

# On-Time Performance

December 2024

***Metra***

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## December 2024

This report presents an analysis of December 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.

Table 9 shows the annual number of train delays and annual on-time performance by line for the past five years. Table 9 is only included in the December monthly report.

Table 10 shows the annual number of train delays by cause and line for the past five years. Table 10 is only included in the December monthly report.

## **Reporting Calculations for Temporary Schedules and Special Events**

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N

weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains.

On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through October 14 Metra added six Saturday HC trains for a promotion. Metra added one Sunday RI train on November 27. Metra added six Saturday and 12 Sunday BNSF trains the first weekend in May 2024 and added one weekday UP-N train on May 20, 2024. Metra added two weekday MD-N trains on June 3. From August 12 through 30, Metra added 30 weekday trains, 32 Saturday trains, and 32 Sunday trains for the Democratic National Convention. From September 7 through October 12 Metra added six Saturday HC trains for a promotion.

Under these pilot and alternate schedules Metra operated 665 regularly scheduled revenue trains each weekday in December, 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 December, which is one percent more than the 273 Saturday trains Metra operated pre-pandemic. Metra operated 202 regularly scheduled revenue trains each Sunday in December, 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 eight percent fewer total revenue trains in December 2024 than in December 2019, 50 percent more total revenue trains than in December 2020, 10 percent more total revenue trains than in December 2021, four percent more total revenue trains than in December 2022, and two percent fewer total revenue trains than in December 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  
December 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>	852	52	93.9%	949	34	96.4%	1,801	86	95.2%	144	17	88.2%	216	12	94.4%	2,161	115	94.7%
<b>ME-ML</b>	487	2	99.6%	834	14	98.3%	1,321	16	98.8%	132	3	97.7%	145	2	98.6%	1,598	21	98.7%
<b>ME-BI</b>	152	3	98.0%	266	2	99.2%	418	5	98.8%	16	0	100.0%		--		434	5	98.8%
<b>ME-SC</b>	<u>217</u>	<u>2</u>	99.1%	<u>621</u>	<u>7</u>	98.9%	<u>838</u>	<u>9</u>	98.9%	<u>104</u>	<u>2</u>	98.1%	<u>120</u>	<u>0</u>	100.0%	<u>1,062</u>	<u>11</u>	99.0%
<b>Subtotal</b>	856	7	99.2%	1,721	23	98.7%	2,577	30	98.8%	252	5	98.0%	265	2	99.2%	3,094	37	98.8%
<b>HC</b>	122	10	91.8%		--		122	10	91.8%		--			--		122	10	91.8%
<b>MD-N</b>	411	20	95.1%	659	35	94.7%	1,070	55	94.9%	80	3	96.3%	108	3	97.2%	1,258	61	95.2%
<b>MD-W</b>	<u>432</u>	<u>44</u>	89.8%	<u>608</u>	<u>33</u>	94.6%	<u>1,040</u>	<u>77</u>	92.6%	<u>96</u>	<u>3</u>	96.9%	<u>108</u>	<u>4</u>	96.3%	<u>1,244</u>	<u>84</u>	93.2%
<b>Subtotal</b>	843	64	92.4%	1,267	68	94.6%	2,110	132	93.7%	176	6	96.6%	216	7	96.8%	2,502	145	94.2%
<b>NCS</b>	164	29	82.3%	122	16	86.9%	286	45	84.3%		--			--		286	45	84.3%
<b>RI</b>	605	22	96.4%	985	27	97.3%	1,590	49	96.9%	132	6	95.5%	174	0	100.0%	1,896	55	97.1%
<b>SWS</b>	244	20	91.8%	360	21	94.2%	604	41	93.2%		--			--		604	41	93.2%
<b>UP-N</b>	489	18	96.3%	912	20	97.8%	1,401	38	97.3%	104	4	96.2%	110	3	97.3%	1,615	45	97.2%
<b>UP-NW</b>	681	36	94.7%	873	23	97.4%	1,554	59	96.2%	136	14	89.7%	126	22	82.5%	1,816	95	94.8%
<b>UP-W</b>	<u>508</u>	<u>55</u>	89.2%	<u>638</u>	<u>65</u>	89.8%	<u>1,146</u>	<u>120</u>	89.5%	<u>80</u>	<u>1</u>	98.8%	<u>108</u>	<u>10</u>	90.7%	<u>1,334</u>	<u>131</u>	90.2%
<b>Subtotal</b>	1,678	109	93.5%	2,423	108	95.5%	4,101	217	94.7%	320	19	94.1%	344	35	89.8%	4,765	271	94.3%
<b>System</b>	5,364	313	94.2%	7,827	297	96.2%	13,191	610	95.4%	1,024	53	94.8%	1,215	56	95.4%	15,430	719	95.3%

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

Delays data for most recent month is final (01/17/2025) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - December 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>	11,192	405	96.4%	11,996	372	96.9%	23,188	777	96.6%	1,776	86	95.2%	1,800	82	95.4%	26,764	945	96.5%
<b>ME-ML</b>	6,362	124	98.1%	10,674	196	98.2%	17,036	320	98.1%	2,058	53	97.4%	1,399	22	98.4%	20,493	395	98.1%
<b>ME-BI</b>	2,032	58	97.1%	3,551	61	98.3%	5,583	119	97.9%	360	5	98.6%	--	--	--	5,943	124	97.9%
<b>ME-SC</b>	<u>2,802</u>	<u>108</u>	96.1%	<u>7,906</u>	<u>176</u>	97.8%	<u>10,708</u>	<u>284</u>	97.3%	<u>1,580</u>	<u>28</u>	98.2%	<u>1,160</u>	<u>8</u>	99.3%	<u>13,448</u>	<u>320</u>	97.6%
<b>Subtotal</b>	11,196	290	97.4%	22,131	433	98.0%	33,327	723	97.8%	3,998	86	97.8%	2,559	30	98.8%	39,884	839	97.9%
<b>HC</b>	1,532	159	89.6%	--	--	--	1,532	159	89.6%	36	6	83.3%	--	--	--	1,568	165	89.5%
<b>MD-N</b>	5,346	471	91.2%	8,200	488	94.0%	13,546	959	92.9%	1,053	56	94.7%	1,049	53	94.9%	15,648	1,068	93.2%
<b>MD-W</b>	<u>5,602</u>	<u>347</u>	93.8%	<u>7,665</u>	<u>335</u>	95.6%	<u>13,267</u>	<u>682</u>	94.9%	<u>1,257</u>	<u>39</u>	96.9%	<u>1,046</u>	<u>40</u>	96.2%	<u>15,570</u>	<u>761</u>	95.1%
<b>Subtotal</b>	10,948	818	92.5%	15,865	823	94.8%	26,813	1,641	93.9%	2,310	95	95.9%	2,095	93	95.6%	31,218	1,829	94.1%
<b>NCS</b>	2,089	332	84.1%	1,937	268	86.2%	4,026	600	85.1%	64	3	95.3%	64	6	90.6%	4,154	609	85.3%
<b>RI</b>	7,888	260	96.7%	12,504	330	97.4%	20,392	590	97.1%	1,728	47	97.3%	1,686	32	98.1%	23,806	669	97.2%
<b>SWS</b>	3,064	301	90.2%	4,590	475	89.7%	7,654	776	89.9%	--	--	--	--	--	--	7,654	776	89.9%
<b>UP-N</b>	6,067	257	95.8%	11,905	357	97.0%	17,972	614	96.6%	1,375	42	96.9%	1,077	59	94.5%	20,424	715	96.5%
<b>UP-NW</b>	8,906	612	93.1%	10,978	389	96.5%	19,884	1,001	95.0%	1,771	105	94.1%	1,223	71	94.2%	22,878	1,177	94.9%
<b>UP-W</b>	<u>6,618</u>	<u>730</u>	89.0%	<u>8,153</u>	<u>846</u>	89.6%	<u>14,771</u>	<u>1,576</u>	89.3%	<u>1,052</u>	<u>52</u>	95.1%	<u>1,054</u>	<u>50</u>	95.3%	<u>16,877</u>	<u>1,678</u>	90.1%
<b>Subtotal</b>	21,591	1,599	92.6%	31,036	1,592	94.9%	52,627	3,191	93.9%	4,198	199	95.3%	3,354	180	94.6%	60,179	3,570	94.1%
<b>System</b>	69,500	4,164	94.0%	100,059	4,293	95.7%	169,559	8,457	95.0%	14,110	522	96.3%	11,558	423	96.3%	195,227	9,402	95.2%

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

Delays data for most recent month is final (01/17/2025) 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-Dec	Annual
<b>BNSF</b>	<b>2019</b>	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	95.0%	95.0%
	<b>2020</b>	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.9%	97.9%
	<b>2021</b>	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.1%	97.1%
	<b>2022</b>	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%
	<b>2023</b>	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.5%	96.5%
	<b>2024</b>	94.7	98.2	98.2	98.1	98.5	94.4	96.3	94.5	94.2	97.4	98.5	94.7	96.5%	96.5%
<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	96.6%	96.6%
<b>ME</b>	<b>2019</b>	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	98.0%	98.0%
	<b>2020</b>	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.7%	97.7%
	<b>2021</b>	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.0%	98.0%
	<b>2022</b>	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.4%	97.4%
	<b>2023</b>	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	96.9%	96.9%
	<b>2024</b>	98.8	98.4	98.7	98.4	98.2	97.9	94.5	97.9	97.7	96.0	99.6	98.8	97.9%	97.9%
<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	97.6%	97.6%
<b>HC</b>	<b>2019</b>	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	87.9%	87.9%
	<b>2020</b>	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	89.6%	89.6%
	<b>2021</b>	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	86.5%	86.5%
	<b>2022</b>	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.8%	87.8%
	<b>2023</b>	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	91.2%	91.2%
	<b>2024</b>	90.9	92.1	87.3	93.9	92.4	86.7	87.9	78.0	90.3	88.7	94.2	91.8	89.5%	89.5%
<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	88.6%	88.6%
<b>MD-N</b>	<b>2019</b>	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	<b>2020</b>	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%
	<b>2021</b>	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	93.0%	93.0%
	<b>2022</b>	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	91.4%	91.4%
	<b>2023</b>	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%
	<b>2024</b>	86.7	93.1	93.5	93.0	93.5	94.2	91.8	94.7	93.8	94.6	94.3	95.2	93.2%	93.2%
<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	92.5%	92.5%
<b>MD-W</b>	<b>2019</b>	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%
	<b>2020</b>	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	94.7%	94.7%
	<b>2021</b>	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	94.1%	94.1%
	<b>2022</b>	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	94.1%	94.1%
	<b>2023</b>	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%
	<b>2024</b>	88.9	96.2	96.0	95.8	95.3	96.4	95.9	94.2	95.4	97.1	97.0	93.2	95.1%	95.1%
<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	94.7%	94.7%
<b>NCS</b>	<b>2019</b>	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.3%	94.3%
	<b>2020</b>	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.7%	91.7%
	<b>2021</b>	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	90.4%	90.4%
	<b>2022</b>	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.0%	93.0%
	<b>2023</b>	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	89.7%	89.7%
	<b>2024</b>	80.8	89.1	87.4	89.6	88.3	80.7	89.3	89.6	84.3	63.7	90.0	84.3	85.3%	85.3%
<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	92.1%	92.1%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Dec	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	92.0%	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	95.8%	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	95.7%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.0%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	95.2%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7	95.9	97.3	98.4	98.0	99.0	97.1	97.2%	97.2%
	<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	93.0%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.0%	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	91.0%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	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	91.9%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2	88.7	88.5	92.6	88.2	88.6	88.7	93.2	89.9%	89.9%
	<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	92.7%	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	95.3%	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	98.1%	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	96.0%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	95.9%	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	96.3%	96.3%
	2024	96.8	97.8	97.0	98.4	95.3	94.9	97.1	95.6	96.3	96.2	95.3	97.2	96.5%	96.5%
	<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	93.0%	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	96.7%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.2%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	94.4%	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	93.8%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3	93.0	96.6	95.3	93.7	95.3	94.8	94.9%	94.9%
	<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	92.3%	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	94.9%	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	90.5%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	91.9%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6	92.3	91.6	94.6	92.7%	92.7%
	2024	88.0	90.9	94.1	94.7	92.0	89.4	82.8	87.8	93.5	86.4	91.4	90.2	90.1%	90.1%
	<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	94.6%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.5%	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	95.4%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	94.9%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2	94.9	93.5	94.8	95.3	94.3	96.5	95.3	95.2%	95.2%
	<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	95.3%	95.3%

Delays data for most recent month is final (01/17/2025) 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  
December 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1205 <b>79% OT</b>	Tue, Dec 03	15	E1	Mechanical issues METX 213 TRAIN 1230
		Thu, Dec 12	0	XGW	Annulled due to earlier switch failure at West EOLA #1 switch
		Mon, Dec 16	12	R1	Waiting on traffic from 1222/1230
		Mon, Dec 30	12	G	Switch failure at Congress Park
BNSF	1230 <b>84% OT</b>	Tue, Dec 03	0	XE	Mechanical issues METX 213 - REPLACED BATTERIES ON LOCO 213
		Thu, Dec 12	17	CW	Traffic congestion due to broken rail at CP Mitchell
		Mon, Dec 16	7	R1	Equipment swap due to locomotive issues on 1222
BNSF	1232 <b>84% OT</b>	Tue, Dec 10	13	ZR	Engineer incorrectly initialized PTC, stopped at Cicero
		Thu, Dec 12	18	CW	Traffic congestion due to broken rail at CP Mitchell
		Mon, Dec 30	0	XF	wouldn't load from control car 8448. BROKEN GENERATOR FIELD SWITCH - REPLACED GEN FIELD SLIDE SWITCH
BNSF	1236 <b>79% OT</b>	Tue, Dec 03	12	E1	1230 mechanical issues
		Thu, Dec 05	10	ZR1	following 1234
		Thu, Dec 12	0	GW1	Annulled due to earlier switch failure at West EOLA
		Mon, Dec 16	7	R1	Late flip from 1205
BNSF	1242 <b>84% OT</b>	Tue, Dec 03	23	E1	1230 mechanical issues
		Thu, Dec 12	23	CW	Traffic congestion due to broken rail at CP Mitchell
		Mon, Dec 16	22	RN	No available engineer
BNSF	1275 <b>79% OT</b>	Wed, Dec 04	14	KW	HIGH WIND WARNINGS & WINTRY WEATHER
		Mon, Dec 16	0	F1	Cables came apart on train 1276
		Thu, Dec 19	8	IW	Slow passenger loading
		Mon, Dec 23	10	T	Due to, a Request from ROCC to hold all traffic at mp 4.9 account looters on the Q LACNSA3 20M.
HC	919 <b>84% OT</b>	Mon, Dec 02	7	GF	7" due to switch failure and receiving flagging instructions, then going restricted speed to Summit.
		Fri, Dec 06	74	K1	Stopped near Lambert acct car on tracks.
		Thu, Dec 19	21	DD	HCD0919 STOPPED FOR 13M AT CP CANAL DUE TO CROSS FREIGHT TRAFFIC LPCCPH419   BNSF6743   FT7694
MD-N	2103 <b>79% OT</b>	Thu, Dec 12	0	E1	Annulled due to no loading on engine 422
		Fri, Dec 13	34	GA1	Northline trains affected by Amtrak signal failure and PTC Issues
		Tue, Dec 17	7	U	5mins ADA Western Ave. to Lake Cook Rd., 5mins ADA Ingleside to Fox Lake.
MD-N	2107 <b>84% OT</b>	Thu, Dec 19	14	RF	[20] Stop signal Grayslake west. Then talked by signal, then complying with instructions including restricted speed.
		Wed, Dec 04	7	RF	[4] CUS- A2- PTC issues [6] CN Crossing- Stop Signal- NO REASON
		Thu, Dec 12	9	F	[4] CUS- A6 train ahead [6] Libertyville-Loading door issues #6168
		Fri, Dec 13	49	GA1	Northline trains affected by Amtrak signal failure and PTC Issues
MD-N	2112 <b>84% OT</b>	Fri, Dec 13	51	GA1	[40] Stop at Western due to Signal problems at CUS [5] Stop CUS
		Mon, Dec 16	7	RL1	7mins Stop signal at Mayfair. According to UP Commuter Control, their morning inbound train 620 was annulled due to a crew issue which had their 618 and 622 trains running late to accommodate passengers for train 620 around that same timeframe.
		Thu, Dec 26	15	K1	[25] Stopped west of Deerfield due to vehicle striking a bridge
MD-N	2118 <b>84% OT</b>	Fri, Dec 13	40	GA1	[40] FOLLOWING #2116
		Mon, Dec 23	9	RA	[10] Stop signal at Washington St. (NCS 108 engineer takes 2112 equipment to the yard but by 108 being late, 2118 had to wait behind 2222, which sits all day at CUS, due to their track being occupied by 2112.)
		Thu, Dec 26	12	K1	[12] 12 minutes late Lake Forest. Delay caused by bridge strike Deerfield
MD-N	2126 <b>84% OT</b>	Wed, Dec 11	8	RF	[12] Red signal at Mayfair, only 1 UP train went by
		Thu, Dec 12	16	CW	[10] Red signal Lake Forest west
		Fri, Dec 13	121	ZT1	[83] Red signal Jefferson st and train ahead due to PTC problems
		Mon, Dec 02	6	AM	-5" Stop signal Rondout waiting on Amtrak #8 -7" Stop signal Mayfair, U.P. cross-traffic both ways -2" ADA Grayslake to CUS -5" Following train ahead A-5 to CUS (NCS 116) -2" Stop signal CUS CP Washington waiting on 2237
MD-N	2142 <b>63% OT</b>	Fri, Dec 06	6	A	[3] A5- All Red - waiting for line up [5] A3 & A2- All Red- waiting for line up. Following train traffic.
		Wed, Dec 11	7	U	[2] Grayslake- All Red- waiting for the line up. [5] Lake Cook Rd- loading 2 ADA's and waiting on passengers on wrong side platform [3] Enroute- coordinating meets with westbound trains.
		Fri, Dec 13	10	G	6" Stop signal A-3 & A-2; -4" Stop signal CUS
		Thu, Dec 19	6	A	[3] Mayfair stop signal [2] A5 stop signal [2] A -2 stop signal [2] Stop signal Lake Street see CUS
		Mon, Dec 23	0	E1	ANNULLED due to Loco #506 mechanical issues
		Fri, Dec 27	12	ZT	6" A20- Clear in the field but not recognized by PTC. Continued with prompts. 3" Enroute- coordinated meets with west bound trains. 3" A5- All Red- waiting for line up.
		MD-W	2204 <b>84% OT</b>	Thu, Dec 12	6
MD-W	2208 <b>84% OT</b>	Fri, Dec 13	48	GA1	[5] Freight train Franklin park [40] Stop at Washington
		Mon, Dec 16	8	F	[10] Door issues with loading doors on car 8205 at Wood Dale.
MD-W	2210 <b>79% OT</b>	Fri, Dec 06	26	N	[30] 6:38 departure from Elgin, waiting for #2206. B-17 Computer app problems COMM LINE ISSUES
		Fri, Dec 13	51	GA1	[51] Signals at CUS
		Thu, Dec 19	7	ZF1	[6] 2206 ahead of us instructed to make a yard move and delayed OUR departure from yard trk. 4.
MD-W	2212 <b>84% OT</b>	Fri, Dec 06	36	N	[35] Signal probs almora to national st, B-17 Computer app problem
		Fri, Dec 13	67	GA1	[67] Western ave - waiting for tracks, signals and trains to be fixed and moved [5] Canal St waiting on signal
		Thu, Dec 19	8	F	[8] Elgin depot - fixing mechanical issues with mechanical dept on cab car 8540 (generator field switch )
		Fri, Dec 27	0	XM	ANNULLED due to pedestrian strike at Kimball St.
MD-W	2212 <b>84% OT</b>	Fri, Dec 06	8	N	[11] Departed East end of Elgin Yard late due to signal problems & waiting on #2208 to Depart Yard
		Thu, Dec 19	6	F1	[37] Waiting at A3 for Signal [11] Waiting on 2210 who had mechanical issues at Elgin

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MD-W	2222 <b>79% OT</b>	Mon, Dec 02	9	D	7" Red signal B17, CP 647 heading towards Bryn Mawr, Eng CP 8147, 4257' long. 3" 2 to 3 @ A2 following MDN train.	
		Mon, Dec 09	7	RA	3" Red signal Spaulding, 4" Red signal CUS, waiting for track to open. Some track changes were made for NCS108 to come into CUS track 3 but was misrouted into track 9 by Amtrak CUS North Train Director, 108 had to stop and back up to get into the right tr	
		Thu, Dec 12	16	CD	[5] Copy 2 item 2's and red signal B17 [9] NCS ran around us at Cicero/follow them	
		Fri, Dec 13	55	GA1	[55] Holding at Hanson Park so passengers wanting to exit can do so. Also trains ahead/switch,signal problems at CUS	
MD-W	2227 <b>79% OT</b>	Mon, Dec 02	9	AM1	-6" Following trains ahead (2133) CUS to A-5; -4" A-6 to B-12 following other trains ahead (late running NCS109 following late Amtrak #7); -4" PTC enforcement switch position unknown B-17.	
		Wed, Dec 04	0	XK	ANNULLED/TERMINATED AT ELGIN DUE TO FIRE DEPT RESPONSE TO FIRE NEAR TRACKS [4] Cus to A5 following other trains [6] At B12 waiting on inbound NCS , stop signal [17] At Elgin retraining passengers. No service to big timber	
		Mon, Dec 09	7	KP	-4" Following trains ahead (2133) CUS to A-6 -9" Stopped Elmwood Park, per the request of Metra P.D. (River Grove) for Police activity on the tracks mp 10.5	
		Tue, Dec 10	6	A	4" CUS to A5 following other trains 7" A6 to B12 following other trains, restricted signals	
MD-W	2235 <b>84% OT</b>	Tue, Dec 03	12	G	[4] Talked by signal at cp Morgan. [4] Stop signal b17. [4] Restricted speed cp Morgan to next signal.	
		Wed, Dec 04	0	XK	ANNULLED/TERMINATED AT ELGIN DUE TO FIRE DEPT RESPONSE TO FIRE NEAR TRACKS [10] Talked by Signal @ B12 due to signal problems,,,	
		Fri, Dec 13	0	RL1	ANNULLED as a result of 2242 annulment	
NCS	100 <b>81% OT</b>	Mon, Dec 02	7	RF	[5] Waiting in the coach yard for the line up from. The CN RTC [3] PASSENGERS WAITING IN CARS DUE TO COLD [2] A2 UP train going through A2 at the time we approached the stop signal	
		Thu, Dec 12	11	ZD	[8] Lake villa. Freight with Ptc issues on one main. Waiting for freight to clear on track 2 [3] Us waiting on track to open	
		Fri, Dec 13	40	GA1	[40] Cus signal problems	
		Fri, Dec 20	7	IW	2" at A2, Stop Signal; 5" enroute, weather related (slow loading passengers/slow departure from stations)	
NCS	101 <b>84% OT</b>	Thu, Dec 12	9	ZD1	[7] Late arrival of 100 [8] A5-B12, following other trains	
		Fri, Dec 13	71	GA1	[66] Cus, signal issue [2] Deval, red signal	
		Thu, Dec 19	7	E1	[11] Desplaines waiting on 110 to clear	
NCS	108 <b>68% OT</b>	Mon, Dec 02	9	R	4" B12 PTC issues - Engineer on his first day back only initialized to Canadian National and not Metra, stop to initialize to Metra before running on the Elgin Sub 3" ENGINEER REFAMILIARIZING, UNABLE TO MAINTAIN RUN TIME	
		Tue, Dec 03	8	A	[3] Crew unable to maintain run time [3] A5 stop signal [3] CP Washington stop signal	
		Fri, Dec 06	9	DD	[7] Lake villa-mundelein following freight trains [3] Tight schedule	
		Wed, Dec 11	7	CD	[3] Tight schedule [3] 30mph 17.5-17.4 [3] CP Washington stop signal	
		Fri, Dec 13	69	GA1	[3] Tight schedule [65] Trains ahead Delays due to Amtrak Signal Issues AMTRAK	
NCS	109 <b>67% OT</b>	Mon, Dec 02	10	AM	-10" Following trains ahead CUS to A-2 (2131 & a late departing, out of slot Amtrak #7; -4" A-2 to A-5 following Amtrak #7 operating on restricting signals, following 2131; -1" Stop signal Deval.	
		Tue, Dec 03	13	KP1	[15] CUS to B12:following trains ahead. Police activity near Grand Avenue.	
		Thu, Dec 05	12	F	-3" Door problems #8401 L/S loading sticking; -5" Door problems #7274 L/S loading door sticking; -3" 2MT Belmont to Jct. 19; -6" Antioch passenger looking for keys & more door problems	
		Fri, Dec 06	6	A	[4] Belmont ave to jct 19 track #2 [3] Deval, outbound UP	
		Tue, Dec 10	8	A	-1" Departed CUS late waiting on a lineup and following 2133 and 2227 out of CUS on 1 MT. -6" Signal dropped @ River Grove, never reported to B12 dispatcher. (Train was 6 mins late by Galewood already.)	
		Tue, Dec 17	8	ZB	[12] Deval. Ptc not recognizing signal in field. Restricted speed to prospect	
		Thu, Dec 19	24	E1	[6] Cus, late arrival of equipment [2] Oakley, A3. Waiting on other trains [2] River grove, waiting on other trains [12] Deval, cross traffic [4] Enroute, snow	
NCS	113 <b>74% OT</b>	Tue, Dec 03	20	G1	[7] Stop @b12 [4] Restricting prairie view [4] Restricting Iomond [4] Restricting Grayslake	
		Wed, Dec 04	15	CD	[2] A5 Tower red signal stopped. Waiting for line up. [5] Galewood east. Stop signal waiting on #2233 to cross over and follow him on 1MT. [5] 529A MP 21.81. Oak ton st. [4] Deval speed restriction MOW crew working at diamond.	
		Fri, Dec 13	18	ZT	[15] CUS late departure account waiting on equipment from coach yard. [5] A3 initiating PTC for CN. Account changing Engine ##	
		Tue, Dec 17	13	ZB	[10] Deval tower. Stopped account PTC issue. [7] Restricted speed Deval Tower-Prospect account PTC issue.	
		Thu, Dec 19	19	E1	[8] Desplaines waiting on southbound CN freight train. [7] Deval tower stopped waiting for 2 UP Passg trains to go across. [4] Desplaines approach signal to Deval's stop.	
NCS	116 <b>68% OT</b>	Tue, Dec 03	7	A	[5] A2- All Red- waiting on UP traffic to clear [2] A3- All Red- following #2142	
		Wed, Dec 04	10	CD	[12] Deval:waiting for cross traffic, Deval operator dealing with a broken rail in the plant but not our lineup.	
		Thu, Dec 05	7	A	[4] Grayslake:waiting for Metra MDN train-cross traffic. [4] Prospect Heights:passengers on the wrong side. [4] A2:stop-cross traffic.	
		Mon, Dec 09	10	KP	-3" Stop signal B-12 -9" Stopped River Grove, per the request of Metra P.D. (River Grove) for Police activity on the tracks MP10.5	
		Thu, Dec 12	8	GA	[2] Deval:stop-cross traffic. [2] B12:stop-cross traffic. [3] Galewood:stop-waiting on other trains. [3] A5:stop-waiting on other trains. [3] Canal Street:Item 1	
RI	432 <b>84% OT</b>	Tue, Dec 03	14	E1	Late turn from RI701	
		Mon, Dec 16	35	E1	Late turn from RI701.	
		Fri, Dec 20	9	G	Flagged by CP Mokena due to track circuit on TK 1.	
RI	631 <b>84% OT</b>	Tue, Dec 03	10	E1	Late turn from RI432	
		Wed, Dec 04	7	GF1	WAITED FOR 512 TO CLEAR BI (512 delayed at EJE due to CN track circuit)	
		Mon, Dec 16	32	E1	Late turn of RI432.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
SWS	808	Wed, Dec 04	9	F1	- 8M DELAY ASHBURN WAITING FOR SWS803 TO CLEAR. 5M 21ST WAITING FOR OUTBOUND SWS805. ARR CUS 841AM 9M LATE.	
		<b>79% OT</b>	Mon, Dec 09	12	GF1	10" Stopped at Ashburn waiting for SW803 to clear due to switch failure at Belt Jct
			Mon, Dec 16	27	GF1	17" holding for outbound SW803 at Ashburn, 10" at Belt Jct due to track circuit
			Tue, Dec 17	7	GA	3" AT Lumber St due to waiting for outbound BN Train, 5" at Polk due to Amtrak lined out of yard.
UP-N	359	Wed, Dec 04	22	KW1	Delayed @ Rogers Park, due to M355 hit a light pole	
		<b>84% OT</b>	Tue, Dec 17	7	I	Delayed due to heavy and slow passenger loading
			Thu, Dec 26	12	RF	Late departure from CPT, Lake Street Director did not provide a signal from YCM09 to clear off track.
UP-NW	630	Fri, Dec 06	11	U1	Delayed following M628	
		<b>79% OT</b>	Wed, Dec 11	13	F1	Delayed following train ahead
			Thu, Dec 19	39	E1	Delayed due to accommodating M626 passengers
			Mon, Dec 30	10	F1	Delayed following trains ahead due to M624 departed McHenry late had to wait for M610 to clear
UP-NW	632	Thu, Dec 19	13	E1	Following trains ahead	
		<b>84% OT</b>	Fri, Dec 27	0	XE	Annulled @ Mt Prospect road due to the METX 133 shut down and engine room filled with smoke had to make combo train with M642 to get into CPT - MAIN GENERATOR BEARING FAILED
			Mon, Dec 30	0	F1	Annulled due to crew and equipment did not depart the McHenry Sub, M610 annulled
UP-NW	645	Mon, Dec 02	18	AM1	Delayed at Deval, waited for late METRA 109 to clear waited for M647 @ Barrington & followed to Crystal Lake	
		<b>84% OT</b>	Tue, Dec 03	7	KP1	Delayed @ Deval due to cross traffic with NCS 109 & 1 ADA lift enroute
			Mon, Dec 09	8	A	Cross traffic @ Mayfair (M21133 & Amtrak 8)
UP-NW	655	Mon, Dec 02	8	I	Slow passenger loading en route	
		<b>84% OT</b>	Wed, Dec 04	8	IW	Slow passenger loading en route - WINTRY WEATHER
			Fri, Dec 13	20	R	Delayed due to multiple time outs of PTC, PTC help desk informed the engineer that it was signed in from the cab car as well that's why the PTC kept resetting
UP-NW	666	Mon, Dec 02	16	AM1	Late turn off M645	
		<b>74% OT</b>	Tue, Dec 03	28	KP1	Late turn off M645; cross traffic @ CN Barrington; slow order (30MPH) MP 30.7-29.4; cross traffic @ Deval (19:24-1928)
			Wed, Dec 04	17	C	Delayed on acct. of a broken rail on track 3 @ Deval (had to operate at walking speed across the plant)
			Fri, Dec 06	8	I	Delayed at Barrington due to large group (55) slow loading
			Mon, Dec 09	9	A1	Late turn off M645
UP-W	15	Mon, Dec 02	10	C	Delayed due to a broken rail on trk 2 @ 22.5 causing 3 XH crossing protections also delayed following M13	
		<b>84% OT</b>	Mon, Dec 09	30	E1	Late departure due to M10 delay had to swap equipment and crews
			Thu, Dec 12	38	GW	Delayed at Western A2 due to switch failure #61
UP-W	28	Mon, Dec 16	13	RF	Departed Elburn 8 mins down due to wrong signal out of the yard had to wait for signal to time out also delayed loading passengers (5 minutes)	
		<b>79% OT</b>	Tue, Dec 17	11	I1	Delayed following M26 that had slow passenger loading
			Wed, Dec 18	13	U	2 ADA passengers at Elmhurst
			Thu, Dec 19	11	U	2 ADA passengers
UP-W	32	Thu, Dec 12	20	F1	Delayed due to following train ahead	
		<b>84% OT</b>	Fri, Dec 13	10	GW1	Waited for M21 @ Park due to switch failure @ Western Ave
			Fri, Dec 20	36	ZR1	Following M30
UP-W	34	Mon, Dec 09	8	E1	Late turn from M15 equipment was swapped due to M10 delay	
		<b>84% OT</b>	Thu, Dec 12	10	GW1	Delayed due to late turn off of M5901
			Fri, Dec 20	23	ZR1	Held @ Peck PTC problems on M30; followed M30 & M32
UP-W	36	Mon, Dec 09	12	E1	Late departing due to equipment swap caused by M10	
		<b>84% OT</b>	Thu, Dec 12	6	GW1	Delayed due to late turn off of M15
			Fri, Dec 20	18	ZR1	Following M32 no signal @ Peck
UP-W	42	Thu, Dec 05	13	J	Delayed @ Lombard due to unruly passenger aboard	
		<b>79% OT</b>	Thu, Dec 12	14	J1	Late turn off of M21
			Fri, Dec 13	18	D	ZLTG2-13 going into Proviso yard @ 25th Ave
			Thu, Dec 19	13	D	Delayed due to C/N cross traffic at the Junction
UP-W	49	Fri, Dec 13	19	K1	Delayed due to following trains ahead	
		<b>84% OT</b>	Thu, Dec 19	110	M1	Delayed due to M41 striking a vehicle at MP 10.7
			Fri, Dec 27	35	K	Delayed due to a vehicle on the tracks at MP 24.94
UP-W	51	Fri, Dec 13	27	K	Delayed due to following trains ahead	
		<b>84% OT</b>	Thu, Dec 19	113	M1	Delayed due to M41 striking a vehicle at MP 10.7
			Fri, Dec 27	44	K	Delayed due to a vehicle on the tracks at MP 24.94
UP-W	53	Wed, Dec 04	20	R1	Delayed waited for M62/M64 to clear Elburn, before the train was able to enter Elburn, due to M62 equipment @ Elburn with air issues	
		<b>79% OT</b>	Fri, Dec 13	17	K1	Delayed due to following trains ahead
			Thu, Dec 19	112	M1	Delayed due to M41 striking a vehicle at MP 10.7
			Fri, Dec 27	48	K	Delayed due to a vehicle on the tracks at MP 24.94
UP-W	54	Thu, Dec 05	15	D	Delayed @ Elmhurst, due to freight interference (CWSNA-05 out 30 main onto track 2) [Controllable Freight]	
		<b>74% OT</b>	Mon, Dec 09	18	D	Delayed 4" at LaFox due to freight CNAWS9-07; delayed 6" at Melrose Park, waited for YPR60A-09 to clear onto 6 main; delay 5" cross traffic @ Western Ave
			Fri, Dec 13	14	U	Delayed @ Geneva due to passengers on the wrong side and slow loading ADA lift @ Wheaton
			Thu, Dec 19	19	M1	Delayed due to congestion at Lake St due to M41 striking a vehicle at MP 10.7
			Mon, Dec 23	8	A	Cross traffic @ Western Ave (-4); cross traffic @ Lake Street- Bridge A (-4)

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	55	Wed, Dec 04	18	R1	Delayed waited for M62/M64 to clear Elburn, before the train was able to enter Elburn, due to M62 equipment @ Elburn with air issues
		<b>79% OT</b>			
		Fri, Dec 13	14	K1	Delayed due to following trains ahead
		Thu, Dec 19	100	M1	Delayed due to M41 striking a vehicle at MP 10.7
		Fri, Dec 27	28	K	Delayed due to a vehicle on the tracks at MP 24.94
UP-W	57	Fri, Dec 13	12	K1	Delayed due to following trains ahead
		<b>79% OT</b>			
		Thu, Dec 19	92	M1	Delayed due to M41 striking a vehicle at MP 10.7
		Fri, Dec 20	22	ZR	Engineer did not correctly enter info into PTC
		Fri, Dec 27	22	K	Delayed due to a vehicle on the tracks at MP 24.94
UP-W	60	Fri, Dec 06	10	J	Delayed @ Geneva due to unruly passenger
		<b>79% OT</b>			
		Wed, Dec 18	20	DR	Delayed waiting for MNPPR-17 to shove into Maywood Lead and following UEVHNU-15 from 25th to Kedzie [Controllable Freight]
		Thu, Dec 19	40	M1	Delayed due to M41 striking a vehicle at MP 10.7
		Fri, Dec 27	35	K	Delayed due to a vehicle on the tracks at MP 24.94
UP-W	61	Tue, Dec 03	12	E	Late departure from CPT, due to #2 traction motor failed @ departure time, causing wheel slip (cut out traction motor #2) - REPLACED OVERHEATED FF CARBODY LEAD LOCO 151
		<b>84% OT</b>			
		Thu, Dec 19	90	M1	Delayed due to M41 striking a vehicle at MP 10.7
		Fri, Dec 27	30	ZE	Delayed due to METX 157 failed to initialize PTC. After troubleshooting with PTC help desk M61 was given a new set of equipment due to bad TMC - CHANGED OUT TMC
UP-W	62	Wed, Dec 04	0	XR	MECHANICAL ISSUES AT ELBURN - crew bottled air
		<b>79% OT</b>			
		Wed, Dec 18	30	E	Delayed due to METX 137 reports of engine smoking. After stopping and investigating traction motor #1 needed to be cutout. CHANGED #1 TRACTION MOTOR
		Thu, Dec 19	120	M1	Late turn from M43
		Fri, Dec 27	30	K	Delayed due to a vehicle on the tracks at MP 24.94
UP-W	63	Wed, Dec 11	14	E1	Stopped @ Elburn yard, waited for M68 to clear, due to air issues on their engine. METX 76
		<b>79% OT</b>			
		Wed, Dec 18	14	DR1	Late turn from M60 [Controllable Freight]
		Thu, Dec 19	0	M1	Annulled due to M41 striking a vehicle at MP 10.7
		Fri, Dec 27	44	K1	Late turn from M60 due to a vehicle on the tracks at MP 24.94
UP-W	64	Wed, Dec 04	25	R1	Late departure out of Elburn due to M62's mechanical problems
		<b>79% OT</b>			
		Thu, Dec 05	40	G	Delayed on acct. of switch #39 failed @ Western Ave (made a reverse move across Kedzie to operate track 1 to Western Ave)
		Fri, Dec 13	20	K1	Late turn off of M47
		Thu, Dec 19	110	M1	Delayed due to M41 striking a vehicle at MP 10.7
UP-W	65	Wed, Dec 04	20	R1	Late departure from CPT on acct. of ordered a crew which received a late call, due to M62 air issues @ Elburn (the mechanical foreman had to cut in the dead engine cutout valve in order for the air to recover on the train); M62 equipment was put in Elburn
		<b>79% OT</b>			
		Thu, Dec 05	42	G	Delayed on acct. of switch #39 failed @ Western Ave (made a reverse move across Halsted to operate track 1 to Western Ave)
		Wed, Dec 18	10	E1	Late turn from M62
		Thu, Dec 19	37	M1	Delayed due to M41 striking a vehicle at MP 10.7
UP-W	66	Mon, Dec 02	11	E	Delayed 10" at Elburn yard office on acct. of engine METX79 stopped loading (engineer had to restart the engine) - CHANGED #3 AND #4 SPEED SENSORS AND #4 TRACTION MOTOR
		<b>74% OT</b>			
		Wed, Dec 04	12	R1	Late turn from M55
		Thu, Dec 19	80	M1	Delayed due to M41 striking a vehicle at MP 10.7
		Mon, Dec 23	9	L	Red signal @ Park, waited for M65 to clear off track 2 in order to operate track 2 @ B&B, due to MNPPR on track 1 & delayed @ River Forest, due to a passenger running next to the train.
		Fri, Dec 27	17	K1	Late turn from M55 due to a vehicle on the tracks at MP 24.94
UP-W	67	Thu, Dec 05	17	G1	following M65
		<b>84% OT</b>			
		Wed, Dec 18	10	DR	Delayed at Kress for IBPOAR-18 to run in front of M67 [Controllable Freight]
		Thu, Dec 19	70	M1	Delayed due to M41 striking a vehicle at MP 10.7

Data is final (01/17/2025) 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**  
December 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>6</b>	-	-	-	<b>3</b>	<b>2</b>	<b>5</b>	<b>1</b>	-	<b>6</b>	<b>4</b>	<b>20</b>	<b>12</b>	<b>59</b>
Freight Interference - Peak	-	-	-	-	3	-	1	1	-	4	-	2	1	12
Primary	-	-	-	-	3	-	1	1	-	4	-	2	1	12
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freight Interference - Off-Peak	6	-	-	-	-	2	4	-	-	2	4	18	11	47
Primary	4	-	-	-	-	2	3	-	-	1	4	16	10	40
Secondary	2	-	-	-	-	-	1	-	-	1	-	2	1	7
<b>Signal/Switch Failure - Total</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>17</b>	<b>31</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>105</b>
Signal/Switch Failure - Metra/PSA	7	5	1	1	-	6	10	2	5	-	3	3	5	48
Primary	7	4	-	1	-	4	6	-	4	-	2	3	3	34
Secondary	-	1	1	-	-	2	4	2	1	-	1	-	2	14
Signal/Switch Failure - Foreign	-	-	-	-	3	11	21	7	1	13	-	-	1	57
Primary	-	-	-	-	3	-	4	1	-	6	-	-	1	15
Secondary	-	-	-	-	-	11	17	6	1	7	-	-	-	42
<b>Mechanical Failure - Total</b>	<b>20</b>	-	-	-	-	<b>9</b>	<b>6</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>21</b>	<b>14</b>	<b>98</b>
Mechanical Failure - Metra/PSA	20	-	-	-	-	9	6	5	14	5	4	21	14	98
Non-Locomotive Equipment Issue - Metra/PSA	7	-	-	-	-	3	3	1	-	5	4	11	5	39
Primary	4	-	-	-	-	2	2	1	-	3	4	7	3	25
Secondary	3	-	-	-	-	1	1	-	-	2	1	4	2	14
Locomotive Issue - Metra/PSA	13	-	-	-	-	6	3	4	14	-	-	10	9	59
Primary	6	-	-	-	-	2	2	-	5	-	-	3	4	22
Secondary	7	-	-	-	-	4	1	4	9	-	-	7	5	37
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	-	-	-	-	-	<b>3</b>	<b>2</b>	<b>6</b>	-	<b>3</b>	-	<b>6</b>	<b>1</b>	<b>21</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	1	5	-	-	-	2	1	11
Passenger Train Interference - Foreign	-	-	-	-	-	1	1	1	-	3	-	4	-	10
<b>Accident - Total</b>	-	-	-	-	-	-	<b>2</b>	-	<b>3</b>	-	-	<b>3</b>	<b>30</b>	<b>38</b>
Accident - Metra/PSA	-	-	-	-	-	-	2	-	3	-	-	3	30	38
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>2</b>	<b>5</b>	-	<b>2</b>	-	<b>3</b>	<b>1</b>	<b>4</b>	-	<b>4</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>38</b>
Track Work - Metra/PSA	2	5	-	2	-	3	-	-	-	-	10	5	2	29
Track Work - Foreign	-	-	-	-	-	-	1	4	-	4	-	-	-	9
<b>Human Error - Total</b>	<b>15</b>	<b>2</b>	-	-	<b>1</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>62</b>
Human Error - Metra/PSA	12	2	-	-	-	4	3	1	1	1	3	3	7	37
Human Error - Foreign	3	-	-	-	1	7	2	3	-	3	1	4	1	25
<b>PTC Related - Total</b>	<b>4</b>	<b>5</b>	-	<b>3</b>	-	<b>7</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>2</b>	-	<b>1</b>	<b>7</b>	<b>51</b>
PTC Related - Metra/PSA	4	5	-	3	-	7	4	8	7	2	-	1	7	48
PTC Related - Foreign	-	-	-	-	-	-	-	3	-	-	-	-	-	3
<b>Weather - Total</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>3</b>	-	<b>2</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>17</b>	<b>72</b>
Weather - Metra/PSA	20	4	2	3	-	2	6	1	7	1	8	1	17	72
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>16</b>	-	-	<b>2</b>	-	<b>2</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>13</b>	<b>66</b>
<b>Obstruction/Debris - Total</b>	<b>5</b>	-	<b>2</b>	-	<b>2</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>12</b>	<b>21</b>	<b>79</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	<b>20</b>	-	-	-	<b>1</b>	-	<b>5</b>	-	<b>1</b>	<b>1</b>	-	<b>2</b>	-	<b>30</b>
<b>Total Trains Delayed</b>	<b>115</b>	<b>21</b>	<b>5</b>	<b>11</b>	<b>10</b>	<b>61</b>	<b>84</b>	<b>45</b>	<b>55</b>	<b>41</b>	<b>45</b>	<b>95</b>	<b>131</b>	<b>719</b>
Total Metra/PSA Delays	106	21	5	11	3	40	54	26	54	12	40	67	117	556
Total Foreign Carrier Delays	9	0	0	0	7	21	30	19	1	29	5	28	14	163

Data for current month is final (01/17/2025) 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 December 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>6</b>	-	-	-	<b>4</b>	<b>4</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>68</b>
Freight Interference - Peak	2	-	-	-	3	1	4	2	-	2	0	2	7	23
Primary	2	-	-	-	3	1	3	2	-	1	0	2	5	19
Secondary	-	-	-	-	-	0	1	-	-	0	-	0	2	4
Freight Interference - Off-Peak	4	-	-	-	0	3	9	1	2	6	0	1	19	45
Primary	4	-	-	-	0	3	7	1	2	4	-	1	13	34
Secondary	0	-	-	-	-	0	2	0	0	2	0	-	6	10
<b>Signal/Switch Failure - Total</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>75</b>
Signal/Switch Failure - Metra/PSA	2	5	1	9	-	14	6	2	9	1	3	5	4	61
Primary	1	4	1	5	-	10	5	1	9	1	3	4	3	47
Secondary	1	1	0	4	-	4	1	0	1	0	1	0	1	15
Signal/Switch Failure - Foreign	2	-	-	-	1	3	1	1	1	4	-	0	1	14
Primary	0	-	-	-	1	2	0	1	1	3	-	0	1	9
Secondary	1	-	-	-	-	1	0	-	-	1	-	0	0	5
<b>Mechanical Failure - Total</b>	<b>9</b>	<b>3</b>	<b>1</b>	-	-	<b>10</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>70</b>
Mechanical Failure - Metra/PSA	9	-	-	-	-	9	7	2	11	2	7	9	8	65
Non-Locomotive Equipment Issue - Metra/PSA	4	-	-	-	-	1	2	0	3	1	2	2	1	17
Primary	2	-	-	-	-	1	1	-	2	1	1	2	1	10
Secondary	2	-	-	-	-	0	1	0	1	1	1	1	0	7
Locomotive Issue - Metra/PSA	5	-	-	-	-	8	5	2	8	1	6	7	7	47
Primary	2	-	-	-	-	3	2	0	3	1	2	2	3	19
Secondary	3	-	-	-	-	5	3	1	4	0	3	5	5	28
Mechanical Failure - Foreign	-	3	1	-	-	1	-	-	-	0	-	-	-	5
<b>Passenger Train Interference - Total</b>	<b>0</b>	-	-	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>16</b>
Passenger Train Interference - Metra/PSA	-	-	-	0	-	6	1	1	0	-	0	1	1	11
Passenger Train Interference - Foreign	0	-	-	-	0	2	0	0	-	2	-	0	-	5
<b>Accident - Total</b>	<b>1</b>	-	-	<b>1</b>	-	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	-	<b>1</b>	<b>17</b>	<b>5</b>	<b>35</b>
Accident - Metra/PSA	1	-	-	1	-	5	4	0	1	-	1	17	4	33
Accident - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	1	2
<b>Track Work - Total</b>	<b>2</b>	<b>1</b>	<b>2</b>	-	<b>0</b>	<b>4</b>	<b>1</b>	-	<b>2</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>21</b>
Track Work - Metra/PSA	2	1	2	-	-	4	0	-	1	0	6	1	3	20
Track Work - Foreign	-	-	-	-	0	-	0	-	0	0	-	-	-	1
<b>Human Error - Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>49</b>
Human Error - Metra/PSA	1	2	1	1	0	8	4	0	3	2	1	5	4	34
Human Error - Foreign	1	-	-	-	1	6	1	0	0	1	1	2	3	15
<b>PTC Related - Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>33</b>
PTC Related - Metra/PSA	1	0	0	1	0	4	7	1	2	1	2	6	4	29
PTC Related - Foreign	-	0	-	-	1	0	-	1	-	1	-	-	-	4
<b>Weather - Total</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	-	<b>5</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>42</b>
Weather - Metra/PSA	1	5	1	2	-	5	5	0	12	0	5	3	3	41
Weather - Foreign	-	-	-	-	-	-	0	-	-	-	-	-	-	0
<b>Passenger Related - Total</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>60</b>
<b>Obstruction/Debris - Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>9</b>	<b>66</b>
<b>Catenary Failure - Total</b>	<b>0</b>	-	<b>0</b>	<b>2</b>	-	-	-	-	-	-	-	-	-	<b>2</b>
<b>Other - Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	-	<b>1</b>	-	-	<b>1</b>	<b>4</b>
<b>Total Trains Delayed</b>	<b>33</b>	<b>24</b>	<b>7</b>	<b>22</b>	<b>9</b>	<b>86</b>	<b>64</b>	<b>15</b>	<b>62</b>	<b>27</b>	<b>36</b>	<b>73</b>	<b>83</b>	<b>540</b>
Total Metra/PSA Delays	24	21	6	22	2	69	48	9	58	12	35	68	52	426
Total Foreign Carrier Delays	9	3	1	0	7	16	16	6	4	16	1	5	30	114

Data for current month is final (01/17/2024) version of TOPS

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

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

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

**Table 5.c: Train Delays by Cause and Line**  
**December 2024 Compared to Average December 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>(0)</b>	-	-	-	<b>(1)</b>	<b>(2)</b>	<b>(8)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>4</b>	<b>17</b>	<b>(14)</b>	<b>(9)</b>
Freight Interference - Peak	(2)	-	-	-	(0)	(1)	(3)	(1)	-	2	(0)	(0)	(6)	(11)
Primary	(2)	-	-	-	(0)	(1)	(2)	(1)	-	3	(0)	-	(4)	(7)
Secondary	-	-	-	-	-	(0)	(1)	-	-	(0)	-	(0)	(2)	(4)
Freight Interference - Off-Peak	2	-	-	-	(0)	(1)	(5)	(1)	(2)	(4)	4	17	(8)	2
Primary	0	-	-	-	(0)	(1)	(4)	(1)	(2)	(3)	4	15	(3)	6
Secondary	2	-	-	-	-	(0)	(1)	(0)	(0)	(1)	(0)	2	(5)	(3)
<b>Signal/Switch Failure - Total</b>	<b>3</b>	<b>0</b>	-	<b>(8)</b>	<b>2</b>	<b>(0)</b>	<b>24</b>	<b>6</b>	<b>(4)</b>	<b>8</b>	<b>(0)</b>	<b>(2)</b>	<b>1</b>	<b>30</b>
Signal/Switch Failure - Metra/PSA	5	0	-	(8)	-	(8)	4	0	(4)	(1)	(0)	(2)	1	(13)
Primary	6	-	(1)	(4)	-	(6)	1	(1)	(5)	(1)	(1)	(1)	0	(13)
Secondary	(1)	0	1	(4)	-	(2)	3	2	0	(0)	0	(0)	1	(1)
Signal/Switch Failure - Foreign	(2)	-	-	-	2	8	20	6	0	9	-	(0)	-	43
Primary	(0)	-	-	-	2	(2)	4	0	(1)	3	-	(0)	0	6
Secondary	(1)	-	-	-	-	10	17	6	1	6	-	(0)	(0)	37
<b>Mechanical Failure - Total</b>	<b>11</b>	<b>(3)</b>	<b>(1)</b>	-	-	<b>(1)</b>	<b>(1)</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>(3)</b>	<b>12</b>	<b>6</b>	<b>28</b>
Mechanical Failure - Metra/PSA	11	-	-	-	-	(0)	(1)	3	3	3	(3)	12	6	33
Non-Locomotive Equipment Issue - Metra/PSA	3	-	-	-	-	2	1	1	(3)	4	2	9	4	22
Primary	2	-	-	-	-	1	1	1	(2)	2	2	5	2	15
Secondary	1	-	-	-	-	1	0	(0)	(1)	1	0	3	2	7
Locomotive Issue - Metra/PSA	8	-	-	-	-	(2)	(2)	2	6	(1)	(6)	3	2	12
Primary	4	-	-	-	-	(1)	-	(0)	2	(1)	(2)	1	1	3
Secondary	4	-	-	-	-	(1)	(2)	3	5	(0)	(3)	2	0	9
Mechanical Failure - Foreign	-	(3)	(1)	-	-	(1)	-	-	-	(0)	-	-	-	(5)
<b>Passenger Train Interference - Total</b>	<b>(0)</b>	-	-	<b>(0)</b>	<b>(0)</b>	<b>(5)</b>	<b>1</b>	<b>5</b>	<b>(0)</b>	<b>1</b>	<b>(0)</b>	<b>5</b>	<b>0</b>	<b>5</b>
Passenger Train Interference - Metra/PSA	-	-	-	(0)	-	(4)	(0)	4	(0)	-	(0)	1	0	0
Passenger Train Interference - Foreign	(0)	-	-	-	(0)	(1)	1	1	-	1	-	4	-	5
<b>Accident - Total</b>	<b>(1)</b>	-	-	<b>(1)</b>	-	<b>(5)</b>	<b>(2)</b>	<b>(0)</b>	<b>2</b>	-	<b>(1)</b>	<b>(14)</b>	<b>25</b>	<b>3</b>
Accident - Metra/PSA	(1)	-	-	(1)	-	(5)	(2)	(0)	2	-	(1)	(14)	26	5
Accident - Foreign	-	-	-	-	-	-	-	-	(1)	-	-	-	(1)	(2)
<b>Track Work - Total</b>	<b>0</b>	<b>4</b>	<b>(2)</b>	<b>2</b>	<b>(0)</b>	<b>(1)</b>	<b>0</b>	<b>4</b>	<b>(2)</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>(1)</b>	<b>17</b>
Track Work - Metra/PSA	0	4	(2)	2	-	(1)	(0)	-	(1)	(0)	4	4	(1)	9
Track Work - Foreign	-	-	-	-	(0)	-	1	4	(0)	4	-	-	-	8
<b>Human Error - Total</b>	<b>13</b>	<b>0</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(3)</b>	-	<b>3</b>	<b>(2)</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>
Human Error - Metra/PSA	11	0	(1)	(1)	(0)	(4)	(1)	1	(2)	(1)	2	(2)	3	3
Human Error - Foreign	2	-	-	-	-	1	1	3	(0)	2	0	2	(2)	10
<b>PTC Related - Total</b>	<b>3</b>	<b>4</b>	<b>(0)</b>	<b>2</b>	<b>(1)</b>	<b>3</b>	<b>(3)</b>	<b>9</b>	<b>5</b>	<b>(0)</b>	<b>(2)</b>	<b>(5)</b>	<b>3</b>	<b>18</b>
PTC Related - Metra/PSA	3	5	(0)	2	(0)	3	(3)	7	5	1	(2)	(5)	3	19
PTC Related - Foreign	-	(0)	-	-	(1)	(0)	-	2	-	(1)	-	-	-	(1)
<b>Weather - Total</b>	<b>19</b>	<b>(1)</b>	<b>1</b>	<b>1</b>	-	<b>(3)</b>	<b>1</b>	<b>1</b>	<b>(5)</b>	<b>1</b>	<b>3</b>	<b>(2)</b>	<b>14</b>	<b>30</b>
Weather - Metra/PSA	19	(1)	1	1	-	(3)	1	1	(5)	1	3	(2)	14	31
Weather - Foreign	-	-	-	-	-	-	(0)	-	-	-	-	-	-	(0)
<b>Passenger Related - Total</b>	<b>13</b>	<b>(6)</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(3)</b>	<b>(4)</b>	-	<b>(1)</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>6</b>
<b>Obstruction/Debris - Total</b>	<b>0</b>	<b>(1)</b>	<b>1</b>	<b>(4)</b>	<b>2</b>	<b>(2)</b>	<b>6</b>	<b>1</b>	<b>(1)</b>	<b>(2)</b>	<b>1</b>	<b>(1)</b>	<b>12</b>	<b>13</b>
<b>Catenary Failure - Total</b>	<b>-</b>	-	<b>(0)</b>	<b>(2)</b>	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	<b>20</b>	<b>(0)</b>	<b>(0)</b>	-	<b>1</b>	<b>(1)</b>	<b>5</b>	<b>(0)</b>	<b>1</b>	<b>0</b>	-	<b>2</b>	<b>(1)</b>	<b>26</b>
<b>Total Trains Delayed</b>	<b>82</b>	<b>(3)</b>	<b>(2)</b>	<b>(11)</b>	<b>1</b>	<b>(25)</b>	<b>20</b>	<b>30</b>	<b>(7)</b>	<b>14</b>	<b>9</b>	<b>22</b>	<b>48</b>	<b>179</b>
Total Metra/PSA Delays	82	0	-1	-11	1	-29	6	17	-4	0	5	-1	65	130
Total Foreign Carrier Delays	0	-3	-1	0	0	5	14	13	-3	13	4	23	-16	49

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

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

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

**Table 6.a: Train Delays by Cause and Line - YTD**  
January - December 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>121</b>	-	-	-	<b>40</b>	<b>45</b>	<b>42</b>	<b>34</b>	<b>9</b>	<b>106</b>	<b>18</b>	<b>94</b>	<b>362</b>	<b>871</b>
Freight Interference - Peak	37	-	-	-	35	7	16	16	1	38	5	48	114	317
Primary	31	-	-	-	34	5	12	12	1	28	5	34	65	227
Secondary	6	-	-	-	1	2	4	4	-	10	-	14	49	90
Freight Interference - Off-Peak	84	-	-	-	5	38	26	18	8	68	13	46	248	554
Primary	64	-	-	-	3	19	21	8	7	51	7	39	190	409
Secondary	20	-	-	-	2	19	5	10	1	17	6	7	58	145
<b>Signal/Switch Failure - Total</b>	<b>95</b>	<b>47</b>	<b>25</b>	<b>64</b>	<b>32</b>	<b>225</b>	<b>206</b>	<b>106</b>	<b>117</b>	<b>142</b>	<b>29</b>	<b>80</b>	<b>113</b>	<b>1,281</b>
Signal/Switch Failure - Metra/PSA	54	47	25	64	-	112	102	36	113	38	29	48	99	767
Primary	41	33	14	32	-	82	72	21	80	29	20	38	66	528
Secondary	13	14	11	32	-	30	30	15	33	9	9	10	33	239
Signal/Switch Failure - Foreign	41	-	-	-	32	113	104	70	4	104	-	32	14	514
Primary	26	-	-	-	30	76	61	47	1	51	-	21	10	323
Secondary	15	-	-	-	2	37	43	23	3	53	-	11	4	191
<b>Mechanical Failure - Total</b>	<b>113</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>10</b>	<b>135</b>	<b>97</b>	<b>34</b>	<b>94</b>	<b>80</b>	<b>109</b>	<b>176</b>	<b>210</b>	<b>1,078</b>
Mechanical Failure - Metra/PSA	110	2	-	1	5	131	97	34	94	75	109	176	210	1,044
Non-Locomotive Equipment Issue - Metra/PSA	48	2	-	1	1	34	27	9	12	33	35	52	72	326
Primary	25	2	-	1	1	22	16	6	6	17	14	20	29	159
Secondary	23	-	-	-	-	12	11	3	6	16	21	32	43	167
Locomotive Issue - Metra/PSA	62	-	-	-	4	97	70	25	82	42	74	124	138	718
Primary	35	-	-	-	4	29	32	8	38	17	25	39	38	265
Secondary	27	-	-	-	-	68	38	17	44	25	49	85	100	453
Mechanical Failure - Foreign	3	11	3	3	5	4	-	-	-	5	-	-	-	34
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>60</b>	<b>21</b>	<b>57</b>	<b>5</b>	<b>47</b>	<b>1</b>	<b>16</b>	<b>15</b>	<b>254</b>
Passenger Train Interference - Metra/PSA	-	2	3	5	-	54	17	54	4	1	1	12	15	168
Passenger Train Interference - Foreign	1	1	7	3	10	6	4	3	1	46	-	4	-	86
<b>Accident - Total</b>	<b>70</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>-</b>	<b>50</b>	<b>28</b>	<b>5</b>	<b>33</b>	<b>21</b>	<b>75</b>	<b>63</b>	<b>75</b>	<b>434</b>
Accident - Metra/PSA	34	-	1	11	-	50	28	5	33	12	75	63	69	381
Accident - Foreign	36	2	-	-	-	-	-	-	-	9	-	-	6	53
<b>Track Work - Total</b>	<b>69</b>	<b>69</b>	<b>4</b>	<b>28</b>	<b>26</b>	<b>68</b>	<b>37</b>	<b>150</b>	<b>82</b>	<b>84</b>	<b>83</b>	<b>61</b>	<b>149</b>	<b>910</b>
Track Work - Metra/PSA	68	69	4	28	2	63	32	8	82	19	83	60	144	662
Track Work - Foreign	1	-	-	-	24	5	5	142	-	65	-	1	5	248
<b>Human Error - Total</b>	<b>113</b>	<b>38</b>	<b>12</b>	<b>34</b>	<b>15</b>	<b>141</b>	<b>75</b>	<b>78</b>	<b>44</b>	<b>90</b>	<b>64</b>	<b>167</b>	<b>108</b>	<b>979</b>
Human Error - Metra/PSA	79	37	12	34	2	42	38	23	39	31	52	137	71	597
Human Error - Foreign	34	1	-	-	13	99	37	55	5	59	12	30	37	382
<b>PTC Related - Total</b>	<b>25</b>	<b>27</b>	<b>20</b>	<b>40</b>	<b>16</b>	<b>66</b>	<b>38</b>	<b>56</b>	<b>38</b>	<b>92</b>	<b>36</b>	<b>55</b>	<b>124</b>	<b>633</b>
PTC Related - Metra/PSA	20	26	20	39	11	65	36	38	38	49	34	54	108	538
PTC Related - Foreign	5	1	-	1	5	1	2	18	-	43	2	1	16	95
<b>Weather - Total</b>	<b>123</b>	<b>50</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>105</b>	<b>63</b>	<b>27</b>	<b>42</b>	<b>23</b>	<b>99</b>	<b>177</b>	<b>110</b>	<b>836</b>
Weather - Metra/PSA	123	50	7	9	1	105	63	27	42	23	99	177	110	836
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>75</b>	<b>47</b>	<b>3</b>	<b>25</b>	<b>-</b>	<b>62</b>	<b>52</b>	<b>17</b>	<b>109</b>	<b>12</b>	<b>110</b>	<b>80</b>	<b>162</b>	<b>754</b>
<b>Obstruction/Debris - Total</b>	<b>101</b>	<b>34</b>	<b>24</b>	<b>52</b>	<b>12</b>	<b>99</b>	<b>85</b>	<b>39</b>	<b>91</b>	<b>64</b>	<b>69</b>	<b>161</b>	<b>186</b>	<b>1,017</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>65</b>	<b>15</b>	<b>43</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>123</b>
<b>Other - Total</b>	<b>39</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>15</b>	<b>22</b>	<b>47</b>	<b>64</b>	<b>232</b>
<b>Total Trains Delayed</b>	<b>945</b>	<b>395</b>	<b>124</b>	<b>320</b>	<b>165</b>	<b>1,068</b>	<b>761</b>	<b>609</b>	<b>669</b>	<b>776</b>	<b>715</b>	<b>1,177</b>	<b>1,678</b>	<b>9,402</b>
Total Metra/PSA Delays	703	379	114	313	36	791	567	287	650	339	683	1,015	1,238	7,115
Total Foreign Carrier Delays	242	16	10	7	129	277	194	322	19	437	32	162	440	2,287

Data for current month is final (01/17/2025) 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 - December 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>96</b>	-	-	-	<b>62</b>	<b>79</b>	<b>117</b>	<b>33</b>	<b>33</b>	<b>89</b>	<b>13</b>	<b>66</b>	<b>281</b>	<b>869</b>
Freight Interference - Peak	24	-	-	-	50	21	37	17	6	38	7	38	85	324
Primary	20	-	-	-	46	15	30	14	5	30	6	23	58	247
Secondary	4	-	-	-	5	6	7	3	1	8	2	15	27	78
Freight Interference - Off-Peak	71	-	-	-	11	57	80	17	27	51	6	28	196	545
Primary	62	-	-	-	10	40	64	14	22	37	3	24	143	419
Secondary	9	-	-	-	1	17	16	3	4	14	3	4	53	126
<b>Signal/Switch Failure - Total</b>	<b>119</b>	<b>69</b>	<b>29</b>	<b>75</b>	<b>27</b>	<b>212</b>	<b>113</b>	<b>52</b>	<b>166</b>	<b>74</b>	<b>35</b>	<b>78</b>	<b>77</b>	<b>1,127</b>
Signal/Switch Failure - Metra/PSA	71	69	29	75	3	182	101	28	163	24	35	55	64	898
Primary	50	51	22	44	3	123	79	22	131	18	26	43	44	654
Secondary	21	18	8	31	0	59	22	6	32	6	9	12	20	244
Signal/Switch Failure - Foreign	49	-	-	-	24	30	12	24	3	50	0	23	13	228
Primary	40	-	-	-	22	20	8	21	3	38	-	17	10	180
Secondary	9	-	-	-	2	10	4	3	1	11	0	6	3	48
<b>Mechanical Failure - Total</b>	<b>108</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>126</b>	<b>88</b>	<b>27</b>	<b>131</b>	<b>24</b>	<b>78</b>	<b>90</b>	<b>84</b>	<b>785</b>
Mechanical Failure - Metra/PSA	107	7	3	4	5	118	88	26	131	23	78	90	84	764
Non-Locomotive Equipment Issue - Metra/PSA	47	7	3	4	1	20	18	5	23	10	24	29	31	222
Primary	22	5	2	3	1	9	12	3	13	6	15	17	19	127
Secondary	25	2	1	1	0	11	6	2	10	4	9	12	11	96
Locomotive Issue - Metra/PSA	60	0	-	-	3	99	69	21	108	13	54	61	53	542
Primary	26	-	-	-	3	35	31	9	44	7	18	23	22	219
Secondary	35	0	-	-	1	63	38	12	64	6	36	37	31	323
Mechanical Failure - Foreign	1	6	2	1	-	8	0	1	-	1	-	-	-	20
<b>Passenger Train Interference - Total</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>18</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>164</b>
Passenger Train Interference - Metra/PSA	0	2	0	4	0	46	12	11	8	1	2	9	4	100
Passenger Train Interference - Foreign	11	1	0	1	8	19	3	1	1	17	-	1	-	64
<b>Accident - Total</b>	<b>72</b>	<b>20</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>58</b>	<b>34</b>	<b>8</b>	<b>68</b>	<b>12</b>	<b>54</b>	<b>94</b>	<b>71</b>	<b>504</b>
Accident - Metra/PSA	60	6	2	5	1	36	22	4	59	6	53	89	41	386
Accident - Foreign	12	14	2	1	3	21	12	3	9	6	0	4	30	119
<b>Track Work - Total</b>	<b>60</b>	<b>83</b>	<b>9</b>	<b>27</b>	<b>12</b>	<b>78</b>	<b>47</b>	<b>13</b>	<b>114</b>	<b>27</b>	<b>87</b>	<b>85</b>	<b>68</b>	<b>710</b>
Track Work - Metra/PSA	58	83	9	27	5	75	44	7	112	11	86	83	68	668
Track Work - Foreign	1	0	-	-	7	3	3	7	2	16	0	2	-	42
<b>Human Error - Total</b>	<b>94</b>	<b>26</b>	<b>11</b>	<b>18</b>	<b>17</b>	<b>119</b>	<b>62</b>	<b>32</b>	<b>81</b>	<b>31</b>	<b>66</b>	<b>100</b>	<b>68</b>	<b>726</b>
Human Error - Metra/PSA	64	26	11	18	6	49	41	14	79	11	52	59	46	475
Human Error - Foreign	30	1	0	-	12	70	21	17	2	20	14	41	23	250
<b>PTC Related - Total</b>	<b>18</b>	<b>21</b>	<b>7</b>	<b>20</b>	<b>19</b>	<b>58</b>	<b>43</b>	<b>26</b>	<b>73</b>	<b>41</b>	<b>71</b>	<b>61</b>	<b>91</b>	<b>550</b>
PTC Related - Metra/PSA	14	20	7	19	7	52	41	16	72	15	70	60	88	478
PTC Related - Foreign	4	1	0	1	12	6	3	10	2	27	1	2	3	71
<b>Weather - Total</b>	<b>95</b>	<b>81</b>	<b>29</b>	<b>38</b>	<b>6</b>	<b>90</b>	<b>76</b>	<b>20</b>	<b>134</b>	<b>12</b>	<b>122</b>	<b>152</b>	<b>83</b>	<b>939</b>
Weather - Metra/PSA	92	81	29	38	6	90	76	20	133	11	119	151	81	926
Weather - Foreign	4	-	-	-	1	1	1	-	1	1	2	1	2	13
<b>Passenger Related - Total</b>	<b>36</b>	<b>99</b>	<b>17</b>	<b>24</b>	<b>1</b>	<b>55</b>	<b>75</b>	<b>6</b>	<b>124</b>	<b>7</b>	<b>95</b>	<b>90</b>	<b>121</b>	<b>751</b>
<b>Obstruction/Debris - Total</b>	<b>62</b>	<b>45</b>	<b>17</b>	<b>52</b>	<b>6</b>	<b>62</b>	<b>53</b>	<b>20</b>	<b>107</b>	<b>30</b>	<b>64</b>	<b>131</b>	<b>104</b>	<b>752</b>
<b>Catenary Failure - Total</b>	-	<b>26</b>	<b>8</b>	<b>18</b>	-	-	-	-	-	-	-	-	-	<b>52</b>
<b>Other - Total</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>77</b>
<b>Total Trains Delayed</b>	<b>784</b>	<b>492</b>	<b>139</b>	<b>293</b>	<b>169</b>	<b>1,012</b>	<b>734</b>	<b>251</b>	<b>1,047</b>	<b>369</b>	<b>692</b>	<b>967</b>	<b>1,057</b>	<b>8,006</b>
Total Metra/PSA Delays	575	469	134	289	40	775	562	155	994	143	661	827	705	6,327
Total Foreign Carrier Delays	208	24	5	5	129	237	173	96	53	226	31	140	352	1,679

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

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 - December 2024 Compared to Average January - December 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>25</b>	-	-	-	<b>(22)</b>	<b>(34)</b>	<b>(75)</b>	<b>1</b>	<b>(24)</b>	<b>17</b>	<b>5</b>	<b>28</b>	<b>81</b>	<b>2</b>
Freight Interference - Peak	13	-	-	-	(15)	(14)	(21)	(1)	(5)	(0)	(2)	10	29	(7)
Primary	11	-	-	-	(12)	(10)	(18)	(2)	(4)	(2)	(1)	11	7	(20)
Secondary	2	-	-	-	(4)	(4)	(3)	1	(1)	2	(2)	(1)	22	12
Freight Interference - Off-Peak	13	-	-	-	(6)	(19)	(54)	1	(19)	17	7	18	52	9
Primary	2	-	-	-	(7)	(21)	(43)	(6)	(15)	14	4	15	47	(10)
Secondary	11	-	-	-	1	2	(11)	7	(3)	3	3	3	5	19
<b>Signal/Switch Failure - Total</b>	<b>(24)</b>	<b>(22)</b>	<b>(4)</b>	<b>(11)</b>	<b>5</b>	<b>13</b>	<b>93</b>	<b>54</b>	<b>(49)</b>	<b>68</b>	<b>(6)</b>	<b>2</b>	<b>36</b>	<b>154</b>
Signal/Switch Failure - Metra/PSA	(17)	(22)	(4)	(11)	(3)	(70)	1	8	(50)	14	(6)	(7)	35	(131)
Primary	(9)	(18)	(8)	(12)	(3)	(41)	(7)	(1)	(51)	11	(6)	(5)	22	(126)
Secondary	(8)	(4)	3	1	(0)	(29)	8	9	1	3	0	(2)	13	(5)
Signal/Switch Failure - Foreign	(8)	-	-	-	8	83	92	46	1	54	(0)	9	1	286
Primary	(14)	-	-	-	8	56	53	26	(2)	13	-	4	-	143
Secondary	6	-	-	-	(0)	27	39	20	2	42	(0)	5	1	143
<b>Mechanical Failure - Total</b>	<b>5</b>	<b>(0)</b>	<b>(2)</b>	<b>(1)</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>(37)</b>	<b>56</b>	<b>31</b>	<b>86</b>	<b>126</b>	<b>293</b>
Mechanical Failure - Metra/PSA	3	(5)	(3)	(3)	0	13	9	8	(37)	52	31	86	126	280
Non-Locomotive Equipment Issue - Metra/PSA	1	(5)	(3)	(3)	(0)	14	9	4	(11)	23	11	23	41	104
Primary	3	(3)	(2)	(2)	-	13	4	3	(7)	11	(1)	3	10	32
Secondary	(2)	(2)	(1)	(1)	(0)	1	5	1	(4)	12	12	20	32	71
Locomotive Issue - Metra/PSA	2	(0)	-	-	1	(2)	1	4	(26)	29	20	63	85	176
Primary	9	-	-	-	1	(6)	1	(1)	(6)	10	7	16	16	46
Secondary	(8)	(0)	-	-	(1)	5	-	5	(20)	19	13	48	69	130
Mechanical Failure - Foreign	2	5	1	2	5	(4)	(0)	(1)	-	4	-	-	-	14
<b>Passenger Train Interference - Total</b>	<b>(10)</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>(6)</b>	<b>5</b>	<b>45</b>	<b>(4)</b>	<b>29</b>	<b>(1)</b>	<b>5</b>	<b>11</b>	<b>90</b>
Passenger Train Interference - Metra/PSA	(0)	0	3	1	(0)	8	5	43	(4)	-	(1)	3	11	68
Passenger Train Interference - Foreign	(10)	-	7	2	2	(13)	1	2	-	29	-	3	-	22
<b>Accident - Total</b>	<b>(2)</b>	<b>(18)</b>	<b>(3)</b>	<b>5</b>	<b>(4)</b>	<b>(8)</b>	<b>(6)</b>	<b>(3)</b>	<b>(35)</b>	<b>9</b>	<b>21</b>	<b>(31)</b>	<b>4</b>	<b>(70)</b>
Accident - Metra/PSA	(26)	(6)	(1)	6	(1)	14	6	1	(26)	6	22	(26)	28	(5)
Accident - Foreign	24	(12)	(2)	(1)	(3)	(21)	(12)	(3)	(9)	3	(0)	(4)	(24)	(66)
<b>Track Work - Total</b>	<b>9</b>	<b>(14)</b>	<b>(5)</b>	<b>1</b>	<b>14</b>	<b>(10)</b>	<b>(10)</b>	<b>137</b>	<b>(32)</b>	<b>57</b>	<b>(4)</b>	<b>(24)</b>	<b>81</b>	<b>200</b>
Track Work - Metra/PSA	10	(14)	(5)	1	(3)	(12)	(12)	1	(30)	8	(3)	(23)	76	(6)
Track Work - Foreign	(0)	(0)	-	-	17	2	2	135	(2)	49	(0)	(1)	5	206
<b>Human Error - Total</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>16</b>	<b>(2)</b>	<b>22</b>	<b>13</b>	<b>46</b>	<b>(37)</b>	<b>59</b>	<b>(2)</b>	<b>67</b>	<b>40</b>	<b>253</b>
Human Error - Metra/PSA	15	11	1	16	(4)	(7)	(3)	9	(40)	20	(0)	78	25	122
Human Error - Foreign	4	0	(0)	-	1	29	16	38	3	39	(2)	(11)	14	132
<b>PTC Related - Total</b>	<b>7</b>	<b>6</b>	<b>13</b>	<b>20</b>	<b>(3)</b>	<b>8</b>	<b>(5)</b>	<b>30</b>	<b>(35)</b>	<b>51</b>	<b>(35)</b>	<b>(6)</b>	<b>33</b>	<b>83</b>
PTC Related - Metra/PSA	6	6	13	20	4	13	(5)	22	(34)	34	(36)	(6)	20	60
PTC Related - Foreign	1	(0)	(0)	-	(7)	(5)	(1)	8	(2)	16	1	(1)	13	24
<b>Weather - Total</b>	<b>28</b>	<b>(31)</b>	<b>(22)</b>	<b>(29)</b>	<b>(5)</b>	<b>15</b>	<b>(13)</b>	<b>7</b>	<b>(92)</b>	<b>11</b>	<b>(23)</b>	<b>25</b>	<b>27</b>	<b>(103)</b>
Weather - Metra/PSA	31	(31)	(22)	(29)	(5)	15	(13)	7	(91)	12	(20)	26	29	(90)
Weather - Foreign	(4)	-	-	-	(1)	(1)	(1)	-	(1)	(1)	(2)	(1)	(2)	(13)
<b>Passenger Related - Total</b>	<b>39</b>	<b>(52)</b>	<b>(14)</b>	<b>1</b>	<b>(1)</b>	<b>7</b>	<b>(23)</b>	<b>11</b>	<b>(15)</b>	<b>5</b>	<b>15</b>	<b>(10)</b>	<b>41</b>	<b>3</b>
<b>Obstruction/Debris - Total</b>	<b>39</b>	<b>(11)</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>37</b>	<b>32</b>	<b>19</b>	<b>(16)</b>	<b>34</b>	<b>5</b>	<b>30</b>	<b>82</b>	<b>265</b>
<b>Catenary Failure - Total</b>	-	<b>39</b>	<b>7</b>	<b>25</b>	-	-	-	-	-	-	-	-	-	<b>71</b>
<b>Other - Total</b>	<b>27</b>	<b>(7)</b>	<b>(2)</b>	<b>(3)</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>(1)</b>	<b>12</b>	<b>17</b>	<b>38</b>	<b>59</b>	<b>155</b>
<b>Total Trains Delayed</b>	<b>161</b>	<b>(97)</b>	<b>(15)</b>	<b>27</b>	<b>(4)</b>	<b>56</b>	<b>27</b>	<b>358</b>	<b>(378)</b>	<b>407</b>	<b>23</b>	<b>210</b>	<b>621</b>	<b>1,396</b>
Total Metra/PSA Delays	128	-90	-20	24	-4	16	5	132	-344	196	22	188	533	788
Total Foreign Carrier Delays	34	-8	5	2	0	40	21	226	-34	211	1	22	88	608

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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 - Dec	
<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>80</b>	<b>97</b>	<b>105</b>	<b>76</b>	<b>59</b>	<b>871</b>	<b>9.3%</b>
Freight Interference - Peak	28	12	19	19	17	17	52	29	35	47	30	12	317	3.4%
Primary	17	10	14	13	14	13	26	26	28	32	22	12	227	2.4%
Secondary	11	2	5	6	3	4	26	3	7	15	8	-	90	1.0%
Freight Interference - Off-Peak	34	33	31	37	45	54	56	51	62	58	46	47	554	5.9%
Primary	25	28	28	17	36	38	39	45	50	34	29	40	409	4.4%
Secondary	9	5	3	20	9	16	17	6	12	24	17	7	145	1.5%
<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>126</b>	<b>68</b>	<b>104</b>	<b>61</b>	<b>69</b>	<b>105</b>	<b>1,281</b>	<b>13.6%</b>
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56	118	54	45	52	51	48	767	8.2%
Primary	48	45	36	48	62	41	63	41	37	33	40	34	528	5.6%
Secondary	12	17	14	40	21	15	55	13	8	19	11	14	239	2.5%
Signal/Switch Failure - Foreign	233	22	19	7	45	23	8	14	59	9	18	57	514	5.5%
Primary	171	15	17	5	15	15	7	11	36	6	10	15	323	3.4%
Secondary	62	7	2	2	30	8	1	3	23	3	8	42	191	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>131</b>	<b>60</b>	<b>126</b>	<b>71</b>	<b>98</b>	<b>1,078</b>	<b>11.5%</b>
Mechanical Failure - Metra/PSA	72	104	70	62	67	91	101	131	58	119	71	98	1,044	11.1%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52	34	30	25	28	16	39	326	3.5%
Primary	9	12	8	14	14	16	13	16	13	12	7	25	159	1.7%
Secondary	4	11	4	14	12	36	21	14	12	16	9	14	167	1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39	67	101	33	91	55	59	718	7.6%
Primary	21	30	26	22	16	18	27	26	17	25	15	22	265	2.8%
Secondary	38	51	32	12	25	21	40	75	16	66	40	37	453	4.8%
Mechanical Failure - Foreign	-	3	5	8	3	4	2	-	2	7	-	-	34	0.4%
<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>39</b>	<b>24</b>	<b>8</b>	<b>19</b>	<b>21</b>	<b>254</b>	<b>2.7%</b>
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14	12	29	14	6	14	11	168	1.8%
Passenger Train Interference - Foreign	5	8	2	4	6	14	10	10	10	2	5	10	86	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>54</b>	<b>56</b>	<b>30</b>	<b>34</b>	<b>38</b>	<b>434</b>	<b>4.6%</b>
Accident - Metra/PSA	48	10	7	5	75	23	40	54	17	30	34	38	381	4.1%
Accident - Foreign	-	6	-	6	-	2	-	-	39	-	-	-	53	0.6%
<b>Track Work - Total</b>	<b>47</b>	<b>24</b>	<b>49</b>	<b>37</b>	<b>134</b>	<b>63</b>	<b>65</b>	<b>95</b>	<b>87</b>	<b>238</b>	<b>33</b>	<b>38</b>	<b>910</b>	<b>9.7%</b>
Track Work - Metra/PSA	43	23	37	26	101	47	60	68	71	127	30	29	662	7.0%
Track Work - Foreign	4	1	12	11	33	16	5	27	16	111	3	9	248	2.6%
<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>68</b>	<b>99</b>	<b>102</b>	<b>45</b>	<b>62</b>	<b>979</b>	<b>10.4%</b>
Human Error - Metra/PSA	71	103	35	35	35	62	51	40	43	68	17	37	597	6.3%
Human Error - Foreign	25	12	38	41	39	27	29	28	56	34	28	25	382	4.1%
<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>44</b>	<b>23</b>	<b>47</b>	<b>49</b>	<b>51</b>	<b>633</b>	<b>6.7%</b>
PTC Related - Metra/PSA	39	40	34	32	26	49	134	31	19	44	42	48	538	5.7%
PTC Related - Foreign	16	11	7	7	8	12	4	13	4	3	7	3	95	1.0%
<b>Weather - Total</b>	<b>313</b>	<b>48</b>	<b>23</b>	<b>15</b>	<b>30</b>	<b>47</b>	<b>141</b>	<b>78</b>	<b>1</b>	<b>21</b>	<b>47</b>	<b>72</b>	<b>836</b>	<b>8.9%</b>
Weather - Metra/PSA	313	48	23	15	30	47	141	78	1	21	47	72	836	8.9%
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>82</b>	<b>65</b>	<b>47</b>	<b>40</b>	<b>66</b>	<b>754</b>	<b>8.0%</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>127</b>	<b>89</b>	<b>128</b>	<b>66</b>	<b>79</b>	<b>1,017</b>	<b>10.8%</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	<b>19</b>	<b>53</b>	<b>9</b>	<b>15</b>	<b>27</b>	-	-	<b>123</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>25</b>	<b>9</b>	<b>28</b>	<b>8</b>	<b>30</b>	<b>232</b>	<b>2.5%</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>1,080</b>	<b>900</b>	<b>729</b>	<b>968</b>	<b>557</b>	<b>719</b>	<b>9,402</b>	<b>100.0%</b>
Total Metra/PSA Delays	782	501	437	401	601	634	912	728	446	697	420	556	7,115	75.7%
Total Foreign Carrier Delays	345	108	133	140	196	171	168	172	283	271	137	163	2,287	24.3%

Data for current month is final (01/17/2025) 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 - Dec	
<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>805</b>	<b>8.2%</b>
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	281	2.9%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	212	2.2%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	69	0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	524	5.3%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	416	4.2%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	108	1.1%
<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>1,260</b>	<b>12.8%</b>
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	999	10.2%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	702	7.1%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	297	3.0%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	261	2.7%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	226	2.3%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	35	0.4%
<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>917</b>	<b>9.3%</b>
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	887	9.0%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	243	2.5%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	145	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	98	1.0%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	644	6.5%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	254	2.6%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	390	4.0%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	30	0.3%
<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>409</b>	<b>4.2%</b>
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	277	2.8%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	132	1.3%
<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>680</b>	<b>6.9%</b>
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	458	4.7%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	222	2.3%
<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>1,062</b>	<b>10.8%</b>
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	970	9.9%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	92	0.9%
<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>847</b>	<b>8.6%</b>
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	494	5.0%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	353	3.6%
<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>604</b>	<b>6.1%</b>
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	498	5.1%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	106	1.1%
<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>860</b>	<b>8.7%</b>
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	853	8.7%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	7	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>1,077</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>1,128</b>	<b>11.5%</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>64</b>	<b>0.7%</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>120</b>	<b>1.2%</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>9,833</b>	<b>100.0%</b>
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	7,823	79.6%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	2,010	20.4%

Data for current month is final (01/17/2024) version of TOPS

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

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

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

**Table 8: Train Delays by Duration  
December 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	15	1	2	1	1	3	13	13	8	8	4	13	13	95
11-15	9	1	0	1	4	5	5	6	2	8	4	7	9	61
16-20	12	0	0	0	0	1	4	3	1	2	1	5	7	36
21+	10	0	0	0	5	9	12	7	9	2	7	3	24	88
Annulled	<u>6</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>10</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>8</u>	<u>2</u>	<u>33</u>
Sub-Total	52	2	3	2	10	20	44	29	22	20	18	36	55	313
<b>Weekday Off-Peak **</b>														
6-10	2	1	0	1	0	13	7	11	7	9	8	7	18	84
11-15	9	4	0	3	0	5	6	0	8	3	3	5	13	59
16-20	10	2	1	0	0	1	0	2	4	5	2	5	9	41
21+	7	5	0	1	0	9	13	3	8	4	5	5	22	82
Annulled	<u>6</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>7</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>31</u>
Sub-Total	34	14	2	7	0	35	33	16	27	21	20	23	65	297
<b>Saturday</b>														
6-10	7	1	0	0	0	1	2	0	1	0	2	4	0	18
11-15	4	0	0	0	0	1	1	0	1	0	1	4	1	13
16-20	2	1	0	0	0	1	0	0	0	0	1	1	0	6
21+	4	1	0	2	0	0	0	0	2	0	0	4	0	13
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>
Sub-Total	17	3	0	2	0	3	3	0	6	0	4	14	1	53
<b>Sunday-Holiday</b>														
6-10	3	2	0	0	0	2	0	0	0	0	1	9	2	19
11-15	3	0	0	0	0	1	1	0	0	0	1	6	2	14
16-20	2	0	0	0	0	0	0	0	0	0	0	3	0	5
21+	2	0	0	0	0	0	3	0	0	0	1	4	5	15
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>
Sub-Total	12	2	0	0	0	3	4	0	0	0	3	22	10	56
<b>December 2024 Total</b>														
6-10	27	5	2	2	1	19	22	24	16	17	15	33	33	216
11-15	25	5	0	4	4	12	13	6	11	11	9	22	25	147
16-20	26	3	1	0	0	3	4	5	5	7	4	14	16	88
21+	23	6	0	3	5	18	28	10	19	6	13	16	51	198
Annulled	<u>14</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>9</u>	<u>17</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>10</u>	<u>6</u>	<u>70</u>
TOTAL	115	21	5	11	10	61	84	45	55	41	45	95	131	719
<b>2024 Year-to-Date</b>														
6-10	263	136	54	126	57	439	287	269	307	338	244	325	565	3,410
11-15	234	74	21	47	33	215	142	105	129	156	116	209	336	1,817
16-20	146	42	5	17	23	100	67	66	59	97	66	111	212	1,011
21+	202	91	28	60	48	227	173	141	120	150	201	383	455	2,279
Annulled	<u>100</u>	<u>52</u>	<u>16</u>	<u>70</u>	<u>4</u>	<u>87</u>	<u>92</u>	<u>28</u>	<u>54</u>	<u>35</u>	<u>88</u>	<u>149</u>	<u>110</u>	<u>885</u>
TOTAL	945	395	124	320	165	1,068	761	609	669	776	715	1,177	1,678	9,402
<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>December 2024 Total</b>														
6-10	23.5%	23.8%	40.0%	18.2%	10.0%	31.1%	26.2%	53.3%	29.1%	41.5%	33.3%	34.7%	25.2%	30.0%
11-15	21.7%	23.8%	0.0%	36.4%	40.0%	19.7%	15.5%	13.3%	20.0%	26.8%	20.0%	23.2%	19.1%	20.4%
16-20	22.6%	14.3%	20.0%	0.0%	0.0%	4.9%	4.8%	11.1%	9.1%	17.1%	8.9%	14.7%	12.2%	12.2%
21+	20.0%	28.6%	0.0%	27.3%	50.0%	29.5%	33.3%	22.2%	34.5%	14.6%	28.9%	16.8%	38.9%	27.5%
Annulled	<u>12.2%</u>	<u>9.5%</u>	<u>40.0%</u>	<u>18.2%</u>	<u>0.0%</u>	<u>14.8%</u>	<u>20.2%</u>	<u>0.0%</u>	<u>7.3%</u>	<u>0.0%</u>	<u>8.9%</u>	<u>10.5%</u>	<u>4.6%</u>	<u>9.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2024 Year-to-Date Delays By Duration</b>														
6-10	27.8%	34.4%	43.5%	39.4%	34.5%	41.1%	37.7%	44.2%	45.9%	43.6%	34.1%	27.6%	33.7%	36.3%
11-15	24.8%	18.7%	16.9%	14.7%	20.0%	20.1%	18.7%	17.2%	19.3%	20.1%	16.2%	17.8%	20.0%	19.3%
16-20	15.4%	10.6%	4.0%	5.3%	13.9%	9.4%	8.8%	10.8%	8.8%	12.5%	9.2%	9.4%	12.6%	10.8%
21+	21.4%	23.0%	22.6%	18.8%	29.1%	21.3%	22.7%	23.2%	17.9%	19.3%	28.1%	32.5%	27.1%	24.2%
Annulled	<u>10.6%</u>	<u>13.2%</u>	<u>12.9%</u>	<u>21.9%</u>	<u>2.4%</u>	<u>8.1%</u>	<u>12.1%</u>	<u>4.6%</u>	<u>8.1%</u>	<u>4.5%</u>	<u>12.3%</u>	<u>12.7%</u>	<u>6.6%</u>	<u>9.4%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (01/17/2025) version from TOPS.

**Table 9: Annual Train Delays and On-Time Performance**

**2019 - 2024**

	Delays									On-Time Performance						
	2019	2020	2021	2022	2023	2019 - 2023 Avg	2024	2023 vs. 2024 change		2019	2020	2021	2022	2023	2019 - 2023 Avg	2024
<b>BNSF</b>	1,352	344	566	744	912	784	945	33	3.6%	95.0%	97.9%	97.1%	97.1%	96.5%	96.6%	96.5%
<b>ME-ML</b>	546	470	324	440	681	492	395	-286	-42.0%	97.8%	97.3%	98.2%	97.8%	96.7%	97.6%	98.1%
<b>ME-BI</b>	152	96	124	160	161	139	124	-37	-23.0%	97.9%	98.1%	97.4%	96.8%	97.0%	97.5%	97.9%
<b>ME-SC</b>	192	222	258	414	381	293	320	-61	-16.0%	98.6%	98.2%	98.0%	96.9%	97.2%	97.8%	97.6%
<b>HC</b>	216	125	172	194	138	169	165	27	19.6%	87.9%	89.6%	86.5%	87.8%	91.2%	88.6%	89.5%
<b>MD-N</b>	1,448	463	760	1,033	1,355	1,012	1,068	-287	-21.2%	91.9%	95.8%	93.0%	91.4%	91.2%	92.5%	93.2%
<b>MD-W</b>	841	614	702	745	770	734	761	-9	-1.2%	95.1%	94.7%	94.1%	94.1%	95.0%	94.7%	95.1%
<b>NCS</b>	292	179	202	216	366	251	609	243	66.4%	94.3%	91.7%	90.4%	93.0%	89.7%	92.1%	85.3%
<b>RI</b>	1,668	647	850	939	1,130	1,047	669	-461	-40.8%	92.0%	95.8%	95.7%	96.0%	95.2%	94.9%	97.2%
<b>SWS</b>	555	231	249	209	601	369	776	175	29.1%	93.0%	94.0%	91.0%	93.2%	91.9%	92.7%	89.9%
<b>UP-N</b>	955	252	660	841	752	692	715	-37	-4.9%	95.3%	98.1%	96.0%	95.9%	96.3%	96.2%	96.5%
<b>UP-NW</b>	1,346	447	668	1,014	1,359	967	1,177	-182	-13.4%	93.0%	96.7%	95.2%	94.4%	93.8%	94.4%	94.9%
<b>UP-W</b>	1,328	615	1,095	1,021	1,227	1,057	1,678	451	36.8%	92.3%	94.9%	90.5%	91.9%	92.7%	92.5%	90.1%
<b>System</b>	<b>10,891</b>	<b>4,705</b>	<b>6,630</b>	<b>7,970</b>	<b>9,833</b>	<b>8,006</b>	<b>9,402</b>	<b>-431</b>	<b>-4.4%</b>	<b>94.6%</b>	<b>96.5%</b>	<b>95.5%</b>	<b>95.4%</b>	<b>94.9%</b>	<b>95.3%</b>	<b>95.2%</b>

Delays data for most recent month is final (01/17/2025) version from TOPS.

**Table 10: Annual System Causes of Train Delays  
2019 to 2024**

Cause Category	2019		2020		2021		2022		2023		2019-2023 Avg		2024	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
<b>Freight Interference - Total</b>	<b>1,070</b>	<b>9.8%</b>	<b>555</b>	<b>11.8%</b>	<b>1,024</b>	<b>15.4%</b>	<b>891</b>	<b>11.2%</b>	<b>805</b>	<b>8.2%</b>	<b>869</b>	<b>10.9%</b>	<b>871</b>	<b>9.3%</b>
Freight Interference - Peak	366	3.4%	208	4.4%	406	6.1%	361	4.5%	281	2.9%	324	4.1%	317	3.4%
<i>Primary</i>	232	2.1%	175	3.7%	324	4.9%	291	3.7%	212	2.2%	247	3.1%	227	2.4%
<i>Secondary</i>	134	1.2%	33	0.7%	82	1.2%	70	0.9%	69	0.7%	78	1.0%	90	1.0%
Freight Interference - Off-Peak	704	6.5%	347	7.4%	618	9.3%	530	6.6%	524	5.3%	545	6.8%	554	5.9%
<i>Primary</i>	485	4.5%	281	6.0%	490	7.4%	423	5.3%	416	4.2%	419	5.2%	409	4.4%
<i>Secondary</i>	219	2.0%	66	1.4%	128	1.9%	107	1.3%	108	1.1%	126	1.6%	145	1.5%
<b>Signal/Switch Failure - Total</b>	<b>1,598</b>	<b>14.7%</b>	<b>612</b>	<b>13.0%</b>	<b>885</b>	<b>13.3%</b>	<b>1,278</b>	<b>16.0%</b>	<b>1,260</b>	<b>12.8%</b>	<b>1,127</b>	<b>14.1%</b>	<b>1,281</b>	<b>13.6%</b>
Signal/Switch Failure - Metra/PSA	1,207	11.1%	472	10.0%	719	10.8%	1,095	13.7%	999	10.2%	898	11.2%	767	8.2%
<i>Primary</i>	825	7.6%	363	7.7%	569	8.6%	813	10.2%	702	7.1%	654	8.2%	528	5.6%
<i>Secondary</i>	382	3.5%	109	2.3%	150	2.3%	282	3.5%	297	3.0%	244	3.0%	239	2.5%
Signal/Switch Failure - Foreign	391	3.6%	140	3.0%	166	2.5%	183	2.3%	261	2.7%	228	2.9%	514	5.5%
<i>Primary</i>	273	2.5%	124	2.6%	147	2.2%	129	1.6%	226	2.3%	180	2.2%	323	3.4%
<i>Secondary</i>	118	1.1%	16	0.3%	19	0.3%	54	0.7%	35	0.4%	48	0.6%	191	2.0%
<b>Mechanical Failure - Total</b>	<b>1,252</b>	<b>11.5%</b>	<b>426</b>	<b>9.1%</b>	<b>531</b>	<b>8.0%</b>	<b>797</b>	<b>10.0%</b>	<b>917</b>	<b>9.3%</b>	<b>785</b>	<b>9.8%</b>	<b>1,078</b>	<b>11.5%</b>
Mechanical Failure - Metra/PSA	1,217	11.2%	405	8.6%	527	7.9%	785	9.8%	887	9.0%	764	9.5%	1,044	11.1%
Non-Locomotive Equipment Issue - Metra/PSA	357	3.3%	147	3.1%	153	2.3%	212	2.7%	243	2.5%	222	2.8%	326	3.5%
<i>Primary</i>	166	1.5%	86	1.8%	100	1.5%	137	1.7%	145	1.5%	127	1.6%	159	1.7%
<i>Secondary</i>	191	1.8%	61	1.3%	53	0.8%	75	0.9%	98	1.0%	96	1.2%	167	1.8%
Locomotive Issue - Metra/PSA	860	7.9%	258	5.5%	374	5.6%	573	7.2%	644	6.5%	542	6.8%	718	7.6%
<i>Primary</i>	285	2.6%	122	2.6%	176	2.7%	256	3.2%	254	2.6%	219	2.7%	265	2.8%
<i>Secondary</i>	575	5.3%	136	2.9%	198	3.0%	317	4.0%	390	4.0%	323	4.0%	453	4.8%
Mechanical Failure - Foreign	35	0.3%	21	0.4%	4	0.1%	12	0.2%	30	0.3%	20	0.3%	34	0.4%
<b>Passenger Train Interference - Total</b>	<b>150</b>	<b>1.4%</b>	<b>39</b>	<b>0.8%</b>	<b>105</b>	<b>1.6%</b>	<b>119</b>	<b>1.5%</b>	<b>409</b>	<b>4.2%</b>	<b>164</b>	<b>2.1%</b>	<b>254</b>	<b>2.7%</b>
Passenger Train Interference - Metra/PSA	41	0.4%	27	0.6%	75	1.1%	81	1.0%	277	2.8%	100	1.3%	168	1.8%
Passenger Train Interference - Foreign	109	1.0%	12	0.3%	30	0.5%	38	0.5%	132	1.3%	64	0.8%	86	0.9%
<b>Accident - Total</b>	<b>591</b>	<b>5.4%</b>	<b>229</b>	<b>4.9%</b>	<b>343</b>	<b>5.2%</b>	<b>679</b>	<b>8.5%</b>	<b>680</b>	<b>6.9%</b>	<b>504</b>	<b>6.3%</b>	<b>434</b>	<b>4.6%</b>
Accident - Metra/PSA	391	3.6%	198	4.2%	284	4.3%	597	7.5%	458	4.7%	386	4.8%	381	4.1%
Accident - Foreign	200	1.8%	31	0.7%	59	0.9%	82	1.0%	222	2.3%	119	1.5%	53	0.6%
<b>Track Work - Total</b>	<b>851</b>	<b>7.8%</b>	<b>416</b>	<b>8.8%</b>	<b>567</b>	<b>8.6%</b>	<b>655</b>	<b>8.2%</b>	<b>1,062</b>	<b>10.8%</b>	<b>710</b>	<b>8.9%</b>	<b>910</b>	<b>9.7%</b>
Track Work - Metra/PSA	834	7.7%	390	8.3%	536	8.1%	610	7.7%	970	9.9%	668	8.3%	662	7.0%
Track Work - Foreign	17	0.2%	26	0.6%	31	0.5%	45	0.6%	92	0.9%	42	0.5%	248	2.6%
<b>Human Error - Total</b>	<b>1,068</b>	<b>9.8%</b>	<b>481</b>	<b>10.2%</b>	<b>596</b>	<b>9.0%</b>	<b>637</b>	<b>8.0%</b>	<b>847</b>	<b>8.6%</b>	<b>726</b>	<b>9.1%</b>	<b>979</b>	<b>10.4%</b>
Human Error - Metra/PSA	684	6.3%	396	8.4%	407	6.1%	396	5.0%	494	5.0%	475	5.9%	597	6.3%
Human Error - Foreign	384	3.5%	85	1.8%	189	2.9%	241	3.0%	353	3.6%	250	3.1%	382	4.1%
<b>PTC Related - Total</b>	<b>665</b>	<b>6.1%</b>	<b>400</b>	<b>8.5%</b>	<b>499</b>	<b>7.5%</b>	<b>580</b>	<b>7.3%</b>	<b>604</b>	<b>6.1%</b>	<b>550</b>	<b>6.9%</b>	<b>633</b>	<b>6.7%</b>
PTC Related - Metra/PSA	643	5.9%	349	7.4%	411	6.2%	491	6.2%	498	5.1%	478	6.0%	538	5.7%
PTC Related - Foreign	22	0.2%	51	1.1%	88	1.3%	89	1.1%	106	1.1%	71	0.9%	95	1.0%
<b>Weather - Total</b>	<b>1,676</b>	<b>15.4%</b>	<b>541</b>	<b>11.5%</b>	<b>842</b>	<b>12.7%</b>	<b>775</b>	<b>9.7%</b>	<b>860</b>	<b>8.7%</b>	<b>939</b>	<b>11.7%</b>	<b>836</b>	<b>8.9%</b>
Weather - Metra/PSA	1,670	15.3%	538	11.4%	797	12.0%	772	9.7%	853	8.7%	926	11.6%	836	8.9%
Weather - Foreign	6	0.1%	3	0.1%	45	0.7%	3	0.0%	7	0.1%	13	0.2%	-	0.0%
<b>Passenger Related - Total</b>	<b>1,122</b>	<b>10.3%</b>	<b>344</b>	<b>7.3%</b>	<b>564</b>	<b>8.5%</b>	<b>648</b>	<b>8.1%</b>	<b>1,077</b>	<b>11.0%</b>	<b>751</b>	<b>9.4%</b>	<b>754</b>	<b>8.0%</b>
<b>Obstruction/Debris - Total</b>	<b>791</b>	<b>7.3%</b>	<b>569</b>	<b>12.1%</b>	<b>556</b>	<b>8.4%</b>	<b>715</b>	<b>9.0%</b>	<b>1,128</b>	<b>11.5%</b>	<b>752</b>	<b>9.4%</b>	<b>1,017</b>	<b>10.8%</b>
<b>Catenary Failure - Total</b>	<b>20</b>	<b>0.2%</b>	<b>47</b>	<b>1.0%</b>	<b>50</b>	<b>0.8%</b>	<b>81</b>	<b>1.0%</b>	<b>64</b>	<b>0.7%</b>	<b>52</b>	<b>0.7%</b>	<b>123</b>	<b>1.3%</b>
<b>Other - Total</b>	<b>37</b>	<b>0.3%</b>	<b>46</b>	<b>1.0%</b>	<b>68</b>	<b>1.0%</b>	<b>115</b>	<b>1.4%</b>	<b>120</b>	<b>1.2%</b>	<b>77</b>	<b>1.0%</b>	<b>232</b>	<b>2.5%</b>
<b>Total Trains Delayed</b>	<b>10,891</b>	<b>100.0%</b>	<b>4,705</b>	<b>100.0%</b>	<b>6,630</b>	<b>100.0%</b>	<b>7,970</b>	<b>100.0%</b>	<b>9,833</b>	<b>100.0%</b>	<b>8,006</b>	<b>100.0%</b>	<b>9,402</b>	<b>100.0%</b>
Total Metra/PSA Delays	8,652	79.4%	3,781	80.4%	4,994	75.3%	6,386	80.1%	7,823	79.6%	6,327	79.0%	7,115	75.7%
Total Foreign Carrier Delays	2,239	20.6%	924	19.6%	1,636	24.7%	1,584	19.9%	2,010	20.4%	1,679	21.0%	2,287	24.3%

Data for current month is final (01/17/2025) 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.