

# On-Time Performance

July 2024

***Metra***

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## On-Time Performance July 2024

This report presents an analysis of July 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.

Under these pilot and alternate schedules Metra operated 665 regularly scheduled revenue trains each weekday in July, 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 July, which is 101 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 202 regularly scheduled revenue trains each Sunday in July, 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 about four percent fewer total revenue trains in July 2024 than in July 2019, 68 percent more total revenue trains than in July 2020, 25 percent more total revenue trains than in July 2021, 17 percent more total revenue trains than in July 2022, and seven percent more total revenue trains than in July 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  
July 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	968	34	96.5%	1,034	36	96.5%	2,002	70	96.5%	144	11	92.4%	180	6	96.7%	2,326	87	96.3%
<b>ME-ML</b>	550	42	92.4%	894	47	94.7%	1,444	89	93.8%	132	6	95.5%	120	1	99.2%	1,696	96	94.3%
<b>ME-BI</b>	176	14	92.0%	303	10	96.7%	479	24	95.0%	16	0	100.0%	--	--	--	495	24	95.2%
<b>ME-SC</b>	<u>242</u>	<u>24</u>	90.1%	<u>682</u>	<u>35</u>	94.9%	<u>924</u>	<u>59</u>	93.6%	<u>104</u>	<u>2</u>	98.1%	<u>100</u>	<u>2</u>	98.0%	<u>1,128</u>	<u>63</u>	94.4%
<b>Subtotal</b>	968	80	91.7%	1,879	92	95.1%	2,847	172	94.0%	252	8	96.8%	220	3	98.6%	3,319	183	94.5%
<b>HC</b>	132	16	87.9%	--	--	--	132	16	87.9%	--	--	--	--	--	--	132	16	87.9%
<b>MD-N</b>	462	49	89.4%	726	55	92.4%	1,188	104	91.2%	80	1	98.8%	90	3	96.7%	1,358	108	92.0%
<b>MD-W</b>	<u>484</u>	<u>33</u>	93.2%	<u>660</u>	<u>17</u>	97.4%	<u>1,144</u>	<u>50</u>	95.6%	<u>96</u>	<u>1</u>	99.0%	<u>90</u>	<u>4</u>	95.6%	<u>1,330</u>	<u>55</u>	95.9%
<b>Subtotal</b>	946	82	91.3%	1,386	72	94.8%	2,332	154	93.4%	176	2	98.9%	180	7	96.1%	2,688	163	93.9%
<b>NCS</b>	176	17	90.3%	132	16	87.9%	308	33	89.3%	--	--	--	--	--	--	308	33	89.3%
<b>RI</b>	682	37	94.6%	1,078	41	96.2%	1,760	78	95.6%	134	4	97.0%	147	1	99.3%	2,041	83	95.9%
<b>SWS</b>	264	25	90.5%	396	51	87.1%	660	76	88.5%	--	--	--	--	--	--	660	76	88.5%
<b>UP-N</b>	550	16	97.1%	1,005	26	97.4%	1,555	42	97.3%	110	2	98.2%	94	7	92.6%	1,759	51	97.1%
<b>UP-NW</b>	770	101	86.9%	946	32	96.6%	1,716	133	92.2%	136	3	97.8%	105	1	99.0%	1,957	137	93.0%
<b>UP-W</b>	<u>572</u>	<u>112</u>	80.4%	<u>700</u>	<u>125</u>	82.1%	<u>1,272</u>	<u>237</u>	81.4%	<u>82</u>	<u>4</u>	95.1%	<u>92</u>	<u>7</u>	92.4%	<u>1,446</u>	<u>248</u>	82.8%
<b>Subtotal</b>	1,892	229	87.9%	2,651	183	93.1%	4,543	412	90.9%	328	9	97.3%	291	15	94.8%	5,162	436	91.6%
<b>System</b>	6,028	520	91.4%	8,556	491	94.3%	14,584	1,011	93.1%	1,034	34	96.7%	1,018	32	96.9%	16,636	1,077	93.5%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (08/15/2024) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - July 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	6,600	199	97.0%	7,050	195	97.2%	13,650	394	97.1%	984	42	95.7%	900	45	95.0%	15,534	481	96.9%
<b>ME-ML</b>	3,750	88	97.7%	6,270	116	98.1%	10,020	204	98.0%	1,224	35	97.1%	792	10	98.7%	12,036	249	97.9%
<b>ME-BI</b>	1,200	34	97.2%	2,095	40	98.1%	3,295	74	97.8%	224	1	99.6%	--	--	--	3,519	75	97.9%
<b>ME-SC</b>	<u>1,650</u>	<u>68</u>	95.9%	<u>4,650</u>	<u>100</u>	97.8%	<u>6,300</u>	<u>168</u>	97.3%	<u>936</u>	<u>7</u>	99.3%	<u>660</u>	<u>6</u>	99.1%	<u>7,896</u>	<u>181</u>	97.7%
<b>Subtotal</b>	6,600	190	97.1%	13,015	256	98.0%	19,615	446	97.7%	2,384	43	98.2%	1,452	16	98.9%	23,451	505	97.8%
<b>HC</b>	900	88	90.2%	--	--	--	900	88	90.2%	--	--	--	--	--	--	900	88	90.2%
<b>MD-N</b>	3,150	347	89.0%	4,734	304	93.6%	7,884	651	91.7%	610	26	95.7%	594	27	95.5%	9,088	704	92.3%
<b>MD-W</b>	<u>3,300</u>	<u>219</u>	93.4%	<u>4,500</u>	<u>198</u>	95.6%	<u>7,800</u>	<u>417</u>	94.7%	<u>727</u>	<u>18</u>	97.5%	<u>594</u>	<u>30</u>	94.9%	<u>9,121</u>	<u>465</u>	94.9%
<b>Subtotal</b>	6,450	566	91.2%	9,234	502	94.6%	15,684	1,068	93.2%	1,337	44	96.7%	1,188	57	95.2%	18,209	1,169	93.6%
<b>NCS</b>	1,200	170	85.8%	900	113	87.4%	2,100	283	86.5%	--	--	--	--	--	--	2,100	283	86.5%
<b>RI</b>	4,650	177	96.2%	7,350	236	96.8%	12,000	413	96.6%	1,000	32	96.8%	959	23	97.6%	13,959	468	96.6%
<b>SWS</b>	1,800	171	90.5%	2,700	297	89.0%	4,500	468	89.6%	--	--	--	--	--	--	4,500	468	89.6%
<b>UP-N</b>	3,453	134	96.1%	7,085	191	97.3%	10,538	325	96.9%	792	22	97.2%	601	38	93.7%	11,931	385	96.8%
<b>UP-NW</b>	5,250	377	92.8%	6,450	243	96.2%	11,700	620	94.7%	1,023	72	93.0%	693	24	96.5%	13,416	716	94.7%
<b>UP-W</b>	<u>3,900</u>	<u>413</u>	89.4%	<u>4,796</u>	<u>488</u>	89.8%	<u>8,696</u>	<u>901</u>	89.6%	<u>608</u>	<u>34</u>	94.4%	<u>598</u>	<u>28</u>	95.3%	<u>9,902</u>	<u>963</u>	90.3%
<b>Subtotal</b>	12,603	924	92.7%	18,331	922	95.0%	30,934	1,846	94.0%	2,423	128	94.7%	1,892	90	95.2%	35,249	2,064	94.1%
<b>System</b>	40,803	2,485	93.9%	58,580	2,521	95.7%	99,383	5,006	95.0%	8,128	289	96.4%	6,391	231	96.4%	113,902	5,526	95.1%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (08/15/2024) 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-Jul	Annual
BNSF	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	93.9%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.5%	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	97.1%	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						96.9%	96.9%
	<b>2019-2023 average</b>		96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.2%
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	97.5%	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	98.2%	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	96.1%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2	97.9	94.5						97.8%	97.8%
	<b>2019-2023 average</b>		97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.4%
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	86.5%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	90.4%	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	86.0%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.0%	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	91.9%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4	86.7	87.9						90.2%	90.2%
	<b>2019-2023 average</b>		88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	88.4%
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	95.8%	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	92.1%	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	92.4%	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	92.0						92.3%	92.3%
	<b>2019-2023 average</b>		91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	92.4%
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	95.1%	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	95.3%	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	93.2%	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	93.2%	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						94.9%	94.9%
	<b>2019-2023 average</b>		94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.5%
NCS	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	93.9%	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	91.2%	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	86.6%	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	93.5%	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	89.6%	89.7%
	2024	80.8	89.1	87.4	89.6	88.3	80.7	89.3						86.5%	86.5%
	<b>2019-2023 average</b>		91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	91.7%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jul	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	91.5%	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	95.2%	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	95.3%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.4%	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	95.9%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7	95.9						96.6%	96.6%
	<b>2019-2023 average</b>	94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	94.9%	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	92.7%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	95.6%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	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	93.2%	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	92.6%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2	88.7	88.5						89.6%	89.6%
	<b>2019-2023 average</b>	93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	93.2%	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	98.4%	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	96.7%	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	96.1%	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						96.8%	96.8%
	<b>2019-2023 average</b>	96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.2%	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	96.9%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	96.0%	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	95.0%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	92.8%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3	93.0						94.7%	94.7%
	<b>2019-2023 average</b>	94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.4%	94.4%
UP-W	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	90.4%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.3%	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	91.2%	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	92.9%	92.7%
	2024	88.0	90.9	94.1	94.7	92.0	89.4	82.8						90.3%	90.3%
	<b>2019-2023 average</b>	92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.5%	92.5%
System excluding South Shore	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	93.9%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.6%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.5%	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						95.1%	95.1%
	<b>2019-2023 average</b>	95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.1%	95.3%

Delays data for most recent month is final (08/15/2024) 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  
July 2024**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
BNSF	1236 <b>82% OT</b>	Mon, Jul 01	11		DD1	Late flip from 1205
		Mon, Jul 15	33		KW	Tree blocking Main Track 3.
		Thu, Jul 18	20		E1	Mechanical Issues on 1306 resulting in North Platform blocked
		Thu, Jul 25	8		B	From B 6537 Morgan didnt answer.
HC	917 <b>77% OT</b>	Mon, Jul 01	7		DE	10" due to cross traffic at Corwith, 3" due to argo crosstraffic, 1" at Romeoville [CONTROLLABLE FREIGHT]
		Tue, Jul 16	44		ZT	Due to PTC issues, talked by red signal, and had to hand line route
		Fri, Jul 19	7		RA	14 MIN DELAY DUE TO FRIEGHT TRAFFIC. NS 33G, BNSF 5383, 5199F, new Amtrak train director mistakenly lined up freight first
		Tue, Jul 23	22		ZP	Departed CUS 24 min late due to PTC issues. CONSIST BUILT INCORRECTLY
		Wed, Jul 24	9		D	Stopped for 18" at Corwith due to cross traffic. (Controllable Freight)
HC	919 <b>73% OT</b>	Mon, Jul 01	39		GF	38" due to red signal at Statesville and having to hand line 2 switches
		Mon, Jul 08	38		DD	Stopped for 34" following AMT305 and waiting for freight cross traffic to clear at Brighton Park.
		Mon, Jul 15	20		DE	Stopped 30" at CP Corwith due to freight cross traffic STUCK HANDBRAKE ON BCHICHI-715 BNSF 7591 [CONTROLLABLE FREIGHT]
		Tue, Jul 16	136		ZT	Due to system wide PTC issues.
		Fri, Jul 26	9		RF	- 10M #36 X/O, RED SIGNAL, AMTK #305 AHEAD.
		Wed, Jul 31	7		AM	12" due to waiting for Amtrak crew change at Lemont
ME-BI	243 <b>82% OT</b>	Mon, Jul 15	45		CO	Due to wire issues at CP 11th Place - LOW WIRE DUE TO NICTD PROJECT CONSTRUCTION
		Tue, Jul 16	0		XZT	ANNULLED due system wide PTC issues
		Tue, Jul 30	14		KP	[14] Delayed due to Police activity due to bomb threat on SS9115
		Wed, Jul 31	6		M1	waiting for 341 to depart after incident on SC sub
ME-ML	136 <b>82% OT</b>	Thu, Jul 11	16		G	16 MINUTE DELAY ACCOUNT SIGNAL PROBLEMS AT HW.
		Mon, Jul 15	0		XCO	ANNULLED- Due to wires down at CP 11th Place - LOW WIRE DUE TO NICTD PROJECT CONSTRUCTION
		Tue, Jul 16	25		ZT	Due to system wide PTC issues.
		Fri, Jul 26	13		G	13 MINUTE DELAY ACCOUNT SIGNAL PROBLEMS BETWEEN CP 19.89 AND HW. NEXT CLEAR WAS KENSINGTON RESTRICTING
ME-ML	701 <b>82% OT</b>	Thu, Jul 11	21		G	21 MINUTE DELAY ACCOUNT SIGNAL PROBLEMS AT HW.
		Tue, Jul 16	22		ZT	Due to system wide PTC issues.
		Fri, Jul 19	9		CO1	19 MINUTE LATE DEPARTURE ACCOUNT LATE TURN FROM ME128. - LOW WIRE DUE TO NICTD PROJECT CONSTRUCTION
		Tue, Jul 30	18		KP	[22] Police activity due to report of bomb threat on SS9115
ME-ML	708 <b>82% OT</b>	Mon, Jul 01	40		CO1	Due to broken pantograph at Randolph - LOW WIRE DUE TO NICTD PROJECT CONSTRUCTION
		Fri, Jul 05	9		G1	9M LATE INTO RAND DUE TO SWITCH FAILURE AT RICHTON YD
		Fri, Jul 12	8		G1	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 8M ARRIVING RAND DUE TO TRACK CIRCUIT DOWN & SINGLE TRACKING NORTH
		Tue, Jul 16	47		KW	Single tracking; wires down at MP 23.40.
ME-SC	312 <b>77% OT</b>	Mon, Jul 01	60		CO1	Due to broken pantograph at Randolph - LOW WIRE DUE TO NICTD PROJECT CONSTRUCTION
		Fri, Jul 12	9		G1	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - 9M LATE ARRIVING RAND DUE TO TRACK CIRCUIT DOWN & SINGLE TRACKING NORTH
		Thu, Jul 25	6		GX	4M 79TH ST AWDM ITEM 1
		Fri, Jul 26	11		GX	7M AWDM JEFFERY BLVD ITEM 1
ME-SC	316 <b>82% OT</b>	Tue, Jul 30	7		I	6" Delayed due to heavy passenger handling on the South Chicago branch.
		Mon, Jul 01	92		CO1	Due to broken pantograph at Randolph - LOW WIRE DUE TO NICTD PROJECT CONSTRUCTION
		Mon, Jul 15	11		CC	(SCHEDULED TRACK WORK) -
		Tue, Jul 16	12		CC1	Late turn from ME315, Scheduled track construction/ track outages.
ME-SC	341 <b>82% OT</b>	Wed, Jul 17	12		J1	Delayed due to SS9118 awaiting MPD for removal of unruly passenger from the train.
		Mon, Jul 01	10		RD	Stopped due to incorrect line up AT 11TH ST
		Fri, Jul 12	6		GM	(METRA/PSA GATE XING MALFUNCTION) - GATE 79TH
		Tue, Jul 16	22		ZT	37" Due to system wide PTC issues
MD-N	2107 <b>73% OT</b>	Wed, Jul 31	0		M1	ANNULLED AT 63rd due to DH032 striking trespasser (non-fatal) at 78th and Exchange, MP-24-00037537 (9842)
		Wed, Jul 03	45		E1	[34] Libertyville- tie on to 2110s equipment PTC issues [6] CN Crossing- Stop signal
		Tue, Jul 09	12		A	9" CUS- A5- trains ahead (2205), 4" Mayfair- Stop signal
		Mon, Jul 15	6		A	4" Mayfair- Stop signal, 2" Lake Forest- Assist passenger with schedule due to accident at Wilson Rd
		Tue, Jul 16	7		A	-4" Stop signal Mayfair; -2" Track construction Libertyville; -2" Stop signal CN X-ing, N/B freight interference
		Thu, Jul 18	14		CC1	[9] CUS- A5 trains ahead FOLLOWING 2205 that was blocked by 2112 [2] Mayfair- Stop signal [3] Northbrook- connect the PA cable to the back of the engine.
		Mon, Jul 22	7		A	5" Following traffic CUS - A5 3" Waiting for signal at Mayfair 5" Waiting for signal at Grayslake
MD-N	2112 <b>73% OT</b>	Wed, Jul 03	20		E1	[20] Stop to pick up 2110(mechanical issues) passengers at libertyville, making all stops into union station
		Tue, Jul 16	7		NW1	-3" Signal problems Golf, restricting; -3" Stop signal A-5, X/O 2MT to 3MT; -2" Stop signal A-2
		Thu, Jul 18	11		CC	[6] Approach then stop at A5 SPEED RESTRICTIONS AT 7.8, 20.2, 21.1, 23.9, AND 32.0 ARRIVED AT A5 OUT OF SLOT [3] Approach stop at A3
		Tue, Jul 23	7		GX	3" Approach stop at A2 3" Item 2 at Aberdeen St.
		Wed, Jul 24	18		JA1	[4] Approach stop A20 [14] Accommodating 2110s passengers. Making all stops from Morton Grove to Union Station instead of expressing.
		Thu, Jul 25	14		RF	[15] Stopped before Dempster St trying to copy gate malfunction Item 2. Couldn't get a hold of dispatcher [4] Couldn't get a hold of Forman Giron [3] Couldn't get clear communication with Foreman Rodriguez [3] Approach to a stop at A2

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MD-N	2125 <b>82% OT</b>	Wed, Jul 03	16	G1	[21] Restricting signal glenview , switch problem at A20 [5] Stop signal Cn crossing freight train
		Tue, Jul 16	65	ZT	2" ADA Northbrook. 31" Stop signal Deerfield West. Left Deerfield at 5:09 43" Stop signal Rondout, system crashed . Got diverging clear at Rondout at 6 pm.
		Tue, Jul 23	22	K1	4" Northbrook ADA 30" Grayslake. Red signal 4" Route 120 item 1
		Fri, Jul 26	8	G	[12] Switch failure 11 SWITCH A5. Went track zero [5] Stop rondout wait for 2146
MD-N	2131 <b>73% OT</b>	Mon, Jul 15	7	EA1	-7" Holding for eastbound train 2146 at Lake Forest West AMTRAK 7 MECH ISSUES AT MORGAN STREET
		Tue, Jul 16	51	ZT	71" PTC and Signal issues A-5 to RONDOUT
		Wed, Jul 17	8	U1	[8] Holding for eastbound train at lake forest west
		Fri, Jul 19	6	GM1	[10] late meet from 2125 getting delayed from item 1 at Chestnut
		Tue, Jul 23	33	K1	32" Waiting on 2146
MD-N	2139 <b>82% OT</b>	Wed, Jul 03	10	E1	[9] CUS- late arrival of equipment [3] CUS- A3- Trains ahead LATE EQUIPMENT DUE TO ENGINEER REST CAUSED BY LOCO 507 FAILURE ON TRAIN 2110
		Tue, Jul 16	0	XZT	ANNULLED Due to system wide PTC issues
		Tue, Jul 23	21	K1	4" ADA CUS-Libertyville 15" Following 2135 to fox lake. Waiting on 2146 to clear fox lake sub MP-24-00036179 (8799) 8" Item 1 Ivanhoe Road
		Fri, Jul 26	12	G1	[10] Late departure CUS. Late arrival of equipment [6] Waiting for signal at Mayfair
MD-N	2142 <b>82% OT</b>	Wed, Jul 03	11	G	[10] Stop A20 switch failure. Maintainer on scene [3] Left Grayslake late. Wait on 2121
		Tue, Jul 09	15	RF1	10" Grayslake- All Red- waiting on #2121 to clear, 2" Glenview- loading a wheelchair, 3" A5-All Red- waiting on Elgin train to clear.
		Tue, Jul 23	8	K1	11" Liberty siding- waiting on #2121 to clear.
		Fri, Jul 26	13	G1	[3] A5- All Red- waiting on NCS #116 to clear. [7] A-5 til A-2- following NCS #116. [3] CUS Lake St.- All Red- waiting on #2139 & #2141 to clear.
MD-N	2146 <b>55% OT</b>	Wed, Jul 10	8	RF	4" CN crossing , 4" Libertyville meeting 2125, 3" stop signal at Mayfair; 2125 delayed at Northbrook due to slow ADA passenger which delayed its arrival at Libertyville for meet with 2146
		Fri, Jul 12	8	I	[3] Ada @grayslake [4] Heavy amount of passenger loading @glenview, northbrook [3] Stop signal @CN crossing
		Mon, Jul 15	7	EA1	-8" Stopped at Libertyville siding waiting on inbound 2125 AMTRAK 7 MECH ISSUES AT MORGAN STREET . 2" Stopped at Rondout, 2" Item 1 at Wilson Rd.
		Tue, Jul 16	24	ZT	17" Stopped at libertyville due to PTC and signals 3" Stopped at Mayfair 2" Stopped at A3
		Wed, Jul 17	9	U1	[9] Held at libertyville. Waiting for outbound train 2125 THAT WAS DELAYED WITH AN ADA AT NORTHBROOK
		Fri, Jul 19	16	GM1	[9] Held at libertyville siding waiting for outbound train MEETS THROWN OFF FROM ITEM 1 AT CHESTNUT [3] Waiting for signal at A5 [4] Passenger Loading. Picked up a majority of 2148 passengers due to being late.
		Mon, Jul 22	9	E	10" Lost HEP METX 503 at North Glenview, had to reset. B/O INVERTER
		Tue, Jul 23	28	K1	50" Late departure due to 2121 striking a car 5" Item 1 at Ivanhoe Road
		Tue, Jul 30	9	K1	9" Stopped at Liberty East, waiting on 2125 THAT WAS DELAYED BY A BRIDGE STRIKE MP-24-00037302 (9984). 2" Stop at A5, traffic ahead
		Wed, Jul 31	8	AM1	12" Held at Libertyville siding AMTRAK HELD 2125 2" Held at CP canal waiting on outbound
MD-W	2222 <b>82% OT</b>	Tue, Jul 09	7	RA	-8" Stopped CP Lake, confusion over route
		Mon, Jul 15	8	GW	-8" Signal problems Elgin, restricted speed Almora to Elgin East.
		Tue, Jul 16	16	NW	5" Automatic crossing at B12 stopped to take from dispatch. 5" Held at B6 for signal. 3" Waited for relieving engineer at Elgin.
		Wed, Jul 24	6	RA	[5] Stop lake street
NCS	109 <b>64% OT</b>	Wed, Jul 03	12	VG	[4] Copying and complying with an item 2 @ oak park ave MP 9.16 [5] Complying with speed restrictions [5] Deval stopped for UP x traffic No issue found
		Tue, Jul 09	10	RF	2" A2-A3. Restricting signals. Following other trains, 5" CN DISP ran Belmont to O'hare on track 2 through speed restrictions instead of using 1 and avoiding them. Passengers on wrong side at O'hare, 3" Deval. Red signal out of slot due to CN disp running
		Wed, Jul 10	11	A	3" CUS waiting on signal, 2" A2, red signal. Waiting on other trains, 3" Copying and complying with item 2 Harlem, 3" Deval, red signal
		Thu, Jul 11	25	A	[2] Cus waiting on signal [4] A2/A3. Red signals. Waiting on other trains [2] A5, waiting on other trains to clear [16] Deval. Waiting on 4 westbound , 1 eastbound UP trains
		Tue, Jul 16	14	ZT	5" A2/A3. Waiting on other trains to clear 4" Ptc disengaged A5 9" A5-Cicero west . Signal problems
		Mon, Jul 22	8	DD1	13" Red signal Jct. 17, waiting on 116 to clear
		Wed, Jul 24	7	VE1	[9] WACY mainline swap of engineers . Ptc change- restricted speed [2] Deval, red signal
NCS	114 <b>82% OT</b>	Fri, Jul 12	7	G	[9] A5 switch failure, following 2230. Switch failing in reverse, had to adjust indication rod
		Fri, Jul 19	85	N1	[52] Ptc issues galore [3] Lomond. Waiting on freight to clear [15] Deval, freight train
		Wed, Jul 24	24	VE1	[6] Antioch, HEP problem [6] Prairie view. HEP, running without HEP to prospect heights [6] Prospect heights, HEP [2] River grove, freight [2] A2 red signal [3] CUS waiting on other trains/engines to clear
		Tue, Jul 30	6	A	-4" Stop signal Deval; -2" Stop B-12 to copy temporary speed restriction; -2" Stop signal A-2.
NCS	116 <b>77% OT</b>	Wed, Jul 10	7	GX	6" B12: copied an Item 2 for Harlem Avenue, 3" Complying to Item 2 at Harlem.
		Tue, Jul 16	24	ZT	5" PTC problems,, PTC wasn't engaging 15" Signal problem at B12 5" Stopped at Canal ITEM ONE
		Fri, Jul 19	7	GM1	[7] Cross traffic (2121 delayed by item 1) at Grayslake
		Mon, Jul 22	19	DD1	13" Late turn off of 105. 8" Deval: stop cross traffic
		Wed, Jul 31	34	KP1	30" Antioch: late turn off NCS 105. 5" Deval-B12: Hot weather Restrictions 4" B6: waiting for a train to cross over 3 to 1. 3" A2: stop

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	301 <b>64% OT</b>	Tue, Jul 02	8	I	2" at 35th, 2" at Robbins, 2" following RI701, 2" due to all speed restrictions
		Wed, Jul 10	37	E1	2" late leaving LSS, 16" behind RI701, 20" unloading passengers
		Tue, Jul 16	9	ZT	Due to system wide PTC issues.
		Thu, Jul 18	7	G	RESTRICTING SIGNAL AT MP 22.4 AND MP26.5. FIRST GOOD SIGNAL AT MP 28.
		Mon, Jul 22	12	GM	4" Stops at 51st and Robbins, 4" gate malfunction, 2" door stuck in car #6001, 4" speed restrictions.
		Tue, Jul 23	12	I	4" stops at 51st and Robins, 4" speed restrictions, 4" family group at 35th Street.
		Mon, Jul 29	10	U	2" stop at 51st, 2" stop at Robbins, 3" ADA lift at Oak Forest, 3" Speed restrictions.
		Wed, Jul 31	6	I	4" Sox Game Passenger handling, 2" stopped at 51st, 2" stopped at Robbins, 3" due to speed restrictions
RI	305 <b>82% OT</b>	Wed, Jul 10	18	G1	Due to switch and signal issues at 16th Street
		Mon, Jul 15	6	U	Stopped at Robbins due to ADA
		Tue, Jul 16	17	ZT	Due to system wide PTC issues.
		Thu, Jul 25	7	CH	DEPARTED LASALLE 3 MINUTES LATE ACCOUNT TEMPORARY SPEED RESTRICTION (DEFECT FOUND). Auburn park work
RI	428 <b>82% OT</b>	Mon, Jul 08	13	CC	Single tracking due to track work.
		Tue, Jul 09	8	CC	Single tracking due to scheduled track work
		Wed, Jul 10	7	G1	Due to switch and signal issues at 16th Street.
		Thu, Jul 11	9	CC	SINGLE TRACKING BETWEEN CP MOKENA AND CP 66 COURT DUE TO TRACK WORK.
RI	430 <b>82% OT</b>	Mon, Jul 01	7	G	Due to being talked past stop signal at Mokena and going restricted speed from Mokena to Hickory Creek.
		Wed, Jul 10	12	G1	Due to switch and signal issues at 16th Street.
		Tue, Jul 16	14	ZT	NOT ABLE TO GET PTC ACTIVE
		Fri, Jul 26	6	CC	SINGLE TRACKING BETWEEN CP 35.5 TO CP MOKENA DUE TO FORM B 1135 WORKING A LITTLE LATE
RI	432 <b>82% OT</b>	Wed, Jul 10	0	E1	ANNULLED due to engine issues from RI701
		Thu, Jul 11	18	GT1	FOLLOWING DH4292 THAT HAD PTC ISSUES DUE TO CAD (CAD system issue with workaround in place involving feature that Metra does not use)
		Tue, Jul 16	20	ZT	Due to system wide PTC issues.
		Wed, Jul 31	15	N	Due to signal issues and waiting for RI431 to depart LSS
SWS	808 <b>73% OT</b>	Mon, Jul 08	0	M1	Due to pedestrian strike/fatality SWS802
		Tue, Jul 09	11	H	Late departure Manhattan due to Mechanical loading issues loco 200 - ISOLATION SWITCH MOVED FROM RUN TO ISOLATION
		Fri, Jul 12	10	AM	(AMTRAK CAUSED DELAY) - 12M DELAY CP518 WAITING FOR AMTRAK29 AMTRAK WOULD NOT USE THE METRA RUNNER. ARR CUS 942AM 10M LATE.
		Tue, Jul 16	7	ZE	Late departure due to PTC issues/equipment swap for no Comm with TMC, gate malfunction Cicero, 2" Polk St. congestion. METX 122 B/O DATA CABLE TMC TO CDU
		Mon, Jul 22	8	G	Delayed due to running around switch failure at 143rd and people on wrong side, 3m Item 1 Cicero St.
		Fri, Jul 26	13	DE1	-13 mins stopped at Ashburn waiting on 801, -4 mins stopped at Ashburn waiting on outbound. NS BC24 UP 7628 BLOCKING IG4C
SWS	812 <b>77% OT</b>	Mon, Jul 08	0	M1	Due to pedestrian strike/fatality SWS802, turn of SWS803
		Tue, Jul 09	8	CD1	7" late departure 179th St. from late turn from SWS803, 2" Palos ADA, 2" 10mph restriction Belt Jct.
		Mon, Jul 15	8	AM	4" CP 518 waiting on AMT 49, 4" following AMT
		Tue, Jul 16	13	ZN	5" late departure due to PTC TRAIN ID NOT POPULATED IN BRC SYSTEM METX 8590 , item 1 gate malfunction Cicero, congestion at Polk
		Wed, Jul 24	7	I	4M Slow passenger loading in route, 3m CUS following AMT49 in.
SWS	815 <b>77% OT</b>	Mon, Jul 01	27	ZP	Late departure due to PTC issues, and held waiting for BN cross traffic
		Mon, Jul 08	0	M1	Due to pedestrian strike/fatality SWS802
		Tue, Jul 09	12	GX	4" 10mph at Forest Hill, 5" Item 1 at Cicero, 5" ADA Oak Lawn
		Tue, Jul 16	127	ZT	Due to system wide PTC issues.
		Wed, Jul 31	11	D	Due to freight cross traffic at CP518 NS 27G(Controllable Freight)
SWS	816 <b>82% OT</b>	Mon, Jul 01	9	K	9" stopped at 21st Street bridge for the bridgelift
		Fri, Jul 19	9	RF	7M ASHBURN WAITING FOR TRACK INSPECTOR TO CLEAR. 3M FOLLOWING METX179 SHOVING TO CUS
		Wed, Jul 24	15	S	Delayed due to waiting for track line-up after train went by red signal DURING OPERATIONS TESTING
		Thu, Jul 25	8	CA1	3M ADA OAK LAWN 5M DELAY CP518 WAITING FOR SWS 809 TO CLEAR
SWS	818 <b>73% OT</b>	Mon, Jul 01	13	GF	6" stopped at CP Ridge due to trap circuit, 4" waiting for AMT352 to clear
		Tue, Jul 09	10	F	5" Delayed departure due to loose 480 cables car 7106 affecting HEP, 5" passenger handling
		Fri, Jul 12	8	D	- 8 MINUTE DELAY FOR CROSS TRAFFIC. (Controllable Freight)
		Tue, Jul 16	8	ZT	8min total delay. 5min enroute due to PTC sync error
		Mon, Jul 22	6	R	4" stopped at CP518 waiting for 811 to clear ROLLAWAY CARS IN 14TH STREET YARD
		Fri, Jul 26	10	RA1	- 10M CP518 THRU AMTK-21ST, WAITING FOR SWS811 TO CLEAR METRA MAIN. (811 delayed for 7m at CUS waiting for signal) NS883 ON NS TK #2, AMTK352 ON NS TK #1, B
SWS	822 <b>82% OT</b>	Tue, Jul 02	9	D1	Late flip from 813
		Tue, Jul 16	57	ZT1	Late turn from SW813, Due to system wide PTC issues.
		Wed, Jul 17	13	K	Held at NS CP518 due to poles on NS 1 a7d 2 track at 35th Street. Waited on train 821 to clear
		Thu, Jul 18	10	GA	10 MIN DELAY. SWITCH FAILURE AT TAYLOR switch f65 not indicating reverse
SWS	826 <b>82% OT</b>	Mon, Jul 01	20	AM	Stopped at 21st Street waiting for NS maintenance of way equipment to clear
		Tue, Jul 02	13	DR	Due to being stopped at Ashburn for freight train taking headroom and 10 mph speed restrictions at Forest Hill and Belt Junction [CONTROLLABLE FREIGHT]
		Wed, Jul 10	15	RA	3" Belt Jct., 13" stopped at 21st for cross traffic; Amtrak student dispatcher error
		Tue, Jul 16	38	ZT1	Late turn from 823, Due to system wide PTC issues.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
SWS	827	Wed, Jul 10	18	G1	17" stopped at CP Lumber due to cross traffic and 3" at the BRC for speed restriction. CN train L537 unable to advance due to switch failure at 16th Street on the Rock	
		<b>77% OT</b>	Mon, Jul 15	98	KW	Due to multiple obstructions on track in different locations
		Tue, Jul 16	22	ZT1	Late turn from 826, Due to system wide PTC issues.	
		Thu, Jul 18	9	AM	WAITING ON AMTRAK MAKING MOVES	
		Fri, Jul 26	12	D	DUE TO WAITING ON CROSS TRAFFIC AT CP 518 (Controllable Freight)	
SWS	836	Tue, Jul 02	12	ZV	departed late due not being able to initialize to PTC - CAR 8592	
		<b>82% OT</b>	Mon, Jul 15	0	XKD	ANNULLED- due to tree striking cab car 8578
		Tue, Jul 16	11	ZT	Due to system wide PTC issues	
		Wed, Jul 17	0	VE1	ANNULLED Turn from 825, due to engine issues from 825	
UP-N	354	Wed, Jul 17	9	E	-9" Late departure from Kenosha, due to HEP issues (dropped -broke TLC) & slow loading en route METX 217 - REPLACED FIREMAN SIDE 480 CABLE	
		<b>77% OT</b>	Fri, Jul 19	13	IB	Heavy passenger loading and an ADA lift from Kenosha to lake bluff 15 BIKES
		Mon, Jul 22	7	IB	SLOW PASSENGER LOADING 23 BIKES	
		Fri, Jul 26	6	VF	6' DELAYED DUE TO RUNNING 2/O DOORLIGHT ON CAB CAR - 8447 INSPECTED, NO ISSUE FOUND	
		Wed, Jul 31	9	I	9' HEAVY PASSENGER LOADING AND 1 ADA LIFT	
		UP-N	355	Wed, Jul 10	7	I
<b>77% OT</b>	Wed, Jul 17			12	I	-12" Slow and heavy passenger unloading and 30MPH at Wilmette
Thu, Jul 18	8			RF	Delayed at Highland Park	
Tue, Jul 23	10			IW	[10] HEAVY AND SLOW PASSENGER LOADING EN ROUTE DUE TO STORM	
Thu, Jul 25	12			I	12' DELAYED DUE TO HEAVY PASSENGER UNLOADING AND ADA LIFT AT WILMETTE	
UP-NW	610	Fri, Jul 12	14	RN	-14" Delayed @ Crystal Lake Junction due to M610 crew had to throw their own switches on acct. of late arrival of switch tender	
		<b>77% OT</b>	Mon, Jul 15	25	GW	Delayed due to (dark signal) had to get talked pass the signal on McHenry sub
		Fri, Jul 19	0	XN	Annulled at McHenry due to Global It system Outage. Communication issues	
		Tue, Jul 23	60	F	[60] STOPPED ON THE MCHENRY SUB WITH CABCAR 8455 PTC ISSUES (CONTINOUS DISENGAGEMENT) MADE PINGREE ROAD TO BARRINGTON STOPS THEN RAN EXPRESS THEREAFTER TO CPT axle drive issue - PADDLE AND SPRING CAME OFF AXLE DRIVE	
		Thu, Jul 25	7	ZR	[7] DELAYED DUE TO TRAINING ENGINEER SELECTED WRONG TRACK @ MCHENRY (PTC ISSUES - DISENGAGED)	
UP-NW	612	Fri, Jul 05	0	XRN	ANNULLED due to manpower issues no engineer	
		<b>77% OT</b>	Fri, Jul 12	15	RN1	-12" Delayed out of Crystal Lake due to M610 ahead
		Mon, Jul 15	10	GW1	Delayed due to following train ahead	
		Tue, Jul 23	0	XE	ANNULLED due to defective wheel on engine METX 151 (on original M602 equipment) LEFT1 COIL SPRING DEFECT - BROKEN	
		Wed, Jul 31	0	XRN	ANULLED ON ACCT OF M606 ENGINEER WAS A NO SHOW (OVERSLEPT) M612 ENGINEER WAS USED TO RUN M606	
UP-NW	614	Fri, Jul 05	15	RN1	-15" Delayed due to M612 annulled had to make extra stops	
		<b>64% OT</b>	Mon, Jul 08	48	KW	[48] DELAYED @ M.P. 56.1 DUE TO A TREE DOWN ON THE TRACK WAITED FOR TREE TO BE REMOVED
		Thu, Jul 11	29	D	-29" Delay due to followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)	
		Fri, Jul 12	11	RN1	-11" Delayed following trains ahead	
		Mon, Jul 15	27	GW1	Delayed due to following trains ahead	
		Fri, Jul 19	8	N	Global IT system outage. Communication issues	
		Tue, Jul 23	28	F1	[28] delayed due to following trains ahead; also, made all stops to CPT	
Wed, Jul 31	13	RN1	13' DELAYED DUE TO ACCOMMODATING M612 PASSENGERS			
UP-NW	616	Thu, Jul 11	24	D1	-24" M614 ahead due to they followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)	
		<b>68% OT</b>	Fri, Jul 12	15	RN1	-15" Delayed following trains ahead
		Mon, Jul 15	21	GW1	Delayed due to following trains ahead	
		Fri, Jul 19	14	N	Global IT system outage. Communication issues	
		Tue, Jul 23	19	E1	[19] DELAYED MADE ALL STOPS TO CPT	
		Thu, Jul 25	8	ZR1	8' FOLLOWING TRAINS AHEAD	
Wed, Jul 31	7	RN1	7' DELAYED DUE TO MAKING ALL STOPS BECAUSE M612 WAS ANNULLED			
UP-NW	618	Thu, Jul 11	27	D1	-27" Trains ahead due to M614 followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)	
		<b>77% OT</b>	Fri, Jul 12	14	RN1	-14" Delayed following trains ahead
		Mon, Jul 15	26	GW1	Delayed due to following trains ahead	
		Fri, Jul 19	10	N1	Followed trains ahead due to Global IT system outage. Communication issues	
		Thu, Jul 25	10	ZR1	10' FOLLOWING TRAINS AHEAD	
UP-NW	622	Mon, Jul 08	36	KW1	[36] DELAYED @ M.P. 56.1 DUE TO A TREE DOWN ON THE TRACKS WAITED FOR TREE TO BE REMOVED	
		<b>77% OT</b>	Thu, Jul 11	18	D1	-18" Trains ahead due to M614 followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)
		Fri, Jul 12	8	RN1	-8" Delayed following trains ahead	
		Mon, Jul 15	13	GW1	Delayed due to following trains ahead	
		Tue, Jul 23	23	F1	[22] DELAYED DUE TO M610 AHEAD WITH PTC ISSUES	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	624 <b>64% OT</b>	Mon, Jul 08	6	KW1	[24] DELAYED FOLLOWING TRAINS AHEAD	
		Thu, Jul 11	16	D1	-16" Trains ahead due to M614 followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)	
		Fri, Jul 12	6	RN1	-6" Delayed following trains ahead	
		Mon, Jul 15	11	GW1	Delayed due to following trains ahead	
		Fri, Jul 19	39	N1	Global IT system outage. Communication issues	
		Tue, Jul 23	22	F1	[23] DELAYED FOLLOWING TRAINS ALSO HEAVY PASSENGER LOADING	
		Wed, Jul 24	17	ZR	[17] HAD TO RUN RESTRICTED SPEED FROM THE CL JUNCTION - TO38 (PTC ISSUES) selected wrong track	
		Fri, Jul 26	6	VF	6' DELAYED DUE TO LOADING DOORS NOT WORKING PROPERLY ON CAR # 6035 ALSO DELAYED FOLLOWING TRAINS AHEAD (2 MINS) - inspected, no defects found, no issues	
UP-NW	626 <b>77% OT</b>	Fri, Jul 05	7	RN1	-7" Late turn from M603	
		Wed, Jul 17	8	I	-8" Delayed due to heavy and slow passenger loading en route	
		Fri, Jul 19	38	N1	Followed M624 ahead due to Global IT system outage. Communication issues	
		Tue, Jul 23	22	F1	[22] DELAYED FOLLOWING TRAINS ALSO HEAVY PASSENGER LOADING	
		Wed, Jul 24	7	ZR1	[7] FOLLOWING TRAINS AHEAD	
UP-NW	628 <b>68% OT</b>	Mon, Jul 08	24	KW1	[24] DELAYED FOLLOWING TRAINS AHEAD	
		Thu, Jul 11	8	D1	-8" Trains ahead due to M614 followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)	
		Mon, Jul 15	6	GW1	Delayed due to following trains ahead	
		Fri, Jul 19	24	N1	Followed trains ahead due to Global IT system outage. Communication issues	
		Tue, Jul 23	16	F1	[16] DELAYED FOLLOWING TRAINS ALSO HEAVY PASSENGER LOADING	
		Wed, Jul 24	11	ZR1	[11] FOLLOWING TRAINS AHEAD	
		Tue, Jul 30	21	E	12' DEPARTED HARVARD 17 MINS DOWN DUE TO GROUND RELAY ON THE METX 158 HAD TO CUT OUT THE #4 TRACTION MOTOR - #4 traction motor carbody A lead grounded	
UP-NW	630 <b>50% OT</b>	Mon, Jul 01	8	ZN	-8" Delayed out of the yard due to PTC issues	
		Fri, Jul 05	10	RN1	-10" Delayed following trains ahead	
		Mon, Jul 08	7	KW1	[7] DELAYED FOLLOWING TRAINS AHEAD	
		Wed, Jul 10	28	D	-28" Delayed @ C/N Barrington due to C/N Freight interference (Controllable Freight)	
		Thu, Jul 11	12	D1	-12" Trains ahead due to M614 followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)	
		Fri, Jul 12	7	RN1	-7" Delayed following trains ahead	
		Mon, Jul 15	9	GW1	Delayed due to following trains ahead	
		Fri, Jul 19	49	N1	Followed trains ahead due to Global IT system outage. Communication issues	
		Tue, Jul 23	19	F1	[19] DELAYED FOLLOWING TRAINS ALSO HEAVY PASSENGER LOADING	
		Wed, Jul 24	14	ZR1	[14] FOLLOWING TRAINS AHEAD	
		Fri, Jul 26	8	VF1	8' DELAYED FOLLOWING TRAINS AHEAD	
UP-NW	632 <b>68% OT</b>	Wed, Jul 10	17	D1	-17" Following train ahead (Controllable Freight)	
		Thu, Jul 11	12	D1	-12" Trains ahead due to M614 followed freight train GSHDTE-10 (6,600 feet) from MP49 to Seeger (Controllable Freight)	
		Mon, Jul 15	0	XGW	ANNULLED DUE TO STORM DAMAGED SIGNAL	
		Fri, Jul 19	0	XN	Annulled account M615 was annulled (crew and equipment)	
		Tue, Jul 23	0	F1	ANNULLED due to crew was extremely delayed on M610	
		Wed, Jul 24	12	ZR1	[42] FOLLOWING TRAINS AHEAD	
		Wed, Jul 31	12	RN1	12' DELAYED FOLLOWING TRAIN AHEAD (M612 EQUIPMENT NON REVENUE)	
UP-NW	657 <b>82% OT</b>	Thu, Jul 11	10	D	-10" Delayed @ CN Barrington, due to freight interference (Controllable Freight)	
		Wed, Jul 24	13	D	[13] CN FREIGHT INTERFERENCE	
		Thu, Jul 25	15	RO	15' LATE DEPARTURE FROM CPT DUE TO LATE ARRIVAL OF EQUIPMENT FROM CAL AVE (HELD BY WESTERN AVE OPERATOR)	
		Wed, Jul 31	13	UF	13' ADA LIFT SLIPPED OUT ON CAR 8416 WHILE TRAIN WAS MOVING, STOPPED @ MP63.2 TO STOW IT - replaced roll pins, spring box, and pressure switch	
UP-W	18 <b>82% OT</b>	Fri, Jul 05	0	XRN	ANNULLED due to engineer overslept	
		Mon, Jul 08	0	XE	[ANN] ANNULLED @ LAFOX DUE TO METX 173 BAD ORDER - fan contactor bus bar B/O	
		Wed, Jul 10	28	G1	-28" Following train ahead (made all stops to CPT)	
		Thu, Jul 18	15	G	Switch failure A2	
UP-W	24 <b>59% OT</b>	Mon, Jul 08	7	E1	[7] DELAYED DUE TO TRACK WORK GENEVA - WCHICAGO WITH REDUCED SPEED ALSO DELAYED FOLLOWING TRAINS AHEAD	
		Wed, Jul 10	10	G1	-10" Following trains ahead	
		Tue, Jul 16	0	XZT	ANNULLED @ Berkeley due to the PTC on the METX 8414 logged off the engineer 2 times had to trouble shoot with the PTC desk.	
		Wed, Jul 17	9	ZT	-9" Delayed due to PTC disengaged @ Bellwood	
		Thu, Jul 18	16	G	Switch issues A2	
		Fri, Jul 19	10	N	-10 Global IT system outage. Communication issues	
		Mon, Jul 22	16	D	[16] DELAYED FOLLOWING THE CNAOK1	
		Tue, Jul 23	40	RN	[40] Delayed due to late set up and departure of equipment (stems from three engineer jobs could not get filled on acct. of engineer extra board shortage & reassigned engineers)	
		Wed, Jul 31	21	G	21' DELAYED DUE TO SWITCH FAILURE @ HALSTED	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	26  <b>64% OT</b>	Wed, Jul 03	15	F	-15" Delayed @ La Fox due to PTC issues VOLTAGE SPIKE CAUSING CPU ISSUE 8461 - B/O INTERNAL POWER SUPPLY ON BATTERY CHARGER	
		Fri, Jul 05	10	ZT	-10" Delayed due to PTC issues in the yard @ Elburn	
		Tue, Jul 16	18	ZT1	-18" Delayed due to M24 stopped with PTC issues picked up some of M24 passengers @ Berkeley also made extra stops into CPT	
		Wed, Jul 17	0	XF	ANNULLED @ College Ave due to B/O cab car 8417 (neither speedometer was working CONNECTIONS FOR AXLE DRIVE CAUSED PTC ISSUES - replaced speedometer	
		Thu, Jul 18	8	G	Switch issues A2	
		Mon, Jul 22	15	D	[15] DELAYED FOLLOWING THE ZBRG2B	
		Tue, Jul 23	40	RN1	[40] DELAYED FOLLOWING TRAINS AHEAD	
		Wed, Jul 31	7	G	7' DELAYED DUE TO SWITCH FAILURE @ HALSTED	
UP-W	28  <b>77% OT</b>	Fri, Jul 05	28	ZT	-28" Delayed due to PTC issues in the yard @ Elburn	
		Tue, Jul 16	30	ZT1	-30" Delayed due to M24 stopped with PTC issues picked up some of M24 passengers @ Berkeley also made extra stops into CPT	
		Wed, Jul 17	37	F1	-36" Delayed following M26	
		Thu, Jul 18	11	G	Switch issues A2	
		Tue, Jul 23	25	RN1	[15] Delayed following trains ahead	
UP-W	30  <b>82% OT</b>	Wed, Jul 03	15	F1	-15" Following trains ahead	
		Tue, Jul 16	15	ZT1	-15" Delayed following trains ahead	
		Wed, Jul 17	36	F1	-36" Delayed following trains ahead	
		Tue, Jul 23	0	XRN	ANNULLED due to engineer extra board shortage; also, this train (original M24) had a defective wheel on engine METX 138	
UP-W	31  <b>82% OT</b>	Mon, Jul 15	19	CC	Held @ Turner waited for M48 to clear on trk 1 due to track work. Ran trk 1 turner - peck	
		Wed, Jul 17	10	CC	-12" Delayed due to Form B's @ M.P. 9.5-9.75 & 14.5-14.75 & 31.7-38	
		Fri, Jul 19	12	N1	-14 Waited on M48 to clear Kress before continue west bound	
		Mon, Jul 22	8	CC	DELAYED GETTING CLEAR THROUGH FORM B @ KRESS	
UP-W	32  <b>59% OT</b>	Wed, Jul 03	12	F1	-12" Following trains ahead	
		Fri, Jul 05	13	ZT1	-13" Delayed following trains ahead	
		Mon, Jul 08	13	E1	[13] DELAYED ACCOMMODATING PASSENGERS DUE TO M18 ANNULLED ALSO HAD A 25 MPH SPEED RESTRICTION HAD TRACK WORK GENEVA - WCHICAGO	
		Tue, Jul 16	20	ZT1	-20" Delayed following trains ahead	
		Wed, Jul 17	25	F1	-25" Delayed following trains ahead	
		Tue, Jul 23	33	RN1	[35] Delayed due to M30 ANNULLED also had slow and heavy passenger loading of M30 passengers	
		Wed, Jul 24	12	D	[12] DELAYED DUE TO FREIGHT INTERFERENCE (ZBRG2B) (Controllable Freight)	
		Thu, Jul 25	34	G	[34] DELAYED DUE TO SWITCH FAILURE @ HALSTED #9	
		Wed, Jul 31	13	DD	13' DELAYED @ WEST CHICAGO DUE TO J.B TOWER CROSS TRAFFIC	
UP-W	34  <b>73% OT</b>	Fri, Jul 05	12	ZT1	-12" Delayed following trains ahead	
		Fri, Jul 12	40	KD1	-40" Delayed due to late turn from M15 also waited for M19 to clear east end of the Elburn yard to depart	
		Tue, Jul 16	11	ZT1	following trains ahead, also minor door issue reported at Berkeley	
		Wed, Jul 17	22	F1	-22" Delayed following trains ahead	
		Tue, Jul 23	18	RN1	[18] DELAYED FOLLOWING TRAINS AHEAD	
		Thu, Jul 25	7	G	[7] DELAYED DUE TO SWITCH FAILURE @ HALSTED #9	
UP-W	35  <b>82% OT</b>	Fri, Jul 12	9	D	-9" Delayed due to Freight Interference (CWSNA) (Controllable Freight)	
		Tue, Jul 16	12	U	-12" Delayed @ Kedzie (-7), due to ADA lift; no door light; operated track 2 Villa Park & Elmhurst (load/unload from 1 car only FROM SPOTTING AT CROSSING)	
		Thu, Jul 18	8	D1	Freight interference at Park	
		Tue, Jul 23	8	D	[8] Delayed@ Berkeley, due to no signal@ Park-freight interference	
UP-W	36  <b>77% OT</b>	Mon, Jul 08	30	E1	[30] LATE TURN DUE TO LATE ARRIVAL OF M5901 HAD TO WAIT FOR INBOUNDS TO CLEAR @ KRESS DUE TO M18 EQUIPMENT STOPPED @ LA FOX ALSO SLOW PASSENGER LOADING WITH 1 ADA LIFT	
		Fri, Jul 12	0	KD1	ANNULLED due to M10 annulment	
		Wed, Jul 17	14	F1	-14" Delayed following trains ahead	
		Thu, Jul 25	16	G	[16] DELAYED DUE TO SWITCH FAILURE @ HALSTED #9	
		Mon, Jul 29	17	D	17" M36 DELAYED WAITED FOR ZITAG TO CLEAR ALSO DELAYED WAITED FOR THE SIGNALS TO PROCEED WITH ADJUSTED LINE UPS	
UP-W	37  <b>82% OT</b>	Mon, Jul 15	10	ZT	Operated restricted speed LaFox - Elburn, due to PTC issues (PTC on cab did not reflect Wayside signals)	
		Tue, Jul 16	14	D	-14" Freight @ Kedzie (2IAHPR) & freight @ Grace (ZG2BR)	
		Mon, Jul 22	8	U	1 ADA LIFT & 30 MPH BETWEEN MP 32.5 - MP 32.5	
		Wed, Jul 31	9	CC	15 MPH (MP10-MP10.25), 25 MPH (MP31.8-MP32.1), 20 MPH(MP11.4-MP11.6)	
UP-W	39  <b>73% OT</b>	Mon, Jul 01	7	U	-7" 2 ADA lifts	
		Mon, Jul 15	9	D	Delayed at Kedzie, due to freight (YPR60A-15)	
		Thu, Jul 18	8	CC	Speed restrictions at Kress	
		Fri, Jul 19	60	K	Delayed at Melrose Park due to a vehicle on track #2 at Berkeley.	
		Mon, Jul 22	16	UF	[16] DELAYED @ KEDZIE -20 ON ACCT OF ADA LIFT ON CAB CAR 8433 ON THE SOUTHSIDE CAME SLIGHTLY OUT THE POCKET CAUSING THE ENGINE NOT TO LOAD - replaced left side broken roll pin	
		Mon, Jul 29	17	D1	17' DELAYED @ PARK WAITED FOR M54 TO CLEAR DUE TO FREIGHT (ZLCG2-25)	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	42 <b>73% OT</b>	Mon, Jul 15	25	KW	Stopped due to Tornado Warnings from MP0.0 to MP 44	
		Wed, Jul 17	8	CC	-8" Delayed due to 3 speed restrictions, also slow passenger loading	
		Fri, Jul 19	30	D	-30 Followed ZLCG2-15 from College Ave	
		Mon, Jul 22	20	D	DELAYED LA FOX FOLLOWING THE CNAWS	
		Tue, Jul 23	18	JM	[11] Delayed due to Slow and heavy passenger loading also delayed @ Oak Park Waited for a ambulance to assist a female passenger	
		Wed, Jul 24	7	RO1	[7] DELAYED FOLLOWING M53	
UP-W	43 <b>82% OT</b>	Mon, Jul 15	8	RF	no signal @ CN @ West Chicago Engineer accidentally made an unscheduled station stop @ College Ave; 2 15MPH speed restrictions @ MP322 & MP32.5;	
		Tue, Jul 16	16	D1	-16" Delayed following M41, due to freight & 15MPH between MP32.2-MP 32.5	
		Fri, Jul 19	53	K1	-53 Delayed following trains ahead	
		Tue, Jul 23	14	RF	[14] Delayed @ Kress (-10) no signal, due to Disp had to time out the signal due to having m45 lined ahead	
UP-W	44 <b>73% OT</b>	Wed, Jul 03	10	D	-10" Delayed out of Geneva following a freight train stopped @ West Chicago (Controllable freight)	
		Mon, Jul 08	20	JM	[20] DELAYED @ VILLA PARK WAITED FOR AN AMBULANCE TO ASSIST A MALE PASSENGER THAT WAS UNRESPONSIVE	
		Fri, Jul 12	16	D	-16" Followed freight train from Elburn to West Chicago (Controllable Freight)	
		Mon, Jul 15	10	I	Form B at Geneva, Heavy passenger loading Geneva and River Forest	
		Tue, Jul 16	20	RF1	-20" Late turn off M25; heavy passenger loading @ Elmhurst; 3 Form B's	
		Mon, Jul 29	11	I	11' SLOW PASSENGER LOADING DUE TO TRACK CHANGES	
UP-W	45 <b>68% OT</b>	Wed, Jul 10	0	XM	Annulled @ MP12.5 on acct of struck a pedestrian - LOCO 146 - fatality	
		Tue, Jul 16	10	D1	-10" Delayed following M43, due to M41 freight interference	
		Wed, Jul 17	8	C	-8" Slow order (15MPH) between MP 29.5-MP29.6	
		Fri, Jul 19	45	K	Delayed at CPT due to vehicle on the tracks at Berkeley.	
		Mon, Jul 22	9	U	[9] 4 ADA LIFTS & 4 FORMS A'S	
		Mon, Jul 29	8	C	-TWO 15 MPH SPEED RESTRICTIONS -NO SIGNAL @ WESTERN AVE	
		Wed, Jul 31	9	CC	45 MPH (MP8.4-MP8.6), 15 MPH (MP10-MP10.25), 25 MPH(MP31.9-MP32.9)	
UP-W	47 <b>82% OT</b>	Wed, Jul 10	70	M1	-70" Delayed @ River Forest on acct of M45 pedestrian incident @ MP 12.5 (made all stops to Elburn)	
		Tue, Jul 16	30	D1	-30" Delayed following trains ahead, due to M41 freight interference	
		Fri, Jul 19	40	K1	-40 Delayed following trains ahead	
		Wed, Jul 31	20	K	20' LATE DEPARTURE ON ACCT OF SWITCH 113 FAILED NORMAL DUE TO DEBRIS IN SWITCH	
UP-W	48 <b>68% OT</b>	Fri, Jul 12	9	CC	-9" Late arrival from M29 equipment -hot box testing at West Chicago	
		Tue, Jul 16	9	CC	-9" Form B's 15 mph track #2 MP 32.2 - MP 32.4	
		Wed, Jul 17	10	D	-10" Delayed due to Freight Interference ( ZLCG2) (Controllable Freight)	
		Fri, Jul 19	10	N	-10 Global IT system outage. Communication issues	
		Mon, Jul 22	10	U	3 ADA LIFTS	
		Tue, Jul 23	13	CH	[13] Delayed due to CONTRACTOR gas line rupture@ MP 35.5	
		Tue, Jul 30	10	U	10' THREE 25MPH SPEED RESTRICTIONS AND 1 ADA LIFT	
UP-W	49 <b>77% OT</b>	Wed, Jul 10	60	M1	-60" Delayed @ Oak Park on track 3, due to M45 pedestrian incident @ MP12.5	
		Tue, Jul 16	18	D1	-18" Delayed following trains ahead, due to M41 freight interference	
		Fri, Jul 19	27	K1	Delayed following train ahead.	
		Thu, Jul 25	20	D	[20] FREIGHT INTERFERENCE (MALF3-24) FOLLOWED FROM GRACE-ELBURN (Controllable Freight)	
		Wed, Jul 31	12	K1	12' 15 MPH @ VALE, RESTRICTED SPEED FOLLOWING M47 BELLWOOD-GENEVA, CROSS TRAFFIC @ CN @ BARRINGTON	
UP-W	50 <b>82% OT</b>	Fri, Jul 12	26	UF	-26" Delayed due to B/O lift car #6019 - ROLL STOP OUT OF SEQUENCE, ADJUSTED	
		Mon, Jul 15	25	CW	Late turn of M31; red signal @ Peck, waited for track inspector to clear HOT WEATHER INSPECTION (restricted speed through Peck); cross traffic @ CN @ Washington St.	
		Wed, Jul 17	16	D	-16" Stopped @ Peck for freight; 15MPH @ MP32.5-MP32.2 & MP 29.6-MP29.5 (Controllable Freight)	
		Fri, Jul 19	8	K1	-8 Slow passenger loading on wrong side, track change from car on tracks	
UP-W	51 <b>64% OT</b>	Mon, Jul 01	9	RO	-9" Stopped @ Western Ave, due to cross traffic & followed M49	
		Mon, Jul 08	9	G1	[9] DELAYED BEHIND M49 @ WESTERN AVE & FOLLOWED M49 SIGNALS DUE TO SWITCH ISSUES @ WESTERN AVE (SWITCH #39 WAS HARD TO LOCK IN POSITION-THE OPERATOR HAD TO THROW THE SWITCH A FEW TIMES BEFORE IT LOCKED IN POSITION	
		Wed, Jul 10	65	M1	-65" Delayed @ Oak Park on track 1, due to M45 pedestrian incident @ MP12.5	
		Tue, Jul 16	15	D1	-15" Delayed following trains ahead, due to M41 freight interference	
		Thu, Jul 18	9	CC	Speed restrictions at Kress	
		Fri, Jul 19	35	K1	Delayed following trains ahead.	
		Thu, Jul 25	26	D1	[26] DELAYED FOLLOWING M49 (Controllable Freight)	
		Wed, Jul 31	16	K1	16' DELAYED FOLLOWING M49	
UP-W	53 <b>77% OT</b>	Mon, Jul 01	17	RF	-17" Wrong line-up @ CPY043 (lined for the east end of Elburn yard, instead for Elburn station	
		Wed, Jul 10	65	M1	-65" Delayed @ Oak Park on track 1, due to M45 pedestrian incident @ MP12.5	
		Fri, Jul 19	32	K1	-32 Delayed following trains ahead	
		Wed, Jul 24	15	RO	[15] LATE DEPARTURE FROM OTC DUE TO LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD (HELD BY WESTERN AVE) ARRIVED @ CPT FROM CAL AVE @ 17:24	
		Thu, Jul 25	12	D1	[12] DELAYED FOLLOWING M51 (Controllable Freight)	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UP-W	54	Mon, Jul 01	16	DR	-16" Freight train interference @ University (MCHNP) & waited for M39 to clear track 2 @ Elmhurst; due to ZLTG2 on track 1 going into outbound 1 [CONTROLLABLE FREIGHT]	
		<b>77% OT</b>	Mon, Jul 15	20	E1	Delayed following M52, due to mechanical issues
		Tue, Jul 16	15	ZT	-15" Late departure from Elburn, due to PTC issues (Metra PTC synchronization issues)	
		Fri, Jul 19	40	K1	-40 Delayed following M52	
		Mon, Jul 29	16	D	16' DELAYED FOLLOWING FREIGHT FROM PECK-TURNER (ZLCG2-25)	
UP-W	55	Mon, Jul 01	12	RF1	-12" Delayed on acct of waited for M53 to yard @ Elburn & 1 ADA lift	
		<b>73% OT</b>	Wed, Jul 10	60	M1	-60" Late departure from CPT, due to M45 pedestrian incident @ MP12.5
		Fri, Jul 19	30	K1	-30 Delayed following trains ahead	
		Wed, Jul 24	15	RO1	[15] DELAYED FOLLOWING M53	
		Thu, Jul 25	8	D1	[8] DELAYED FOLLOWING M53 (Controllable Freight)	
Mon, Jul 29	7	U	7' 1 ADA LIFT SLOW PASSENGER UNLOADING, 30 MPH @ MP30.3 AND 15 MPH BETWEEN MP 31.8 - MP32.2			
UP-W	56	Mon, Jul 01	10	D	-10" Followed freight from Geneva-West Chicago (MMTPR) [CONTROLLABLE FREIGHT]	
		<b>68% OT</b>	Wed, Jul 10	33	M1	-33" Delayed @ Villa Park 17:10-17:45, due to M45 pedestrian incident @ MP12.5
		Mon, Jul 15	10	ZT1	Late turn off M37	
		Tue, Jul 16	18	D1	-18" Late turn off M37, due to freight	
		Mon, Jul 22	10	U1	LATE TURN OFF M37	
		Thu, Jul 25	10	D	[10] STOPPED @ ELMHURST DUE TO FREIGHT INTERFERENCE @ PARK (MALG3-24) (Controllable Freight)	
Wed, Jul 31	8	CC1	8' LATE TURN OFF M37			
UP-W	60	Mon, Jul 01	58	L	-58" Stopped @ MP6, due to trespassers @ multiple locations (MP5.8, MP 5.98, & MP4.4) & 2 ADA lifts	
		<b>64% OT</b>	Wed, Jul 10	50	M1	-50" Delayed @ Elmhurst, due to M45 pedestrian incident @ MP12.5
		Tue, Jul 16	15	ZT	-15" Late departure from Elburn, due to PTC issues (Metra PTC synchronization issues)	
		Wed, Jul 17	10	RF	-10" Late departure from Elburn, waited for the dispatcher to answer for a TCS change & 15MPH 29.6-MP29.5; slow passenger loading Villa Park & Elmhurst	
		Thu, Jul 18	8	I	Passengers on the wrong side	
		Fri, Jul 19	60	K1	Late turn from M39.	
		Mon, Jul 22	7	UF1	LATE TURN OFF M39	
Mon, Jul 29	15	D1	15' LATE TURN OFF M39			
UP-W	62	Mon, Jul 01	42	L	-42" Stopped @ Oak Park, due to trespassers @ multiple locations (MP5.8, MP5.98, MP 4.4)	
		<b>77% OT</b>	Wed, Jul 10	38	M1	-38" Delayed @ Glen Ellyn, due to M45 pedestrian incident @ MP12.5
		Tue, Jul 16	18	D1	-18" Late turn off M43, due to M41 freight interference & PTC issues (Metra PTC synchronization issues)	
		Fri, Jul 19	60	K1	-60 Late turn from M43	
Mon, Jul 22	18	KP	LATE DEPARTURE FROM ELBURN FOLLOWING M5908, STOPPED @ WHEATON, DUE TO TRESPASSERS ON THE TRACKS (POLICE FOUND AND ARRESTED THE INDIVIDUALS)			
UP-W	63	Mon, Jul 01	60	L1	-60" Late turn off M60, due to trespassers, expressed to Elmhurst, then all stops from Elmhurst - Elburn; XG @ MP20.45	
		<b>64% OT</b>	Wed, Jul 10	49	M1	-49" Late turn off M60, due to M45 pedestrian incident @ MP 12.5
		Mon, Jul 15	180	KW	Stopped due to Tornado Warnings from MP 0.0 to MP 44	
		Tue, Jul 16	10	U	-10" Late turn off M60 & 2 ADA lifts	
		Wed, Jul 17	19	RF1	-19" Late turn from M60	
		Thu, Jul 18	15	I1	Late flip from 60	
		Fri, Jul 19	60	K1	-60 Late turn from M60	
Mon, Jul 29	16	D1	16' LATE TURN OFF M60, 30 MPH @ MP30.3 AND 15 MPH BETWEEN MP31.8 - MP32.2			
UP-W	64	Mon, Jul 01	10	L	-10" Delayed due to trespassers @ MP 5.98, MP5.8, & MP 4.4	
		<b>82% OT</b>	Wed, Jul 10	66	M1	-66" Late turn off M47, due to M45 pedestrian incident @ MP12.5
		Tue, Jul 16	20	D1	-20" Late turn off M47	
		Fri, Jul 19	40	K1	-40 Late turn from M47	
UP-W	65	Mon, Jul 01	19	L1	-19" Late turn off M62, due to trespassers	
		<b>77% OT</b>	Wed, Jul 10	20	M1	-20" Late turn off M62, due to M45 pedestrian incident @ MP12.5
		Mon, Jul 15	150	KW	Stopped due to Tornado Warnings from MP0.0 to MP 44	
		Tue, Jul 16	10	D	-10" Freight Train MALG3-15 ahead at West Chicago	
		Fri, Jul 19	0	XK	Annulled due to no crew or equipment due to earlier car on tracks at M.P. 14.2	
UP-W	68	Mon, Jul 01	35	L1	-35" Late turn off M61	
		<b>82% OT</b>	Wed, Jul 10	60	M1	-60" Late turn off M61, due to M45 pedestrian incident @ MP12.5 Stopped at Bellwood due to a search for a suicidal person at MP10.5
		Mon, Jul 15	170	KW	Stopped due to Tornado Warnings from MP0.0 to MP 44 (crew was used to run M11-16)	
Wed, Jul 17	20	ZN	-20" Delayed due to cab car METX8417 PTC being inoperable. Crew shoved B/O equipment into yard and took over M63 equipment. UNIT PLACED IN RX STATUS FROM EARLIER INCIDENT WITH 26			
UP-W	70	Mon, Jul 01	10	L1	-10" Late turn off M65, due to trespassers	
		<b>76% OT</b>	Wed, Jul 10	20	M1	-20" Late turn off M65, due to M45 pedestrian incident @ MP12.5
		Mon, Jul 15	0	KW1	Late turn off M65; terminated at Turner at 00:25, with M72 behind them (crossed over ran non-revenue to Elburn)	
		Fri, Jul 19	50	DD	-50 Waited for M71 to clear 25th Ave to run track #3 from Maywood to Oak Park due to MNPPR-18 was yarding in to Proviso from track #1 & MAHPR was on track #2	
		Tue, Jul 30	60	K	60' STOPPED AT VILLA PARK DUE TO CAR ON THE TRACKS (#2 AND #3) AT MP15.67 MP-24-00037372 (9840)	

Data is final (08/15/2024) version from TOPS.



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

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

Effective November 1, 2021

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

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

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>14</b>	-	-	-	<b>4</b>	<b>4</b>	<b>2</b>	<b>4</b>	-	<b>13</b>	<b>1</b>	<b>18</b>	<b>48</b>	<b>108</b>
Freight Interference - Peak	4	-	-	-	4	2	2	1	-	6	1	15	17	52
Primary	2	-	-	-	4	1	1	-	-	4	1	5	8	26
Secondary	2	-	-	-	-	1	1	1	-	2	-	10	9	26
Freight Interference - Off-Peak	10	-	-	-	-	2	-	3	-	7	-	3	31	56
Primary	7	-	-	-	-	1	-	1	-	4	-	3	23	39
Secondary	3	-	-	-	-	1	-	2	-	3	-	-	8	17
<b>Signal/Switch Failure - Total</b>	<b>3</b>	<b>18</b>	<b>2</b>	<b>12</b>	<b>2</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>24</b>	<b>8</b>	-	<b>1</b>	<b>16</b>	<b>125</b>
Signal/Switch Failure - Metra/PSA	1	18	2	12	-	23	9	5	24	6	-	1	16	117
Primary	-	8	-	7	-	10	4	3	14	4	-	1	11	62
Secondary	1	10	2	5	-	13	5	2	10	2	-	-	5	55
Signal/Switch Failure - Foreign	2	-	-	-	2	1	1	-	-	2	-	-	-	8
Primary	1	-	-	-	2	1	1	-	-	2	-	-	-	7
Secondary	1	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>Mechanical Failure - Total</b>	<b>16</b>	-	-	-	<b>1</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>8</b>	<b>23</b>	<b>24</b>	<b>103</b>
Mechanical Failure - Metra/PSA	16	-	-	-	1	10	4	4	8	3	8	23	24	101
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	-	1	-	-	1	1	16	12	34
Primary	1	-	-	-	-	-	1	-	-	1	1	5	4	13
Secondary	2	-	-	-	-	-	-	-	-	-	-	11	8	21
Locomotive Issue - Metra/PSA	13	-	-	-	1	10	3	4	8	2	7	7	12	67
Primary	5	-	-	-	1	4	1	2	2	1	2	5	4	27
Secondary	8	-	-	-	-	6	2	2	6	1	5	2	8	40
Mechanical Failure - Foreign	-	-	-	-	-	2	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	-	-	-	-	<b>2</b>	<b>7</b>	<b>1</b>	<b>4</b>	-	<b>7</b>	-	<b>1</b>	-	<b>22</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	6	1	4	-	-	-	1	-	12
Passenger Train Interference - Foreign	-	-	-	-	2	1	-	-	-	7	-	-	-	10
<b>Accident - Total</b>	<b>1</b>	-	<b>1</b>	<b>4</b>	-	<b>4</b>	-	-	<b>3</b>	<b>6</b>	-	-	<b>21</b>	<b>40</b>
Accident - Metra/PSA	1	-	1	4	-	4	-	-	3	6	-	-	21	40
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>3</b>	<b>10</b>	-	<b>8</b>	-	<b>2</b>	<b>4</b>	-	<b>9</b>	<b>5</b>	<b>2</b>	-	<b>21</b>	<b>64</b>
Track Work - Metra/PSA	3	10	-	8	-	2	4	-	9	-	2	-	21	59
Track Work - Foreign	-	-	-	-	-	-	-	-	-	5	-	-	-	5
<b>Human Error - Total</b>	<b>7</b>	-	-	<b>1</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>22</b>	<b>20</b>	<b>80</b>
Human Error - Metra/PSA	5	-	-	1	-	-	1	-	1	3	7	22	11	51
Human Error - Foreign	2	-	-	-	3	6	2	2	1	3	1	-	9	29
<b>PTC Related - Total</b>	<b>1</b>	<b>12</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>16</b>	<b>20</b>	<b>3</b>	<b>11</b>	<b>18</b>	<b>138</b>
PTC Related - Metra/PSA	1	12	8	13	4	16	9	6	16	19	3	10	17	134
PTC Related - Foreign	-	-	-	-	-	-	1	-	-	1	-	1	1	4
<b>Weather - Total</b>	<b>27</b>	<b>20</b>	-	-	-	<b>15</b>	<b>15</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>29</b>	<b>15</b>	<b>140</b>
Weather - Metra/PSA	27	20	-	-	-	15	15	1	5	1	12	29	15	140
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>9</b>	-	-	<b>3</b>	-	<b>5</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>16</b>	<b>5</b>	<b>19</b>	<b>72</b>
<b>Obstruction/Debris - Total</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>6</b>	-	<b>13</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>4</b>	-	<b>11</b>	<b>41</b>	<b>96</b>
<b>Catenary Failure - Total</b>	-	<b>32</b>	<b>7</b>	<b>14</b>	-	-	-	-	-	-	-	-	-	<b>53</b>
<b>Other - Total</b>	<b>4</b>	-	-	<b>2</b>	-	-	-	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>5</b>	<b>36</b>
<b>Total Trains Delayed</b>	<b>87</b>	<b>96</b>	<b>24</b>	<b>63</b>	<b>16</b>	<b>108</b>	<b>55</b>	<b>33</b>	<b>83</b>	<b>76</b>	<b>51</b>	<b>137</b>	<b>248</b>	<b>1,077</b>
Total Metra/PSA Delays	69	96	24	63	5	92	49	27	82	45	49	118	190	909
Total Foreign Carrier Delays	18	0	0	0	11	16	6	6	1	31	2	19	58	168

Data for current month is final (08/15/2024) version of TOPS

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**Table 5.b: Train Delays by Cause and Line**  
Average July Over Previous Five Years: 2019-2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>8</b>	-	-	-	<b>5</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>9</b>	<b>35</b>	<b>94</b>
Freight Interference - Peak	1	-	-	-	4	2	3	1	1	4	1	5	9	30
Primary	1	-	-	-	4	1	2	1	1	3	1	3	6	22
Secondary	-	-	-	-	-	1	1	-	0	1	0	2	3	8
Freight Interference - Off-Peak	7	-	-	-	2	8	8	2	2	4	1	4	26	64
Primary	7	-	-	-	1	4	6	1	1	3	0	3	16	43
Secondary	0	-	-	-	0	4	2	0	0	2	0	1	10	20
<b>Signal/Switch Failure - Total</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>24</b>	<b>10</b>	<b>4</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>107</b>
Signal/Switch Failure - Metra/PSA	5	8	3	4	0	22	9	4	20	1	2	6	3	89
Primary	4	6	2	1	0	11	7	3	16	1	2	4	3	61
Secondary	1	2	1	3	0	10	2	1	4	0	1	2	0	27
Signal/Switch Failure - Foreign	6	-	-	-	2	2	0	0	0	5	-	1	1	18
Primary	5	-	-	-	1	1	0	-	0	4	-	1	1	14
Secondary	1	-	-	-	1	1	0	0	0	1	-	-	0	4
<b>Mechanical Failure - Total</b>	<b>11</b>	<b>1</b>	<b>0</b>	-	<b>0</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>75</b>
Mechanical Failure - Metra/PSA	10	1	0	-	0	14	6	3	16	2	10	4	7	74
Non-Locomotive Equipment Issue - Metra/PSA	4	1	0	-	-	1	2	1	2	0	1	2	3	18
Primary	2	1	0	-	-	1	1	0	2	0	1	1	3	13
Secondary	2	0	-	-	-	0	0	1	0	-	-	0	1	5
Locomotive Issue - Metra/PSA	6	-	-	-	0	13	4	2	14	2	9	3	4	57
Primary	3	-	-	-	0	4	2	1	5	1	3	1	3	22
Secondary	3	-	-	-	-	9	2	1	9	1	6	2	1	34
Mechanical Failure - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	-	<b>0</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	-	<b>0</b>	-	<b>19</b>
Passenger Train Interference - Metra/PSA	-	0	-	-	-	6	3	2	1	-	-	0	-	12
Passenger Train Interference - Foreign	1	0	-	0	1	1	0	-	-	3	-	-	-	7
<b>Accident - Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	-	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	-	<b>9</b>	<b>5</b>	<b>9</b>	<b>39</b>
Accident - Metra/PSA	2	-	-	-	-	2	1	0	1	-	9	5	4	25
Accident - Foreign	1	1	0	1	-	1	-	-	5	-	-	-	5	14
<b>Track Work - Total</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>94</b>
Track Work - Metra/PSA	5	15	0	4	0	10	7	2	15	2	11	13	3	88
Track Work - Foreign	0	-	-	-	1	-	-	3	-	1	-	1	-	5
<b>Human Error - Total</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>10</b>	<b>18</b>	<b>8</b>	<b>86</b>
Human Error - Metra/PSA	11	4	2	2	0	6	2	1	8	0	6	10	6	57
Human Error - Foreign	2	-	-	-	1	5	1	3	-	3	4	8	2	29
<b>PTC Related - Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>10</b>	<b>65</b>
PTC Related - Metra/PSA	3	2	1	2	1	6	4	1	11	2	4	8	10	54
PTC Related - Foreign	-	-	-	-	0	1	1	3	-	4	-	0	1	11
<b>Weather - Total</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>92</b>
Weather - Metra/PSA	19	9	3	3	1	8	7	2	5	1	10	15	8	91
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	0	0
<b>Passenger Related - Total</b>	<b>6</b>	<b>12</b>	<b>1</b>	<b>2</b>	-	<b>8</b>	<b>8</b>	<b>1</b>	<b>16</b>	-	<b>11</b>	<b>11</b>	<b>16</b>	<b>92</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>8</b>	<b>67</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>2</b>	<b>0</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>4</b>
<b>Other - Total</b>	<b>0</b>	<b>3</b>	-	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	-	<b>0</b>	-	<b>0</b>	-	-	<b>8</b>
<b>Total Trains Delayed</b>	<b>83</b>	<b>64</b>	<b>14</b>	<b>25</b>	<b>14</b>	<b>110</b>	<b>68</b>	<b>30</b>	<b>110</b>	<b>38</b>	<b>76</b>	<b>101</b>	<b>109</b>	<b>841</b>
Total Metra/PSA Delays	65	63	14	23	4	89	54	18	102	13	70	82	66	662
Total Foreign Carrier Delays	18	1	0	2	10	21	13	12	8	25	6	19	43	179

Data for current month is final (08/15/2023) version of TOPS

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

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

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**  
**July 2024 Compared to Average July Over Previous Five Years: 2019-2023**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>6</b>	-	-	-	<b>(1)</b>	<b>(6)</b>	<b>(9)</b>	<b>1</b>	<b>(3)</b>	<b>4</b>	<b>(1)</b>	<b>9</b>	<b>13</b>	<b>14</b>
Freight Interference - Peak	3	-	-	-	0	-	(1)	0	(1)	2	-	10	8	22
Primary	1	-	-	-	0	0	(1)	(1)	(1)	1	0	2	2	4
Secondary	2	-	-	-	-	(0)	0	1	(0)	1	(0)	8	6	18
Freight Interference - Off-Peak	3	-	-	-	(2)	(6)	(8)	1	(2)	3	(1)	(1)	5	(8)
Primary	0	-	-	-	(1)	(3)	(6)	(0)	(1)	1	(0)	(0)	7	(4)
Secondary	3	-	-	-	(0)	(3)	(2)	2	(0)	1	(0)	(1)	(2)	(3)
<b>Signal/Switch Failure - Total</b>	<b>(8)</b>	<b>10</b>	<b>(1)</b>	<b>8</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>(2)</b>	<b>(6)</b>	<b>12</b>	<b>18</b>
Signal/Switch Failure - Metra/PSA	(4)	10	(1)	8	(0)	1	(0)	1	4	5	(2)	(5)	13	28
Primary	(4)	2	(2)	6	(0)	(1)	(3)	(0)	(2)	3	(2)	(3)	8	1
Secondary	0	8	1	2	(0)	3	3	1	6	2	(1)	(2)	5	28
Signal/Switch Failure - Foreign	(4)	-	-	-	0	(1)	1	(0)	(0)	(3)	-	(1)	(1)	(10)
Primary	(4)	-	-	-	1	(0)	1	-	(0)	(2)	-	(1)	(1)	(7)
Secondary	0	-	-	-	(1)	(1)	(0)	(0)	-	(1)	-	-	(0)	(3)
<b>Mechanical Failure - Total</b>	<b>5</b>	<b>(1)</b>	<b>(0)</b>	-	<b>1</b>	<b>(2)</b>	<b>(2)</b>	<b>1</b>	<b>(8)</b>	<b>1</b>	<b>(2)</b>	<b>19</b>	<b>17</b>	<b>28</b>
Mechanical Failure - Metra/PSA	6	(1)	(0)	-	1	(4)	(2)	1	(8)	1	(2)	19	17	27
Non-Locomotive Equipment Issue - Metra/PSA	(1)	(1)	(0)	-	-	(1)	(1)	(1)	(2)	1	(0)	14	9	16
Primary	(1)	(1)	(0)	-	-	(1)	(0)	(0)	(2)	1	(0)	4	1	0
Secondary	-	(0)	-	-	-	(0)	(0)	(1)	(0)	-	-	11	7	16
Locomotive Issue - Metra/PSA	7	-	-	-	1	(3)	(1)	2	(6)	0	(2)	4	8	10
Primary	2	-	-	-	1	0	(1)	1	(3)	0	(1)	4	1	5
Secondary	5	-	-	-	-	(3)	0	1	(3)	-	(1)	0	7	6
Mechanical Failure - Foreign	(0)	-	-	-	-	2	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(0)</b>	<b>1</b>	<b>0</b>	<b>(2)</b>	<b>2</b>	<b>(1)</b>	<b>4</b>	-	<b>1</b>	-	<b>3</b>
Passenger Train Interference - Metra/PSA	-	(0)	-	-	-	0	(2)	2	(1)	-	-	1	-	-
Passenger Train Interference - Foreign	(1)	(0)	-	(0)	1	(0)	(0)	-	-	4	-	-	-	3
<b>Accident - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>3</b>	-	<b>1</b>	<b>(1)</b>	<b>(0)</b>	<b>(3)</b>	<b>6</b>	<b>(9)</b>	<b>(5)</b>	<b>12</b>	<b>1</b>
Accident - Metra/PSA	(1)	-	1	4	-	2	(1)	(0)	2	6	(9)	(5)	17	15
Accident - Foreign	(1)	(1)	(0)	(1)	-	(1)	-	-	(5)	-	-	-	(5)	(14)
<b>Track Work - Total</b>	<b>(3)</b>	<b>(5)</b>	<b>(0)</b>	<b>4</b>	<b>(1)</b>	<b>(8)</b>	<b>(3)</b>	<b>(5)</b>	<b>(6)</b>	<b>2</b>	<b>(9)</b>	<b>(14)</b>	<b>18</b>	<b>(30)</b>
Track Work - Metra/PSA	(2)	(5)	(0)	4	(0)	(8)	(3)	(2)	(6)	(2)	(9)	(13)	18	(29)
Track Work - Foreign	(0)	-	-	-	(1)	-	-	(3)	-	4	-	(1)	-	(0)
<b>Human Error - Total</b>	<b>(6)</b>	<b>(4)</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>(5)</b>	<b>0</b>	<b>(2)</b>	<b>(6)</b>	<b>3</b>	<b>(2)</b>	<b>4</b>	<b>12</b>	<b>(6)</b>
Human Error - Metra/PSA	(6)	(4)	(2)	(1)	(0)	(6)	(1)	(1)	(7)	3	1	12	5	(6)
Human Error - Foreign	-	-	-	-	2	1	1	(1)	1	0	(3)	(8)	7	-
<b>PTC Related - Total</b>	<b>(2)</b>	<b>10</b>	<b>7</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>(1)</b>	<b>2</b>	<b>8</b>	<b>73</b>
PTC Related - Metra/PSA	(2)	10	7	11	3	10	5	5	5	17	(1)	2	7	80
PTC Related - Foreign	-	-	-	-	(0)	(1)	0	(3)	-	(3)	-	1	0	(7)
<b>Weather - Total</b>	<b>8</b>	<b>11</b>	<b>(3)</b>	<b>(3)</b>	<b>(1)</b>	<b>7</b>	<b>8</b>	<b>(1)</b>	-	<b>(0)</b>	<b>2</b>	<b>14</b>	<b>7</b>	<b>48</b>
Weather - Metra/PSA	8	11	(3)	(3)	(1)	7	8	(1)	-	(0)	2	14	7	49
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	(0)	(0)
<b>Passenger Related - Total</b>	<b>3</b>	<b>(12)</b>	<b>(1)</b>	<b>1</b>	-	<b>(3)</b>	<b>(4)</b>	-	<b>(7)</b>	<b>1</b>	<b>5</b>	<b>(6)</b>	<b>3</b>	<b>(20)</b>
<b>Obstruction/Debris - Total</b>	<b>(1)</b>	<b>(4)</b>	<b>4</b>	<b>2</b>	<b>(1)</b>	<b>6</b>	<b>(4)</b>	<b>1</b>	<b>(5)</b>	<b>0</b>	<b>(5)</b>	<b>2</b>	<b>33</b>	<b>29</b>
<b>Catenary Failure - Total</b>	-	<b>30</b>	<b>7</b>	<b>13</b>	-	-	-	-	-	-	-	-	-	<b>49</b>
<b>Other - Total</b>	<b>4</b>	<b>(3)</b>	-	<b>0</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>5</b>	<b>28</b>
<b>Total Trains Delayed</b>	<b>4</b>	<b>32</b>	<b>10</b>	<b>38</b>	<b>2</b>	<b>(2)</b>	<b>(13)</b>	<b>3</b>	<b>(27)</b>	<b>38</b>	<b>(25)</b>	<b>36</b>	<b>139</b>	<b>236</b>
Total Metra/PSA Delays	4	33	10	40	1	3	-5	9	-20	32	-21	36	124	247
Total Foreign Carrier Delays	0	-1	0	-2	1	-5	-7	-6	-7	6	-4	0	15	-11

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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.

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

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

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>51</b>	-	-	-	<b>17</b>	<b>24</b>	<b>17</b>	<b>25</b>	<b>7</b>	<b>62</b>	<b>4</b>	<b>41</b>	<b>206</b>	<b>454</b>
Freight Interference - Peak	15	-	-	-	17	3	7	12	1	20	1	30	58	164
Primary	11	-	-	-	16	2	5	8	1	14	1	17	32	107
Secondary	4	-	-	-	1	1	2	4	-	6	-	13	26	57
Freight Interference - Off-Peak	36	-	-	-	-	21	10	13	6	42	3	11	148	290
Primary	27	-	-	-	-	13	8	3	5	28	2	11	114	211
Secondary	9	-	-	-	-	8	2	10	1	14	1	-	34	79
<b>Signal/Switch Failure - Total</b>	<b>60</b>	<b>33</b>	<b>20</b>	<b>50</b>	<b>23</b>	<b>166</b>	<b>148</b>	<b>69</b>	<b>90</b>	<b>98</b>	<b>9</b>	<b>32</b>	<b>75</b>	<b>873</b>
Signal/Switch Failure - Metra/PSA	23	33	20	50	-	82	68	24	87	27	9	29	64	516
Primary	18	22	10	23	-	58	47	14	56	21	8	23	42	342
Secondary	5	11	10	27	-	24	21	10	31	6	1	6	22	174
Signal/Switch Failure - Foreign	37	-	-	-	23	84	80	45	3	71	-	3	11	357
Primary	22	-	-	-	21	65	55	33	1	38	-	3	7	245
Secondary	15	-	-	-	2	19	25	12	2	33	-	-	4	112
<b>Mechanical Failure - Total</b>	<b>59</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>83</b>	<b>53</b>	<b>17</b>	<b>61</b>	<b>36</b>	<b>72</b>	<b>84</b>	<b>107</b>	<b>592</b>
Mechanical Failure - Metra/PSA	57	1	-	1	3	79	53	17	61	32	72	84	107	567
Non-Locomotive Equipment Issue - Metra/PSA	25	1	-	1	-	22	19	5	10	11	29	22	43	188
Primary	12	1	-	1	-	15	10	3	5	6	9	8	16	86
Secondary	13	-	-	-	-	7	9	2	5	5	20	14	27	102
Locomotive Issue - Metra/PSA	32	-	-	-	3	57	34	12	51	21	43	62	64	379
Primary	19	-	-	-	3	19	19	5	22	9	19	26	19	160
Secondary	13	-	-	-	-	38	15	7	29	12	24	36	45	219
Mechanical Failure - Foreign	2	7	2	2	4	4	-	-	-	4	-	-	-	25
<b>Passenger Train Interference - Total</b>	-	-	<b>5</b>	<b>1</b>	<b>9</b>	<b>44</b>	<b>13</b>	<b>19</b>	<b>4</b>	<b>33</b>	-	<b>7</b>	<b>8</b>	<b>143</b>
Passenger Train Interference - Metra/PSA	-	-	2	1	-	42	12	19	3	-	-	7	8	94
Passenger Train Interference - Foreign	-	-	3	-	9	2	1	-	1	33	-	-	-	49
<b>Accident - Total</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>9</b>	-	<b>20</b>	<b>25</b>	<b>2</b>	<b>30</b>	<b>10</b>	<b>15</b>	<b>56</b>	<b>45</b>	<b>222</b>
Accident - Metra/PSA	1	-	1	9	-	20	25	2	30	10	15	56	39	208
Accident - Foreign	6	2	-	-	-	-	-	-	-	-	-	-	6	14
<b>Track Work - Total</b>	<b>40</b>	<b>39</b>	-	<b>14</b>	<b>5</b>	<b>33</b>	<b>11</b>	<b>27</b>	<b>69</b>	<b>43</b>	<b>31</b>	<b>35</b>	<b>71</b>	<b>418</b>
Track Work - Metra/PSA	40	39	-	14	1	30	10	-	69	1	31	35	66	336
Track Work - Foreign	-	-	-	-	4	3	1	27	-	42	-	-	5	82
<b>Human Error - Total</b>	<b>72</b>	<b>20</b>	<b>6</b>	<b>20</b>	<b>10</b>	<b>95</b>	<b>51</b>	<b>45</b>	<b>35</b>	<b>46</b>	<b>35</b>	<b>109</b>	<b>59</b>	<b>603</b>
Human Error - Metra/PSA	54	20	6	20	1	31	30	17	32	17	30	93	41	392
Human Error - Foreign	18	-	-	-	9	64	21	28	3	29	5	16	18	211
<b>PTC Related - Total</b>	<b>16</b>	<b>15</b>	<b>13</b>	<b>26</b>	<b>11</b>	<b>54</b>	<b>27</b>	<b>34</b>	<b>26</b>	<b>68</b>	<b>24</b>	<b>31</b>	<b>74</b>	<b>419</b>
PTC Related - Metra/PSA	12	14	13	25	10	53	25	22	26	39	22	30	63	354
PTC Related - Foreign	4	1	-	1	1	1	2	12	-	29	2	1	11	65
<b>Weather - Total</b>	<b>82</b>	<b>42</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>86</b>	<b>53</b>	<b>15</b>	<b>31</b>	<b>10</b>	<b>61</b>	<b>141</b>	<b>86</b>	<b>616</b>
Weather - Metra/PSA	82	42	3	5	1	86	53	15	31	10	61	141	86	616
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>38</b>	<b>30</b>	<b>3</b>	<b>15</b>	-	<b>48</b>	<b>33</b>	<b>9</b>	<b>76</b>	<b>7</b>	<b>62</b>	<b>39</b>	<b>94</b>	<b>454</b>
<b>Obstruction/Debris - Total</b>	<b>51</b>	<b>10</b>	<b>14</b>	<b>22</b>	<b>4</b>	<b>45</b>	<b>29</b>	<b>16</b>	<b>36</b>	<b>41</b>	<b>50</b>	<b>96</b>	<b>114</b>	<b>528</b>
<b>Catenary Failure - Total</b>	-	<b>50</b>	<b>8</b>	<b>14</b>	-	-	-	-	-	-	-	-	-	<b>72</b>
<b>Other - Total</b>	<b>5</b>	-	-	<b>2</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>14</b>	<b>22</b>	<b>45</b>	<b>24</b>	<b>132</b>
<b>Total Trains Delayed</b>	<b>481</b>	<b>249</b>	<b>75</b>	<b>181</b>	<b>88</b>	<b>704</b>	<b>465</b>	<b>283</b>	<b>468</b>	<b>468</b>	<b>385</b>	<b>716</b>	<b>963</b>	<b>5,526</b>
Total Metra/PSA Delays	363	239	70	178	21	518	343	146	454	198	374	655	706	4,265
Total Foreign Carrier Delays	118	10	5	3	67	186	122	137	14	270	11	61	257	1,261

Data for current month is final (08/15/2024) 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 - July Average Over Previous Five Years: 2019-2023**

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>54</b>	-	-	-	<b>35</b>	<b>52</b>	<b>73</b>	<b>19</b>	<b>21</b>	<b>47</b>	<b>9</b>	<b>40</b>	<b>157</b>	<b>506</b>
Freight Interference - Peak	13	-	-	-	28	15	22	10	5	20	4	23	48	189
Primary	11	-	-	-	25	10	19	8	4	16	3	14	33	144
Secondary	2	-	-	-	3	5	3	1	1	4	1	9	15	45
Freight Interference - Off-Peak	41	-	-	-	6	36	51	10	16	27	5	17	108	317
Primary	34	-	-	-	6	23	41	8	13	18	2	14	79	239
Secondary	6	-	-	-	0	13	10	2	3	8	2	3	29	78
<b>Signal/Switch Failure - Total</b>	<b>75</b>	<b>42</b>	<b>19</b>	<b>35</b>	<b>17</b>	<b>124</b>	<b>70</b>	<b>34</b>	<b>101</b>	<b>43</b>	<b>17</b>	<b>45</b>	<b>42</b>	<b>664</b>
Signal/Switch Failure - Metra/PSA	40	42	19	35	2	107	63	17	99	12	17	28	32	514
Primary	32	31	13	23	2	72	50	14	81	10	12	21	23	383
Secondary	8	11	6	12	0	35	13	4	19	2	5	7	9	131
Signal/Switch Failure - Foreign	34	-	-	-	15	18	7	17	2	30	0	17	10	150
Primary	28	-	-	-	13	13	6	16	1	22	-	13	8	120
Secondary	6	-	-	-	1	4	2	1	1	9	0	4	2	30
<b>Mechanical Failure - Total</b>	<b>62</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>81</b>	<b>57</b>	<b>17</b>	<b>76</b>	<b>15</b>	<b>42</b>	<b>52</b>	<b>52</b>	<b>468</b>
Mechanical Failure - Metra/PSA	62	3	2	2	3	74	56	16	76	15	42	52	52	457
Non-Locomotive Equipment Issue - Metra/PSA	26	3	2	2	1	10	9	4	14	7	14	20	21	135
Primary	12	3	1	2	1	4	6	2	7	4	9	12	13	75
Secondary	14	1	1	1	0	6	3	1	7	3	6	9	8	60
Locomotive Issue - Metra/PSA	36	-	-	-	2	64	47	13	62	8	28	32	31	322
Primary	15	-	-	-	1	22	21	6	27	4	10	13	14	132
Secondary	21	-	-	-	0	42	26	7	36	4	18	19	17	190
Mechanical Failure - Foreign	0	3	1	0	-	6	0	0	-	0	-	-	-	11
<b>Passenger Train Interference - Total</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>36</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>90</b>
Passenger Train Interference - Metra/PSA	0	1	-	0	0	24	8	6	1	1	1	5	2	50
Passenger Train Interference - Foreign	8	1	0	1	4	12	3	1	0	11	-	1	-	40
<b>Accident - Total</b>	<b>46</b>	<b>20</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>31</b>	<b>22</b>	<b>6</b>	<b>29</b>	<b>6</b>	<b>35</b>	<b>46</b>	<b>52</b>	<b>302</b>
Accident - Metra/PSA	37	6	1	3	0	18	12	2	24	2	35	42	25	208
Accident - Foreign	8	14	2	1	2	13	10	3	6	4	-	4	27	94
<b>Track Work - Total</b>	<b>30</b>	<b>56</b>	<b>6</b>	<b>22</b>	<b>7</b>	<b>43</b>	<b>30</b>	<b>12</b>	<b>56</b>	<b>12</b>	<b>41</b>	<b>59</b>	<b>27</b>	<b>403</b>
Track Work - Metra/PSA	30	56	6	22	4	42	28	6	55	5	41	57	27	378
Track Work - Foreign	1	0	-	-	4	2	2	6	1	8	-	2	-	24
<b>Human Error - Total</b>	<b>65</b>	<b>18</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>70</b>	<b>36</b>	<b>19</b>	<b>46</b>	<b>18</b>	<b>39</b>	<b>64</b>	<b>39</b>	<b>440</b>
Human Error - Metra/PSA	46	18	7	10	3	29	22	9	45	4	32	38	28	291
Human Error - Foreign	19	0	0	-	6	40	14	10	1	14	8	25	11	149
<b>PTC Related - Total</b>	<b>11</b>	<b>17</b>	<b>4</b>	<b>13</b>	<b>13</b>	<b>34</b>	<b>19</b>	<b>14</b>	<b>50</b>	<b>25</b>	<b>49</b>	<b>40</b>	<b>63</b>	<b>352</b>
PTC Related - Metra/PSA	9	16	4	13	4	30	18	8	49	8	48	39	61	307
PTC Related - Foreign	2	1	0	1	8	4	1	6	2	16	0	1	2	45
<b>Weather - Total</b>	<b>82</b>	<b>57</b>	<b>21</b>	<b>27</b>	<b>4</b>	<b>62</b>	<b>50</b>	<b>13</b>	<b>79</b>	<b>8</b>	<b>64</b>	<b>71</b>	<b>55</b>	<b>592</b>
Weather - Metra/PSA	78	57	21	27	4	61	49	13	78	6	64	70	54	582
Weather - Foreign	3	-	-	-	1	1	1	-	1	1	-	1	1	10
<b>Passenger Related - Total</b>	<b>21</b>	<b>64</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>4</b>	<b>74</b>	<b>3</b>	<b>54</b>	<b>52</b>	<b>71</b>	<b>436</b>
<b>Obstruction/Debris - Total</b>	<b>35</b>	<b>28</b>	<b>9</b>	<b>28</b>	<b>4</b>	<b>30</b>	<b>33</b>	<b>11</b>	<b>62</b>	<b>14</b>	<b>37</b>	<b>74</b>	<b>56</b>	<b>421</b>
<b>Catenary Failure - Total</b>	-	<b>15</b>	<b>4</b>	<b>10</b>	-	-	-	-	-	-	-	-	-	<b>29</b>
<b>Other - Total</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>36</b>
<b>Total Trains Delayed</b>	<b>495</b>	<b>327</b>	<b>86</b>	<b>170</b>	<b>99</b>	<b>596</b>	<b>445</b>	<b>155</b>	<b>601</b>	<b>204</b>	<b>391</b>	<b>554</b>	<b>615</b>	<b>4,738</b>
Total Metra/PSA Delays	364	308	82	167	25	450	334	93	568	73	374	464	406	3,709
Total Foreign Carrier Delays	131	19	4	3	74	147	111	62	33	131	17	90	208	1,029

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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 - July 2024 Compared to Average January - July Average Over Previous Five Years: 2019-2023**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>(3)</b>	-	-	-	<b>(18)</b>	<b>(28)</b>	<b>(56)</b>	<b>6</b>	<b>(14)</b>	<b>15</b>	<b>(5)</b>	<b>1</b>	<b>49</b>	<b>(52)</b>
Freight Interference - Peak	2	-	-	-	(11)	(12)	(15)	2	(4)	-	(3)	7	10	(25)
Primary	0	-	-	-	(9)	(8)	(14)	(0)	(3)	(2)	(2)	3	(1)	(37)
Secondary	2	-	-	-	(2)	(4)	(1)	3	(1)	2	(1)	4	11	12
Freight Interference - Off-Peak	(5)	-	-	-	(6)	(15)	(41)	3	(10)	15	(2)	(6)	40	(27)
Primary	(7)	-	-	-	(6)	(10)	(33)	(5)	(8)	10	(0)	(3)	35	(28)
Secondary	3	-	-	-	(0)	(5)	(8)	8	(2)	6	(1)	(3)	5	1
<b>Signal/Switch Failure - Total</b>	<b>(15)</b>	<b>(9)</b>	<b>1</b>	<b>15</b>	<b>6</b>	<b>42</b>	<b>78</b>	<b>35</b>	<b>(11)</b>	<b>55</b>	<b>(8)</b>	<b>(13)</b>	<b>33</b>	<b>209</b>
Signal/Switch Failure - Metra/PSA	(17)	(9)	1	15	(2)	(25)	5	7	(12)	15	(8)	1	32	2
Primary	(14)	(9)	(3)	-	(2)	(14)	(3)	0	(25)	11	(4)	2	19	(41)
Secondary	(3)	(0)	4	15	(0)	(11)	8	6	12	4	(4)	(1)	13	43
Signal/Switch Failure - Foreign	3	-	-	-	8	66	73	28	1	41	(0)	(14)	1	207
Primary	(6)	-	-	-	8	52	49	17	(0)	16	-	(10)	(1)	125
Secondary	9	-	-	-	1	15	23	11	1	24	(0)	(4)	2	82
<b>Mechanical Failure - Total</b>	<b>(3)</b>	<b>2</b>	<b>(1)</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>(4)</b>	<b>0</b>	<b>(15)</b>	<b>21</b>	<b>30</b>	<b>32</b>	<b>55</b>	<b>124</b>
Mechanical Failure - Metra/PSA	(5)	(2)	(2)	(1)	0	5	(3)	1	(15)	17	30	32	55	110
Non-Locomotive Equipment Issue - Metra/PSA	(1)	(2)	(2)	(1)	(1)	12	10	1	(4)	4	15	2	22	53
Primary	0	(2)	(1)	(1)	(1)	11	4	1	(2)	2	0	(4)	3	11
Secondary	(1)	(1)	(1)	(1)	(0)	1	6	1	(2)	2	14	5	19	42
Locomotive Issue - Metra/PSA	(4)	-	-	-	1	(7)	(13)	(1)	(11)	13	15	30	33	57
Primary	4	-	-	-	2	(3)	(2)	(1)	(5)	5	9	13	5	28
Secondary	(8)	-	-	-	(0)	(4)	(11)	-	(7)	8	6	17	28	29
Mechanical Failure - Foreign	2	4	1	2	4	(2)	(0)	(0)	-	4	-	-	-	14
<b>Passenger Train Interference - Total</b>	<b>(8)</b>	<b>(2)</b>	<b>5</b>	<b>-</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>12</b>	<b>2</b>	<b>22</b>	<b>(1)</b>	<b>1</b>	<b>6</b>	<b>53</b>
Passenger Train Interference - Metra/PSA	(0)	(1)	2	1	(0)	18	4	13	2	(1)	(1)	2	6	44
Passenger Train Interference - Foreign	(8)	(1)	3	(1)	5	(10)	(2)	(1)	1	22	-	(1)	-	9
<b>Accident - Total</b>	<b>(39)</b>	<b>(18)</b>	<b>(2)</b>	<b>4</b>	<b>(2)</b>	<b>(11)</b>	<b>3</b>	<b>(4)</b>	<b>1</b>	<b>4</b>	<b>(20)</b>	<b>10</b>	<b>(7)</b>	<b>(80)</b>
Accident - Metra/PSA	(36)	(6)	-	6	(0)	2	13	(0)	6	8	(20)	14	14	0
Accident - Foreign	(2)	(12)	(2)	(1)	(2)	(13)	(10)	(3)	(6)	(4)	-	(4)	(21)	(80)
<b>Track Work - Total</b>	<b>10</b>	<b>(17)</b>	<b>(6)</b>	<b>(8)</b>	<b>(2)</b>	<b>(10)</b>	<b>(19)</b>	<b>15</b>	<b>13</b>	<b>31</b>	<b>(10)</b>	<b>(24)</b>	<b>44</b>	<b>15</b>
Track Work - Metra/PSA	10	(17)	(6)	(8)	(3)	(12)	(18)	(6)	14	(4)	(10)	(22)	39	(42)
Track Work - Foreign	(1)	(0)	-	-	0	1	(1)	21	(1)	34	-	(2)	5	58
<b>Human Error - Total</b>	<b>7</b>	<b>2</b>	<b>(1)</b>	<b>10</b>	<b>1</b>	<b>25</b>	<b>15</b>	<b>26</b>	<b>(11)</b>	<b>28</b>	<b>(4)</b>	<b>45</b>	<b>20</b>	<b>163</b>
Human Error - Metra/PSA	8	2	(1)	10	(2)	2	8	8	(13)	13	(2)	55	13	101
Human Error - Foreign	(1)	(0)	(0)	-	3	24	7	18	2	15	(3)	(9)	7	62
<b>PTC Related - Total</b>	<b>5</b>	<b>(2)</b>	<b>9</b>	<b>13</b>	<b>(2)</b>	<b>20</b>	<b>8</b>	<b>20</b>	<b>(24)</b>	<b>43</b>	<b>(25)</b>	<b>(9)</b>	<b>11</b>	<b>67</b>
PTC Related - Metra/PSA	3	(2)	9	12	6	23	7	14	(23)	31	(26)	(9)	2	47
PTC Related - Foreign	2	-	(0)	0	(7)	(3)	1	6	(2)	13	2	-	9	20
<b>Weather - Total</b>	<b>0</b>	<b>(15)</b>	<b>(18)</b>	<b>(22)</b>	<b>(3)</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>(48)</b>	<b>2</b>	<b>(3)</b>	<b>70</b>	<b>31</b>	<b>24</b>
Weather - Metra/PSA	4	(15)	(18)	(22)	(3)	25	4	2	(47)	4	(3)	71	32	34
Weather - Foreign	(3)	-	-	-	(1)	(1)	(1)	-	(1)	(1)	-	(1)	(1)	(10)
<b>Passenger Related - Total</b>	<b>17</b>	<b>(34)</b>	<b>(5)</b>	<b>3</b>	<b>(0)</b>	<b>19</b>	<b>(10)</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>(13)</b>	<b>23</b>	<b>18</b>
<b>Obstruction/Debris - Total</b>	<b>16</b>	<b>(18)</b>	<b>5</b>	<b>(6)</b>	<b>0</b>	<b>15</b>	<b>(4)</b>	<b>5</b>	<b>(26)</b>	<b>27</b>	<b>13</b>	<b>22</b>	<b>58</b>	<b>107</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>35</b>	<b>4</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>43</b>
<b>Other - Total</b>	<b>(0)</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>(1)</b>	<b>12</b>	<b>18</b>	<b>39</b>	<b>24</b>	<b>96</b>
<b>Total Trains Delayed</b>	<b>(14)</b>	<b>(78)</b>	<b>(11)</b>	<b>11</b>	<b>(11)</b>	<b>108</b>	<b>20</b>	<b>128</b>	<b>(133)</b>	<b>264</b>	<b>(6)</b>	<b>162</b>	<b>348</b>	<b>788</b>
Total Metra/PSA Delays	-1	-69	-12	11	-4	68	9	53	-114	125	0	191	300	556
Total Foreign Carrier Delays	-13	-9	1	0	-7	39	11	75	-19	139	-6	-29	49	232

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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 - Jul	
<b>Freight Interference - Total</b>	<b>62</b>	<b>45</b>	<b>50</b>	<b>56</b>	<b>62</b>	<b>71</b>	<b>108</b>						<b>454</b>	<b>8.2%</b>
Freight Interference - Peak	28	12	19	19	17	17	52						164	3.0%
Primary	17	10	14	13	14	13	26						107	1.9%
Secondary	11	2	5	6	3	4	26						57	1.0%
Freight Interference - Off-Peak	34	33	31	37	45	54	56						290	5.2%
Primary	25	28	28	17	36	38	39						211	3.8%
Secondary	9	5	3	20	9	16	17						79	1.4%
<b>Signal/Switch Failure - Total</b>	<b>293</b>	<b>84</b>	<b>69</b>	<b>95</b>	<b>128</b>	<b>79</b>	<b>125</b>						<b>873</b>	<b>15.8%</b>
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56	117						516	9.3%
Primary	48	45	36	48	62	41	62						342	6.2%
Secondary	12	17	14	40	21	15	55						174	3.1%
Signal/Switch Failure - Foreign	233	22	19	7	45	23	8						357	6.5%
Primary	171	15	17	5	15	15	7						245	4.4%
Secondary	62	7	2	2	30	8	1						112	2.0%
<b>Mechanical Failure - Total</b>	<b>72</b>	<b>107</b>	<b>75</b>	<b>70</b>	<b>70</b>	<b>95</b>	<b>103</b>						<b>592</b>	<b>10.7%</b>
Mechanical Failure - Metra/PSA	72	104	70	62	67	91	101						567	10.3%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52	34						188	3.4%
Primary	9	12	8	14	14	16	13						86	1.6%
Secondary	4	11	4	14	12	36	21						102	1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39	67						379	6.9%
Primary	21	30	26	22	16	18	27						160	2.9%
Secondary	38	51	32	12	25	21	40						219	4.0%
Mechanical Failure - Foreign	-	3	5	8	3	4	2						25	0.5%
<b>Passenger Train Interference - Total</b>	<b>23</b>	<b>21</b>	<b>10</b>	<b>17</b>	<b>22</b>	<b>28</b>	<b>22</b>						<b>143</b>	<b>2.6%</b>
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14	12						94	1.7%
Passenger Train Interference - Foreign	5	8	2	4	6	14	10						49	0.9%
<b>Accident - Total</b>	<b>48</b>	<b>16</b>	<b>7</b>	<b>11</b>	<b>75</b>	<b>25</b>	<b>40</b>						<b>222</b>	<b>4.0%</b>
Accident - Metra/PSA	48	10	7	5	75	23	40						208	3.8%
Accident - Foreign	-	6	-	6	-	2	-						14	0.3%
<b>Track Work - Total</b>	<b>47</b>	<b>24</b>	<b>49</b>	<b>37</b>	<b>134</b>	<b>63</b>	<b>64</b>						<b>418</b>	<b>7.6%</b>
Track Work - Metra/PSA	43	23	37	26	101	47	59						336	6.1%
Track Work - Foreign	4	1	12	11	33	16	5						82	1.5%
<b>Human Error - Total</b>	<b>96</b>	<b>115</b>	<b>73</b>	<b>76</b>	<b>74</b>	<b>89</b>	<b>80</b>						<b>603</b>	<b>10.9%</b>
Human Error - Metra/PSA	71	103	35	35	35	62	51						392	7.1%
Human Error - Foreign	25	12	38	41	39	27	29						211	3.8%
<b>PTC Related - Total</b>	<b>55</b>	<b>51</b>	<b>41</b>	<b>39</b>	<b>34</b>	<b>61</b>	<b>138</b>						<b>419</b>	<b>7.6%</b>
PTC Related - Metra/PSA	39	40	34	32	26	49	134						354	6.4%
PTC Related - Foreign	16	11	7	7	8	12	4						65	1.2%
<b>Weather - Total</b>	<b>313</b>	<b>48</b>	<b>23</b>	<b>15</b>	<b>30</b>	<b>47</b>	<b>140</b>						<b>616</b>	<b>11.1%</b>
Weather - Metra/PSA	313	48	23	15	30	47	140						616	11.1%
Weather - Foreign	-	-	-	-	-	-	-						-	0.0%
<b>Passenger Related - Total</b>	<b>38</b>	<b>26</b>	<b>69</b>	<b>62</b>	<b>77</b>	<b>110</b>	<b>72</b>						<b>454</b>	<b>8.2%</b>
<b>Obstruction/Debris - Total</b>	<b>62</b>	<b>71</b>	<b>36</b>	<b>59</b>	<b>89</b>	<b>115</b>	<b>96</b>						<b>528</b>	<b>9.6%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19</b>	<b>53</b>						<b>72</b>	<b>1.3%</b>
<b>Other - Total</b>	<b>18</b>	<b>1</b>	<b>68</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>36</b>						<b>132</b>	<b>2.4%</b>
<b>Total Trains Delayed</b>	<b>1,127</b>	<b>609</b>	<b>570</b>	<b>541</b>	<b>797</b>	<b>805</b>	<b>1,077</b>						<b>5,526</b>	<b>100.0%</b>
Total Metra/PSA Delays	782	501	437	401	601	634	909						4,265	77.2%
Total Foreign Carrier Delays	345	108	133	140	196	171	168						1,261	22.8%

Data for current month is final (08/15/2024) version of TOPS

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

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



**Table 7.b: Train Delays by Cause and Month  
2023**

Top 2 causes for each month and year-to-date are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
<b>Freight Interference - Total</b>	<b>69</b>	<b>64</b>	<b>71</b>	<b>54</b>	<b>61</b>	<b>81</b>	<b>68</b>	<b>57</b>	<b>72</b>	<b>77</b>	<b>74</b>	<b>57</b>	<b>468</b>	<b>7.9%</b>
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	157	2.6%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	116	1.9%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	41	0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	311	5.2%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	251	4.2%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	60	1.0%
<b>Signal/Switch Failure - Total</b>	<b>65</b>	<b>78</b>	<b>68</b>	<b>162</b>	<b>142</b>	<b>63</b>	<b>127</b>	<b>119</b>	<b>75</b>	<b>123</b>	<b>169</b>	<b>69</b>	<b>705</b>	<b>11.9%</b>
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	562	9.4%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	410	6.9%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	152	2.6%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	143	2.4%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	128	2.2%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	15	0.3%
<b>Mechanical Failure - Total</b>	<b>85</b>	<b>81</b>	<b>52</b>	<b>49</b>	<b>86</b>	<b>79</b>	<b>102</b>	<b>83</b>	<b>82</b>	<b>55</b>	<b>73</b>	<b>90</b>	<b>534</b>	<b>9.0%</b>
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	525	8.8%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	158	2.7%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	85	1.4%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	73	1.2%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	367	6.2%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	157	2.6%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	210	3.5%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	9	0.2%
<b>Passenger Train Interference - Total</b>	<b>39</b>	<b>27</b>	<b>21</b>	<b>51</b>	<b>39</b>	<b>31</b>	<b>43</b>	<b>33</b>	<b>30</b>	<b>27</b>	<b>41</b>	<b>27</b>	<b>251</b>	<b>4.2%</b>
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	162	2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	89	1.5%
<b>Accident - Total</b>	<b>90</b>	<b>25</b>	<b>29</b>	<b>67</b>	<b>147</b>	<b>29</b>	<b>14</b>	<b>135</b>	<b>22</b>	<b>50</b>	<b>39</b>	<b>33</b>	<b>401</b>	<b>6.7%</b>
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	216	3.6%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	185	3.1%
<b>Track Work - Total</b>	<b>19</b>	<b>44</b>	<b>74</b>	<b>64</b>	<b>131</b>	<b>215</b>	<b>147</b>	<b>37</b>	<b>74</b>	<b>124</b>	<b>96</b>	<b>37</b>	<b>694</b>	<b>11.7%</b>
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	644	10.8%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	50	0.8%
<b>Human Error - Total</b>	<b>67</b>	<b>43</b>	<b>57</b>	<b>91</b>	<b>66</b>	<b>71</b>	<b>117</b>	<b>93</b>	<b>61</b>	<b>60</b>	<b>65</b>	<b>56</b>	<b>512</b>	<b>8.6%</b>
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	302	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	210	3.5%
<b>PTC Related - Total</b>	<b>49</b>	<b>45</b>	<b>53</b>	<b>57</b>	<b>77</b>	<b>49</b>	<b>77</b>	<b>53</b>	<b>35</b>	<b>68</b>	<b>22</b>	<b>19</b>	<b>407</b>	<b>6.8%</b>
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	330	5.5%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	77	1.3%
<b>Weather - Total</b>	<b>44</b>	<b>108</b>	<b>42</b>	<b>128</b>	<b>32</b>	<b>8</b>	<b>242</b>	<b>70</b>	<b>13</b>	<b>111</b>	<b>49</b>	<b>13</b>	<b>604</b>	<b>10.2%</b>
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	600	10.1%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	4	0.1%
<b>Passenger Related - Total</b>	<b>52</b>	<b>54</b>	<b>69</b>	<b>81</b>	<b>118</b>	<b>179</b>	<b>103</b>	<b>119</b>	<b>76</b>	<b>80</b>	<b>86</b>	<b>60</b>	<b>656</b>	<b>11.0%</b>
<b>Obstruction/Debris - Total</b>	<b>65</b>	<b>72</b>	<b>84</b>	<b>70</b>	<b>80</b>	<b>114</b>	<b>124</b>	<b>185</b>	<b>94</b>	<b>87</b>	<b>55</b>	<b>98</b>	<b>609</b>	<b>10.2%</b>
<b>Catenary Failure - Total</b>	<b>1</b>	<b>9</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>54</b>	<b>0.9%</b>
<b>Other - Total</b>	<b>4</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>12</b>	<b>8</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>35</b>	<b>1</b>	<b>54</b>	<b>0.9%</b>
<b>Total Trains Delayed</b>	<b>649</b>	<b>650</b>	<b>623</b>	<b>912</b>	<b>991</b>	<b>927</b>	<b>1,197</b>	<b>985</b>	<b>646</b>	<b>888</b>	<b>805</b>	<b>560</b>	<b>5,949</b>	<b>100.0%</b>
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	4,712	79.2%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	1,237	20.8%

Data for current month is final (08/15/2023) version of TOPS

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

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

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  
July 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
<b>Weekday Peak *</b>														
6-10	9	8	4	10	6	17	14	8	13	6	9	29	27	160
11-15	9	7	3	4	0	10	11	3	6	5	5	25	23	111
16-20	7	4	0	0	4	6	4	1	5	2	0	11	15	59
21+	7	14	5	8	6	12	2	4	11	9	0	28	38	144
Annulled	<u>2</u>	<u>9</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>8</u>	<u>9</u>	<u>46</u>
Sub-Total	34	42	14	24	16	49	33	17	37	25	16	101	112	520
<b>Weekday Off-Peak **</b>														
6-10	10	8	0	5	0	22	6	7	12	19	11	3	39	142
11-15	7	7	1	13	0	9	3	0	8	15	3	7	12	85
16-20	5	4	0	2	0	6	2	1	6	3	1	1	29	60
21+	6	14	3	8	0	15	5	8	9	5	6	14	39	132
Annulled	<u>8</u>	<u>14</u>	<u>6</u>	<u>7</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>9</u>	<u>5</u>	<u>7</u>	<u>6</u>	<u>72</u>
Sub-Total	36	47	10	35	0	55	17	16	41	51	26	32	125	491
<b>Saturday</b>														
6-10	6	2	0	0	0	1	0	0	3	0	2	0	0	14
11-15	1	0	0	0	0	0	0	0	0	0	0	1	2	4
16-20	3	0	0	0	0	0	0	0	0	0	0	1	1	5
21+	1	3	0	0	0	0	1	0	1	0	0	1	1	8
Annulled	<u>0</u>	<u>1</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>3</u>
Sub-Total	11	6	0	2	0	1	1	0	4	0	2	3	4	34
<b>Sunday-Holiday</b>														
6-10	2	0	0	0	0	1	2	0	1	0	1	0	2	9
11-15	0	0	0	0	0	1	1	0	0	0	0	0	1	3
16-20	1	1	0	0	0	1	0	0	0	0	1	0	1	5
21+	1	0	0	0	0	0	1	0	0	0	5	1	3	11
Annulled	<u>2</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>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	6	1	0	2	0	3	4	0	1	0	7	1	7	32
<b>July 2024 Total</b>														
6-10	27	18	4	15	6	41	22	15	29	25	23	32	68	325
11-15	17	14	4	17	0	20	15	3	14	20	8	33	38	203
16-20	16	9	0	2	4	13	6	2	11	5	2	13	46	129
21+	15	31	8	16	6	27	9	12	21	14	11	44	81	295
Annulled	<u>12</u>	<u>24</u>	<u>8</u>	<u>13</u>	<u>0</u>	<u>7</u>	<u>3</u>	<u>1</u>	<u>8</u>	<u>12</u>	<u>7</u>	<u>15</u>	<u>15</u>	<u>125</u>
TOTAL	87	96	24	63	16	108	55	33	83	76	51	137	248	1,077
<b>2024 Year-to-Date</b>														
6-10	141	70	33	73	36	305	187	134	220	208	119	193	318	2,037
11-15	128	51	14	30	15	151	80	44	84	94	67	113	177	1,048
16-20	72	23	3	8	12	70	35	25	41	57	36	63	132	577
21+	80	67	15	42	24	132	110	72	78	78	114	249	276	1,337
Annulled	<u>60</u>	<u>38</u>	<u>10</u>	<u>28</u>	<u>1</u>	<u>46</u>	<u>53</u>	<u>8</u>	<u>45</u>	<u>31</u>	<u>49</u>	<u>98</u>	<u>60</u>	<u>527</u>
TOTAL	481	249	75	181	88	704	465	283	468	468	385	716	963	5,526
<b>Share of Delays by Duration</b>														
<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
<b>July 2024 Total</b>														
6-10	31.0%	18.8%	16.7%	23.8%	37.5%	38.0%	40.0%	45.5%	34.9%	32.9%	45.1%	23.4%	27.4%	30.2%
11-15	19.5%	14.6%	16.7%	27.0%	0.0%	18.5%	27.3%	9.1%	16.9%	26.3%	15.7%	24.1%	15.3%	18.8%
16-20	18.4%	9.4%	0.0%	3.2%	25.0%	12.0%	10.9%	6.1%	13.3%	6.6%	3.9%	9.5%	18.5%	12.0%
21+	17.2%	32.3%	33.3%	25.4%	37.5%	25.0%	16.4%	36.4%	25.3%	18.4%	21.6%	32.1%	32.7%	27.4%
Annulled	<u>13.8%</u>	<u>25.0%</u>	<u>33.3%</u>	<u>20.6%</u>	<u>0.0%</u>	<u>6.5%</u>	<u>5.5%</u>	<u>3.0%</u>	<u>9.6%</u>	<u>15.8%</u>	<u>13.7%</u>	<u>10.9%</u>	<u>6.0%</u>	<u>11.6%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2024 Year-to-Date Delays By Duration</b>														
6-10	29.3%	28.1%	44.0%	40.3%	40.9%	43.3%	40.2%	47.3%	47.0%	44.4%	30.9%	27.0%	33.0%	36.9%
11-15	26.6%	20.5%	18.7%	16.6%	17.0%	21.4%	17.2%	15.5%	17.9%	20.1%	17.4%	15.8%	18.4%	19.0%
16-20	15.0%	9.2%	4.0%	4.4%	13.6%	9.9%	7.5%	8.8%	8.8%	12.2%	9.4%	8.8%	13.7%	10.4%
21+	16.6%	26.9%	20.0%	23.2%	27.3%	18.8%	23.7%	25.4%	16.7%	16.7%	29.6%	34.8%	28.7%	24.2%
Annulled	<u>12.5%</u>	<u>15.3%</u>	<u>13.3%</u>	<u>15.5%</u>	<u>1.1%</u>	<u>6.5%</u>	<u>11.4%</u>	<u>2.8%</u>	<u>9.6%</u>	<u>6.6%</u>	<u>12.7%</u>	<u>13.7%</u>	<u>6.2%</u>	<u>9.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (08/15/2024) version from TOPS.