

On-Time Performance

June 2024

Metra

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This report presents an analysis of June 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 June, 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 June, which is 101 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 202 regularly scheduled revenue trains each Sunday in June, 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 three percent fewer total revenue trains in June 2024 than in June 2019, 90 percent more total revenue trains than in June 2020, 43 percent more total revenue trains than in June 2021, seven percent more total revenue trains than in June 2022, and four percent fewer total revenue trains than in June 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
June 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	880	39	95.6%	940	38	96.0%	1,820	77	95.8%	180	14	92.2%	180	30	83.3%	2,180	121	94.4%
ME-ML	500	10	98.0%	840	26	96.9%	1,340	36	97.3%	210	5	97.6%	120	4	96.7%	1,670	45	97.3%
ME-BI	160	2	98.8%	280	5	98.2%	440	7	98.4%	40	1	97.5%	--	--	--	480	8	98.3%
ME-SC	<u>220</u>	<u>1</u>	99.5%	<u>620</u>	<u>14</u>	97.7%	<u>840</u>	<u>15</u>	98.2%	<u>160</u>	<u>1</u>	99.4%	<u>100</u>	<u>0</u>	100.0%	<u>1,100</u>	<u>16</u>	98.5%
Subtotal	880	13	98.5%	1,740	45	97.4%	2,620	58	97.8%	410	7	98.3%	220	4	98.2%	3,250	69	97.9%
HC	120	16	86.7%	--	--	--	120	16	86.7%	--	--	--	--	--	--	120	16	86.7%
MD-N	420	27	93.6%	660	31	95.3%	1,080	58	94.6%	100	9	91.0%	90	7	92.2%	1,270	74	94.2%
MD-W	<u>440</u>	<u>20</u>	95.5%	<u>600</u>	<u>14</u>	97.7%	<u>1,040</u>	<u>34</u>	96.7%	<u>120</u>	<u>2</u>	98.3%	<u>90</u>	<u>9</u>	90.0%	<u>1,250</u>	<u>45</u>	96.4%
Subtotal	860	47	94.5%	1,260	45	96.4%	2,120	92	95.7%	220	11	95.0%	180	16	91.1%	2,520	119	95.3%
NCS	160	32	80.0%	120	22	81.7%	280	54	80.7%	--	--	--	--	--	--	280	54	80.7%
RI	620	34	94.5%	980	33	96.6%	1,600	67	95.8%	165	10	93.9%	145	6	95.9%	1,910	83	95.7%
SWS	240	30	87.5%	360	38	89.4%	600	68	88.7%	--	--	--	--	--	--	600	68	88.7%
UP-N	500	40	92.0%	914	30	96.7%	1,414	70	95.0%	134	5	96.3%	93	8	91.4%	1,641	83	94.9%
UP-NW	700	26	96.3%	860	15	98.3%	1,560	41	97.4%	170	3	98.2%	105	5	95.2%	1,835	49	97.3%
UP-W	<u>520</u>	<u>48</u>	90.8%	<u>640</u>	<u>82</u>	87.2%	<u>1,160</u>	<u>130</u>	88.8%	<u>100</u>	<u>11</u>	89.0%	<u>92</u>	<u>2</u>	97.8%	<u>1,352</u>	<u>143</u>	89.4%
Subtotal	1,720	114	93.4%	2,414	127	94.7%	4,134	241	94.2%	404	19	95.3%	290	15	94.8%	4,828	275	94.3%
System	5,480	325	94.1%	7,814	348	95.5%	13,294	673	94.9%	1,379	61	95.6%	1,015	71	93.0%	15,688	805	94.9%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (07/18/2024) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	5,632	165	97.1%	6,016	159	97.4%	11,648	324	97.2%	840	31	96.3%	720	39	94.6%	13,208	394	97.0%
ME-ML	3,200	46	98.6%	5,376	69	98.7%	8,576	115	98.7%	1,092	29	97.3%	672	9	98.7%	10,340	153	98.5%
ME-BI	1,024	20	98.0%	1,792	30	98.3%	2,816	50	98.2%	208	1	99.5%	--	--	--	3,024	51	98.3%
ME-SC	<u>1,408</u>	<u>44</u>	96.9%	<u>3,968</u>	<u>65</u>	98.4%	<u>5,376</u>	<u>109</u>	98.0%	<u>832</u>	<u>5</u>	99.4%	<u>560</u>	<u>4</u>	99.3%	<u>6,768</u>	<u>118</u>	98.3%
Subtotal	5,632	110	98.0%	11,136	164	98.5%	16,768	274	98.4%	2,132	35	98.4%	1,232	13	98.9%	20,132	322	98.4%
HC	768	72	90.6%	--	--	--	768	72	90.6%	--	--	--	--	--	--	768	72	90.6%
MD-N	2,688	298	88.9%	4,008	249	93.8%	6,696	547	91.8%	530	25	95.3%	504	24	95.2%	7,730	596	92.3%
MD-W	<u>2,816</u>	<u>186</u>	93.4%	<u>3,840</u>	<u>181</u>	95.3%	<u>6,656</u>	<u>367</u>	94.5%	<u>631</u>	<u>17</u>	97.3%	<u>504</u>	<u>26</u>	94.8%	<u>7,791</u>	<u>410</u>	94.7%
Subtotal	5,504	484	91.2%	7,848	430	94.5%	13,352	914	93.2%	1,161	42	96.4%	1,008	50	95.0%	15,521	1,006	93.5%
NCS	1,024	153	85.1%	768	97	87.4%	1,792	250	86.0%	--	--	--	--	--	--	1,792	250	86.0%
RI	3,968	140	96.5%	6,272	195	96.9%	10,240	335	96.7%	866	28	96.8%	812	22	97.3%	11,918	385	96.8%
SWS	1,536	146	90.5%	2,304	246	89.3%	3,840	392	89.8%	--	--	--	--	--	--	3,840	392	89.8%
UP-N	2,903	118	95.9%	6,080	165	97.3%	8,983	283	96.8%	682	20	97.1%	507	31	93.9%	10,172	334	96.7%
UP-NW	4,480	276	93.8%	5,504	211	96.2%	9,984	487	95.1%	887	69	92.2%	588	23	96.1%	11,459	579	94.9%
UP-W	<u>3,328</u>	<u>301</u>	91.0%	<u>4,096</u>	<u>363</u>	91.1%	<u>7,424</u>	<u>664</u>	91.1%	<u>526</u>	<u>30</u>	94.3%	<u>506</u>	<u>21</u>	95.8%	<u>8,456</u>	<u>715</u>	91.5%
Subtotal	10,711	695	93.5%	15,680	739	95.3%	26,391	1,434	94.6%	2,095	119	94.3%	1,601	75	95.3%	30,087	1,628	94.6%
System	34,775	1,965	94.3%	50,024	2,030	95.9%	84,799	3,995	95.3%	7,094	255	96.4%	5,373	199	96.3%	97,266	4,449	95.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (07/18/2024) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	Annual
BNSF	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.0%	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	97.4%	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	97.2%	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	96.2%	96.5%
	2024	94.7	98.2	98.2	98.1	98.5	94.4							97.0%	97.0%
	2019-2023 average	96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.3%	96.6%
ME	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.4%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.9%	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	96.2%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2	97.9							98.4%	98.4%
	2019-2023 average	97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.5%	97.6%
HC	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	85.9%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	90.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.6%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	86.5%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	92.1%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4	86.7							90.6%	90.6%
	2019-2023 average	88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	88.3%	88.6%
MD-N	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.6%	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	95.7%	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	92.3%	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	92.9%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	92.1%	91.2%
	2024	86.7	93.1	93.5	93.0	93.5	94.2							92.3%	92.3%
	2019-2023 average	91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	92.8%	92.5%
MD-W	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	94.8%	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	95.4%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	93.0%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.5%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	95.4%	95.0%
	2024	88.9	96.2	96.0	95.8	95.3	96.4							94.7%	94.7%
	2019-2023 average	94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.5%	94.7%
NCS	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	93.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	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	88.6%	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	93.7%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	91.4%	89.7%
	2024	80.8	89.1	87.4	89.6	88.3	80.7							86.0%	86.0%
	2019-2023 average	91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	92.3%	92.1%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	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	92.1%	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	94.9%	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	95.8%	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	96.6%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	96.1%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7							96.8%	96.8%
	2019-2023 average	94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	95.1%	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	92.8%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	96.1%	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	91.7%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.9%	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	93.7%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2	88.7							89.8%	89.8%
	2019-2023 average	93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	93.6%	92.7%
UP-N	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	94.6%	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	97.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.3%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	96.5%	96.3%
	2024	96.8	97.8	97.0	98.4	95.3	94.9							96.7%	96.7%
	2019-2023 average	96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.4%	96.2%
UP-NW	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	93.2%	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	96.1%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.8%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	93.3%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3							94.9%	94.9%
	2019-2023 average	94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.7%	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	90.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	91.8%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	92.1%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	93.1%	92.7%
	2024	88.0	90.9	94.1	94.7	92.0	89.4							91.5%	91.5%
	2019-2023 average	92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.8%	92.5%
System excluding South Shore	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.0%	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	95.7%	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	95.7%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	95.0%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2	94.9							95.4%	95.4%
	2019-2023 average	95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.3%	95.3%

Delays data for most recent month is final (07/18/2024) version from TOPS.

'2019-2023 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
June 2024**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1272 70% OT	Mon, Jun 03	15		KD1	Late flip from 1235, delayed by Amtra 3
		Thu, Jun 13	16		K	Bridge Strike MP. 11.5
		Wed, Jun 19	11		I	5 min late departure from flip from freight, 7 min accommodating passengers to move to the correct cars to alight at Western and Halsted
		Mon, Jun 24	20		R1	WAITING ON LATE 1270
		Tue, Jun 25	9		D1	Late flip off 1235 due to holding at Cicero for the Z PTLCHC7 22 to double over while holding main 1.
		Fri, Jun 28	15		D1	LATE FLIP FROM 1235 (Controllable Freight)
BNSF	1276 80% OT	Tue, Jun 04	8		EA1	Held for AMTK 5 in which departed CUS and broke down blocking crossovers preventing our trains to run.
		Thu, Jun 13	7		K	Bridge Strike M.P 11.5.
		Mon, Jun 24	24		G1	Late flip from 1241 due to switch failure.
		Fri, Jun 28	10		D1	SINGLE TRACK, HBRCKK128A ON MT1, QSSECHC122A ON MT2 (Controllable Freight)
HC	916 80% OT	Thu, Jun 06	9		GF	HCD0916 9M LATE DUE TO NO SIGNAL AT BRIGHTON PARK. PER NS CHICAGO DISPATCHER, SIGNAL NEEDED REFRESHING.
		Fri, Jun 07	19		ZT	HCD0916 ARRIVED AT CUS 19M LATE DUE TO FAILED PTC AT 21ST STREET.
		Thu, Jun 27	6		GA	(SIGNAL / SWITCH FAILURE AMTRAK) - 6M DELAY AMTRAK HAD A SWITCH FAILURE. ARR CUS 6M LATE
		Fri, Jun 28	10		DE	(GENERAL FREIGHT INTERFERENCE) - 12M DELAY FREIGHT ZCHIALT828 BNSF3266 W/81CARS 7871FT. ARR CUS 10M LATE (Controllable Freight)
HC	917 80% OT	Fri, Jun 07	6		GF	4M BRIGHTON PK., SLOW SIGNAL AFTER SLOW XTRAFFIC. stack requested ahead of arrival but did not line up
		Mon, Jun 10	6		AM	Due to late arrival of equipment from WACY. HELD FOR AMTRAKS TO RUN FIRST
		Tue, Jun 18	25		ZG	(PTC WAYSIDE) - 30M ROCKWELL, CN PTC ISSUES, RED FENCE. -arrived Joliet 18:21 per Acorn
		Fri, Jun 28	6		GF	(GATE XING / SIG / SWITCH FOREIGN) - 6M BNSF-CORWITH, XTRAFFIC, THEN RESTRICTING SIGNAL FOR UNKNOWNM REASON.
HC	919 75% OT	Tue, Jun 04	9		EA	Due to waiting for Amtrak 5 to clear the plant due to mechanical issues.
		Mon, Jun 10	7		AM	Due to following AMT305 from Corwith to Summit
		Wed, Jun 12	70		EA1	Due to being stopped at Lockport stuck behind Amtrak 305 in emergency with main reservoir issue.
		Thu, Jun 27	9		RF	STOPPEDFOR 12M AT CP CERMAK DUE TO RED SIGNAL. ARRIVED AT CP RICHARDS 9M LATE.
		Fri, Jun 28	15		RF	- 15M CUS TO JOLIET FOLLOWING AMTK #305.
MD-N	2131 80% OT	Mon, Jun 03	8		RD1	12 mins Lake Forest following 2127 (2123 misroute causing congestion)
		Wed, Jun 12	0		E1	3" Rondout waiting on inbound Amtrak, 5" Liberty all red, 5" Grayslake picking up crew to go to Fox Lake
		Thu, Jun 13	7		RF1	[9] Following 2127 holding for east bound at lake forest west
		Fri, Jun 14	8		A	[10] Following 2137 holding for eastbound train at Lake Forest west
MD-N	2135 80% OT	Fri, Jun 07	11		RA	AMTRAK ROUTING CHANGES OUT OF CUS TO OPERATE CERTAIN WEST LINE TRAINS ON 3 MAIN
		Wed, Jun 12	34		E1	25" Waiting on #2146, 10" Grayslake awaiting train to rescue #2142
		Tue, Jun 18	9		ZE1	[10] Following #2133
		Tue, Jun 25	10		ZV1	9" Following #2133, 3" Alight ADA, 2" Heavy Passenger Alighting
MD-N	2139 80% OT	Fri, Jun 07	6		RA	AMTRAK ROUTING CHANGES OUT OF CUS TO OPERATE CERTAIN WEST LINE TRAINS ON 3 MAIN
		Wed, Jun 12	0		E1	Annulled at Cus used crew and equipment for 2143.
		Mon, Jun 24	6		ZT	13" CUS- arrived at 5:19pm on #2142 and instructed to depart as #2139. arrived CUS at 6:48 6 mins late, 13" CUS late turnaround of crew and equipment from 2142. 2142's train was used for 2139 since 2139's equipment was late from WACY due to PTC issues.
		Tue, Jun 25	7		ZT	7" CUS- A3- PTC Issue, 3" Libertyville- ADA (wheelchair) SLICES OUT OF SYNC -BACK OFFICE OUTAGE
MD-N	2142 75% OT	Fri, Jun 07	8		RF	3 minutes stop signal Mayfair 2 minutes stop signal A2 3 minutes stop signal Lake ST
		Wed, Jun 12	0		XE	Due to Loco having mechanical issues, loco 501 #1 INVERTER TIC MODULE
		Wed, Jun 19	10		RF	3-Morton Grove- All Red, waiting for signal. 9- Mayfair- All Red- waiting for line up.
		Thu, Jun 20	9		JA	[7] Glenview- stopped behind Amtrak which had requested medical attention and waiting for an ambulance.
		Fri, Jun 21	9		ZT1	[5] Grayslake- waiting on #2121(INTERMITTENT BOS OUTAGE) to clear the station and people on the wrong side of platform [3] Mayfair- All Red, waiting for line up
MD-N	2144 60% OT	Tue, Jun 04	12		R	12 mins late, 10 mins Deerfield Engineer had to retrieve reverser from loco, 3 mins stop signal A-5, 3 mins stop signal A-2.
		Mon, Jun 10	6		A	2" Stop indication Mayfair, 3" Stop Indication A5, 2" Stop Indication A2
		Wed, Jun 12	7		E1	[7] Accommodated passengers on 2142 and made additional stops.
		Thu, Jun 13	7		ZT	[9] PTC issues after Morton Grove 4 min , Stop A-5 3 min, Stop A-2 2 min. SLOT 10 OVERLOAD DUE TO APPLICATION SOFTWARE ISSUE
		Wed, Jun 19	7		K1	[7] Approach to stop signals from A-5 to A-2 (WEST LINE TRAIN 2244 LATE DUE TO BRUSH FIRE) [2] Stop signal at CP Washington
		Thu, Jun 20	7		JA	Following 2142 that was stuck behind Amtrak 8 that had a passenger with a medical emergency at Glenview
		Fri, Jun 21	12		ZT1	[16] Restricting to stop signals from Mayfair to A-2
		Mon, Jun 24	7		ZT1	Arrived CUS at 5:40 7 mins late, 10" following train 2244 that was delayed by PTC outage ahead from A-2 to CUS.
		MD-W	2227 75% OT	Mon, Jun 03	10	
	Wed, Jun 05	10	11	A		12 mins Cus-A-5 passengers on wrong platform
						(-14) due too 8 minutes following other trains up to western avenue 4 minutes at B12 waiting on other trains 2 minutes due too enroute train meets
						[18] North line train lost PTC. Sat behind and then followed to western ave. [3] A5-approach to a stop signal [3] B12-approaches [2] Medina- unload ADA with a walker from CUS [3] Elgin east- signal dropped, PTC enforcement. [2] All stops- door procedures
	Tue, Jun 18	23		ZE1	[10] CUS to A4- following trains hot weather inspection [6] Wrong man from B17 to Roselle, passengers on wrong side and door restriction at wooddale.	
	Wed, Jun 19	14		KW		

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
NCS	100 75% OT	Wed, Jun 05	9	CD	[12] Unspecified yellow red at mp 42.45	
		Thu, Jun 06	7	GM	[4] Copying/complying item 2 neva BLOWN FUSE [3] A2, red signal. UP cross traffic	
		Thu, Jun 13	19	D	[7] Grayslake, freight train [8] Deval, freight train MALG312	
		Fri, Jun 21	7	CD	[3] Round lake, freight train [5] Multiple speed restrictions [3] A2, 2 UP trains	
		Mon, Jun 24	25	D	-4" Freight interference (CN A446), 2MT passengers on wrong side platform Wheeling; -12" Waiting for freight train to clear Prospect Heights; -5" Prospect to Deval restricted speed; -3" Multiple speed restrictions [CONTROLLABLE FREIGHT]	
NCS	107 80% OT	Thu, Jun 06	12	D	[10] B12 stop signal. Freight train shoving out of Schiller Park [5] Deval stop signal [2] 40 mph 24.65-24.8	
		Mon, Jun 10	8	ZV	11" from B6 to B12 due to PTC issues, 2" at Deval stop signal, 2" speed restriction for 40 mph MP24.65- MP24.8 LOCO 89	
		Mon, Jun 17 Thu, Jun 27	8 9	GA L	[5] Cus line up, waiting for Amtrak and light engine [2] Following traffic to A2 [1] 40 mph TSR mp 24 [5] Trespassers by A5 [2] Rosemont slow unloading [1] Ohare slow unloading [6] Deval stop signal 2 trains [2] 40 mph 24.65-24.8 [2] Prarieview slow unloading	
NCS	108 55% OT	Wed, Jun 05	14	A	[2] 40 mph 24.8-24.65 [6] Deval stop signal 2 trains	
		Tue, Jun 11	36	H	2" 40 mph from MP 24.8 to MP 24.65, 30" Car 7464 lift deployed light came on due to lift not being secured SHOULD HAVE BEEN WEDGED, 3" at B6 crossed over 2 to 3 10 mph	
		Fri, Jun 14	10	D	[10] Lake Villa-Mundelein following freight train.(Controllable Freight) [2] 40 mph 24.8-24.65 [1] Deval stop signal	
		Mon, Jun 17	7	RF	[8] Deval waiting for lineup [1] Holding out of River Grove for 2218	
		Tue, Jun 18	7	GX1	[2] 40 mph 24.8-24.65 [2] A2 stop signal [3] CP Washington stop signal EQUIPMENT SWAPS BEING MADE FROM A GATE AT OAKTON THAT BENT A GRAB IRON ON 2110, NCS 108 did not have a track to come in to	
		Wed, Jun 19	6	RA	[2] 40 mph 24.8-24.65 [3] A2 stop signal [5] CP Lake stop signal TRAIN DIRECTOR AWAY FROM DESK	
		Fri, Jun 21	19	E1	[3] 25 mph 40.6-40.4 [5] 10 mph 24.8-24.6 [2] 30 mph 21.5-21.4 [15] Assuming 2218 schedule	
		Mon, Jun 24	11	GW	2" 40 mph 24.8-24.65, 1" 30 mph 21.5-21.4, 7" B12 PTC issues, 3" B6 10mph 2 to 3 LIGHTNING STRIKE TRIPPED BUNGALOW BREAKER	
		Tue, Jun 25	19	KW	3" Antioch to Wheeling umbrella closing, 2" TSR 40 mph 24.8-24.65, 11" O'Hare tree on track, 3" at B6 10mph 2 to 3	
NCS	109 55% OT	Tue, Jun 04	13	GF	[2] Cus, late boarding passengers. New track assignment [7] 529A, toughy [2] Red signal deval [2] Stop signal A2 [3] Stop signal , Trafton	
		Wed, Jun 05	7	ZN	[4] A2/A3, waiting on other trains [2] Cus. Late boarding of passengers due to track change [9] Des plaines. Signal not recognized on PTC. Clear in field. Restricted speed	
		Thu, Jun 06	9	K	[2] CUS, late boarding passengers/waiting on signal [2] A2., Ptc switch position unknown [2] Toughy, car on tracks. Train in emergency	
		Wed, Jun 12	17	E1	1" CUS waiting on signal, 2" A3, red signal. Waiting on other trains, 17" Grayslake, red signal . Eastbound MDN (MDN train not tracking)	
		Mon, Jun 17	8	KW	[6] Hot weather restrictions, en route	
		Wed, Jun 19	9	RD	[2] A2, waiting on signal [6] A5, waiting on signal DISPATCHER MISROUTE [3] Deval, waiting on UP train [2] Lomond, 25mph restriction	
		Thu, Jun 20	13	G1	[7] A2, waiting on other trains (SWITCH FAILURE) [2] Deval, red signal [2] 10mph restriction mp24.6-24.8 [3] (2)-25 mph restrictions	
		Fri, Jun 21	20	CD1	[6] CUS, engineer on rest [7] CUS to A3, waiting on other trains [2] A5, waiting on signal [3] Restricting/stop signals river grove. Train ahead [3] Misc speed restrictions	
NCS	113 80% OT	Wed, Jun 12	10	RF	6" Deval Red Cross traffic, 2" 40 mph speed restriction, 5" Grayslake Red Cross traffic	
		Mon, Jun 17	25	RF	[3] Door issues at Western [22] Stop Deval	
		Wed, Jun 19	17	KW	[9] Congestion cus Trk #1 heat inspections [6] A5 red [2] 40 mph speed restriction [3] 25 mph speed restriction	
		Thu, Jun 20	11	CD	[5] Galewood red [2] 30 mph speed restriction [6] 10 mph speed restriction [4] 25 mph speed restriction	
NCS	114 70% OT	Thu, Jun 06	25	ZT	[22] Ptc would not configure. BOS OUTAGE Recycled breaker [3] Buffalo grove. Ptc disengaged. Wheel slip	
		Thu, Jun 13	16	D1	[16] Late arrival of 101 [4] Deval, red signal	
		Fri, Jun 14	135	RN	[130] Sick engineer NEEDED EMERGENCY RELIEF [6] Deval, UP to clear [4] Gale wood. Waiting on a freight to clear	
		Thu, Jun 20	11	VF	[9] Car 6164 doors wouldn't close, moved passengers to a different car [2] Lomond, 25mph restriction [3] Deval, outbound UP NO ISSUE FOUND WITH 6164	
		Mon, Jun 24	26	D1	19" Antioch. Late arrival of 101, 5" PTC issue jct16/B12 [CONTROLLABLE FREIGHT]	
Tue, Jun 25	17	KW1	17" Late turn of NCS101			
NCS	116 65% OT	Wed, Jun 05	7	I1	[4] Deval:stop-cross traffic [7] Galewood:stop-waiting for an Elgin train to cross over ahead	
		Fri, Jun 07	11	KD	[5] Prairie View:we hit something possibly a deer went out to inspect train. CAR 8509 [7] A2 to Clinton Street: following trains ahead.	
		Mon, Jun 10	14	RD	4" at Deval for cross traffic, 7" at B12 stopped due to single tracking and waiting for NCS109, 5" at A5 stopped due to waiting for cross traffic, 3" at A2 stopped due to cross traffic	
		Mon, Jun 17	8	RF	[5] Antioch CY:waiting for a signal [3] Wheeling:passengers on the wrong side [5] Between Wheeling and Prospect Heights:Someone was walking in the middle of the tracks, he got out of the way then took off. Dumped the air, took a breath, recovered the air	
		Wed, Jun 19 Thu, Jun 20 Fri, Jun 21	7 10 26	A CD1 CD	[2] Deval:stop-cross traffic [6] B12:stop-cross traffic 2405 [3] Speed Restriction:25 mph [2] A2:stop-cross traffic [9] 3 speed restrictions on the CN. 25,10,30,25mph [2] B12:stop-cross traffic [2] Galewood:stopped-waiting to pass inbound Metra on 3 MT. [2] A2 stop-cross traffic [7] Stop Grayslake Wait on inbound Fox Lake train [6] 10 mph tsr 24.8-24.6 [5] Stop B-6 [5] Stop A-3 [3] Stop a-2	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	301 55% OT	Mon, Jun 03	9	CC	5" speed restrictions JOL sub, 2" stopped 51st, 2" flag stop at Robins - MP 10.75-13.25 40mph and MP 15.25-18.75 30mph	
		Tue, Jun 04	10	CC	6" multiple Form A speed restrictions, 2" following 701, 2" yard stop at 51st, 2" flag stop at Robbins. - MP 10.75-13.25 40mph and MP 15.25-18.75 30mph	
		Wed, Jun 05	15	E1	Due to following 701.	
		Mon, Jun 10	7	CC	2" stopped at 51st St., 2" stopped at Robbins, 5" due to speed restrictions - MP 14.00-15.25 40mph and MP 15.25-17.40 30mph	
		Tue, Jun 11	6	CC	2" stopped at 51st Street, 2" stopped at Robbins, 5" due to speed restrictions	
		Fri, Jun 14	7	CC	(SCHEDULED TRACK WORK) -	
		Tue, Jun 18	11	U	ADA LASALLE TO OAK FOREST	
		Thu, Jun 20	30	K	- BRIDGE STRIKE CERMAK RD 5 MPH FORM A 1149 MP-24-00030550 (9842)	
		Tue, Jun 25	7	U	4" ADA at Robbins and 35th, 3" due to Speed restrictions	
		RI	303 70% OT	Tue, Jun 04	14	CC
Wed, Jun 05	7			CC	Due to multiple speed restrictions	
Thu, Jun 06	7			CC	Speed restriction at Gresham	
Mon, Jun 10	6			U	4" due to ADAs and 4" due to speed restrictions	
Fri, Jun 14	7			CC	SPEED RESTRICTIONS	
RI	305 80% OT	Tue, Jun 04	9	CC	Due to multiple speed restrictions, ADA at Oak Forest, and meet at Blue Island and Oak Forest - MP 10.75-13.25 40mph and MP 15.25-18.75 30mph	
		Wed, Jun 05	9	RO	Due to red signal at 16th Street and door issues at 35th.	
		Mon, Jun 10	9	CC	Due to speed restrictions and ADA at Midlothian - MP 14.00-15.25 40mph and MP 15.25-17.40 30mph	
		Thu, Jun 20	10	K1	- FOLLOWING RI705 MP-24-00030550 (9842)	
RI	403 70% OT	Mon, Jun 03	7	CC	Due to multiple speed restrictions enroute - MP 10.75-13.25 40mph and MP 15.25-18.75 30mph	
		Tue, Jun 04	7	CC	Due to multiple speed restrictions - MP 10.75-13.25 40mph and MP 15.25-18.75 30mph	
		Wed, Jun 05	12	GX	AWDM at 95th Street. also multiple speed restrictions and	
		Mon, Jun 10	8	U	3" due to ADA, and waiting for inbound	
		Tue, Jun 11	13	CC	5" at Gresham due to Beverly train lined first, 8" enroute due to speed restrictions	
RI	513 80% OT	Tue, Jun 25	9	GF	Delayed due to being flagged across EJ&E due to Track Circuit on the CN Mains	
		Thu, Jun 06	11	I	White sox passengers	
		Fri, Jun 07	15	I	Heavy loading for Sox game	
		Fri, Jun 14	7	I	HEAVY LOADING AT LASALLE, UNABLE TO FLAG BEVERLY, UNLOADING ALL STOPS	
SWS	812 80% OT	Tue, Jun 18	0	M1	PED. STRIKE AT VINE ST \	
		Mon, Jun 03	8	RA	Due to waiting at CUS waiting for SW807 to depart NEW TRAIN DIRECTOR RUNNING TRAINS OUT OF ORDER	
		Wed, Jun 05	24	K1	Late turn from 803, departed 179th 16" late	
SWS	813 65% OT	Tue, Jun 18	12	K	5M DELAY BELT JCT ISSUED A SPEED RESTRICTION. 8M 21ST BRIDGE UP, 4M POLK WAITING FOR AMTRAK 319 TO CLEAR.	
		Wed, Jun 19	7	K	7 min late due to a bridge strike at 80th, 4min polk street waiting on SW807 going first.	
		Mon, Jun 03	7	RF	FREIGHT TRAFFIC CLEARING AS 813 APPROACHED BELT JCT, LINEUP THEN TOOK 6 MINUTES TO COME IN AFTER FREIGHT CLEARED	
		Wed, Jun 05	10	D	Due to being stopped for 8" at CP 518 for cross traffic. (Controllable Freight)	
SWS	818 75% OT	Tue, Jun 11	18	GF	Due to switch failure at Belt Junction	
		Wed, Jun 12	19	UF	Due to stopping at Oak Lawn for ADA lift issues. car 8586 - BROKEN BOLT HEAD	
		Thu, Jun 13	8	AM	5M CUS, RED SIGNAL FOR NO APPARENT REASON.	
		Mon, Jun 17	8	KW	4M EN ROUTE, PASSENGER HANDLING, TEMP. SPEED RESTRICTION IN EFFECT FROM HEAT	
		Fri, Jun 28	16	I1	13M LUMBER ST., CN M337 (CP3230, 9852FT.) PULLING WB. Freight was held up with it's slot to allow RI426 to run through which was 10" down (non-reportable) due to passenger loading	
		Wed, Jun 05	6	AM	CROSS TRAFFIC AT POLK	
		Tue, Jun 11	6	AM	5" at 21st Street waiting for Amtrak to clear, 2" at Polk Street waiting for another Amtrak to clear.	
SWS	821 80% OT	Thu, Jun 13	7	AM	7M POLK ST., AMTK AHEAD.	
		Thu, Jun 20	6	RA	2m CP 518 waiting on signal after freight cleared. 4m Red Signal 21st Street.	
		Wed, Jun 26	35	DR	Stopped at CP518 for 36" due to freight cross traffic NS 28X and NS 266-26; yard causing delays ahead of train trying to yard	
		Mon, Jun 17	15	G	CONGESTION WITH TRACK CIRCUIT AT BELT JCT, ALSO incorrect line up at CP518	
SWS	821 80% OT	Fri, Jun 21	7	G	15M CP LENOX TO CP BROWN, RES. SPEED, TK. CIRCUIT. bad order ring 10 in siding track	
		Fri, Jun 21	7	G	10M CP LENOX TO CP BROWN, RES. SPEED, TK. CIRCUIT.	
		Thu, Jun 27	11	KP	(SUSPICIOUS PKG / PERSON / ACTVTY) - SWS0821 11M LATE STOPPED AT CP 74TH STREET DUE TO POLICE ACTIVITY AT MP 8.2 (PER NS LANDERS DISPATCHER	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
SWS	822	Tue, Jun 04	9	ZT	3" late departure out of 179th due to required PTC departure test, 3" at CP 21st St due to cross traffic, 4" at CP Polk due to cross traffic	
		60% OT	Wed, Jun 05	17	D1	Late turn of 813, departed 9" late, 8" stopped at Ashburn waiting on 819 (Controllable Freight)
			Thu, Jun 06	8	D	8M CP RIDGE, SWS817 TO CLEAR TK2. 277B304 (ENG. NS4406, 11,486 FT.) TAKING HEADROOM WEST TK1 ASHBURN. (Controllable Freight)
			Tue, Jun 11	32	GF1	Late turn of 813, and waiting on 819 at CP Ridge
			Wed, Jun 12	20	UF1	Late turn of 813, departed 14" late.
			Thu, Jun 13	8	AM1	8M 179TH ST., LATE TURN SWS813.
			Tue, Jun 18	13	AM	15M CP518, SWS821 TO CLEAR NSTK1, CONGESTION AHEAD THRU LUMBER ST.
			Fri, Jun 28	20	I1	15M 179TH ST., LATE TURN SWS813. Freight was held up with it's slot to allow RI426 to run through which was 10" down (non-reportable) due to passenger loading
SWS	823	Tue, Jun 04	7	EA	3" red signal at CUS, 4" following Amtrak, ran down NS main 1	
		65% OT	Wed, Jun 05	7	AM	2" red signal at CUS, 2" waiting at CP Harrison train ahead, 1" Oaklawn passenger handling, 2" CP Ridge copying void
			Thu, Jun 06	7	U	4 MINUTES AT OSK LAWN FOR AN ADA LIFT. 3 MUINUTES AT PALOS HEIGHTS FOR AN ADA LIFT
			Tue, Jun 11	8	GF1	4" at CP518 waiting for cross traffic, 6" at Forest Hill waiting for inbound
			Thu, Jun 13	7	AM	4M CUS, RED SIGNAL, AMTK CONGESTION AHEAD.
			Wed, Jun 19	133	M	STRUCK VEHICLE AT 159th ST. MP-24-00030399 (9842) loco 186
			Thu, Jun 20	7	ZA	delayed 8" departing CUS, account A30 experiencing PTC issues at departure and the E32 switch at CP Harrison normal use only Amtrak Ed. Arrived 7m late.
UP-N	314	Thu, Jun 06	0	RL1	ANNULLED due to engineer was used to operate M310 on account of M310'S Engineer was a no show. NOT FILLED BY CREWCALLER	
		80% OT	Mon, Jun 10	18	R1	-18" Delayed following M312 ahead
			Tue, Jun 11	0	XE	ANNULLED @ Kenosha due to water pump burst on engine METX 139 & could not be repaired RIGHT BANK WATER PUMP LEAK
			Wed, Jun 26	9	R1	-9" engineer on 392 in the bathroom
UP-N	354	Wed, Jun 05	8	I	-8" Slow passenger loading en route CUBS game	
		70% OT	Tue, Jun 11	8	U	ADA LIFT AT DAVIS ST ALSO 30MPH between MP36.0-MP35.5
			Thu, Jun 20	0	F1	Annulled on acct of M337 brake issues @ Peterson/Ridge
			Fri, Jun 21	44	K	-44" Delayed due to fire on the track @ M.P. 2.9
			Mon, Jun 24	10	I	-10; LARGE GROUP OF SOX/DODGERS FANS BOARDED AT BRAESIDE AND ALIGHTED AT RAVENSWOOD
	Wed, Jun 26	10	I	-10" Heavy passenger loading @ Davis St., Central St., Wilmette, Lake Forest, & Lake Bluff		
UP-N	355	Mon, Jun 03	35	H1	-35" Delayed following M351 to Kenosha, due to their air issues	
		70% OT	Thu, Jun 13	9	I	-9" Heavy and slow passenger loading and unloading
			Mon, Jun 17	42	KW	-42" Delayed on acct. of made all stops to Kenosha to accommodate M357 passengers & held @ Highwood, due to brush fires reported @ MP30.8 & MP32.98 HOT WEATHER
			Thu, Jun 20	25	F1	-25" Late turn from M348 due to M337 mechanical issues
			Fri, Jun 21	74	K	-74" Delayed due to fire on the track @ M.P. 2.9
			Wed, Jun 26	7	I	-7" Delayed due to slow passenger loading
UP-N	357	Mon, Jun 03	9	H1	-9" Delayed following M355, due to M351 air issues	
		80% OT	Wed, Jun 12	9	I	-9" 1 ADA lift & heavy passenger loading all stops to Ravinia Park (concert)
			Mon, Jun 17	0	E1	Annulled on acct. of M394 mechanical issues (M394 relayed to M357)
			Fri, Jun 21	0	XK	ANNULLED due to fire on the track @ M.P. 2.9
UP-N	359	Wed, Jun 12	17	I	-17" Delayed (6 mins) for M357 to crossover @ Highland Park & heavy/slow passenger loading @ Ravenswood & Davis St.	
		80% OT	Mon, Jun 17	27	E1	-27" Delayed on acct of made all stops to Kenosha to accommodate M357 passengers & caught up to trains ahead, due to brush fires reported @MP30.8 & MP32.98
			Thu, Jun 20	8	F1	-8" Delayed following trains ahead, due to M337 mechanical issues
			Fri, Jun 21	60	K	-60" Delayed due to fire on the track @ M.P. 2.9
UP-W	33	Mon, Jun 03	24	D	-24" Followed MADG3-02 from University to Turner	
		70% OT	Tue, Jun 04	12	G	-12" Peck crossover would not line up, maintainer found rocks in the switch points #5 and #7 would not lock up (-20 min). Followed MPRNP-04 from Geneva to Elburn
			Wed, Jun 05	9	I	-9" Cross traffic @ Western Ave (-4); made a M19A stop; Form B's; slow passenger loading en route
			Thu, Jun 06	7	C	-7" Held @ Park for M48 for trackwork
			Fri, Jun 14	10	CD	-10" Delayed due to Freight Interference CAUSED BY UNSCHEDULED TRACK WORK ON CN AT DIAMOND
			Tue, Jun 18	10	RF	-10" No signal @ Western Ave & no signal @ Kedzie; lost doorlight @ Villa Park (Controllable Freight)
UP-W	42	Wed, Jun 05	14	D	-14" Delayed due to Freight Interference (ZLCG2 01) [CONTROLLABLE FREIGHT]	
		70% OT	Tue, Jun 11	15	ZT	-15" Delayed due to system wide PTC outage operated at a reduced speed
			Wed, Jun 12	17	DE1	-17" Delayed due to Freight Interference (MMTPR) was stopped @ Washington St. due to C/N having issues with one of their trains.
			Thu, Jun 20	36	D	-36" Delayed due to Freight Interference (ZLCG2) Controllable Freight)
			Fri, Jun 21	15	I	-15" Delayed due to slow passenger loading @ Geneva (5 mins) 1 ADA lift @ College Ave with heavy passenger loading (5 mins) also heavy loading @ all stations (5 mins)
			Tue, Jun 25	10	D	-10" Freight delay following MNPCH & ZZLTG2 from Geneva - Kress [CONTROLLABLE FREIGHT]

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-W	45 75% OT	Wed, Jun 05	13	RO1	-13" Delayed following M43, due to switch issues on Lake Street Plant(#103)	
		Tue, Jun 11	7	G	-7" Operated at restricted speed @ Western Ave (had a clear signal in the field, but PTC showed a restricting signal) DARK SIGNAL AT WESTERN AVE	
		Fri, Jun 14	8	CD	-8" Delayed @ Western due to Western A2 running at freight train CAUSED BY UNSCHEDULED TRACK WORK ON CN AT DIAMOND	
		Mon, Jun 24	7	U	-7; No Signal at Western Ave and 1 ADA lift	
		Thu, Jun 27	33	KP	-33" Delayed due to a report of a suicidal person between MP43-45	
UP-W	50 80% OT	Tue, Jun 04	13	G	-13" Peck crossover would not line up, maintainer found rocks in the switch points #5 and #7 would not line up.	
		Tue, Jun 11	15	ZT1	-15" Late turn off M31, due to systemwide PTC outage	
		Thu, Jun 13	7	I	-7" Slow passenger loading @ West Chicago, Villa Park, & Elmhurst, 30 MPH@ MP 15.13-MP15.10	
		Fri, Jun 21	8	I	-8" Passengers were on the wrong side @ Geneva & West Chicago	
UP-W	52 65% OT	Mon, Jun 03	15	D1	-15" Late turn off M33	
		Tue, Jun 04	10	D	-10" Freight train interference La Fox -Park	
		Fri, Jun 07	8	D	-8" Delayed @ Lombard due to freight interference (ZG2BRB-07) (Controllable Freight)	
		Mon, Jun 10	11	D	-11" Delayed due to freight train @ Geneva (MPRMT) [CONTROLLABLE FREIGHT]	
		Wed, Jun 12	40	DE	-40" Delayed on acct. of MG3AH-12 in emergency on track 1 @ MP32	
		Mon, Jun 17	17	GF	-17" Flagged @ Kress, due to signal issues CN SIGNAL ISSUES AT JB TOWER	
		Wed, Jun 19	8	ZT	-8" Delayed @ Bellwood due to PTC red hash box with a clear in the field, needing authority to pass from dispatcher	
UP-W	54 75% OT	Tue, Jun 04	10	A	-10" Cross traffic @ Western Ave & 1 ADA lift	
		Wed, Jun 12	22	DE1	-22" Late turn off M35, due to MG3AH-12 in emergency on track 1 @ MP32	
		Fri, Jun 14	14	CD1	-10" Late turn off of M35 CAUSED BY UNSCHEDULED TRACK WORK ON CN AT DIAMOND	
		Mon, Jun 17	8	GF1	-8" Late turn off M35	
		Mon, Jun 24	8	A	-8; Cross traffic at Western	
UP-W	56 80% OT	Fri, Jun 07	10	RO	-10" Delayed due to incorrect line up @ Lake St. interlocking - crew had to reverse back to bridge A	
		Wed, Jun 12	28	DE1	-28" Late turn off M37 & freight interference @ Peck 16:40-16:57	
		Tue, Jun 18	12	K	-12" Delayed due to a building fire @ MP 2.1	
		Thu, Jun 27	9	KP1	-9" Stopped @ Wheaton waited for M41 to clear, due to freight (IG4SE-27) on track 3 (Controllable Freight)	
UP-W	62 80% OT	Wed, Jun 05	10	RO1	-10" Late arrival/turn from M43	
		Tue, Jun 18	30	K	-30" Delay stems from building fire @ MP 2.1 extremely close to the tracks	
		Fri, Jun 21	8	D	-8" Delayed due to Freight Interference (ZBRG2) (Controllable Freight)	
		Thu, Jun 27	39	KP1	-39" Late turn off M43	
UP-W	63 80% OT	Mon, Jun 03	14	U	-14" 4 ADA lifts 2 WHEATON, 2 WINFIELD	
		Tue, Jun 04	39	KW	-39" Delayed @ Berkeley, due to high wind warnings between MP13-MP34	
		Mon, Jun 24	7	K	-7; Stopped at M.P. 3 due to a stalled semi truck fouling track #3 at M.P.10	
		Thu, Jun 27	54	KP1	-54" Late turn off M60	
UP-W	64 80% OT	Tue, Jun 18	140	K	-140" Delay stems from building fire @ MP 2.1 extremely close to the tracks	
		Wed, Jun 19	10	D	-10" Delayed following MNPCH-17 from Peck to Turner	
		Mon, Jun 24	9	H	-9; Loading issues from Elburn to CPT on METX127 (only able to reach 37mph) 27 POINT JUMPER WASN'T PROPERLY INSTALLED	
		Thu, Jun 27	10	KP1	-10" Late turn off M47	
UP-W	66 75% OT	Mon, Jun 03	8	A	-8" Cross traffic @ Western Ave M2153 (-5) & freight @ Park (-3)	
		Tue, Jun 04	30	KW	-30" Delayed @ Geneva, due to high wind warnings between MP 34-MP13	
		Wed, Jun 12	15	C	-15" Delayed due to running around broken rail, track #1at M.P.18.7	
		Tue, Jun 18	0	XK	Annulled on acct. of a building fire @ MP 2.1 extremely close to the tracks	
		Tue, Jun 25	14	D	-12" Delayed @ Kress (-18), due to freight interference (ITAG4-21) [CONTROLLABLE FREIGHT]	

Data is final (07/18/2024) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective November 1, 2021

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

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

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

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

Table 5.a: Train Delays by Cause and Line

June 2024

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	11	-	-	-	1	4	1	8	1	10	-	3	32	71
Freight Interference - Peak	2	-	-	-	1	-	-	3	-	2	-	2	7	17
Primary	2	-	-	-	1	-	-	3	-	2	-	2	3	13
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	4	4
Freight Interference - Off-Peak	9	-	-	-	-	4	1	5	1	8	-	1	25	54
Primary	5	-	-	-	-	4	1	1	1	6	-	1	19	38
Secondary	4	-	-	-	-	-	-	4	-	2	-	-	6	16
Signal/Switch Failure - Total	9	5	4	5	6	2	6	5	4	16	-	8	9	79
Signal/Switch Failure - Metra/PSA	9	5	4	5	-	2	6	3	3	5	-	8	6	56
Primary	6	4	2	3	-	2	5	1	2	5	-	6	5	41
Secondary	3	1	2	2	-	-	1	2	1	-	-	2	1	15
Signal/Switch Failure - Foreign	-	-	-	-	6	-	-	2	1	11	-	-	3	23
Primary	-	-	-	-	6	-	-	2	1	4	-	-	2	15
Secondary	-	-	-	-	-	-	-	-	7	-	-	-	1	8
Mechanical Failure - Total	10	-	-	-	2	12	6	3	7	3	30	6	16	95
Mechanical Failure - Metra/PSA	9	-	-	-	-	12	6	3	7	2	30	6	16	91
Non-Locomotive Equipment Issue - Metra/PSA	4	-	-	-	-	4	1	1	5	2	21	2	12	52
Primary	2	-	-	-	-	3	1	1	2	1	3	-	3	16
Secondary	2	-	-	-	-	1	-	-	3	1	18	2	9	36
Locomotive Issue - Metra/PSA	5	-	-	-	-	8	5	2	2	-	9	4	4	39
Primary	4	-	-	-	-	2	3	-	1	-	3	3	2	18
Secondary	1	-	-	-	-	6	2	2	1	-	6	1	2	21
Mechanical Failure - Foreign	1	-	-	-	2	-	-	-	-	1	-	-	-	4
Passenger Train Interference - Total	-	-	-	1	2	4	3	3	-	12	-	-	3	28
Passenger Train Interference - Metra/PSA	-	-	-	1	-	4	3	3	-	-	-	-	3	14
Passenger Train Interference - Foreign	-	-	-	-	2	-	-	-	-	12	-	-	-	14
Accident - Total	-	2	-	-	-	6	9	-	4	4	-	-	-	25
Accident - Metra/PSA	-	-	-	-	-	6	9	-	4	4	-	-	-	23
Accident - Foreign	-	2	-	-	-	-	-	-	-	-	-	-	-	2
Track Work - Total	5	5	-	1	-	1	-	10	29	-	-	2	10	63
Track Work - Metra/PSA	5	5	-	1	-	-	-	-	29	-	-	2	5	47
Track Work - Foreign	-	-	-	-	-	1	-	10	-	-	-	-	5	16
Human Error - Total	19	5	-	4	2	12	2	9	2	5	11	10	8	89
Human Error - Metra/PSA	13	5	-	4	-	4	2	4	2	2	10	9	7	62
Human Error - Foreign	6	-	-	-	2	8	-	5	-	3	1	1	1	27
PTC Related - Total	5	1	1	-	2	13	2	4	-	8	5	4	16	61
PTC Related - Metra/PSA	4	-	1	-	2	12	2	3	-	2	3	4	16	49
PTC Related - Foreign	1	1	-	-	-	1	-	1	-	6	2	-	-	12
Weather - Total	10	2	1	1	-	6	3	8	2	1	4	7	2	47
Weather - Metra/PSA	10	2	1	1	-	6	3	8	2	1	4	7	2	47
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	16	7	1	3	-	7	4	1	22	3	21	7	18	110
Obstruction/Debris - Total	35	-	-	1	1	7	8	3	12	6	12	2	28	115
Catenary Failure - Total	-	18	1	-	-	-	-	-	-	-	-	-	-	19
Other - Total	1	-	-	-	-	-	1	-	-	-	-	-	1	3
Total Trains Delayed	121	45	8	16	16	74	45	54	83	68	83	49	143	805
Total Metra/PSA Delays	102	42	8	16	3	58	44	28	81	25	80	45	102	634
Total Foreign Carrier Delays	19	3	0	0	13	16	1	26	2	43	3	4	41	171

Data for current month is final (07/18/2024) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	7	-	-	-	4	9	8	2	4	10	1	5	22	71
Freight Interference - Peak	2	-	-	-	3	3	2	1	1	5	0	4	5	26
Primary	2	-	-	-	2	2	2	1	0	4	0	2	5	20
Secondary	0	-	-	-	1	1	0	-	0	1	-	1	1	6
Freight Interference - Off-Peak	5	-	-	-	1	5	6	1	3	6	1	2	16	45
Primary	5	-	-	-	1	5	4	1	3	3	0	2	13	37
Secondary	0	-	-	-	-	1	1	0	0	2	0	-	3	8
Signal/Switch Failure - Total	8	3	2	3	1	18	10	2	11	5	2	12	6	85
Signal/Switch Failure - Metra/PSA	6	3	2	3	0	17	9	2	11	2	2	6	5	68
Primary	4	3	2	2	0	12	7	1	10	1	1	6	4	53
Secondary	2	0	1	1	-	5	2	0	1	1	0	0	1	15
Signal/Switch Failure - Foreign	2	-	-	-	1	1	1	0	0	4	-	6	1	16
Primary	1	-	-	-	1	1	0	0	-	3	-	5	1	13
Secondary	0	-	-	-	-	-	0	-	0	1	-	1	-	3
Mechanical Failure - Total	9	0	1	1	1	10	4	3	12	3	6	7	8	65
Mechanical Failure - Metra/PSA	9	0	1	1	1	10	4	3	12	3	6	7	8	65
Non-Locomotive Equipment Issue - Metra/PSA	3	0	1	1	0	1	2	0	2	2	1	3	3	19
Primary	1	0	1	0	0	1	1	0	2	1	1	2	2	12
Secondary	2	-	0	0	-	-	1	-	1	1	-	1	1	7
Locomotive Issue - Metra/PSA	6	-	-	-	1	9	2	3	10	1	6	4	5	46
Primary	3	-	-	-	0	3	1	1	4	1	1	2	3	19
Secondary	3	-	-	-	0	6	1	1	5	1	5	2	2	27
Mechanical Failure - Foreign	-	-	-	-	-	0	-	-	-	-	-	-	-	0
Passenger Train Interference - Total	4	0	-	-	0	6	2	1	-	1	-	0	1	15
Passenger Train Interference - Metra/PSA	0	0	-	-	-	4	1	1	-	-	-	-	1	8
Passenger Train Interference - Foreign	4	-	-	-	0	2	0	0	-	1	-	0	-	7
Accident - Total	11	-	-	1	0	-	1	-	6	-	-	4	5	28
Accident - Metra/PSA	7	-	-	1	-	-	-	-	6	-	-	3	3	20
Accident - Foreign	3	-	-	-	0	-	1	-	0	-	-	1	2	8
Track Work - Total	4	10	2	7	1	9	4	1	11	3	11	28	6	97
Track Work - Metra/PSA	4	10	2	7	0	8	4	0	11	1	11	28	6	93
Track Work - Foreign	0	-	-	-	1	0	-	0	-	2	-	0	-	4
Human Error - Total	5	0	0	2	1	10	4	2	5	2	3	6	5	45
Human Error - Metra/PSA	3	0	0	2	1	2	2	1	5	1	2	3	4	27
Human Error - Foreign	2	-	-	-	0	8	2	1	1	1	0	3	1	18
PTC Related - Total	1	3	0	2	2	7	3	3	6	3	4	6	5	45
PTC Related - Metra/PSA	1	2	0	2	1	6	3	2	6	1	4	6	5	40
PTC Related - Foreign	-	0	-	-	1	0	-	1	1	1	-	0	-	5
Weather - Total	9	1	0	0	0	5	1	1	5	-	2	5	3	32
Weather - Metra/PSA	9	1	0	0	0	5	1	1	5	-	2	5	3	32
Weather - Foreign	-	-	-	-	0	-	-	-	-	-	-	0	-	0
Passenger Related - Total	4	12	1	4	0	7	7	1	17	1	16	10	12	93
Obstruction/Debris - Total	6	3	1	4	1	6	6	1	8	3	4	11	5	57
Catenary Failure - Total	-	-	-	0	-	-	-	-	-	-	-	-	-	0
Other - Total	-	-	-	0	-	1	-	-	1	0	1	2	0	6
Total Trains Delayed	67	33	8	23	13	86	51	15	87	32	49	97	77	638
Total Metra/PSA Delays	50	33	8	23	4	66	38	10	81	13	48	81	52	507
Total Foreign Carrier Delays	18	0	0	0	8	20	12	5	5	19	1	16	25	130

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

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	4	-	-	-	(3)	(5)	(7)	6	(3)	(0)	(1)	(2)	10	(0)
Freight Interference - Peak	0	-	-	-	(2)	(3)	(2)	2	(1)	(3)	(0)	(2)	2	(9)
Primary	0	-	-	-	(1)	(2)	(2)	2	(0)	(2)	(0)	(0)	(2)	(7)
Secondary	(0)	-	-	-	(2)	(1)	(0)	-	(0)	(1)	-	(1)	3	(2)
Freight Interference - Off-Peak	4	-	-	-	(1)	(1)	(5)	4	(2)	2	(1)	(1)	9	9
Primary	-	-	-	-	(1)	(1)	(3)	0	(2)	3	(0)	(1)	6	1
Secondary	4	-	-	-	-	(1)	(1)	4	(0)	(0)	(0)	-	3	8
Signal/Switch Failure - Total	1	2	2	2	5	(16)	(4)	3	(7)	11	(2)	(4)	3	(6)
Signal/Switch Failure - Metra/PSA	3	2	2	2	(0)	(15)	(3)	1	(8)	3	(2)	2	1	(12)
Primary	2	1	0	1	(0)	(10)	(2)	(0)	(8)	4	(1)	0	1	(12)
Secondary	1	1	1	1	-	(5)	(1)	2	(0)	(1)	(0)	2	0	-
Signal/Switch Failure - Foreign	(2)	-	-	-	5	(1)	(1)	2	1	7	-	(6)	2	7
Primary	(1)	-	-	-	5	(1)	(0)	2	1	1	-	(5)	1	2
Secondary	(0)	-	-	-	-	-	(0)	-	(0)	6	-	(1)	1	5
Mechanical Failure - Total	1	(0)	(1)	(1)	1	2	2	0	(5)	-	24	(1)	8	30
Mechanical Failure - Metra/PSA	0	(0)	(1)	(1)	(1)	2	2	0	(5)	(1)	24	(1)	8	26
Non-Locomotive Equipment Issue - Metra/PSA	1	(0)	(1)	(1)	(0)	3	(1)	1	3	0	20	(1)	9	33
Primary	1	(0)	(1)	(0)	(0)	2	(0)	1	0	0	2	(2)	1	4
Secondary	0	-	(0)	(0)	-	1	(1)	-	2	-	18	1	8	29
Locomotive Issue - Metra/PSA	(1)	-	-	-	(1)	(1)	3	(1)	(8)	(1)	3	-	(1)	(7)
Primary	1	-	-	-	(0)	(1)	2	(1)	(3)	(1)	2	1	(1)	(1)
Secondary	(2)	-	-	-	(0)	(0)	1	1	(4)	(1)	1	(1)	-	(6)
Mechanical Failure - Foreign	1	-	-	-	2	(0)	-	-	-	1	-	-	-	4
Passenger Train Interference - Total	(4)	(0)	-	1	2	(2)	1	2	-	11	-	(0)	2	13
Passenger Train Interference - Metra/PSA	(0)	(0)	-	1	-	(0)	2	2	-	-	-	-	2	6
Passenger Train Interference - Foreign	(4)	-	-	-	2	(2)	(0)	(0)	-	11	-	(0)	-	7
Accident - Total	(11)	2	-	(1)	(0)	6	8	-	(2)	4	-	(4)	(5)	(3)
Accident - Metra/PSA	(7)	-	-	(1)	-	6	9	-	(2)	4	-	(3)	(3)	3
Accident - Foreign	(3)	2	-	-	(0)	-	(1)	-	(0)	-	-	(1)	(2)	(6)
Track Work - Total	1	(5)	(2)	(6)	(1)	(8)	(4)	9	18	(3)	(11)	(26)	4	(34)
Track Work - Metra/PSA	1	(5)	(2)	(6)	(0)	(8)	(4)	(0)	18	(1)	(11)	(26)	(1)	(46)
Track Work - Foreign	(0)	-	-	-	(1)	1	-	10	-	(2)	-	(0)	5	12
Human Error - Total	14	5	(0)	2	1	2	(2)	7	(3)	3	8	4	3	44
Human Error - Metra/PSA	10	5	(0)	2	(1)	2	-	3	(3)	1	8	6	3	35
Human Error - Foreign	4	-	-	-	2	0	(2)	4	(1)	2	1	(2)	-	9
PTC Related - Total	4	(2)	1	(2)	-	6	(1)	1	(6)	5	1	(2)	11	16
PTC Related - Metra/PSA	3	(2)	1	(2)	1	6	(1)	1	(6)	1	(1)	(2)	11	9
PTC Related - Foreign	1	1	-	-	(1)	1	-	0	(1)	5	2	(0)	-	7
Weather - Total	1	1	1	1	(0)	1	2	7	(3)	1	2	2	(1)	15
Weather - Metra/PSA	1	1	1	1	(0)	1	2	7	(3)	1	2	2	(1)	15
Weather - Foreign	-	-	-	-	(0)	-	-	-	-	-	-	(0)	-	(0)
Passenger Related - Total	12	(5)	-	(1)	(0)	-	(3)	0	5	2	5	(3)	6	17
Obstruction/Debris - Total	29	(3)	(1)	(3)	-	1	2	2	4	3	8	(9)	23	58
Catenary Failure - Total	-	18	1	(0)	-	-	-	-	-	-	-	-	-	19
Other - Total	1	-	-	(0)	-	(1)	1	-	(1)	(0)	(1)	(2)	1	(3)
Total Trains Delayed	54	12	0	(7)	3	(12)	(6)	39	(4)	36	34	(48)	66	167
Total Metra/PSA Delays	52	9	0	-7	-1	-8	6	18	0	12	32	-36	50	127
Total Foreign Carrier Delays	1	3	0	0	5	-4	-11	21	-3	24	2	-12	16	41

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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 - June 2024

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	37	-	-	-	13	20	15	21	7	49	3	23	158	346
Freight Interference - Peak	11	-	-	-	13	1	5	11	1	14	-	15	41	112
Primary	9	-	-	-	12	1	4	8	1	10	-	12	24	81
Secondary	2	-	-	-	1	-	1	3	-	4	-	3	17	31
Freight Interference - Off-Peak	26	-	-	-	-	19	10	10	6	35	3	8	117	234
Primary	20	-	-	-	-	12	8	2	5	24	2	8	91	172
Secondary	6	-	-	-	-	7	2	8	1	11	1	-	26	62
Signal/Switch Failure - Total	57	15	18	38	21	142	138	64	66	90	9	31	59	748
Signal/Switch Failure - Metra/PSA	22	15	18	38	-	59	59	19	63	21	9	28	48	399
Primary	18	14	10	16	-	48	43	11	42	17	8	22	31	280
Secondary	4	1	8	22	-	11	16	8	21	4	1	6	17	119
Signal/Switch Failure - Foreign	35	-	-	-	21	83	79	45	3	69	-	3	11	349
Primary	21	-	-	-	19	64	54	33	1	36	-	3	7	238
Secondary	14	-	-	-	2	19	25	12	2	33	-	-	4	111
Mechanical Failure - Total	43	8	2	3	6	71	49	13	53	33	64	61	83	489
Mechanical Failure - Metra/PSA	41	1	-	1	2	69	49	13	53	29	64	61	83	466
Non-Locomotive Equipment Issue - Metra/PSA	22	1	-	1	-	22	18	5	10	10	28	6	31	154
Primary	11	1	-	1	-	15	9	3	5	5	8	3	12	73
Secondary	11	-	-	-	-	7	9	2	5	5	20	3	19	81
Locomotive Issue - Metra/PSA	19	-	-	-	2	47	31	8	43	19	36	55	52	312
Primary	14	-	-	-	2	15	18	3	20	8	17	21	15	133
Secondary	5	-	-	-	-	32	13	5	23	11	19	34	37	179
Mechanical Failure - Foreign	2	7	2	2	4	2	-	-	-	4	-	-	-	23
Passenger Train Interference - Total	-	-	5	1	7	37	12	15	4	26	-	6	8	121
Passenger Train Interference - Metra/PSA	-	-	2	1	-	36	11	15	3	-	-	6	8	82
Passenger Train Interference - Foreign	-	-	3	-	7	1	1	-	1	26	-	-	-	39
Accident - Total	6	2	-	5	-	16	25	2	27	4	15	56	24	182
Accident - Metra/PSA	-	-	-	5	-	16	25	2	27	4	15	56	18	168
Accident - Foreign	6	2	-	-	-	-	-	-	-	-	-	-	6	14
Track Work - Total	37	29	-	6	5	31	7	27	60	38	29	35	50	354
Track Work - Metra/PSA	37	29	-	6	1	28	6	-	60	1	29	35	45	277
Track Work - Foreign	-	-	-	-	4	3	1	27	-	37	-	-	5	77
Human Error - Total	65	20	6	19	7	89	48	43	33	40	27	87	39	523
Human Error - Metra/PSA	49	20	6	19	1	31	29	17	31	14	23	71	30	341
Human Error - Foreign	16	-	-	-	6	58	19	26	2	26	4	16	9	182
PTC Related - Total	15	3	5	13	7	38	17	28	10	48	21	20	56	281
PTC Related - Metra/PSA	11	2	5	12	6	37	16	16	10	20	19	20	46	220
PTC Related - Foreign	4	1	-	1	1	1	1	12	-	28	2	-	10	61
Weather - Total	55	22	3	5	1	71	38	14	26	9	49	112	71	476
Weather - Metra/PSA	55	22	3	5	1	71	38	14	26	9	49	112	71	476
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	29	30	3	12	-	43	29	8	67	6	46	34	75	382
Obstruction/Debris - Total	49	6	8	16	4	32	27	13	32	37	50	85	73	432
Catenary Failure - Total	-	18	1	-	-	-	-	-	-	-	-	-	-	19
Other - Total	1	-	-	-	1	6	5	2	-	12	21	29	19	96
Total Trains Delayed	394	153	51	118	72	596	410	250	385	392	334	579	715	4,449
Total Metra/PSA Delays	294	143	46	115	16	426	294	119	372	153	325	537	516	3,356
Total Foreign Carrier Delays	100	10	5	3	56	170	116	131	13	239	9	42	199	1,093

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Table 6.b: Train Delays by Cause and Line - YTD
January - June Average Over Previous Five Years: 2019-2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	45	-	-	-	29	41	62	17	18	38	7	31	122	412
Freight Interference - Peak	12	-	-	-	25	13	19	9	4	16	3	18	40	159
Primary	9	-	-	-	22	10	17	8	3	13	3	11	27	121
Secondary	2	-	-	-	3	4	3	1	1	3	1	7	12	37
Freight Interference - Off-Peak	34	-	-	-	5	28	43	8	15	22	4	13	82	253
Primary	28	-	-	-	5	19	34	7	12	16	2	11	64	196
Secondary	6	-	-	-	0	9	8	1	3	7	2	2	19	57
Signal/Switch Failure - Total	64	34	16	31	15	100	60	30	81	36	15	38	38	557
Signal/Switch Failure - Metra/PSA	35	34	16	31	2	85	53	14	79	11	15	22	28	425
Primary	28	25	11	22	2	60	42	11	64	9	10	17	20	322
Secondary	8	9	5	9	-	25	11	3	15	2	5	4	9	103
Signal/Switch Failure - Foreign	29	-	-	-	13	15	7	16	2	25	0	16	9	132
Primary	24	-	-	-	12	12	5	16	1	17	-	12	7	106
Secondary	5	-	-	-	1	3	1	1	1	8	0	4	2	26
Mechanical Failure - Total	52	5	3	3	2	67	51	13	60	13	32	48	44	393
Mechanical Failure - Metra/PSA	52	3	2	2	2	61	51	13	60	13	32	48	44	383
Non-Locomotive Equipment Issue - Metra/PSA	22	3	2	2	1	9	8	3	12	7	13	19	17	118
Primary	9	2	1	2	1	3	5	2	6	4	7	10	10	62
Secondary	12	0	1	1	0	6	3	1	6	3	6	8	7	55
Locomotive Issue - Metra/PSA	30	-	-	-	1	51	43	10	48	6	19	29	27	265
Primary	12	-	-	-	1	18	18	5	22	4	7	12	11	110
Secondary	18	-	-	-	0	33	24	6	26	3	12	17	16	155
Mechanical Failure - Foreign	-	3	1	0	-	6	0	0	-	0	-	-	-	11
Passenger Train Interference - Total	7	1	0	1	3	29	8	4	1	8	1	5	2	71
Passenger Train Interference - Metra/PSA	0	1	-	0	0	19	5	4	1	1	1	5	2	38
Passenger Train Interference - Foreign	7	0	0	1	3	11	2	1	0	7	-	1	-	32
Accident - Total	43	19	3	3	2	28	21	5	23	6	26	41	42	263
Accident - Metra/PSA	35	6	1	3	0	16	11	2	23	2	26	38	21	183
Accident - Foreign	8	13	2	-	2	12	10	3	1	4	-	4	22	80
Track Work - Total	25	42	6	18	6	34	23	7	41	9	30	45	24	309
Track Work - Metra/PSA	24	42	6	18	3	32	21	4	41	2	30	44	24	290
Track Work - Foreign	0	0	-	-	3	2	2	3	1	7	-	1	-	19
Human Error - Total	53	14	5	8	8	59	33	15	38	15	29	46	31	354
Human Error - Metra/PSA	35	14	5	8	3	24	20	8	37	4	26	28	22	234
Human Error - Foreign	17	0	0	-	5	35	13	7	1	11	3	17	10	120
PTC Related - Total	9	15	3	11	12	27	14	10	40	19	44	31	53	287
PTC Related - Metra/PSA	6	14	3	11	4	24	14	7	38	7	44	31	51	253
PTC Related - Foreign	2	1	0	1	8	3	1	3	2	12	0	1	2	34
Weather - Total	63	48	18	24	3	54	42	11	74	6	54	57	47	500
Weather - Metra/PSA	59	48	18	24	3	53	42	11	73	5	54	56	46	491
Weather - Foreign	3	-	-	-	1	1	1	-	1	1	-	1	1	9
Passenger Related - Total	15	52	7	10	0	22	35	3	58	3	42	41	55	344
Obstruction/Debris - Total	33	20	7	25	3	23	27	9	53	10	32	65	47	353
Catenary Failure - Total	-	12	4	9	-	-	-	-	-	-	-	-	-	25
Other - Total	5	1	1	2	0	3	2	1	3	2	4	6	0	28
Total Trains Delayed	412	263	72	145	85	486	378	126	490	166	315	453	506	3,897
Total Metra/PSA Delays	299	245	69	143	21	361	280	76	466	61	304	382	340	3,047
Total Foreign Carrier Delays	112	18	3	2	64	126	98	50	25	106	11	72	165	850

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(8)	-	-	-	(16)	(21)	(47)	4	(11)	11	(4)	(8)	36	(66)
Freight Interference - Peak	(1)	-	-	-	(12)	(12)	(14)	2	(3)	(2)	(3)	(3)	1	(47)
Primary	(0)	-	-	-	(10)	(9)	(13)	0	(2)	(3)	(3)	1	(3)	(40)
Secondary	(0)	-	-	-	(2)	(4)	(2)	2	(1)	1	(1)	(4)	5	(6)
Freight Interference - Off-Peak	(8)	-	-	-	(5)	(9)	(33)	2	(9)	13	(1)	(5)	35	(19)
Primary	(8)	-	-	-	(5)	(7)	(26)	(5)	(7)	8	0	(3)	27	(24)
Secondary	-	-	-	-	(0)	(2)	(6)	7	(2)	4	(1)	(2)	7	5
Signal/Switch Failure - Total	(7)	(19)	2	7	6	42	78	34	(15)	54	(6)	(7)	21	191
Signal/Switch Failure - Metra/PSA	(13)	(19)	2	7	(2)	(26)	6	5	(16)	10	(6)	6	20	(26)
Primary	(10)	(11)	(1)	(6)	(2)	(12)	1	0	(22)	8	(2)	5	11	(42)
Secondary	(4)	(8)	3	13	-	(14)	5	5	6	2	(4)	2	8	16
Signal/Switch Failure - Foreign	6	-	-	-	8	68	72	29	1	44	(0)	(13)	2	217
Primary	(3)	-	-	-	7	52	49	17	-	19	-	(9)	(0)	132
Secondary	9	-	-	-	1	16	24	11	1	25	(0)	(4)	2	85
Mechanical Failure - Total	(9)	3	(1)	0	4	4	(2)	(0)	(7)	20	32	13	39	96
Mechanical Failure - Metra/PSA	(11)	(2)	(2)	(1)	(0)	8	(2)	-	(7)	16	32	13	39	83
Non-Locomotive Equipment Issue - Metra/PSA	0	(2)	(2)	(1)	(1)	13	10	2	(2)	3	15	(13)	14	36
Primary	2	(1)	(1)	(1)	(1)	12	4	1	(1)	1	1	(7)	2	11
Secondary	(1)	(0)	(1)	(1)	(0)	1	6	1	(1)	2	14	(5)	12	26
Locomotive Issue - Metra/PSA	(11)	-	-	-	1	(4)	(12)	(2)	(5)	13	17	26	25	47
Primary	2	-	-	-	1	(3)	(0)	(2)	(2)	4	10	9	4	23
Secondary	(13)	-	-	-	(0)	(1)	(11)	(1)	(3)	8	7	17	21	24
Mechanical Failure - Foreign	2	4	1	2	4	(4)	(0)	(0)	-	4	-	-	-	12
Passenger Train Interference - Total	(7)	(1)	5	0	4	8	4	11	3	18	(1)	1	6	50
Passenger Train Interference - Metra/PSA	(0)	(1)	2	1	(0)	17	6	11	2	(1)	(1)	1	6	44
Passenger Train Interference - Foreign	(7)	(0)	3	(1)	4	(10)	(1)	(1)	1	19	-	(1)	-	7
Accident - Total	(37)	(17)	(3)	2	(2)	(12)	4	(3)	4	(2)	(11)	15	(18)	(81)
Accident - Metra/PSA	(35)	(6)	(1)	2	(0)	0	14	(0)	4	2	(11)	18	(3)	(15)
Accident - Foreign	(2)	(11)	(2)	-	(2)	(12)	(10)	(3)	(1)	(4)	-	(4)	(16)	(66)
Track Work - Total	12	(13)	(6)	(12)	(1)	(3)	(16)	20	19	29	(1)	(10)	26	45
Track Work - Metra/PSA	13	(13)	(6)	(12)	(2)	(4)	(15)	(4)	19	(1)	(1)	(9)	21	(13)
Track Work - Foreign	(0)	(0)	-	-	1	1	(1)	24	(1)	30	-	(1)	5	58
Human Error - Total	12	6	1	11	(1)	30	15	28	(5)	25	(2)	41	8	169
Human Error - Metra/PSA	14	6	1	11	(2)	7	9	9	(6)	10	(3)	43	8	107
Human Error - Foreign	(1)	(0)	(0)	-	1	23	6	19	1	15	1	(1)	(1)	62
PTC Related - Total	6	(12)	2	2	(5)	11	3	18	(30)	29	(23)	(11)	3	(6)
PTC Related - Metra/PSA	5	(12)	2	1	2	13	2	9	(28)	13	(25)	(11)	(5)	(33)
PTC Related - Foreign	2	-	(0)	0	(7)	(2)	0	9	(2)	16	2	(1)	8	27
Weather - Total	(8)	(26)	(15)	(19)	(2)	17	(4)	3	(48)	3	(5)	55	24	(24)
Weather - Metra/PSA	(4)	(26)	(15)	(19)	(2)	18	(4)	3	(47)	4	(5)	56	25	(15)
Weather - Foreign	(3)	-	-	-	(1)	(1)	(1)	-	(1)	(1)	-	(1)	(1)	(9)
Passenger Related - Total	14	(22)	(4)	2	(0)	21	(6)	5	9	3	4	(7)	20	38
Obstruction/Debris - Total	16	(14)	1	(9)	1	9	0	4	(21)	27	18	20	26	79
Catenary Failure - Total	-	6	(3)	(9)	-	-	-	-	-	-	-	-	-	(6)
Other - Total	(4)	(1)	(1)	(2)	1	3	3	1	(3)	10	17	23	19	68
Total Trains Delayed	(18)	(110)	(21)	(27)	(13)	110	32	124	(105)	226	19	126	209	552
Total Metra/PSA Delays	-5	-102	-23	-28	-5	65	14	43	-94	92	21	155	176	309
Total Foreign Carrier Delays	-12	-8	2	1	-8	44	18	81	-12	133	-2	-30	34	243

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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 - Jun	
Freight Interference - Total	62	45	50	56	62	71							346	7.8%
Freight Interference - Peak	28	12	19	19	17	17							112	2.5%
Primary	17	10	14	13	14	13							81	1.8%
Secondary	11	2	5	6	3	4							31	0.7%
Freight Interference - Off-Peak	34	33	31	37	45	54							234	5.3%
Primary	25	28	28	17	36	38							172	3.9%
Secondary	9	5	3	20	9	16							62	1.4%
Signal/Switch Failure - Total	293	84	69	95	128	79							748	16.8%
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56							399	9.0%
Primary	48	45	36	48	62	41							280	6.3%
Secondary	12	17	14	40	21	15							119	2.7%
Signal/Switch Failure - Foreign	233	22	19	7	45	23							349	7.8%
Primary	171	15	17	5	15	15							238	5.3%
Secondary	62	7	2	2	30	8							111	2.5%
Mechanical Failure - Total	72	107	75	70	70	95							489	11.0%
Mechanical Failure - Metra/PSA	72	104	70	62	67	91							466	10.5%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52							154	3.5%
Primary	9	12	8	14	14	16							73	1.6%
Secondary	4	11	4	14	12	36							81	1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39							312	7.0%
Primary	21	30	26	22	16	18							133	3.0%
Secondary	38	51	32	12	25	21							179	4.0%
Mechanical Failure - Foreign	-	3	5	8	3	4							23	0.5%
Passenger Train Interference - Total	23	21	10	17	22	28							121	2.7%
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14							82	1.8%
Passenger Train Interference - Foreign	5	8	2	4	6	14							39	0.9%
Accident - Total	48	16	7	11	75	25							182	4.1%
Accident - Metra/PSA	48	10	7	5	75	23							168	3.8%
Accident - Foreign	-	6	-	6	-	2							14	0.3%
Track Work - Total	47	24	49	37	134	63							354	8.0%
Track Work - Metra/PSA	43	23	37	26	101	47							277	6.2%
Track Work - Foreign	4	1	12	11	33	16							77	1.7%
Human Error - Total	96	115	73	76	74	89							523	11.8%
Human Error - Metra/PSA	71	103	35	35	35	62							341	7.7%
Human Error - Foreign	25	12	38	41	39	27							182	4.1%
PTC Related - Total	55	51	41	39	34	61							281	6.3%
PTC Related - Metra/PSA	39	40	34	32	26	49							220	4.9%
PTC Related - Foreign	16	11	7	7	8	12							61	1.4%
Weather - Total	313	48	23	15	30	47							476	10.7%
Weather - Metra/PSA	313	48	23	15	30	47							476	10.7%
Weather - Foreign	-	-	-	-	-	-							-	0.0%
Passenger Related - Total	38	26	69	62	77	110							382	8.6%
Obstruction/Debris - Total	62	71	36	59	89	115							432	9.7%
Catenary Failure - Total	-	-	-	-	-	19							19	0.4%
Other - Total	18	1	68	4	2	3							96	2.2%
Total Trains Delayed	1,127	609	570	541	797	805							4,449	100.0%
Total Metra/PSA Delays	782	501	437	401	601	634							3,356	75.4%
Total Foreign Carrier Delays	345	108	133	140	196	171							1,093	24.6%

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

Top 2 causes for each month and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun
Freight Interference - Total	69	64	71	54	61	81	68	57	72	77	74	57	400 8.4%
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	135 2.8%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	98 2.1%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	37 0.8%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	265 5.6%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	218 4.6%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	47 1.0%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119	75	123	169	69	578 12.2%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	455 9.6%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	337 7.1%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	118 2.5%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	123 2.6%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	111 2.3%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	12 0.3%
Mechanical Failure - Total	85	81	52	49	86	79	102	83	82	55	73	90	432 9.1%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	423 8.9%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	135 2.8%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	71 1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	64 1.3%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	288 6.1%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	130 2.7%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	158 3.3%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	9 0.2%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33	30	27	41	27	208 4.4%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	128 2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	80 1.7%
Accident - Total	90	25	29	67	147	29	14	135	22	50	39	33	387 8.1%
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	215 4.5%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	172 3.6%
Track Work - Total	19	44	74	64	131	215	147	37	74	124	96	37	547 11.5%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	518 10.9%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	29 0.6%
Human Error - Total	67	43	57	91	66	71	117	93	61	60	65	56	395 8.3%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	231 4.9%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	164 3.5%
PTC Related - Total	49	45	53	57	77	49	77	53	35	68	22	19	330 6.9%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	278 5.9%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	52 1.1%
Weather - Total	44	108	42	128	32	8	242	70	13	111	49	13	362 7.6%
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	359 7.6%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	3 0.1%
Passenger Related - Total	52	54	69	81	118	179	103	119	76	80	86	60	553 11.6%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185	94	87	55	98	485 10.2%
Catenary Failure - Total	1	9	-	38	-	-	6	-	9	-	1	-	48 1.0%
Other - Total	4	-	3	-	12	8	27	1	3	26	35	1	27 0.6%
Total Trains Delayed	649	650	623	912	991	927	1,197	985	646	888	805	560	4,752 100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	3,718 78.2%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	1,034 21.8%

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

Table 8: Train Delays by Duration
June 2024

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	16	4	1	0	10	17	9	16	22	18	11	6	17	147
11-15	8	2	1	0	1	3	2	7	7	7	4	11	8	61
16-20	3	1	0	0	1	0	0	6	2	3	4	4	9	33
21+	5	3	0	1	4	4	3	3	2	2	15	4	6	52
Annulled	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>6</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>8</u>	<u>32</u>
Sub-Total	39	10	2	1	16	27	20	32	34	30	40	26	48	325
Weekday Off-Peak **														
6-10	12	5	3	9	0	17	4	9	17	17	8	6	35	142
11-15	17	4	1	1	0	3	2	6	8	5	1	3	18	69
16-20	5	2	0	1	0	2	2	3	2	8	4	3	5	37
21+	3	10	1	2	0	3	3	4	4	5	12	3	22	72
Annulled	<u>1</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>28</u>
Sub-Total	38	26	5	14	0	31	14	22	33	38	30	15	82	348
Saturday														
6-10	8	3	1	1	0	3	0	0	7	0	3	1	5	32
11-15	3	2	0	0	0	2	1	0	3	0	1	2	2	16
16-20	2	0	0	0	0	1	1	0	0	0	1	0	0	5
21+	1	0	0	0	0	2	0	0	0	0	0	0	4	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	14	5	1	1	0	9	2	0	10	0	5	3	11	61
Sunday-Holiday														
6-10	8	3	0	0	0	1	3	0	2	0	2	2	1	22
11-15	6	0	0	0	0	2	3	0	0	0	2	1	1	15
16-20	4	1	0	0	0	1	1	0	3	0	1	1	0	12
21+	3	0	0	0	0	1	0	0	1	0	3	1	0	9
Annulled	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>13</u>
Sub-Total	30	4	0	0	0	7	9	0	6	0	8	5	2	71
June 2024 Total														
6-10	44	15	5	10	10	38	16	25	48	35	24	15	58	343
11-15	34	8	2	1	1	10	8	13	18	12	8	17	29	161
16-20	14	4	0	1	1	4	4	9	7	11	10	8	14	87
21+	12	13	1	3	4	10	6	7	7	7	30	8	32	140
Annulled	<u>17</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>12</u>	<u>11</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>11</u>	<u>1</u>	<u>10</u>	<u>74</u>
TOTAL	121	45	8	16	16	74	45	54	83	68	83	49	143	805
2024 Year-to-Date														
6-10	114	52	29	58	30	264	165	119	191	183	96	161	250	1,712
11-15	111	37	10	13	15	131	65	41	70	74	59	80	139	845
16-20	56	14	3	6	8	57	29	23	30	52	34	50	86	448
21+	65	36	7	26	18	105	101	60	57	64	103	205	195	1,042
Annulled	<u>48</u>	<u>14</u>	<u>2</u>	<u>15</u>	<u>1</u>	<u>39</u>	<u>50</u>	<u>7</u>	<u>37</u>	<u>19</u>	<u>42</u>	<u>83</u>	<u>45</u>	<u>402</u>
TOTAL	394	153	51	118	72	596	410	250	385	392	334	579	715	4,449
Share of Delays by Duration														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
June 2024 Total														
6-10	36.4%	33.3%	62.5%	62.5%	62.5%	51.4%	35.6%	46.3%	57.8%	51.5%	28.9%	30.6%	40.6%	42.6%
11-15	28.1%	17.8%	25.0%	6.3%	6.3%	13.5%	17.8%	24.1%	21.7%	17.6%	9.6%	34.7%	20.3%	20.0%
16-20	11.6%	8.9%	0.0%	6.3%	6.3%	5.4%	8.9%	16.7%	8.4%	16.2%	12.0%	16.3%	9.8%	10.8%
21+	9.9%	28.9%	12.5%	18.8%	25.0%	13.5%	13.3%	13.0%	8.4%	10.3%	36.1%	16.3%	22.4%	17.4%
Annulled	<u>14.0%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>6.3%</u>	<u>0.0%</u>	<u>16.2%</u>	<u>24.4%</u>	<u>0.0%</u>	<u>3.6%</u>	<u>4.4%</u>	<u>13.3%</u>	<u>2.0%</u>	<u>7.0%</u>	<u>9.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2024 Year-to-Date Delays By Duration														
6-10	28.9%	34.0%	56.9%	49.2%	41.7%	44.3%	40.2%	47.6%	49.6%	46.7%	28.7%	27.8%	35.0%	38.5%
11-15	28.2%	24.2%	19.6%	11.0%	20.8%	22.0%	15.9%	16.4%	18.2%	18.9%	17.7%	13.8%	19.4%	19.0%
16-20	14.2%	9.2%	5.9%	5.1%	11.1%	9.6%	7.1%	9.2%	7.8%	13.3%	10.2%	8.6%	12.0%	10.1%
21+	16.5%	23.5%	13.7%	22.0%	25.0%	17.6%	24.6%	24.0%	14.8%	16.3%	30.8%	35.4%	27.3%	23.4%
Annulled	<u>12.2%</u>	<u>9.2%</u>	<u>3.9%</u>	<u>12.7%</u>	<u>1.4%</u>	<u>6.5%</u>	<u>12.2%</u>	<u>2.8%</u>	<u>9.6%</u>	<u>4.8%</u>	<u>12.6%</u>	<u>14.3%</u>	<u>6.3%</u>	<u>9.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (07/18/2024) version from TOPS.