	6	2	9	3	11	12	6	76
Human Error - Metra/PSA	6	2	1	2	2	4	4	1	8	1	7	5	4	47
Human Error - Foreign	2	0	-	-	2	6	2	1	1	2	4	7	2	29
PTC Related - Total	2	1	1	2	1	3	2	3	4	5	5	5	7	40
PTC Related - Metra/PSA	1	1	1	2	0	3	2	2	4	1	5	4	6	34
PTC Related - Foreign	0	-	-	0	0	-	-	1	-	3	0	0	1	6
Weather - Total	2	6	2	4	1	7	8	3	10	1	10	13	9	76
Weather - Metra/PSA	2	6	2	4	1	7	8	3	10	1	8	13	9	74
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	2	-	-	2
Passenger Related - Total	6	10	1	4	0	6	4	0	13	1	17	9	12	83
Obstruction/Debris - Total	9	4	3	4	1	6	3	3	6	5	3	15	10	73
Catenary Failure - Total	-	1	1	2	-	-	-	-	-	-	-	-	-	4
Other - Total	-	0	-	-	-	-	1	-	0	0	-	0	-	2
Total Trains Delayed	76	36	13	26	19	87	57	22	106	38	81	88	99	749
Total Metra/PSA Delays	59	36	12	25	5	66	45	14	103	13	72	72	64	587
Total Foreign Carrier Delays	17	1	0	1	14	21	12	8	3	25	8	16	35	162

Data for current month is final (09/20/2023) 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
August 2024 Compared to Average August 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	(2)	-	-	-	(4)	(5)	(6)	2	(1)	2	0	(2)	8	(9)
Freight Interference - Peak	(2)	-	-	-	(3)	(1)	(2)	(0)	(0)	(3)	1	2	4	(5)
Primary	(2)	-	-	-	(2)	(1)	(1)	1	(0)	(2)	1	3	4	2
Secondary	(1)	-	-	-	(1)	(0)	(1)	(1)	-	(2)	-	(1)	(0)	(7)
Freight Interference - Off-Peak	0	-	-	-	(1)	(4)	(4)	2	(1)	5	(1)	(3)	3	(4)
Primary	-	-	-	-	(1)	(3)	(4)	2	(1)	5	(0)	(2)	7	2
Secondary	0	-	-	-	-	(1)	0	(0)	(0)	0	(1)	(1)	(3)	(6)
Signal/Switch Failure - Total	(2)	2	(1)	(3)	(3)	(7)	(7)	7	(5)	(8)	10	(1)	4	(13)
Signal/Switch Failure - Metra/PSA	(3)	2	(1)	(3)	(0)	(8)	(6)	2	(5)	(0)	10	-	4	(9)
Primary	(2)	3	(1)	(3)	(0)	(3)	(4)	1	(1)	(0)	5	(0)	1	(5)
Secondary	(1)	(1)	(0)	(1)	-	(5)	(2)	1	(4)	-	5	0	3	(4)
Signal/Switch Failure - Foreign	1	-	-	-	(2)	0	(1)	5	(0)	(7)	-	(1)	-	(4)
Primary	2	-	-	-	(2)	-	(1)	4	(0)	(7)	-	(0)	-	(3)
Secondary	(1)	-	-	-	(0)	0	(0)	1	-	(1)	-	(0)	-	(1)
Mechanical Failure - Total	1	(1)	(0)	(0)	0	(2)	23	1	(11)	10	(4)	4	42	64
Mechanical Failure - Metra/PSA	2	(1)	-	-	0	(2)	23	1	(11)	10	(4)	4	42	65
Non-Locomotive Equipment Issue - Metra/PSA	2	(1)	-	-	(0)	(3)	4	2	(3)	1	(3)	3	12	14
Primary	3	(1)	-	-	(0)	(2)	3	1	(2)	1	(2)	0	5	6
Secondary	(1)	-	-	-	-	(1)	1	1	(1)	(0)	(1)	3	7	8
Locomotive Issue - Metra/PSA	-	-	-	-	1	1	19	(0)	(8)	9	(1)	1	30	51
Primary	-	-	-	-	1	(1)	5	(1)	(1)	3	0	(1)	5	10
Secondary	-	-	-	-	-	2	14	0	(6)	6	(1)	2	25	42
Mechanical Failure - Foreign	(1)	(0)	(0)	(0)	-	-	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	(0)	-	-	3	(1)	(0)	3	18	(2)	0	(1)	(0)	4	23
Passenger Train Interference - Metra/PSA	-	-	-	1	-	(2)	1	16	(1)	-	(1)	(0)	4	17
Passenger Train Interference - Foreign	(0)	-	-	2	(1)	2	2	2	(1)	0	-	-	-	6
Accident - Total	17	-	(1)	-	(1)	7	(2)	3	(21)	(1)	(7)	(10)	(2)	(18)
Accident - Metra/PSA	17	-	(1)	-	(1)	12	(1)	3	(21)	0	(7)	(9)	(2)	(8)
Accident - Foreign	-	-	-	-	(0)	(5)	(1)	-	(1)	(2)	(0)	(1)	(0)	(10)
Track Work - Total	(2)	(3)	(0)	-	19	(7)	8	12	(3)	(1)	(3)	(2)	7	25
Track Work - Metra/PSA	(2)	(3)	(0)	-	1	(7)	7	7	(3)	(1)	(3)	(2)	7	1
Track Work - Foreign	-	-	-	-	18	(0)	1	5	-	0	-	-	-	24
Human Error - Total	(8)	3	1	2	(2)	1	(3)	6	(3)	5	(6)	(4)	-	(8)
Human Error - Metra/PSA	(5)	3	1	2	(2)	(1)	(3)	2	(4)	2	(6)	3	1	(7)
Human Error - Foreign	(2)	(0)	-	-	(1)	2	-	4	1	3	0	(7)	(1)	(1)
PTC Related - Total	(1)	(0)	(1)	(1)	1	(2)	(0)	3	(3)	1	(3)	(3)	12	4
PTC Related - Metra/PSA	(1)	(0)	(1)	(1)	1	(2)	(0)	1	(3)	(1)	(3)	(2)	11	(3)
PTC Related - Foreign	1	-	-	(0)	1	-	-	2	-	3	(0)	(0)	1	7
Weather - Total	19	(6)	(2)	(4)	(1)	(3)	(5)	4	(9)	3	8	7	(9)	2
Weather - Metra/PSA	19	(6)	(2)	(4)	(1)	(3)	(5)	4	(9)	3	10	7	(9)	4
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	(2)	-	-	(2)
Passenger Related - Total	3	(7)	(1)	0	(0)	(0)	3	4	1	(1)	(4)	(3)	4	(1)
Obstruction/Debris - Total	11	9	(1)	9	0	7	8	10	7	(0)	6	(9)	(2)	54
Catenary Failure - Total	-	2	1	2	-	-	-	-	-	-	-	-	-	5
Other - Total	13	(0)	-	-	-	-	(1)	-	1	(0)	-	(0)	11	23
Total Trains Delayed	51	(2)	(6)	6	10	(14)	21	70	(50)	11	(3)	(21)	79	151
Total Metra/PSA Delays	54	-2	-5	5	-1	-7	26	50	-49	11	0	-11	71	141
Total Foreign Carrier Delays	-3	-1	0	1	11	-7	-5	20	-1	0	-2	-10	8	10

Data for current month is final (09/16/2024) version of TOPS

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

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

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

**Table 6.a: Train Delays by Cause and Line - YTD
January - August 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	61	-	-	-	20	24	19	31	7	73	6	47	246	534
Freight Interference - Peak	16	-	-	-	20	3	8	14	1	22	3	35	71	193
Primary	12	-	-	-	19	2	6	10	1	16	3	22	42	133
Secondary	4	-	-	-	1	1	2	4	-	6	-	13	29	60
Freight Interference - Off-Peak	45	-	-	-	-	21	11	17	6	51	3	12	175	341
Primary	35	-	-	-	-	13	8	7	5	36	2	12	138	256
Secondary	10	-	-	-	-	8	3	10	1	15	1	-	37	85
Signal/Switch Failure - Total	64	39	21	51	24	173	150	79	99	99	20	36	86	941
Signal/Switch Failure - Metra/PSA	24	39	21	51	-	86	70	27	96	28	20	33	75	570
Primary	19	28	11	23	-	62	49	16	65	22	14	26	48	383
Secondary	5	11	10	28	-	24	21	11	31	6	6	7	27	187
Signal/Switch Failure - Foreign	40	-	-	-	24	87	80	52	3	71	-	3	11	371
Primary	25	-	-	-	22	67	55	38	1	38	-	3	7	256
Secondary	15	-	-	-	2	20	25	14	2	33	-	-	4	115
Mechanical Failure - Total	70	8	2	3	8	89	81	21	65	46	81	95	154	723
Mechanical Failure - Metra/PSA	68	1	-	1	4	85	81	21	65	42	81	95	154	698
Non-Locomotive Equipment Issue - Metra/PSA	32	1	-	1	-	22	23	7	10	12	29	26	55	218
Primary	17	1	-	1	-	15	13	4	5	7	9	9	21	102
Secondary	15	-	-	-	-	7	10	3	5	5	20	17	34	116
Locomotive Issue - Metra/PSA	36	-	-	-	4	63	58	14	55	30	52	69	99	480
Primary	21	-	-	-	4	20	26	5	24	12	21	27	26	186
Secondary	15	-	-	-	-	43	32	9	31	18	31	42	73	294
Mechanical Failure - Foreign	2	7	2	2	4	4	-	-	-	4	-	-	-	25
Passenger Train Interference - Total	-	-	5	4	9	50	17	38	5	34	-	8	12	182
Passenger Train Interference - Metra/PSA	-	-	2	2	-	45	14	36	4	-	-	8	12	123
Passenger Train Interference - Foreign	-	-	3	2	9	5	3	2	1	34	-	-	-	59
Accident - Total	40	2	1	9	-	36	26	5	30	11	15	56	45	276
Accident - Metra/PSA	34	-	1	9	-	36	26	5	30	11	15	56	39	262
Accident - Foreign	6	2	-	-	-	-	-	-	-	-	-	-	6	14
Track Work - Total	44	42	-	16	25	36	26	39	75	45	40	38	87	513
Track Work - Metra/PSA	44	42	-	16	2	33	24	7	75	1	40	38	82	404
Track Work - Foreign	-	-	-	-	23	3	2	32	-	44	-	-	5	109
Human Error - Total	73	25	8	24	11	106	54	53	41	54	40	117	65	671
Human Error - Metra/PSA	55	25	8	24	1	34	31	20	36	20	31	101	46	432
Human Error - Foreign	18	-	-	-	10	72	23	33	5	34	9	16	19	239
PTC Related - Total	17	16	13	27	13	55	29	40	27	74	26	33	93	463
PTC Related - Metra/PSA	12	15	13	26	11	54	27	25	27	39	24	32	80	385
PTC Related - Foreign	5	1	-	1	2	1	2	15	-	35	2	1	13	78
Weather - Total	103	42	3	5	1	90	56	22	32	14	79	161	86	694
Weather - Metra/PSA	103	42	3	5	1	90	56	22	32	14	79	161	86	694
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	47	33	3	19	-	54	40	13	90	7	75	45	110	536
Obstruction/Debris - Total	71	23	16	35	5	58	40	29	49	46	59	102	122	655
Catenary Failure - Total	-	53	10	18	-	-	-	-	-	-	-	-	-	81
Other - Total	18	-	-	2	1	6	5	5	4	14	22	45	35	157
Total Trains Delayed	608	283	82	213	117	777	543	375	524	517	463	783	1,141	6,426
Total Metra/PSA Delays	476	273	77	208	25	577	414	210	508	222	446	716	841	4,993
Total Foreign Carrier Delays	132	10	5	5	92	200	129	165	16	295	17	67	300	1,433

Data for current month is final (09/16/2024) version of TOPS

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

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

Table 6.b: Train Delays by Cause and Line - YTD
January - August 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	66	-	-	-	41	57	81	23	22	56	11	48	189	595
Freight Interference - Peak	17	-	-	-	34	17	25	12	5	25	5	26	57	223
Primary	13	-	-	-	30	11	21	10	4	20	4	16	39	167
Secondary	3	-	-	-	4	5	5	2	1	6	1	10	19	56
Freight Interference - Off-Peak	49	-	-	-	8	41	56	12	17	30	6	22	132	372
Primary	42	-	-	-	7	26	45	10	14	21	3	17	97	282
Secondary	7	-	-	-	0	14	11	2	3	9	3	4	35	90
Signal/Switch Failure - Total	80	46	21	39	21	139	79	37	116	51	18	49	48	745
Signal/Switch Failure - Metra/PSA	44	46	21	39	3	119	71	19	114	14	18	32	38	577
Primary	36	33	16	26	2	79	56	15	91	11	13	25	27	429
Secondary	9	12	6	13	0	40	15	4	23	2	5	7	11	148
Signal/Switch Failure - Foreign	36	-	-	-	18	20	8	18	2	38	0	18	10	168
Primary	29	-	-	-	16	15	6	17	2	28	-	13	8	135
Secondary	7	-	-	-	2	5	2	2	1	9	0	4	2	33
Mechanical Failure - Total	72	7	3	3	3	89	62	19	91	16	55	59	57	535
Mechanical Failure - Metra/PSA	71	4	2	2	3	82	61	19	91	16	55	59	57	523
Non-Locomotive Equipment Issue - Metra/PSA	31	4	2	2	1	13	10	4	17	8	17	21	21	151
Primary	13	3	1	2	1	6	6	2	9	4	10	12	13	85
Secondary	18	1	1	1	0	7	3	1	8	3	7	9	8	67
Locomotive Issue - Metra/PSA	40	-	-	-	2	70	51	15	74	8	38	38	36	371
Primary	17	-	-	-	0	24	22	7	30	4	12	15	15	148
Secondary	23	-	-	-	2	46	29	9	44	4	26	23	20	223
Mechanical Failure - Foreign	1	3	1	1	-	6	0	0	-	0	-	-	-	13
Passenger Train Interference - Total	9	2	0	1	5	43	12	8	4	12	1	7	2	106
Passenger Train Interference - Metra/PSA	0	1	0	0	0	30	9	7	4	1	1	6	2	63
Passenger Train Interference - Foreign	8	1	0	1	4	13	3	1	1	11	-	1	-	43
Accident - Total	62	20	4	5	3	40	25	6	51	8	42	56	53	374
Accident - Metra/PSA	53	6	2	3	1	22	14	3	44	3	41	51	27	270
Accident - Foreign	8	14	2	1	2	18	11	3	6	5	0	4	27	104
Track Work - Total	36	62	7	24	8	54	37	12	65	15	53	63	36	472
Track Work - Metra/PSA	35	62	7	24	4	52	35	6	65	6	53	62	36	445
Track Work - Foreign	1	0	-	-	4	2	2	6	1	9	-	2	-	27
Human Error - Total	74	20	8	12	12	80	42	21	55	21	50	75	45	516
Human Error - Metra/PSA	53	19	7	12	5	33	26	10	54	5	39	43	32	338
Human Error - Foreign	21	1	0	-	8	47	16	11	2	16	11	32	13	178
PTC Related - Total	13	18	5	16	13	37	21	17	54	29	54	45	70	392
PTC Related - Metra/PSA	11	17	5	15	5	33	20	10	53	10	53	43	67	341
PTC Related - Foreign	2	1	0	1	8	4	1	7	2	19	1	1	3	51
Weather - Total	84	63	23	31	5	69	57	15	88	9	74	84	64	668
Weather - Metra/PSA	80	63	23	31	5	69	57	15	88	8	71	83	63	656
Weather - Foreign	3	-	-	-	1	1	1	-	1	1	2	1	1	12
Passenger Related - Total	27	73	9	16	1	36	47	4	87	4	70	62	82	519
Obstruction/Debris - Total	44	32	13	33	4	36	36	14	68	19	40	88	66	493
Catenary Failure - Total	-	16	5	12	-	-	-	-	-	-	-	-	-	33
Other - Total	5	4	1	3	1	4	4	1	4	2	4	6	0	39
Total Trains Delayed	572	363	99	196	118	684	502	178	707	243	472	642	714	5,487
Total Metra/PSA Delays	424	344	95	192	30	516	379	107	670	87	446	536	471	4,296
Total Foreign Carrier Delays	148	19	4	4	88	168	123	70	36	156	25	106	243	1,191

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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 - August 2024 Compared to Average January - August 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	(5)	-	-	-	(21)	(33)	(62)	8	(15)	17	(5)	(1)	57	(61)
Freight Interference - Peak	(1)	-	-	-	(14)	(14)	(17)	2	(4)	(3)	(2)	9	14	(30)
Primary	(1)	-	-	-	(11)	(9)	(15)	0	(3)	(4)	(1)	6	3	(34)
Secondary	1	-	-	-	(3)	(4)	(3)	2	(1)	0	(1)	3	10	4
Freight Interference - Off-Peak	(4)	-	-	-	(8)	(20)	(45)	5	(11)	21	(3)	(10)	43	(31)
Primary	(7)	-	-	-	(7)	(13)	(37)	(3)	(9)	15	(1)	(5)	41	(26)
Secondary	3	-	-	-	(0)	(6)	(8)	8	(2)	6	(2)	(4)	2	(5)
Signal/Switch Failure - Total	(16)	(7)	(0)	12	3	34	71	42	(17)	48	2	(13)	38	196
Signal/Switch Failure - Metra/PSA	(20)	(7)	(0)	12	(3)	(33)	(1)	8	(18)	14	2	1	37	(7)
Primary	(17)	(5)	(5)	(3)	(2)	(17)	(7)	1	(26)	11	1	1	21	(46)
Secondary	(4)	(1)	4	15	(0)	(16)	6	7	8	4	1	(0)	16	39
Signal/Switch Failure - Foreign	4	-	-	-	6	67	72	34	1	33	(0)	(15)	1	203
Primary	(4)	-	-	-	6	52	49	21	(1)	10	-	(10)	(1)	121
Secondary	8	-	-	-	0	15	23	12	1	24	(0)	(4)	2	82
Mechanical Failure - Total	(2)	1	(1)	(0)	5	0	19	2	(26)	30	26	36	97	188
Mechanical Failure - Metra/PSA	(3)	(3)	(2)	(1)	1	3	20	2	(26)	26	26	36	97	175
Non-Locomotive Equipment Issue - Metra/PSA	1	(3)	(2)	(1)	(1)	9	13	3	(7)	4	12	5	34	67
Primary	4	(2)	(1)	(1)	(1)	9	7	2	(4)	3	(1)	(3)	8	17
Secondary	(3)	(1)	(1)	(1)	(0)	0	7	2	(3)	2	13	8	26	49
Locomotive Issue - Metra/PSA	(4)	-	-	-	2	(7)	7	(1)	(19)	22	14	31	63	109
Primary	4	-	-	-	2	(4)	4	(2)	(6)	8	9	12	11	38
Secondary	(8)	-	-	-	(0)	(3)	3	0	(13)	14	5	19	53	71
Mechanical Failure - Foreign	1	4	1	1	4	(2)	(0)	(0)	-	4	-	-	-	12
Passenger Train Interference - Total	(9)	(2)	5	3	4	7	5	30	1	22	(1)	1	10	76
Passenger Train Interference - Metra/PSA	(0)	(1)	2	2	(0)	15	5	29	0	(1)	(1)	2	10	60
Passenger Train Interference - Foreign	(8)	(1)	3	1	5	(8)	0	1	0	23	-	(1)	-	16
Accident - Total	(22)	(18)	(3)	4	(3)	(4)	1	(1)	(21)	3	(27)	0	(8)	(98)
Accident - Metra/PSA	(19)	(6)	(1)	6	(1)	14	12	2	(14)	8	(26)	5	12	(8)
Accident - Foreign	(2)	(12)	(2)	(1)	(2)	(18)	(11)	(3)	(6)	(5)	(0)	(4)	(21)	(90)
Track Work - Total	8	(20)	(7)	(8)	17	(18)	(11)	27	10	30	(13)	(25)	51	41
Track Work - Metra/PSA	9	(20)	(7)	(8)	(2)	(19)	(11)	1	10	(5)	(13)	(24)	46	(41)
Track Work - Foreign	(1)	(0)	-	-	19	1	(0)	26	(1)	35	-	(2)	5	82
Human Error - Total	(1)	5	0	12	(1)	26	12	32	(14)	33	(10)	42	20	155
Human Error - Metra/PSA	2	6	1	12	(4)	1	5	10	(18)	15	(8)	58	14	94
Human Error - Foreign	(3)	(1)	(0)	-	2	25	7	22	3	18	(2)	(16)	6	61
PTC Related - Total	4	(2)	8	11	(0)	18	8	23	(27)	45	(28)	(12)	23	71
PTC Related - Metra/PSA	1	(2)	8	11	6	21	7	15	(26)	29	(29)	(11)	13	44
PTC Related - Foreign	3	-	(0)	0	(6)	(3)	1	8	(2)	16	1	(0)	10	27
Weather - Total	19	(21)	(20)	(26)	(4)	21	(1)	7	(56)	5	5	77	22	26
Weather - Metra/PSA	23	(21)	(20)	(26)	(4)	21	(1)	7	(56)	6	8	78	23	38
Weather - Foreign	(3)	-	-	-	(1)	(1)	(1)	-	(1)	(1)	(2)	(1)	(1)	(12)
Passenger Related - Total	20	(40)	(6)	3	(1)	18	(7)	9	3	3	5	(17)	28	17
Obstruction/Debris - Total	27	(9)	3	2	1	22	4	15	(19)	27	19	14	56	162
Catenary Failure - Total	-	37	5	6	-	-	-	-	-	-	-	-	-	48
Other - Total	13	(4)	(1)	(1)	0	2	1	4	0	12	18	39	35	118
Total Trains Delayed	36	(80)	(17)	17	(1)	93	41	197	(183)	274	(9)	141	427	939
Total Metra/PSA Delays	52	-71	-18	16	-5	61	35	103	-162	135	0	180	370	697
Total Foreign Carrier Delays	-16	-9	1	1	4	32	6	95	-20	139	-8	-39	57	242

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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 - Aug
Freight Interference - Total	62	45	50	56	62	71	108	80					534 8.3%
Freight Interference - Peak	28	12	19	19	17	17	52	29					193 3.0%
Primary	17	10	14	13	14	13	26	26					133 2.1%
Secondary	11	2	5	6	3	4	26	3					60 0.9%
Freight Interference - Off-Peak	34	33	31	37	45	54	56	51					341 5.3%
Primary	25	28	28	17	36	38	39	45					256 4.0%
Secondary	9	5	3	20	9	16	17	6					85 1.3%
Signal/Switch Failure - Total	293	84	69	95	128	79	125	68					941 14.6%
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56	117	54					570 8.9%
Primary	48	45	36	48	62	41	62	41					383 6.0%
Secondary	12	17	14	40	21	15	55	13					187 2.9%
Signal/Switch Failure - Foreign	233	22	19	7	45	23	8	14					371 5.8%
Primary	171	15	17	5	15	15	7	11					256 4.0%
Secondary	62	7	2	2	30	8	1	3					115 1.8%
Mechanical Failure - Total	72	107	75	70	70	95	103	131					723 11.3%
Mechanical Failure - Metra/PSA	72	104	70	62	67	91	101	131					698 10.9%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52	34	30					218 3.4%
Primary	9	12	8	14	14	16	13	16					102 1.6%
Secondary	4	11	4	14	12	36	21	14					116 1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39	67	101					480 7.5%
Primary	21	30	26	22	16	18	27	26					186 2.9%
Secondary	38	51	32	12	25	21	40	75					294 4.6%
Mechanical Failure - Foreign	-	3	5	8	3	4	2	-					25 0.4%
Passenger Train Interference - Total	23	21	10	17	22	28	22	39					182 2.8%
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14	12	29					123 1.9%
Passenger Train Interference - Foreign	5	8	2	4	6	14	10	10					59 0.9%
Accident - Total	48	16	7	11	75	25	40	54					276 4.3%
Accident - Metra/PSA	48	10	7	5	75	23	40	54					262 4.1%
Accident - Foreign	-	6	-	6	-	2	-	-					14 0.2%
Track Work - Total	47	24	49	37	134	63	64	95					513 8.0%
Track Work - Metra/PSA	43	23	37	26	101	47	59	68					404 6.3%
Track Work - Foreign	4	1	12	11	33	16	5	27					109 1.7%
Human Error - Total	96	115	73	76	74	89	80	68					671 10.4%
Human Error - Metra/PSA	71	103	35	35	35	62	51	40					432 6.7%
Human Error - Foreign	25	12	38	41	39	27	29	28					239 3.7%
PTC Related - Total	55	51	41	39	34	61	138	44					463 7.2%
PTC Related - Metra/PSA	39	40	34	32	26	49	134	31					385 6.0%
PTC Related - Foreign	16	11	7	7	8	12	4	13					78 1.2%
Weather - Total	313	48	23	15	30	47	140	78					694 10.8%
Weather - Metra/PSA	313	48	23	15	30	47	140	78					694 10.8%
Weather - Foreign	-	-	-	-	-	-	-	-					- 0.0%
Passenger Related - Total	38	26	69	62	77	110	72	82					536 8.3%
Obstruction/Debris - Total	62	71	36	59	89	115	96	127					655 10.2%
Catenary Failure - Total	-	-	-	-	-	19	53	9					81 1.3%
Other - Total	18	1	68	4	2	3	36	25					157 2.4%
Total Trains Delayed	1,127	609	570	541	797	805	1,077	900					6,426 100.0%
Total Metra/PSA Delays	782	501	437	401	601	634	909	728					4,993 77.7%
Total Foreign Carrier Delays	345	108	133	140	196	171	168	172					1,433 22.3%

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Table 8: Train Delays by Duration
August 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	9	7	1	4	11	10	15	26	15	6	5	13	27	149
11-15	9	1	1	3	6	6	8	9	2	3	3	6	24	81
16-20	14	1	0	0	4	3	1	4	1	1	3	6	12	50
21+	26	1	1	1	8	11	2	1	1	6	10	12	15	95
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>21</u>
Sub-Total	63	10	3	8	29	34	30	40	19	17	22	39	82	396
Weekday Off-Peak **														
6-10	15	11	2	9	0	16	20	22	14	15	7	6	35	172
11-15	11	3	0	3	0	6	8	8	8	6	7	2	20	82
16-20	5	1	0	0	0	3	3	9	0	5	3	1	7	37
21+	21	3	2	4	0	5	2	3	5	5	18	10	22	100
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>8</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>5</u>	<u>4</u>	<u>5</u>	<u>34</u>
Sub-Total	57	18	4	19	0	31	41	43	28	32	40	23	89	425
Saturday														
6-10	0	2	0	1	0	3	1	0	1	0	7	1	0	16
11-15	1	1	0	0	0	2	1	0	1	0	1	3	2	12
16-20	0	1	0	0	0	1	1	1	2	0	0	0	0	6
21+	0	1	0	0	0	0	1	0	0	0	2	0	1	5
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>8</u>
Sub-Total	1	5	0	5	0	6	4	3	4	0	10	5	4	47
Sunday-Holiday														
6-10	3	1	0	0	0	0	0	0	2	0	2	0	0	8
11-15	1	0	0	0	0	1	0	1	1	0	2	0	0	6
16-20	1	0	0	0	0	1	0	1	0	0	0	0	1	4
21+	1	0	0	0	0	0	3	2	2	0	2	0	2	12
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	6	1	0	0	0	2	3	6	5	0	6	0	3	32
August 2024 Total														
6-10	27	21	3	14	11	29	36	48	32	21	21	20	62	345
11-15	22	5	1	6	6	15	17	18	12	9	13	11	46	181
16-20	20	3	0	0	4	8	5	15	3	6	6	7	20	97
21+	48	5	3	5	8	16	8	6	8	11	32	22	40	212
Annulled	<u>10</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>5</u>	<u>12</u>	<u>5</u>	<u>1</u>	<u>2</u>	<u>6</u>	<u>7</u>	<u>10</u>	<u>65</u>
TOTAL	127	34	7	32	29	73	78	92	56	49	78	67	178	900
2024 Year-to-Date														
6-10	168	91	36	87	47	334	223	182	252	229	140	213	380	2,382
11-15	150	56	15	36	21	166	97	62	96	103	80	124	223	1,229
16-20	92	26	3	8	16	78	40	40	44	63	42	70	152	674
21+	128	72	18	47	32	148	118	78	86	89	146	271	316	1,549
Annulled	<u>70</u>	<u>38</u>	<u>10</u>	<u>35</u>	<u>1</u>	<u>51</u>	<u>65</u>	<u>13</u>	<u>46</u>	<u>33</u>	<u>55</u>	<u>105</u>	<u>70</u>	<u>592</u>
TOTAL	608	283	82	213	117	777	543	375	524	517	463	783	1,141	6,426
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
August 2024 Total														
6-10	21.3%	61.8%	42.9%	43.8%	37.9%	39.7%	46.2%	52.2%	57.1%	42.9%	26.9%	29.9%	34.8%	38.3%
11-15	17.3%	14.7%	14.3%	18.8%	20.7%	20.5%	21.8%	19.6%	21.4%	18.4%	16.7%	16.4%	25.8%	20.1%
16-20	15.7%	8.8%	0.0%	0.0%	13.8%	11.0%	6.4%	16.3%	5.4%	12.2%	7.7%	10.4%	11.2%	10.8%
21+	37.8%	14.7%	42.9%	15.6%	27.6%	21.9%	10.3%	6.5%	14.3%	22.4%	41.0%	32.8%	22.5%	23.6%
Annulled	<u>7.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>21.9%</u>	<u>0.0%</u>	<u>6.8%</u>	<u>15.4%</u>	<u>5.4%</u>	<u>1.8%</u>	<u>4.1%</u>	<u>7.7%</u>	<u>10.4%</u>	<u>5.6%</u>	<u>7.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2024 Year-to-Date Delays By Duration														
6-10	27.6%	32.2%	43.9%	40.8%	40.2%	43.0%	41.1%	48.5%	48.1%	44.3%	30.2%	27.2%	33.3%	37.1%
11-15	24.7%	19.8%	18.3%	16.9%	17.9%	21.4%	17.9%	16.5%	18.3%	19.9%	17.3%	15.8%	19.5%	19.1%
16-20	15.1%	9.2%	3.7%	3.8%	13.7%	10.0%	7.4%	10.7%	8.4%	12.2%	9.1%	8.9%	13.3%	10.5%
21+	21.1%	25.4%	22.0%	22.1%	27.4%	19.0%	21.7%	20.8%	16.4%	17.2%	31.5%	34.6%	27.7%	24.1%
Annulled	<u>11.5%</u>	<u>13.4%</u>	<u>12.2%</u>	<u>16.4%</u>	<u>0.9%</u>	<u>6.6%</u>	<u>12.0%</u>	<u>3.5%</u>	<u>8.8%</u>	<u>6.4%</u>	<u>11.9%</u>	<u>13.4%</u>	<u>6.1%</u>	<u>9.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (09/16/2024) version from TOPS.