

On-Time Performance

October 2024

Metra

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This report presents an analysis of October 2024 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 shows the total number of scheduled and delayed trains for each line by service period for the current month and year-to-date.

Table 2 lists on-time percentages by line for each month and year since 2016.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, and November 1, 2021, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

Table 5 shows the number of delays by cause and line for the current month, including a 5-year average. The table highlights the top two delay causes for each line.

Table 6 shows the number of delays by cause and line for year-to-date, including a 5-year average. The table highlights the top two delay causes for each line.

Table 7 shows the number of delays by cause and month for the current year and prior year. The table highlights the top two delay causes for each month.

For Tables 5 through 7, delays by cause are separated into *Metra/PSA* and *Foreign* designations, where applicable. *Metra/PSA* refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. *Foreign* refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. *Foreign* also includes delays attributable to BNSF and Union Pacific freight operations. See Table 4 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 8 shows the number of delays by duration and service period for each line.

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains.

On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through

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

Under these pilot and alternate schedules Metra operated 665 regularly scheduled revenue trains each weekday in October, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated between 275 and 281 regularly scheduled revenue trains each Saturday in October, which is one to three percent more than the 273 Saturday trains Metra operated pre-pandemic. Metra operated 202 regularly scheduled revenue trains each Sunday in October, 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 four percent fewer total revenue trains in October 2024 than in October 2019, 71 percent more total revenue trains than in October 2020, 21 percent more total revenue trains than in October 2021, 18 percent more total revenue trains than in October 2022, and three percent more total revenue trains than in October 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
October 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,012	25	97.5%	1,081	27	97.5%	2,093	52	97.5%	144	7	95.1%	144	3	97.9%	2,381	62	97.4%
ME-ML	575	15	97.4%	966	26	97.3%	1,541	41	97.3%	114	3	97.4%	97	9	90.7%	1,752	53	97.0%
ME-BI	184	9	95.1%	322	11	96.6%	506	20	96.0%	8	0	100.0%	--	--	--	514	20	96.1%
ME-SC	<u>253</u>	<u>21</u>	91.7%	<u>713</u>	<u>38</u>	94.7%	<u>966</u>	<u>59</u>	93.9%	<u>92</u>	<u>3</u>	96.7%	<u>80</u>	<u>2</u>	97.5%	<u>1,138</u>	<u>64</u>	94.4%
Subtotal	1,012	45	95.6%	2,001	75	96.3%	3,013	120	96.0%	214	6	97.2%	177	11	93.8%	3,404	137	96.0%
HC	138	15	89.1%	--	--	--	138	15	89.1%	12	2	83.3%	--	--	--	150	17	88.7%
MD-N	483	22	95.4%	759	48	93.7%	1,242	70	94.4%	80	1	98.8%	74	5	93.2%	1,396	76	94.6%
MD-W	<u>506</u>	<u>19</u>	96.2%	<u>690</u>	<u>21</u>	97.0%	<u>1,196</u>	<u>40</u>	96.7%	<u>96</u>	<u>0</u>	100.0%	<u>72</u>	<u>0</u>	100.0%	<u>1,364</u>	<u>40</u>	97.1%
Subtotal	989	41	95.9%	1,449	69	95.2%	2,438	110	95.5%	176	1	99.4%	146	5	96.6%	2,760	116	95.8%
NCS	184	54	70.7%	138	63	54.3%	322	117	63.7%	--	--	--	--	--	--	322	117	63.7%
RI	713	15	97.9%	1,127	23	98.0%	1,840	38	97.9%	132	0	100.0%	116	3	97.4%	2,088	41	98.0%
SWS	276	39	85.9%	414	40	90.3%	690	79	88.6%	--	--	--	--	--	--	690	79	88.6%
UP-N	575	16	97.2%	1,058	49	95.4%	1,633	65	96.0%	104	2	98.1%	74	2	97.3%	1,811	69	96.2%
UP-NW	805	68	91.6%	989	44	95.6%	1,794	112	93.8%	136	3	97.8%	86	12	86.0%	2,016	127	93.7%
UP-W	<u>598</u>	<u>95</u>	84.1%	<u>736</u>	<u>101</u>	86.3%	<u>1,334</u>	<u>196</u>	85.3%	<u>80</u>	<u>4</u>	95.0%	<u>74</u>	<u>3</u>	95.9%	<u>1,488</u>	<u>203</u>	86.4%
Subtotal	1,978	179	91.0%	2,783	194	93.0%	4,761	373	92.2%	320	9	97.2%	234	17	92.7%	5,315	399	92.5%
System	6,302	413	93.4%	8,993	491	94.5%	15,295	904	94.1%	998	25	97.5%	817	39	95.2%	17,110	968	94.3%

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

Delays data for most recent month is final (11/18/2024) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	9,460	338	96.4%	10,107	327	96.8%	19,567	665	96.6%	1,452	67	95.4%	1,404	65	95.4%	22,423	797	96.4%
ME-ML	5,375	122	97.7%	9,000	176	98.0%	14,375	298	97.9%	1,716	49	97.1%	1,131	20	98.2%	17,222	367	97.9%
ME-BI	1,720	54	96.9%	3,005	57	98.1%	4,725	111	97.7%	304	3	99.0%		--		5,029	114	97.7%
ME-SC	2,365	106	95.5%	6,665	168	97.5%	9,030	274	97.0%	1,316	26	98.0%	940	8	99.1%	11,286	308	97.3%
Subtotal	9,460	282	97.0%	18,670	401	97.9%	28,130	683	97.6%	3,336	78	97.7%	2,071	28	98.6%	33,537	789	97.6%
HC	1,290	142	89.0%		--		1,290	142	89.0%	36	6	83.3%		--		1,326	148	88.8%
MD-N	4,515	429	90.5%	6,881	418	93.9%	11,396	847	92.6%	873	44	95.0%	851	43	94.9%	13,120	934	92.9%
MD-W	4,730	291	93.8%	6,456	287	95.6%	11,186	578	94.8%	1,041	26	97.5%	848	36	95.8%	13,075	640	95.1%
Subtotal	9,245	720	92.2%	13,337	705	94.7%	22,582	1,425	93.7%	1,914	70	96.3%	1,699	79	95.4%	26,195	1,574	94.0%
NCS	1,765	288	83.7%	1,695	239	85.9%	3,460	527	84.8%	64	3	95.3%	64	6	90.6%	3,588	536	85.1%
RI	6,663	229	96.6%	10,539	295	97.2%	17,202	524	97.0%	1,431	40	97.2%	1,367	31	97.7%	20,000	595	97.0%
SWS	2,580	253	90.2%	3,870	414	89.3%	6,450	667	89.7%		--			--		6,450	667	89.7%
UP-N	5,078	206	95.9%	10,073	298	97.0%	15,151	504	96.7%	1,141	36	96.8%	871	53	93.9%	17,163	593	96.5%
UP-NW	7,525	525	93.0%	9,245	351	96.2%	16,770	876	94.8%	1,465	82	94.4%	992	38	96.2%	19,227	996	94.8%
UP-W	5,590	631	88.7%	6,876	723	89.5%	12,466	1,354	89.1%	872	43	95.1%	856	34	96.0%	14,194	1,431	89.9%
Subtotal	18,193	1,362	92.5%	26,194	1,372	94.8%	44,387	2,734	93.8%	3,478	161	95.4%	2,719	125	95.4%	50,584	3,020	94.0%
System	58,656	3,614	93.8%	84,412	3,753	95.6%	143,068	7,367	94.9%	11,711	425	96.4%	9,324	334	96.4%	164,103	8,126	95.0%

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

Delays data for most recent month is final (11/18/2024) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
BNSF	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.7%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.7%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	96.7%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.0%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0	97.5	96.3	98.2	96.3%	96.5%
	2024	94.7	98.2	98.2	98.1	98.5	94.4	96.3	94.5	94.2	97.4			96.4%	96.4%
	2019-2023 average	96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.4%	96.6%
ME	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.9%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.1%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.7%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	96.6%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2	97.9	94.5	97.9	97.7	96.0			97.6%	97.6%
	2019-2023 average	97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.6%	97.6%
HC	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	86.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	88.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.7%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.1%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4	92.4	94.4	92.5	90.7%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4	86.7	87.9	78.0	90.3	88.7			88.8%	88.8%
	2019-2023 average	88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	87.9%	88.6%
MD-N	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.9%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	96.0%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.7%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	91.9%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4	92.2	89.1	90.4	91.4%	91.2%
	2024	86.7	93.1	93.5	93.0	93.5	94.2	91.8	94.7	93.8	94.6			92.9%	92.9%
	2019-2023 average	91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	92.6%	92.5%
MD-W	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.4%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.0%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	94.1%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	94.0%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1	95.9	96.3	96.0	94.8%	95.0%
	2024	88.9	96.2	96.0	95.8	95.3	96.4	95.9	94.2	95.4	97.1			95.1%	95.1%
	2019-2023 average	94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.7%	94.7%
NCS	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.3%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.3%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	89.4%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.2%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9	92.9	86.7	92.9	89.7%	89.7%
	2024	80.8	89.1	87.4	89.6	88.3	80.7	89.3	89.6	84.3	63.7			85.1%	85.1%
	2019-2023 average	91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	92.0%	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-Oct	Annual
RI	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.5%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.5%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	95.9%	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	95.0%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7	95.9	97.3	98.4	98.0			97.0%	97.0%
	2019-2023 average	94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	94.8%	94.9%
SWS	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	92.8%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	93.9%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.7%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.6%	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			89.7%	89.7%
	2019-2023 average	93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	92.6%	92.7%
UP-N	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	95.0%	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	96.1%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	95.7%	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	96.0%	96.3%
	2024	96.8	97.8	97.0	98.4	95.3	94.9	97.1	95.6	96.3	96.2			96.5%	96.5%
	2019-2023 average	96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.0%	96.2%
UP-NW	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	93.2%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.2%	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	94.9%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	93.6%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3	93.0	96.6	95.3	93.7			94.8%	94.8%
	2019-2023 average	94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.5%	94.4%
UP-W	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	91.9%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	95.4%	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	90.8%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	91.7%	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			89.9%	89.9%
	2019-2023 average	92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.5%	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	94.4%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.4%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.4%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	94.7%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2	94.9	93.5	94.8	95.3	94.3			95.0%	95.0%
	2019-2023 average	95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.2%	95.3%

Delays data for most recent month is final (11/18/2024) version from TOPS.

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

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1205	Tue, Oct 01	17	ZT	Due to having PTC problems engine 197 at Naperville TBC412, ON BOARD SOFTWARE, POSITION OF UNCERTAINTY 17 FEET FROM SIGNAL	
		83% OT	Fri, Oct 18	46	CM	Due to switch failure at Hill Yard West main line switch waited on 1230 and 1242 to hand operate power switch.
		Mon, Oct 28	22	DD	Congestion at Congress Park with Q TACCHC624 and H GALBRC128A, with a box 1 at 12.73	
		Wed, Oct 30	7	RA	Dispatcher lined 2 trains ahead of 1205 resulting in a 8 minute late departure.	
BNSF	1236	Tue, Oct 01	12	ZT1	Late flip from 1205 having PTC issues.	
		83% OT	Wed, Oct 16	19	DD	Due to being stopped at Congress Park for the H GALBRC1 16A to pass on main 2.
		Fri, Oct 18	43	CM1	Due to switch failure at Hill Yard West main line switch waited on 1228 and 1230 to hand operate power switch. Was 1205 flip.	
		Mon, Oct 28	13	DD1	Late flip from 1205 in Aurora due to the congestion at Congress	
HC	919	Wed, Oct 09	8	EA1	12M MP14.1, STOPPED BEHIND AMTK #305.	
		83% OT	Thu, Oct 10	52	KP	HELD FOR MOTORCADE
		Fri, Oct 11	18	D	Due to freight interference at Brighton Park ZLACNYC2 [BNSF6376 60/0 7022FT][CONTROLLABLE FREIGHT]	
		Fri, Oct 18	14	R	20' Due to needing to make reverse move acct overshot platform at Willow Spring	
ME-SC	308	Wed, Oct 02	30	O	[20] Wire problems and Late arrival of # 305	
		83% OT	Mon, Oct 14	9	CC	HAD TO BE TALKED PASSED CP 11TH PLACE. MULTIPLE TRAINS A HEAD.
		Tue, Oct 15	10	FS1	Due to South Shore stopped and checking pans/wires on TK4 between 11th and 18th.	
		Fri, Oct 25	0	GX1	ANNULLED Due to broken gate at Stony NWD SC, Turn of ME305	
ME-SC	312	Wed, Oct 02	40	O1	LATE FLIP FROM ME309 AND A SLOW ORDER FOR WIRE ISSUES AND SINGLE TRACKING ON SC SUB	
		83% OT	Fri, Oct 11	51	KP1	Flip from ME309; Due to Presidential Motorcade
		Wed, Oct 16	0	C1	annulled broken rail	
		Fri, Oct 25	0	GX1	ANNULLED Due to broken gate at Stony NWD SC, Turn of ME309	
ME-SC	332	Fri, Oct 04	32	ZB	Departed 93rd Street late due to PTC issues.	
		74% OT	Mon, Oct 07	9	G	5" minutes awaiting signal at 69th St, INTERMITTENT TRACK CIRCUIT 1" pass loading 63rd, 59th, 51st and 23rd.
		Tue, Oct 08	10	G	5" Talked by signal at 69th, 5" CP 11th Pl following NICD train	
		Thu, Oct 10	8	KP	-Trains stopped between Van Buren and McCormick place for Police activity-Motorcade	
		Wed, Oct 16	7	R1	POWER OUTAGE (727 eq)	
		Fri, Oct 25	13	GX	Delayed departing 93rd due to gate in foul of NWD Track. Maintainer re-aligned gate.	
MD-N	2107	Mon, Oct 07	21	RF	[10] CUS- A5 train ahead [14] Liberty West- Stop signal	
		83% OT	Wed, Oct 09	7	CD1	[8] CUS- A5- DELAYED NCS 101 AHEAD
		Tue, Oct 15	17	E1	[5] CUS- A2- train ahead [12] A20- stop due to 2101 breakdown and wait to crossover.	
		Tue, Oct 29	10	KP	[5] CUS to A5- 2205 train ahead (DELAYED BY PERSON LYING NEXT TO TRACKS AT CLINTON) [6] CN Crossing- Northbound freight train	
MD-N	2141	Wed, Oct 02	19	UF	[11] ADA LIFT BAD ORDER . 6006. ADA came right at departure time, then lift stopped working part way through the operation. Mechanical operated it by hand [3] Stop Mayfair [12] ADA LIFT ON RIGHT SIDE NOT WORKING. Same issues. Had to pump it up and down. B	
		83% OT	Mon, Oct 07	17	F1	[17] Wait for 2139 at CUS
		Wed, Oct 16	7	F	[5] Doors 8229 stuck in pocket multiple times	
		Wed, Oct 23	91	KP	[84] Late departure due to police activity at Racine Ave	
NCS	100	Thu, Oct 03	23	CD	[15] 2 miles of 10mph restriction [5] Deval , inbound & outbound UP	
		43% OT	Fri, Oct 04	11	CD	[2] Prairie View, passengers on wrong side. No announcements [2] Deval, red signal [3] Late arriving passengers (track 2) [2] A2, red signal
		Mon, Oct 07	21	CD	12" 10mph restriction mp24.76-22.6 2" Prairie view. No announcements on platform. Passengers were on the wrong side 4" Late arriving passengers on wrong side of platforms	
		Tue, Oct 08	15	CD	[4] Passengers wrong side Mundeline Prarie View Buffalo Grove [8] 25mph mp26-22.7. 10mph 22.7-22.3 [5] B-6 crossing over to 3. 10mph crossover	
		Wed, Oct 09	29	CD	[8] Passengers wrong side mundeline-buffalo grove [5] 25mph mp26-22.7 [2] Stop Deval waiting on UP SCOOTs [14] 10mph mp 22.7 - 20.5	
		Thu, Oct 10	16	CD	12" Temporary speed restrictions CN 25mph 26-22.7, 10mph 22.7-20.5	
		Tue, Oct 15	38	K	[5] Grayslake, stop signal [5] 25mph speed restrictions [41] Ohare, car on the tracks. Toughy [6] CUS, waiting on track to open	
		Thu, Oct 17	9	CD	[20] 3-529A's on the CN and 25MPH speed restriction for 2 miles. [2] Deval stop:cross traffic [4] B-12 stop:cross traffic.	
		Fri, Oct 18	11	CD	[32] CN:7-529As and speed restrictions. [4] B12:cross traffic.	
		Mon, Oct 21	16	CD	[37] CN:2-10 mph speed restrictions and 6-529As.	
		Fri, Oct 25	8	A	-8" due to Stop Signal at Deval, -7" mins cross traffic	
		Mon, Oct 28	9	A	[4] Deval:cross traffic. [2] O'hare Transfer:Slow loading. [3] A2:stop-cross traffic.	
Tue, Oct 29	8	CD	[2] O'hare:ADA lift to CUS. [3] A2:stop-cross traffic. [3] Speed restriction 25 mph at MP 38.64			

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	101 48% OT	Thu, Oct 03	53	CD1	[25] Late arrival of 100 [2] Oakley-A3, restricting signals. Following mdw [5] A5-B12 following MDW [3] Deval, red signal [18] Prospect, waiting on 112 to clear(single tracking)
		Fri, Oct 04	12	CD1	[6] Late arrival of 100 [2] A5, red signal [3] Stop signal Deval , UP train [3] Waiting for permission into foreman owens planned work
		Mon, Oct 07	101	CD	17" Late arrival of 100 (track construction) 3" CUS, waiting on other trains to clear 19" B12, stop signal. Waiting for 110 to clear 13" Stop at mp 20.2 per foreman owens. Permission to Des plaines. Then stop again. 27" Des plaines. Red signal(waiting on
		Tue, Oct 08	22	CD1	[6] Late turn from NCS100 [20] 10 mph 22.3-22.7 25 mph 22.7-26 [3] @ Prarie View waited for 112 passengers were on wrong side. GPS making wrong announcements
		Wed, Oct 09	16	CD1	[20] Late turn on NCS 100 [5] Speed Restrictions
		Tue, Oct 15	33	K1	[59] Late arrival of 100 [5] Deval, red signal
		Thu, Oct 17	16	CD1	[26] Late turn from NCS 100. [8] CUS-A2:following trains. [7] A5 stop:waiting for EB North-line trains. [11] CN track work and 25 mph speed restriction for 2 miles.
		Fri, Oct 18	20	CD1	[28] Late turn off NCS 100. [30] CN:Track work, 529As and speed restrictions.
		Mon, Oct 21	27	CD1	[35] Late turn off NCS 100. [3] CUS-A2:following trains and cross traffic. [9] CN speed restrictions: 2-10 mph. Track construction. [10] CN track circuit: Given authority past the signal, restricted speed to next signal.
		Tue, Oct 22	40	CD	6" Late turn off of 100; 76" CN track work; sent down main track 2, 10mph for 5 miles and flagged 2 road crossings; 4" stop at Deval, cross traffic
Thu, Oct 24	19	KW1	[29] Late turn off NCS 100 due to cutting off the cab car 8524, Bad Wheel (Flat Spot). WHEEL SLIDE AT VERNON HILLS FROM FROST AND LEAVES ON RAIL [4] CUS-A2:following trains. [2] Wheeling:waiting for NCS 112 to depart the station. No inter-track fencing [2		
Tue, Oct 29	7	CD1	[4] Late turn from NCS 100. [3] CUS to A2: looking for man with bike laying near the tracks by Clinton St. 3 MT. Following trains ahead. [4] A5: Stop-waiting for late MDN train that was lined up. [5] Deval: cross traffic.		
NCS	102 83% OT	Mon, Oct 07	11	CD	5" Speed Restrictions and passengers on the wrong side. 10" More Speed Restrictions: 10 MPH For 5 miles.
		Tue, Oct 08	11	CD	[15] CN track work and speed restrictions.
		Wed, Oct 09	14	CD	[18] Enroute- Speed Restrictions in the CN
		Thu, Oct 10	14	CD	[18] CN track construction: 2 speed restrictions 25 mph for 2 miles and 10 mph for 2 miles.
NCS	105 78% OT	Mon, Oct 07	160	CD1	19" Late turn (114) 100" Foreman Owens limits. Waiting for permission, bulletin changes, 25 mph restriction, 10mph restriction. 529a's to flag 25" Walked 529As about 5 of them.
		Tue, Oct 08	77	CD	[91] CN track work and twelve 529A's.
		Thu, Oct 10	24	CD	[9] Elgin line track work:waiting for crew to clear. [33] CN track work:10 mph for 2 miles and 25 mph for 2 miles. [2] Speed restriction:30 mph.
		Fri, Oct 11	7	CD	[37] CN track work: 529A's cancellations, red flag with no foreman answering the radio, 10 mph and 25 mph speed restrictions. [8] Galewood: the engine stopped loading. We coasted to River Grove and solved the problem then departed.
Thu, Oct 31	9	GF	4 min stop Desplaines, 7 min Talked by Desplaines restricted speed, Stop Deval Cross traffic, 2 Stop B6 wait on line up		
NCS	107 74% OT	Wed, Oct 02	17	CD	[26] Stop Buffalo Grove [4] Voiding 4 529as [8] 10 mph 33.9-35.6 [5] Grayslake stop signal [5] Restricted speed Grayslake-Ram
		Thu, Oct 03	8	CD	[12] Buffalo grove. Waiting on 116
		Fri, Oct 04	44	ZB	[3] 25mph 29-29.4 [13] Buffalo grove waiting on 116 [35] Buffalo grove PTC issues
		Mon, Oct 07	77	CD	41" Jct 19 stop signal 3" O'Hare talking to planned work 10" Stop signal O'hare [4] 10 mph 22.3-22.7 5" 25mph 22.7-24.76 25" 529a Kensington, Euclid, Prospect heights PED crossing, Wolf Rd, Camp Macdonald Rd, Old Willow Rd, Hintz Rd
		Tue, Oct 08	42	CD	[41] Schiller park. Track construction
Thu, Oct 10	14	CD	[2] CUS no HEP [1] Western ave. Slow passenger questions [7] 25 mph 24.84-26 [9] Stop signal Buffalo grove meeting 116 delayed by tie project		
NCS	108 61% OT	Thu, Oct 03	10	CD	[2] Ram-Grayslake track 2 [4] Mundelein-wheeling track 2 slow passengers crossing tracks [5] Xo 2-3 b6 10mph following 2216
		Fri, Oct 04	9	CD	[5] Lomond- south wheeling boarding on track 2 [2] Deval stop signal [3] A5 stop signal [2] A2 stop signal
		Mon, Oct 07	17	CD	3" Mundelein-Wheeling track 2 9" 24.75-22.6 10mph 4" Tight schedule 3" CP Washington stop signal
		Tue, Oct 08	13	CD	[3] Mundelein wheeling track 2 [4] 25 mph 24.76-22.7 [4] 10 mph 22.7-22.3 [3] B12-galewood meeting trains
		Wed, Oct 09	19	CD	Temporary speed restrictions CN [6] 25 mph 26-22.7 [4] 10mph 22.7-22.3 [11] 10mph 22.7-20.5
		Thu, Oct 10	19	CD	[3] Slow loading en route 5 cars instead of 6 [20] 25 mph 26-22.7, 10mph 22.7-20.5
		Tue, Oct 29	7	CD	[3] 25 MPH SPEED RESTRICTION 38.64 [3] Slow loading. Normally a 6 car set. [3] A2 stop signal
		Wed, Oct 30	11	CD	(-11) speed restrictions protecting item 1 Canal St. stop signal Washington street
		Thu, Oct 31	9	CD	[6] Speed restriction. [8] Stop signal B12

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	109	Wed, Oct 02	16	CD	[5] CUS, waiting on lineup/ initializing ptc [6] Track 2 Belmont to ohare track #2. (116) [11] Red signal Deval. Freight train, UP train [20] 10 mph restriction mp 33.9-35.6. Followed by a 30 mph 35.7-36.1 [18] Stop Grayslake, permission by signal. Restri
		Thu, Oct 03	10	A	[3] CUS- All Red- waiting for line up [2] A2- All Red- waiting for line up [2] A3- All Red- waiting for line up [5] Desplaines- All Red- waiting for UP traffic to clear
		Fri, Oct 04	12	CD	[10] Stop signal jct 17 (116 single tracking) [3] Red signal Grayslake (mdn train) [3] Deval. Red signal
		Mon, Oct 07	43	CD	35" CUS: held til trains were moving on the CN. 15" CN track work: speed restrictions and 529As.
		Wed, Oct 16	25	CD	[8] Following trains out of cus to western [5] 25 mph mp26-20.5 [25] @deval waiting on 116 [15] Complying with 529a @Hintz rd mp 28.97. Wheeling Ped crossings and Dundee rd mp 39.6. All were voided but still on the CDU.
		Thu, Oct 17	35	CD1	[3] A2 restricted [3] Jct 17 red [41] Desplains red waiting on 116 [6] Deval Red Cross traffic
	Thu, Oct 24	7	A	[3] CUS-A2:following trains. [2] Franklin Park-Jct. 19-25 mph. [6] Deval:stop-cross traffic. [5] Round Lake Beach depot: A lady fell stepping off in the cross walk dip.	
NCS	110	Mon, Oct 07	10	CD	16" CN 10 mph speed restriction for 3 miles
		Tue, Oct 08	7	CD	[10] CN speed restrictions in effect.
		Wed, Oct 09	12	CD	[15] CN speed restrictions due to track construction.
		Thu, Oct 10	17	CD	[15] CN speed restrictions account track work
		Wed, Oct 23	15	RF	[24] Antioch late departure account unable to verify TGBO with CN dispatcher not answering calls. [5] Deval stop signal cross traffic. [10] Item 2 at Green st. And Clinton st. Item 2 Stop and copy.
NCS	112	Thu, Oct 03	14	CD	[4] Mundelein waiting for passengers to cross over [3] Prairie view 1 passenger wrong side [8] Engineer checked engine low traction [3] Switch failure cus plant
		Fri, Oct 04	21	CD	21 mins track construction, single tracking, stop signal Trafton waiting on 101
		Mon, Oct 07	17	CD	20" 10mph from 24.76-22.6 waiting for passengers to get across due to running on #2 main from Mundelein to Prospect Heights
		Tue, Oct 08	20	CD	[3] Prairie view passengers wrong side [3] Buffalo grove passengers wrong side [3] Verbal speed restriction by equipment [2] Prospect heights wheel chair [3] 10 mph 1/2 mile [3] Galewood east red [5] U. P. Train Ptc issues A2 red
		Wed, Oct 09	21	CD	4" Stop signal Round Lake Beach, N/B freight train; -2" Automatic Grade Crossing malfunction 529(a) Belvidere Rd. Rt. 120; -3" Holding out of Prairie View, meet with late 101; -12" Temporary speed restrictions; -2" Stop signal Deval, U.P. cross-traffic
		Thu, Oct 10	15	CD	[2] Prospect heights wheelchair on [5] 25 mph speed restrictions [3] Deval Red Cross traffic [14] 10 mph speed restriction
		Tue, Oct 15	6	E1	[18] Grayslake / CN crossing waiting on mdn train to clear [3] Prospect red waiting on 101 [3] Deval Red Cross traffic [7] 25 mph speed restriction
		Thu, Oct 17	13	CD1	[4] 30 mph restrictions mp 36-35.7 mp 30-29.4 [23] Buffalo grove waiting on 101 [10] 25mph mp26-20.5
		Fri, Oct 18	10	CD	[2] 30mph restriction Vernon hills [23] Waiting on 101 north wheeling [8] Foreman owens limits- 2 25 mph resistance
		Mon, Oct 21	8	CD	[2] 30 mph restriction 36-35.7 [15] Talked by signal at north wheeling. Restricted speed to south wheeling [15] 2- 10mph 2- 25mph restrictions
	Tue, Oct 22	8	CD	32" Stop at prospect waiting on 101. 2 10mph , 2- 25mph through planned work	
NCS	113	Mon, Oct 07	8	CD	5" CUS late departure, waiting on NCS 109 to depart, 35" A3 stop signal, 1" A5 stop signal 5" Elmwood Park station holding back for #2404, 1" Jct. 17-Deval following 109 restricted signals, 13" Deval stop signal, 5" Speed restrictions 10mph
		Tue, Oct 08	8	CD	[5] Desplaines stop signal. [10] Speed restrictions on CN account track work.
		Thu, Oct 10	44	CD	[2] PTC not engaging. Cutting in and out after canal st. [25] Stopped at Jct. 17 account police activity. [26] CN speed restrictions.
		Wed, Oct 16	18	CD	[4] Stopped at Desplaines on red signal. Following #109. [15] CN restricted speed. Account track work. [20] Protecting road crossings at MP 28.92, MP 29.88 and MP 30.06.
		Thu, Oct 17	27	CD1	[7] Approach signals Jct 17 to Desplaines following 109 [31] Stopped at Displaines behind #109 [15] CN speed restrictions
		Fri, Oct 18	8	CD	[5] JCT 17 stopped waiting on #116 to clear [8] Deval tower stop signal waiting on UP Passg train to clear. [10] CN speed restrictions [10] 529A at Towline rd and Butterfield rd. Flagging crossings

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
NCS	114	Thu, Oct 03	73	CD1	[61] Late departure from multiple earlier delays. Copying 10 529a grade crossings [25] 10 529a's, 25mph 34.9-33.5. Passengers on wrong platforms. Foreman owns limits [4] Deval. UP train [2] Ohare, ADA to CUS	
		22% OT	Fri, Oct 04	22	CD	[20] Track 2, lined into coach yard. Copying new bulletins. Passengers on wrong platform at Antioch [20] Foreman owns limits. 25 mph 33-31.2. 2unprotected 529a's mp 29.88 ped xing, mp28.97 hintz rd
		Mon, Oct 07	151	CD	100" Earlier delays on 100/101 7" Wheeling, freight train 5" 529a Hintz road, camp McDonald's, Euclid Ave, Kensington Rd, Central Rd, Rand Rd, Woodland (non activation) , Prairie Ave (NA), Thatcher St (NA supposed to be flagman) , Lee St (NA) , Algonqui	
		Tue, Oct 08	23	CD1	[20] Late turn off NCS101 [5] Passengers wrong side Buffalo Grove & Prospect Hts [20] 25mph mp 26-22.7 10mph mp 16.9-15.48. Waiting on permission of foreman Owens [4] B-6 crossing over to 3 10mph crossover	
		Wed, Oct 09	35	CD1	[5] Stop signal Duval waiting on UP SCOOTs [20] Leaving Antioch due to late turn 101 [15] Speed restriction 25mph MP 26-22.7 10MPH MP 22.7-20.5 [4] PTC issues at Franklin Park. Had correct signal. Showed stop on PTC screen. [7] Stop B-6. Had to cross over	
		Thu, Oct 10	33	CD	[10] Late turn 101 [8] PTC made us go restricting speed from Round Lake to Grayslake [16] 25mph MP26-22.7. 10mph MP22.7-20.5 [8] Waited at Franklin Park waiting on 2213 [7] A-5 stop signal waiting and following Elgin train. [4] Cus waiting on track	
		Fri, Oct 11	69	KD	[20] Antioch- late arrival flip from NCS #101 & waiting for signal to go south at Antioch. [79] Enroute- PTC disengaged & couldn't re-initiate. Then the speedometer in cab #8531 malfunctioned AXLE DRIVE. Had to read the speedometer from the Engine #500 CA	
		Tue, Oct 15	61	K1	[66] Late 100,101 [5] 24.6, copying 8 529a's [5] 30, 25 mph restrictions [12] Deval, freight train	
		Wed, Oct 16	23	CD	[31] Job Briefing, late turn of 101, copying new Item 1 and speeds from CDU [10] @trafton waiting on permission through Sharkey limits. [10] Slow order 26-22.7 [3] 2 to 3 B6 [2] 3 to 2 at morgan	
		Thu, Oct 17	67	CD1	[34] Late turn off NCS 101-20 min. Copying 8 new 529As spread Willy-Nilly the CDU-14 min..	
		Fri, Oct 18	47	CD1	[50] Turn off NCS 101. [10] PTC was stuck in system configuration. [30] CN:Track construction, single tracking with speed restrictions and 529As.	
		Mon, Oct 21	51	CD1	[65] Late turn off NCS 101 [17] CN:track construction with 2-10 mph speed restrictions and 2-25 mph speeds.	
		Tue, Oct 22	75	CD1	5" Checking CDU bulletins. 73" Late turn off NCS 101. 20" CN: track construction 10" B12: stop and Galewood stop-waiting for a WB freight near A5.	
		Wed, Oct 23	7	CD1	[10] Late turn off NCS 109. [5] Deval:stop-cross traffic freight train. [5] CN track work:slower speed through limits and crossings. [5] Galewood:crossed over 2MT to 3MT then crossed over back from 3MT to 2MT at A5 for a freight train.	
		Thu, Oct 24	45	KW1	[46] Late turn off NCS 101 [6] Protected 2 529As [5] CN track work:slower speed for men working at various locations. [5] MP 9.0-7.0 Elgin Sub.: attempting to call Forman Ochoa but constantly interrupted by CP Elgin Dispatcher. 35 mph speed restriction a	
		Mon, Oct 28	6	R	[5] Antioch:bathroom break for engineer. [3] O'hare:heavy unloading. [1] Lake Villa:slow passengers scattered on platform.	
		Tue, Oct 29	28	CD1	[12] Turn off late NCS 101. [4] Deval:computer reboot. [5] B12:stop-copied an item 2 for River Road with heavy radio traffic. [3] Complied with the item 2. [3] Speed restriction through Forman Ochoa's form B. Crossed over 2 to 3 at Galewood.	
Thu, Oct 31	11	ZW1	(-11) late turn off 101 (101 arrived 5min late due to waiting 12 mins at Deval waiting for NCS 110 which had wheel slippage issues due to weather involving leaves on rail which delayed PTC issues), then reviewing changes on CDU caused a total of 12 min la			
NCS	115	Thu, Oct 03	15	CD	[8] Stopped at Lomond	
		83% OT	Mon, Oct 07	0	CD1	Annulled due to extremely late NCS 105 and alleged 529A violation.
		Thu, Oct 10	14	CD	[2] Cus wheelchair showed up late [14] 10 mph speed restrictions [6] 25 mph speed restrictions	
		Wed, Oct 23	87	KP1	[85] Late arrival of 116 due to police activity [16] Grayslake Red Cross traffic	
NCS	116	Fri, Oct 04	11	CD1	[12] Antioch- late arrival flip from NCS #105 and job briefing over the cancellations and new bulletins on the TGBO's with CDU [9] Enroute- track work & Speed Restrictions in the CN [3] B12- All Red- waiting for line up [2] Canal St- All Red- waiting for	
		52% OT	Mon, Oct 07	0	XCD	Annulled due to extremely late NCS 105 and alleged 529A violation.
		Tue, Oct 08	71	CD1	[79] Turn off late 105. [15] CN speed restrictions:25 mph for 2.2 miles and 10 mph for 2.2 miles.	
		Thu, Oct 10	19	CD1	[28] Late turn off NCS 105. [12] CN speed restrictions: 25 mph for 1 mile and 10 mph for 2 miles.	
		Tue, Oct 15	16	CD1	[33] Late departure due to 105 late arrival & PTC not loaded with correct consist. [15] 25 MPH TSR for 5 miles	
		Wed, Oct 16	33	CD1	[22] Late ar 105 change of engineers job briefing and ptc [6] Rnd lk beach Ptc did not recognize signal restricted speed to ram [20] Trafton red on mt 2 waiting on southbound frt on 1 mt in addition we waited on metro 107 [13] Deval red frt train [2] A5 r	
		Thu, Oct 17	58	CD1	[34] Late arrival of 105. Also had to do a crew change. Inputting PTC for 116 [10] PTC issues leaving Round Lake Beach. Clear signal out in the field but PTC read it as a clear then changed it to a restricting signal when we took the signal. Had to go res	
		Fri, Oct 18	26	CD1	[36] Track Construction, due to delays on #105	
		Tue, Oct 22	7	CD1	23" Late departure from Antioch due to 105 late arrival 5" Stop Deval 7" 10mph speed restriction and planned work	
		Wed, Oct 23	62	KP	[5] North wheeling red waiting on 107 [82] A2 held due to police activity	
		Thu, Oct 31	13	RF	[3] Grayslake red 1 across [6] Deval red freight train [2] B6 red wait on line up	

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
NCS	117 74% OT	Mon, Oct 07	7	CD	7" 10MPH from MP 22.3-22.7 25MPH 22.7-26
		Tue, Oct 08	51	CD1	[51] Late turn off late 116 [7] Lake Street:stop-no answer from CUS North then we got a proceed signal. [5] Speed Restriction on the CN:25 mph
		Wed, Oct 16	16	CD1	[27] Cus late ar of 116 [7] 25 mph speed restrictions [3] 529 a hintz rd flag crossing [2] Wheeling ped crossing 529a flag [3] 529a Dundee rd flag [8] Knocked down signal stopped to pick us up Ptc put us at restricted speed
		Thu, Oct 17	50	CD1	[60] Late arrival on 116 [15] Protecting 3 529As until dispatcher took them off one main [20] 25mph for 5 miles (speed restrictions)
		Fri, Oct 18	34	CD	-35 mins late turn from 116
		Wed, Oct 23	0	XKP	[] 117 annulled per district
SWS	808 70% OT	Wed, Oct 02	31	CA1	- 9M DELAY BELT JCT FREIGHT CPI52 NS1806 W/116 CARS 7000FT, 16M 21ST BRIDGE NOT INDICATING LOCKED. 6M POLK TRAINS AH
		Mon, Oct 07	8	B1	-8" at 179th due to waiting for SW801 to clear.
		Wed, Oct 16	6	GX1	HOLDING FOR SW 803 TO CLEAR SINGLE TRACK (ITEM 1 AT CICERO)
		Thu, Oct 17	18	CA	18M DELAY 21ST BRIDGE NOT LOCKING
		Fri, Oct 18	10	D	7M DELAY FOREST HIL FREIGHT I169 8900FT. ARR
		Fri, Oct 25	10	D	Delayed 14m at Chicago Ridge due to freight taking headroom at Ashburn. [CONTROLLABLE FREIGHT]
		Wed, Oct 30	23	RA	Delayed CUS due to Amtrak misroute of train. Another train was in the track 808 was lined for. Train had to back up.
SWS	814 78% OT	Fri, Oct 18	23	ZT	21M LATE DEPARTING COULD NOT INITILIZE PTC. 10M DELAY 179TH WAITING FOR SWS 807 TO CLEAR. 5M ADA 143RD
		Wed, Oct 23	13	G	SWS0814 STOPPED FOR 25M AT PALOS DUE TO DEFECTIVE #3 SWITCH.
		Thu, Oct 24	9	B	20M DELAY ASHBURN WAITING FOR TRACK EQUIPMENT TO CLEAR. TWO TRACK CIRCUITS LEFT ON BEHIND MOVEMENT. electric lock switch was not locked properly after clearing up causing circuit
		Fri, Oct 25	37	GA1	Flip from SWS805 departed 28" late, 15" waiting for SWS807 to clear, 2" calling Foreman in charge of B 3173, 2" approach signal Ashburn waiting on freight to clear.
		Thu, Oct 31	12	GT1	10 MINS LATE DEPARTING TURN FROM SW 805, 9MIN CP PALOS WAITING FOR SWS 807 TO CLEAR, LANDERS COMPUTER LO
SWS	815 83% OT	Wed, Oct 09	0	XE	38M CUS, NO HEP ENG. METX200. HEP indicator shorted out
		Fri, Oct 11	7	CA	9" due to South Branch Bridge not opening/closing properly
		Tue, Oct 15	11	RA	Wrong line up at CUS.
		Thu, Oct 24	9	CC1	14M CP143RD ST., SWS822 TO CLEAR SINGLE MAIN TRACK.
SWS	819 78% OT	Tue, Oct 01	31	E1	Departed 23" late due to late arrival from the yard.
		Wed, Oct 09	28	RF1	15M FOREST HILL, SWS822 TO CLEAR SINGLE MAIN TRACK.
		Thu, Oct 10	36	F1	LATE FLIP FROM 820
		Wed, Oct 16	7	RA	9M CUS, RED SIGNAL, CONGESTION AHEAD.
		Fri, Oct 25	6	CC1	9" Forest Hill waiting on 822 to clear.
SWS	821 78% OT	Tue, Oct 01	8	E1	Following train ahead 819
		Tue, Oct 08	83	M	Struck a vehicle at Cedar Rd near Laraway (non-fatal) MP-24-00050597 (9984). LOCO 203
		Wed, Oct 09	8	ZN	5M BELT JCT., PTC ISSUES.
		Thu, Oct 10	13	F1	4m Stopped 518 waiting on 822. Delayed following 819 which was delayed acct late arrival from 820.
		Fri, Oct 11	15	AM	10" Late arrival of equipment due to wrong track line up
SWS	822 78% OT	Wed, Oct 09	20	RF	10M ASHBURN, PLANT IN TIME.
		Thu, Oct 10	15	F1	HELD AT ASHBURN FOR LATE 817 SINGLE TRACKING
		Mon, Oct 14	12	D	12M NS-CP518, BNSF882 (ENG. BNSF6996, 7050FT.) SLOW MOVE NSTK2 TO NSTK1, THEN WAITING FOR SWS821 TO CLEAR [Controllable Freight]
		Thu, Oct 24	20	CC1	19M 179TH ST., LATE TURN SWS813.
		Fri, Oct 25	12	CC1	3" late departing late turn from SW813, 5" speed restrictions from CP Ridge to Forest Hill, 4" CP 518 waiting on SW821 to clear.
SWS	823 70% OT	Thu, Oct 10	10	F1	LATE FLIP FROM 822
		Fri, Oct 11	14	D1	Due to waiting at Forest Hill for SW824 to clear.
		Thu, Oct 24	7	CC1	4m slow orders 2m passenger loading
		Fri, Oct 25	16	K	2" CUS Red Signal, 8" Lumber red signal FOR BRIDGE LIFT 8" Speed restrictions
		Tue, Oct 29	11	U1	9" at Belt Jct waiting for SW824 to clear single main LATE DUE TO LOADING ADA
		Wed, Oct 30	7	DD1	SWS0823 WAS STOPPED FOR 7M AT THE BELT WAITING ON SWS0824 TO CLEAR WAITING ON B330 TO CROSS AHEAD
		Thu, Oct 31	7	DD	7M BELT JCT., SWS824 TO CLEAR SINGLE MAIN TRACK. Freight ran ahead 276B-331
SWS	824 78% OT	Thu, Oct 03	7	CC	7M MP15.50, SLOW THRU FORM B, BN3119.
		Thu, Oct 10	13	F1	LATE FLIP FROM 817
		Fri, Oct 11	16	D	Due to freight interference at CP Ridge. UP IYCRR CROSS TRAFFIC
		Fri, Oct 25	35	CC1	20" Late departure , 12" Ashburn waiting on SW823 to clear.
		Tue, Oct 29	6	U	ADA 153RD
UP-N	312 83% OT	Mon, Oct 14	6	ZW	Delayed @ Kenilworth PTC disengaged had to reset and input information also had 25 mph speed restriction M. P. 18.5-16
		Tue, Oct 15	6	CC	Delayed due to 25 MPH speed restriction 18.5- 16(2"); Slow passenger loading Wilmette & Davis (2"); also had to repot train @ Main St & Ravenswood(2")
		Wed, Oct 16	0	XF	FRA at Waukegan- deemed it necessary to Annull at Waukegan on account of brakes would not set/ release on coach 7324, unable to operate with passengers. - B/O SERVICE PORTION AND J1 VALVE
		Wed, Oct 30	6	I	Delayed due to PTC dropped out at Braeside, and heavy passenger loading enroute

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
UP-N	354 48% OT	Tue, Oct 01	33	RO	Late turn off M337 & heavy passenger loading enroute
		Wed, Oct 02	10	CC	25MPH from MP11.25-10.6; Slow passenger loading enroute
		Thu, Oct 03	9	CC	9'- 15MPH between MP51.45-MP50.75; 25MPH between MP 12 00-M P11.00; slow passenger loading
		Fri, Oct 04	8	CC	Delayed due to 25 MPH speed restriction @ MP12.75-11.75
		Mon, Oct 07	35	DE1	Late departure from M337 & 25MPH @ MP15-15.0; single track between MP52.2-37.3;15mph @ MP38.25-37 FALLOUT FROM CP 247 IN EMERGENCY WITH AIRHOSE ISSUE DELAYING NW LINE TRAINS AND FLIPS
		Tue, Oct 08	8	CC	25 MPH @ MP 17.25- Mp16.00, Slow Passenger loading @ Hubbard woods
		Wed, Oct 09	11	I	Delayed due to heavy and slow passenger loading enroute; student engineer operated train
		Thu, Oct 10	20	CC1	Late turn off M337; Slow order from MP18.15-16
		Fri, Oct 11	8	CC	(-8) Delayed due to 25 MPH speed restriction M.P. 18.5 - M.P. 16.00
		Tue, Oct 15	7	CC	25 MPH between MP18.5- MP 16.00 & slow passenger loading
		Mon, Oct 21	9	KP	Delayed @ Great Lakes, due to police activity (police searching for a suspicious trespasser from 16:37-16:41) & slow passenger loading MP-24-00053076 (11276)
		Thu, Oct 24	16	IB	Late departure from Waukegan (-4), due to PTC slow initializing & slow passenger loading @ all stops with lots of bikes (-12)
UP-NW	624 83% OT	Tue, Oct 01	14	VE1	Delayed following trains ahead
		Wed, Oct 09	7	E1	Delayed due to following trains ahead
		Thu, Oct 24	59	E	Engine #107 stopped loading approaching signal on McHenry Subdivision. Cut out #3 traction motor. Make all stops to Chicago - #3 TRACTION MOTOR HEAVY FLASHOVER
		Thu, Oct 31	12	ZW	Delayed due to wheel slippage, wet rails & leaves
UP-NW	626 78% OT	Wed, Oct 09	7	E1	Delayed due to following trains ahead
		Mon, Oct 14	9	CC	30 mph speed restriction @ M.P. 26.12-25.46 trk 3 25 mph speed restriction M.P. 17.6-17.4 trk 3 also stopped @ Deval waited for cross traffic to clear
		Mon, Oct 21	11	ZR	Slow orders @ 38-37.8 Single tracking from Fox River Grove- Pingree. Stop @ Deval for cross traffic Metra 108 ENGINEER ACKNOWLEDGED SWITCH POSITION TOO CLOSE TO SIGNAL CAUSING PENALTY APPLICATION
		Tue, Oct 22	8	RF	Operate track #2 Deval to Mayfair due to improper line up from Dispatcher. Slow loading passengers from Des Plaines to Jefferson Park.
Thu, Oct 31	7	KW	Delayed due to wheel slippage, wet rails & leaves		
UP-NW	630 78% OT	Tue, Oct 01	10	VE1	Delayed following trains ahead
		Wed, Oct 09	12	E1	CN M34241-07 CROSS TRAFFIC AT BARRINGTON NEEDED TO BE RUN AHEAD DUE TO METRA'S NOT OPERATING ON TIME FROM EARLIER MECH ISSUES
		Mon, Oct 21	15	ZR1	14 min late leaving Palatine following M628 & held @ lake St for 3 min
		Tue, Oct 22	8	RF1	Following M626 ahead
Thu, Oct 31	14	ZW	Delayed due to wheel slippage, wet rails & leaves		
UP-NW	632 78% OT	Tue, Oct 01	0	VE1	Annulled due to no crew (M610 is actual crew)
		Mon, Oct 07	11	I	Delayed due to slow passenger loading
		Thu, Oct 10	23	R	Delayed @ MP18 due to PTC failure CAUSED BY REVERSER LEFT IN BEFORE CHANGING ENDS
		Mon, Oct 21	10	ZR1	Delayed awaiting the arrival of M630 @ MP18
		Thu, Oct 24	8	E1	Waiting for signal @ Deval 0803-0810
UP-NW	643 83% OT	Tue, Oct 08	15	GX	XG @ MP10.31; Student engineer operating train
		Wed, Oct 16	40	E1	Delayed @ Palatine, due to M637 mechanical issues
		Fri, Oct 18	12	RL1	Delayed following M641
		Wed, Oct 23	15	E	16' Delayed on the McHenry Subdivision MP59.8 due to deadman pedal on METX107 broke (had to cut out deadman pedal) - REINSTALL PIN AND PEDAL
UP-NW	645 83% OT	Mon, Oct 07	7	GX	XH @ MP20.12 & MP21.5; 1 ADA lift
		Tue, Oct 08	11	GX1	Delayed following M647
		Mon, Oct 14	0	XH	Annulled on acct. of engine issues @ Norwood Park (METX133 showed low oil pressure, after inspection from mechanical, METX133 oil crank case protector popped, due to engine overfilled with oil) OIL OVER SERVICED
Wed, Oct 16	64	E1	Delayed @ Arlington Park, due to M637 mechanical issues		
UP-NW	660 78% OT	Mon, Oct 07	16	GX	XH @ MP20.12 & MP21.50 & cross traffic @ CN Barrington
		Fri, Oct 18	12	RL	Delayed accommodating M658 passengers
		Mon, Oct 21	7	I	Heavy/slow passenger loading
		Tue, Oct 22	11	U	5 ADA lifts -PALATINE, ARL HEIGHTS
Tue, Oct 29	6	GX	Delayed @ MP48, waited for a train to yard @ Crystal Lake; XH @ MP43.13		
UP-NW	666 83% OT	Mon, Oct 07	7	GX1	Late turn off M645
		Mon, Oct 14	0	H1	Annulled on acct. of M645 engine issues
		Wed, Oct 16	80	E1	Late turn off M645, due to M637 mechanical issues
		Mon, Oct 21	6	I	Slow passenger loading
UP-W	13 83% OT	Tue, Oct 01	15	D	Delayed @ Kress due to had to wait for inbounds to clear from tracks #2 & #3 - freight train ZG2LC2 was on track #1
		Mon, Oct 07	0	XR	Annulled @ Berkeley had the Metx100 kept shutting down
		Wed, Oct 09	20	E	Delayed due to METX132 would not load #1 TRACTION MOTOR LEAD BLOWN
		Wed, Oct 16	7	C	Restricted Speed operating track #2 to Kedzie to Kilbourn due to Broken Rail at Kedzie (#5 switch track #3 to Rockwell).

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UP-W	15	Tue, Oct 01	27	D1	Delayed following M13. Slow order 30MPH from MP 8.6-8.3. Delayed at Elmhurst & Villa park due to waited for inbound to complete loading on track #2 at the crossings. Waited for cross traffic @ CN Washington St.	
		70% OT	Mon, Oct 07	30	R1	Delayed due to M13 annulment @ Berkley had to pick up M13 passengers @ Berkley and made extra stops
		Wed, Oct 09	24	E1	Delayed following trains ahead	
		Wed, Oct 16	19	C	Restricted speed operating track #2 to Kedzie to Kilbourn due to Broken Rail at Kedzie (#5 switch track #3 to Rockwell); Followed M13	
		Thu, Oct 17	18	C	Broken rail track #1 @ MP 25.50; Slow loading passengers on track #2 at Wheaton & Winfield and 3 slow orders between Geneva and Lafox (MP 38 to MP 42), MP 39.6-MP 39.7	
		Fri, Oct 18	13	CC	Delayed due to 2 15 M.P.H speed restrictions 39.7-31.6, 25.25-25.1	
		Wed, Oct 30	10	ZW1	Late turn off of M10	
UP-W	18	Tue, Oct 01	13	D	Slow passenger loading on track #2 from the cab car only at Villa Park & Elmhurst DUE TO FREIGHT TRAFFIC PARKED ON MAINS Also ran track #2 @ Geneva and track #3 from West Chicago to Lombard	
		83% OT	Wed, Oct 02	11	CC	Delayed due to 6 speed restrictions enroute
		Mon, Oct 07	7	C	Delayed due to several speed restrictions FOUND BY INSPECTOR BOXCAR M.P. 37-36.75 25MPH, M.P 36.75-35.75 30MPH, M.P. 35.75-34.75 15MPH	
		Tue, Oct 08	12	RF	Restricting signal @ Peck due to track work UP geneva dispatcher put equipment on the mains during Metra rush	
UP-W	24	Tue, Oct 01	17	D1	M24 delayed 17 mins following trains ahead	
		83% OT	Thu, Oct 03	7	RF	Did not have signal to depart Elburn
		Mon, Oct 07	10	C	Delayed due to several speed restrictions FOUND BY INSPECTOR BOXCAR M.P. 37-36.75 25MPH, M.P 36.75-35.75 30 MPH, M.P 35.75-34.75 15 MPH Also slow loading @ Elmhurst	
		Tue, Oct 29	12	ZV	Delayed @ Elmhurst- PC disengaged. After troubleshooting with PTC desk, ran @ restricted speed to the next signal SLOT 10 OVERLOAD CAR 8416	
UP-W	28	Wed, Oct 02	19	DD	Delayed @ Washington St. due to CN freight cross traffic	
		74% OT	Thu, Oct 03	12	CC1	12'- Delayed due to following train ahead, also 30 MPH slow orders M.P. 41.75 - 41 & 15 MPH M.P. 41-39.5
		Mon, Oct 07	18	C	Delayed due to several speed restrictions FOUND BY INSPECTOR BOXCAR M.P. 37-36.75 25MPH, M.P 36.75-35.75 30 MPH, M.P 35.75-34.75 15 MPH	
		Tue, Oct 08	7	RF1	Delayed due to track work @ Peck; XG @M.P. 17.71, speed restrictions from inspector box car	
		Fri, Oct 25	10	RL	Departed 7 mins down due to 1 man crew CMS had a crew shortage -Also delayed @ CN Washington St interlocking had cross traffic	
		Tue, Oct 29	9	U	No signal at Elburn due to waited for dispatcher to give a signal; cross traffic @ CN Washington St interlocking; slow loading ADA lift @ Oak Park	
UP-W	32	Tue, Oct 01	25	D1	Late turn from M13	
		57% OT	Wed, Oct 02	12	DD1	Delayed due to following train ahead - CN cross traffic caused congestion
		Thu, Oct 03	15	CC	15'- Delayed due to 30 MPH slow orders M.P. 41.75 - 41 & 15 MPH M.P. 41-39.5	
		Fri, Oct 04	13	CC	Delayed due to 15 mph speed restriction from MP41-38.75; also ran @ restricted speed from Kilbourn to Kedzie- used the short crossovers @ Kedzie	
		Mon, Oct 07	0	R1	ANNULLED due M13 ANNULLED @ Berkeley had the METX 110 kept shutting down	
		Wed, Oct 09	0	XR	Annulled due to transportation error- lack of communication	
		Thu, Oct 10	18	D	Delayed @ Kedzie due to freight train interference (MASP R2-09) [Controllable Freight]	
		Thu, Oct 17	10	C1	Late arrival of M13 at Elburn (5"); 15 mph slow orders between Geneva and Lafox (mp38 to 42), mp 39.6 to 39.7.	
Mon, Oct 21	8	I	DELAYED FOR PASSENGERS LOADING ON WRONG SIDE, ANNOUNCEMENTS MADE			
		Wed, Oct 30	0	E1	Annulled due to engine METX159 radiator blew	
UP-W	34	Wed, Oct 02	10	DD1	Delayed due to following train ahead - CN cross traffic caused congestion	
		74% OT	Thu, Oct 03	8	CC1	8'- Delayed following M32
		Mon, Oct 07	27	R1	Late turn from M15 due to M13 annulment also delayed making all stops to CPT due to M32 annulment	
		Wed, Oct 09	26	R1	Delayed due to waiting on M32 to clear	
		Thu, Oct 10	10	D	Delayed @ Kedzie due to freight train interference (MASP R2-09) [Controllable Freight]	
		Thu, Oct 17	10	C1	Late arrival of M15 at Elburn. Slow loading passengers from Melrose to Kedzie boarding from southside.	
UP-W	38	Tue, Oct 01	10	ZR	Delayed due to PTC put train in emergency application @ MP 15 & MP 12.25	
		83% OT	Fri, Oct 04	10	CC	Delayed due to 30 mph speed restriction from MP41-40.25, 15mph from MP40.25-38.75 60 mph from MP38.46-38.44; also had 2 ADA lifts enroute; cross traffic @ Western Ave
		Wed, Oct 09	50	R1	Late turn off M19	
		Fri, Oct 11	9	C1	Late turn from M19	
UP-W	41	Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)	
		83% OT	Mon, Oct 14	10	E	Delayed just past M 19A, due to ground relay issues(cut out traction motor #4) LOCO 140 - #4 ARMATURE LEAD BLOWN
		Mon, Oct 21	25	D	1 ADA lift, no signal @ 25th Ave (crossed from track 3 to track 1, due to IG4G3 on track 3); waited for a signal @ Park (-7) & then crossed from track 1 to track 3 & followed IG4G3-20 again from Park-Grace	
		Tue, Oct 29	9	CC	30MPH @ MP32.4-32.5 & MP36.0-36.2; cross traffic @ Western Ave; two employee stops (Cal Avenue & Keeler)	
UP-W	43	Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)	
		83% OT	Mon, Oct 14	10	E1	Delayed following M41 & 25 MPH @ MP34.75- MP35.75
		Fri, Oct 18	10	RF	Delayed following M41 and no signal at Washington St. and Kress.	
		Mon, Oct 21	22	D1	Delayed following M41 Park-Elburn, due to freight interference	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	44 78% OT	Wed, Oct 02	20	D	MNPCH ahead at Wheaton [Controllable Freight]
		Fri, Oct 04	18	CC1	Late turn from M25; also delayed following MMTPR and got stopped behind MMTPR at CN Washington St. -waited for 2 trains to clear, slow passenger loading @ Elmhurst & Oak Park
		Mon, Oct 07	15	C	Delayed had several speed restrictions FOUND BY INSPECTOR BOXCAR MP 37-36.75 25MPH, M.P36.75-35.75 30MPH, MP 35.75-34.75
		Thu, Oct 10 Fri, Oct 11	15 7	D1 I	Late turn off of M25, also 25 MPH speed restriction MP34.75-35.5 [Controllable Freight] slow and heavy passenger loading from West Chicago to Elmhurst
UP-W	45 83% OT	Wed, Oct 09	9	U	Delayed 5 minutes at College Ave for slow unloading ADA lift, and slow order at MP30.3-30.4
		Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Fri, Oct 18 Mon, Oct 21	16 18	DE D1	Delayed waiting for M60 to clear at MNPCH-16 at Peck. DRAWBAR Delayed following M43, due to M41 freight delay
UP-W	47 78% OT	Wed, Oct 09	10	U1	Followed M45
		Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Fri, Oct 18	13	DE1	Delayed following M45
		Mon, Oct 21 Thu, Oct 31	9 62	D1 E	Delayed @ CPY043, waited for M62 to clear Elburn Delayed on acct. of loading issue on METX90 (cut out #2 truck) - #4 CARBODY F LEAD BLOWN
UP-W	49 78% OT	Wed, Oct 09	38	F	Late arrival from yard due to stuck loading door on car 7223 followed M1 and M53 from CPT to Elburn BAD ORDER DOOR FUSES
		Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Tue, Oct 15	7	CC	Slow passenger unloading Elmhurst- Glen Ellyn
		Wed, Oct 23 Thu, Oct 31	97 10	KP E1	97' Delayed short of MP1.64 due to police activity (body found on the tracks @ MP1.64) Late departure from CPT, due to cross traffic & followed M47 with engine issues
UP-W	51 57% OT	Tue, Oct 01	10	U	1 ADA lift; slow passenger loading; student engineer
		Mon, Oct 07	10	C	15MPH at MP34.75-MP35.75, 30MPH at MP35.75-MP.75, 25MPH at MP36.75-MP37.00; FOUND BY INSPECTOR BOXCAR 2ADA LIFTS
		Tue, Oct 08	10	C	25 mph at m.p. 34.75-m.p 35.75; 15mph at mp 36-75-mp37.0 speed restrictions from inspector box car 1 Ada lift enroute; slow getting a signal at Western Avenue
		Wed, Oct 09	15	F1	Delayed accommodating M49 passengers
		Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Mon, Oct 14	12	CC	25MPH @MP34.75-MP35.75: 15 MPH @MP39.6-MP39.7
		Tue, Oct 15	15	CC	25 Mph @ MP34.75-MP35.75; 15MPH @MP39.6-MP39.7
		Wed, Oct 16	23	G	Delayed (-15) @ Western Ave, due to switch failure @Western Ave(switch #39)
		Wed, Oct 23 Thu, Oct 31	124 19	KP E1	124' Delayed @ CPT due to police activity (body found on the tracks @ MP1.64) Late departure from CPT, & followed M49 the entire route, due to M47 engine issues
UP-W	52 83% OT	Wed, Oct 09	20	KP	Delayed at Oak Park due to RMCC stopped all traffic for a trespasser at MP4.3
		Thu, Oct 10	15	D1	Late turn from M31 [Controllable Freight]
		Fri, Oct 11	25	T	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Tue, Oct 29	55	K	Delayed @ MP16.75 due to a vehicle on the tracks
UP-W	53 78% OT	Wed, Oct 09	7	F1	Late arrival from yard behind M49 and following M51
		Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Wed, Oct 16	12	G1	Delayed (15") behind M51, due to switch #39 failed @ Western Ave
		Wed, Oct 23 Thu, Oct 31	117 19	KP E1	117' Delayed @ CPT due to police activity (body found on the tracks @ MP1.64) Delayed following trains ahead, due to M47 mechanical issues
UP-W	54 70% OT	Tue, Oct 01	6	CC	Slow order 30 MPH between MP 16.2-15.9 & MP12.25-12.00
		Mon, Oct 07	19	C	15Mph at Mp34.75 -mp3575, 30mph @MP35.75-MP36.75 , 25MPH @MP36.75-MP37.00 FOUND BY INSPECTOR BOXCAR Slow passenger loading @ Geneva
		Fri, Oct 11	0	XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Mon, Oct 14	8	CC	15 MPH @ MP 39.7-MP39.6 ; 25 MPH @MP35.75- MP 34.75
		Tue, Oct 15	7	CC	15 Mph@ MP 39.7- mp39.6; 25 mph @ MP 35.75-MP 34.75
		Tue, Oct 22 Tue, Oct 29	7 11	I D	Slow passenger loading OPERATING ON WRONG TRACK, PASSENGERS NOTIFIED & cross traffic @ Western Ave Delayed @ Geneva, due to freight interference (AMICX-26 went into West Chicago yard)
UP-W	55 83% OT	Fri, Oct 04	0	XZB	Annulled due to system wide PTC issue
		Fri, Oct 11	100	T	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
		Wed, Oct 16	12	G1	Delayed following M53
		Thu, Oct 31	12	E1	Delayed following trains ahead, due to M47 mechanical issues

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late				
UP-W	56	Mon, Oct 07	6		C1	late turn off M37; 15Mph at Mp34.75 -mp3575, 30mph @MP35.75-MP36.75 , 25MPH @MP36.75-MP37.00 FOUND BY INSPECTOR BOXCAR	
		83% OT	Wed, Oct 09	9		ZE1	Late turn from M37
			Fri, Oct 11	0		XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
			Wed, Oct 23	94		KP	94' Delayed @ Kedzie due to police activity (body found on the tracks @ MP1.64)
UP-W	59	Fri, Oct 04	11		ZB	Delayed due to system wide PTC issue	
		83% OT	Fri, Oct 11	55		T	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
			Fri, Oct 18	19		DE	Delayed waiting for M66 to depart Elburn
			Wed, Oct 23	115		KP1	115' Late turn off M56 due to police activity (body found on the tracks @ MP1.64)
UP-W	60	Wed, Oct 02	10		D	Late departure from Elburn, due to freight interference (MCHNP-02); Slow orders 30MPH @ MP 42.5-41.75 & 15MPH @ MP41.75-41.0 [Controllable Freight]	
		74% OT	Fri, Oct 04	10		I	Slow and heavy passenger loading at Geneva (GENEVA STATION UNDER CONSTRUCTION)
			Thu, Oct 10	15		D	Slow orders 25mph MP34.5-34.5, 15mph MP30.4-30.3; IG2G4 ahead at Elmhurst [Controllable Freight]
			Fri, Oct 11	0		XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
			Fri, Oct 18	10		DE	Delayed single tracking at Peck around MNP CH-16 having drawbar separation
			Wed, Oct 23	55		KP	55' Delayed @ Oak Park due to police activity (body found on the tracks @ MP1.64)
UP-W	61	Fri, Oct 11	0		XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)	
		83% OT	Mon, Oct 14	0		XH	Annulled @ College Ave., due to engine issues(low oil pressure on METX 136) - OIL RESERVICED
			Tue, Oct 15	29		DE	Delayed @ Kress, due to MNPCH-13 in emergency on track 1 @ MP32.4 (broken knuckle), waited for M66 to clear on acct. of single track Peck- Kress
			Wed, Oct 23	75		KP	75' Delayed @ CPT due to police activity (body found on the tracks @ MP1.64)
UP-W	63	Thu, Oct 10	10		D1	Late turn off M60 [Controllable Freight]	
		83% OT	Fri, Oct 11	0		XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
			Mon, Oct 14	29		H1	Delayed due to the following M61, due to engine issues
			Wed, Oct 23	79		KP1	79' Late turn off M60 due to police activity (body found on the tracks @ MP1.64)
UP-W	64	Fri, Oct 04	12		ZB	Delayed due to system wide PTC issue	
		74% OT	Mon, Oct 07	11		D	Delayed at Bellwood for M63 to clear M63 ran track #2 from 25th Ave to Park due to IG4SE was on track #3 And M64 was on track #1
			Fri, Oct 11	0		XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
			Fri, Oct 18	9		DE1	Late turn from M47
			Wed, Oct 23	13		KP	13' 10 MPH between MP2.30 - MP1.05 due to police activity
			Thu, Oct 31	0		E1	Annulled due to loading issues on engine METX90
UP-W	66	Tue, Oct 01	9		D	Freight interference @ Elmhurst (MPRMT)	
		70% OT	Fri, Oct 04	29		ZB	Delayed due to system wide PTC issue
			Mon, Oct 07	9		D	Delayed at Elmhurst, waited to M65 to clear M65 ran track #2 from 25th Ave to Park due to IG4SE was on track #3 & MNPPR was on track #1
			Fri, Oct 11	0		XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
			Tue, Oct 15	15		CC	15 MPH @ MP 39.7- MP39.6; 25 MPH@ MP35.75-MP 34.75 & cross traffic @ Western Ave
			Fri, Oct 18	25		DE1	Delayed at Elburn waiting for ABEMIR-17 to clear WHICH WAS DELAYED GETTING AROUND MNPCH-16 WITH DRAWBAR ISSUES
UP-W	68	Wed, Oct 23	120		KP1	120' Late turn off M55 due to police activity (body found on the track @ MP1.64)	
		83% OT	Fri, Oct 11	0		XT	TRESPASSERS ON TRACKS BREAKING INTO CONTAINERS ON UP INTERMODAL TRAIN NEAR MP5.59 AND SUBSEQUENT POLICE ACTIVITY MP-24-00051361 (9461)
			Mon, Oct 14	60		H1	Late turn off M61
			Tue, Oct 15	7		DE1	Late turn off M61
	Wed, Oct 23	62		KP1	62' Late turn off M61 due to police activity (body found on the track @ MP1.64)		

Data is final (11/18/2024) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective November 1, 2021

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

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

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	19	-	-	-	6	5	5	-	-	9	6	8	47	105
Freight Interference - Peak	10	-	-	-	4	1	1	-	-	5	2	2	22	47
Primary	8	-	-	-	4	1	1	-	-	3	2	2	11	32
Secondary	2	-	-	-	-	-	-	-	-	2	-	-	11	15
Freight Interference - Off-Peak	9	-	-	-	2	4	4	-	-	4	4	6	25	58
Primary	7	-	-	-	1	1	4	-	-	4	-	4	13	34
Secondary	2	-	-	-	1	3	-	-	-	-	4	2	12	24
Signal/Switch Failure - Total	13	1	1	10	1	3	2	1	4	8	2	11	4	61
Signal/Switch Failure - Metra/PSA	13	1	1	10	-	3	2	-	4	5	2	8	3	52
Primary	7	-	1	7	-	3	2	-	3	2	1	6	1	33
Secondary	6	1	-	3	-	-	-	-	1	3	1	2	2	19
Signal/Switch Failure - Foreign	-	-	-	-	1	-	-	1	-	3	-	3	1	9
Primary	-	-	-	-	1	-	-	1	-	1	-	2	1	6
Secondary	-	-	-	-	-	-	-	-	-	2	-	1	-	3
Mechanical Failure - Total	3	4	1	1	2	18	3	1	3	20	1	49	20	126
Mechanical Failure - Metra/PSA	3	-	-	-	1	18	3	1	3	20	1	49	20	119
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	1	6	-	-	-	9	1	6	5	28
Primary	-	-	-	-	1	3	-	-	-	2	1	3	2	12
Secondary	-	-	-	-	-	3	-	-	-	7	-	3	3	16
Locomotive Issue - Metra/PSA	3	-	-	-	-	12	3	1	3	11	-	43	15	91
Primary	2	-	-	-	-	3	2	-	2	4	-	8	4	25
Secondary	1	-	-	-	-	9	1	1	1	7	-	35	11	66
Mechanical Failure - Foreign	-	4	1	1	1	-	-	-	-	-	-	-	-	7
Passenger Train Interference - Total	-	-	-	-	1	2	-	-	4	-	1	-	-	8
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	4	-	-	-	-	6
Passenger Train Interference - Foreign	-	-	-	-	1	-	-	-	-	1	-	-	-	2
Accident - Total	-	-	-	2	-	11	-	-	-	1	13	3	-	30
Accident - Metra/PSA	-	-	-	2	-	11	-	-	-	1	13	3	-	30
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	15	16	3	8	1	10	1	97	3	18	19	5	42	238
Track Work - Metra/PSA	15	16	3	8	-	8	-	-	3	9	19	4	42	127
Track Work - Foreign	-	-	-	-	1	2	1	97	-	9	-	1	-	111
Human Error - Total	7	7	1	4	2	7	4	3	2	12	11	22	20	102
Human Error - Metra/PSA	1	7	1	4	1	-	3	1	2	4	11	19	14	68
Human Error - Foreign	6	-	-	-	1	7	1	2	-	8	-	3	6	34
PTC Related - Total	2	3	4	10	1	-	-	1	3	3	3	6	11	47
PTC Related - Metra/PSA	2	3	4	10	-	-	-	1	3	1	3	6	11	44
PTC Related - Foreign	-	-	-	-	1	-	-	-	-	2	-	-	-	3
Weather - Total	-	-	-	-	-	1	1	3	1	-	5	8	2	21
Weather - Metra/PSA	-	-	-	-	-	1	1	3	1	-	5	8	2	21
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	6	-	-	-	1	5	-	4	2	7	9	12	47
Obstruction/Debris - Total	2	9	6	13	3	18	19	7	21	5	2	6	17	128
Catenary Failure - Total	-	7	4	16	-	-	-	-	-	-	-	-	-	27
Other - Total	-	-	-	-	-	-	-	-	-	-	-	-	28	28
Total Trains Delayed	62	53	20	64	17	76	40	117	41	79	69	127	203	968
Total Metra/PSA Delays	37	49	19	63	5	62	33	17	41	47	63	112	149	697
Total Foreign Carrier Delays	25	4	1	1	12	14	7	100	0	32	6	15	54	271

Data for current month is final (11/18/2024) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	6	-	-	-	7	8	7	2	2	10	1	5	24	72
Freight Interference - Peak	1	-	-	-	6	2	2	1	1	4	1	3	9	30
Primary	1	-	-	-	6	1	1	1	1	3	1	2	5	22
Secondary	-	-	-	-	0	0	0	0	-	1	0	1	4	8
Freight Interference - Off-Peak	5	-	-	-	1	6	5	1	1	6	-	2	15	42
Primary	4	-	-	-	1	5	3	1	1	5	-	2	12	32
Secondary	1	-	-	-	0	1	2	0	-	1	-	-	4	10
Signal/Switch Failure - Total	7	7	3	4	2	16	8	4	12	8	5	7	10	93
Signal/Switch Failure - Metra/PSA	6	7	3	4	0	14	7	3	12	6	5	6	9	82
Primary	3	6	2	2	0	10	5	2	10	3	4	5	6	58
Secondary	3	1	1	2	-	4	2	1	2	3	1	1	3	24
Signal/Switch Failure - Foreign	2	-	-	-	2	1	1	1	0	2	-	1	1	11
Primary	2	-	-	-	2	1	1	1	0	2	-	1	1	10
Secondary	-	-	-	-	-	0	0	0	0	0	-	-	0	2
Mechanical Failure - Total	12	1	0	0	1	13	9	2	9	3	9	7	6	71
Mechanical Failure - Metra/PSA	12	1	0	0	1	13	9	2	9	3	9	7	6	71
Non-Locomotive Equipment Issue - Metra/PSA	6	1	0	0	-	2	2	0	1	1	2	2	2	20
Primary	3	0	-	0	-	1	1	-	1	1	2	1	1	11
Secondary	3	0	0	-	-	1	1	0	0	-	0	2	1	9
Locomotive Issue - Metra/PSA	6	-	-	-	1	11	6	1	8	2	7	4	4	51
Primary	3	-	-	-	0	3	4	1	4	1	2	2	1	22
Secondary	3	-	-	-	0	8	3	1	3	1	5	2	3	30
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	0	0	-	1	1	4	1	1	1	1	-	0	0	12
Passenger Train Interference - Metra/PSA	-	-	-	1	-	3	1	1	1	-	-	0	0	7
Passenger Train Interference - Foreign	0	0	-	-	1	1	-	0	-	1	-	0	-	4
Accident - Total	-	-	-	0	1	3	2	-	5	2	7	6	4	31
Accident - Metra/PSA	-	-	-	0	-	3	1	-	3	2	7	6	4	26
Accident - Foreign	-	-	-	-	1	0	1	-	2	0	-	-	-	4
Track Work - Total	7	6	0	1	0	7	3	0	18	3	9	5	9	69
Track Work - Metra/PSA	7	6	0	1	-	7	2	-	17	2	9	5	9	67
Track Work - Foreign	-	-	-	-	0	-	0	0	0	1	0	0	-	3
Human Error - Total	8	3	1	1	1	9	3	2	7	3	7	6	6	56
Human Error - Metra/PSA	4	3	1	1	0	3	2	1	7	1	6	4	2	35
Human Error - Foreign	4	-	-	-	0	6	1	1	-	1	1	2	4	21
PTC Related - Total	1	1	1	1	1	6	9	3	6	4	6	5	5	49
PTC Related - Metra/PSA	1	1	1	1	1	5	8	3	6	2	6	5	5	44
PTC Related - Foreign	-	0	-	-	-	1	1	1	-	2	-	-	-	5
Weather - Total	4	5	1	1	1	8	2	2	18	1	23	33	7	105
Weather - Metra/PSA	3	5	1	1	1	8	2	2	18	1	23	33	7	105
Weather - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
Passenger Related - Total	2	8	4	2	-	5	6	0	11	-	5	7	8	57
Obstruction/Debris - Total	5	3	0	4	0	5	2	1	10	3	6	15	10	65
Catenary Failure - Total	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Other - Total	6	-	-	1	-	0	1	0	-	-	0	2	3	14
Total Trains Delayed	59	35	11	17	15	85	53	18	97	38	80	98	92	696
Total Metra/PSA Delays	46	34	11	17	3	67	41	13	93	20	77	90	64	575
Total Foreign Carrier Delays	13	0	0	0	11	18	12	6	4	18	3	8	29	122

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

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	13	-	-	-	(1)	(3)	(2)	(2)	(2)	(1)	5	3	23	33
Freight Interference - Peak	9	-	-	-	(2)	(1)	(1)	(1)	(1)	1	1	(1)	13	17
Primary	7	-	-	-	(2)	(0)	(0)	(1)	(1)	(0)	1	0	6	10
Secondary	2	-	-	-	(0)	(0)	(0)	(0)	-	1	(0)	(1)	7	7
Freight Interference - Off-Peak	4	-	-	-	1	(2)	(1)	(1)	(1)	(2)	4	4	10	16
Primary	3	-	-	-	0	(4)	1	(1)	(1)	(1)	-	2	1	2
Secondary	1	-	-	-	1	2	(2)	(0)	-	(1)	4	2	8	14
Signal/Switch Failure - Total	6	(6)	(2)	6	(1)	(13)	(6)	(3)	(8)	0	(3)	4	(6)	(32)
Signal/Switch Failure - Metra/PSA	7	(6)	(2)	6	(0)	(11)	(5)	(3)	(8)	(1)	(3)	2	(6)	(30)
Primary	4	(6)	(1)	5	(0)	(7)	(3)	(2)	(7)	(1)	(3)	1	(5)	(25)
Secondary	3	(0)	(1)	1	-	(4)	(2)	(1)	(0)	1	-	1	(1)	(5)
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	(1)	(1)	(0)	(0)	1	-	2	0	(2)
Primary	(2)	-	-	-	(1)	(1)	(1)	-	(0)	(1)	-	1	0	(4)
Secondary	-	-	-	-	-	(1)	(0)	(0)	-	2	-	1	(0)	1
Mechanical Failure - Total	(9)	3	1	1	1	5	(6)	(1)	(6)	17	(8)	42	14	55
Mechanical Failure - Metra/PSA	(9)	(1)	(0)	(0)	0	5	(6)	(1)	(6)	17	(8)	42	14	48
Non-Locomotive Equipment Issue - Metra/PSA	(6)	(1)	(0)	(0)	1	4	(2)	(0)	(1)	8	(1)	4	3	8
Primary	(3)	(0)	-	(0)	1	2	(1)	-	(1)	1	(1)	2	1	1
Secondary	(3)	(0)	(0)	-	-	2	(1)	(0)	(0)	7	(0)	1	2	7
Locomotive Issue - Metra/PSA	(3)	-	-	-	(1)	1	(3)	(0)	(5)	9	(7)	39	11	40
Primary	(1)	-	-	-	(0)	(0)	(2)	(1)	(2)	3	(2)	6	3	3
Secondary	(2)	-	-	-	(0)	1	(2)	0	(2)	6	(5)	33	8	36
Mechanical Failure - Foreign	-	4	1	1	1	-	-	-	-	-	-	-	-	7
Passenger Train Interference - Total	(0)	(0)	-	(1)	-	(2)	(1)	3	(1)	(0)	-	(0)	(0)	(4)
Passenger Train Interference - Metra/PSA	-	-	-	(1)	-	(1)	(1)	3	(1)	-	-	(0)	(0)	(1)
Passenger Train Interference - Foreign	(0)	(0)	-	-	-	(1)	-	(0)	-	(0)	-	(0)	-	(2)
Accident - Total	-	-	-	2	(1)	8	(2)	-	(5)	(1)	6	(3)	(4)	(1)
Accident - Metra/PSA	-	-	-	2	-	8	(1)	-	(3)	(1)	6	(3)	(4)	4
Accident - Foreign	-	-	-	-	(1)	(0)	(1)	-	(2)	(0)	-	-	-	(4)
Track Work - Total	8	10	3	7	1	3	(2)	97	(15)	15	10	(0)	33	169
Track Work - Metra/PSA	8	10	3	7	-	1	(2)	-	(14)	7	10	(1)	33	60
Track Work - Foreign	-	-	-	-	1	2	1	97	(0)	8	(0)	1	-	108
Human Error - Total	(1)	4	-	3	1	(2)	1	1	(5)	9	4	16	14	46
Human Error - Metra/PSA	(3)	4	-	3	1	(3)	1	-	(5)	3	5	15	12	33
Human Error - Foreign	2	-	-	-	1	1	(0)	1	-	7	(1)	1	2	13
PTC Related - Total	1	2	3	9	(0)	(6)	(9)	(2)	(3)	(1)	(3)	1	6	(2)
PTC Related - Metra/PSA	1	2	3	9	(1)	(5)	(8)	(2)	(3)	(1)	(3)	1	6	(0)
PTC Related - Foreign	-	(0)	-	-	1	(1)	(1)	(1)	-	(0)	-	-	-	(2)
Weather - Total	(4)	(5)	(1)	(1)	(1)	(7)	(1)	1	(17)	(1)	(18)	(25)	(5)	(84)
Weather - Metra/PSA	(3)	(5)	(1)	(1)	(1)	(7)	(1)	1	(17)	(1)	(18)	(25)	(5)	(84)
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
Passenger Related - Total	(1)	(2)	(4)	(2)	-	(4)	(1)	(0)	(7)	2	2	2	4	(10)
Obstruction/Debris - Total	(3)	6	6	9	3	13	17	6	11	2	(4)	(9)	7	63
Catenary Failure - Total	-	6	4	16	-	-	-	-	-	-	-	-	-	26
Other - Total	(6)	-	-	(1)	-	(0)	(1)	(0)	-	-	(0)	(2)	25	14
Total Trains Delayed	3	18	9	47	2	(9)	(13)	99	(56)	41	(11)	29	111	272
Total Metra/PSA Delays	-9	15	8	46	2	-5	-8	4	-52	27	-14	22	85	122
Total Foreign Carrier Delays	12	4	1	1	1	-4	-5	94	-4	14	3	7	25	149

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	108	-	-	-	32	34	36	33	9	96	12	61	315	736
Freight Interference - Peak	36	-	-	-	27	5	14	15	1	32	5	37	103	275
Primary	30	-	-	-	26	4	10	11	1	22	5	24	60	193
Secondary	6	-	-	-	1	1	4	4	-	10	-	13	43	82
Freight Interference - Off-Peak	72	-	-	-	5	29	22	18	8	64	7	24	212	461
Primary	55	-	-	-	3	16	18	8	7	48	2	21	162	340
Secondary	17	-	-	-	2	13	4	10	1	16	5	3	50	121
Signal/Switch Failure - Total	81	40	23	63	29	202	159	93	111	115	24	73	94	1,107
Signal/Switch Failure - Metra/PSA	41	40	23	63	-	100	79	32	108	35	24	41	82	668
Primary	29	28	13	31	-	74	56	20	76	26	16	32	53	454
Secondary	12	12	10	32	-	26	23	12	32	9	8	9	29	214
Signal/Switch Failure - Foreign	40	-	-	-	29	102	80	61	3	80	-	32	12	439
Primary	25	-	-	-	27	76	55	44	1	41	-	21	8	298
Secondary	15	-	-	-	2	26	25	17	2	39	-	11	4	141
Mechanical Failure - Total	88	13	3	4	10	114	91	26	73	73	89	145	180	909
Mechanical Failure - Metra/PSA	85	2	-	1	5	110	91	26	73	68	89	145	180	875
Non-Locomotive Equipment Issue - Metra/PSA	38	2	-	1	1	31	24	8	11	26	30	33	66	271
Primary	19	2	-	1	1	20	14	5	5	12	10	13	25	127
Secondary	19	-	-	-	-	11	10	3	6	14	20	20	41	144
Locomotive Issue - Metra/PSA	47	-	-	-	4	79	67	18	62	42	59	112	114	604
Primary	27	-	-	-	4	25	30	7	30	17	23	35	30	228
Secondary	20	-	-	-	-	54	37	11	32	25	36	77	84	376
Mechanical Failure - Foreign	3	11	3	3	5	4	-	-	-	5	-	-	-	34
Passenger Train Interference - Total	1	3	10	8	10	54	17	45	5	38	-	10	13	214
Passenger Train Interference - Metra/PSA	-	2	3	5	-	49	14	43	4	-	-	10	13	143
Passenger Train Interference - Foreign	1	1	7	3	10	5	3	2	1	38	-	-	-	71
Accident - Total	70	2	1	11	-	47	26	5	30	21	45	59	45	362
Accident - Metra/PSA	34	-	1	11	-	47	26	5	30	12	45	59	39	309
Accident - Foreign	36	2	-	-	-	-	-	-	-	9	-	-	6	53
Track Work - Total	59	64	4	26	26	65	36	146	79	70	72	46	146	839
Track Work - Metra/PSA	59	64	4	26	2	60	32	8	79	11	72	45	141	603
Track Work - Foreign	-	-	-	-	24	5	4	138	-	59	-	1	5	236
Human Error - Total	94	36	10	34	14	121	68	63	43	80	57	154	98	872
Human Error - Metra/PSA	63	35	10	34	2	37	35	21	38	28	46	131	63	543
Human Error - Foreign	31	1	-	-	12	84	33	42	5	52	11	23	35	329
PTC Related - Total	21	22	20	37	14	55	30	42	30	82	31	41	108	533
PTC Related - Metra/PSA	16	21	20	36	11	54	28	27	30	43	29	40	93	448
PTC Related - Foreign	5	1	-	1	3	1	2	15	-	39	2	1	15	85
Weather - Total	103	42	3	5	1	93	57	25	33	14	84	169	88	717
Weather - Metra/PSA	103	42	3	5	1	93	57	25	33	14	84	169	88	717
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	58	47	3	23	-	56	45	16	101	9	95	61	134	648
Obstruction/Debris - Total	95	33	22	52	10	86	66	36	77	55	62	132	146	872
Catenary Failure - Total	-	65	15	43	-	-	-	-	-	-	-	-	-	123
Other - Total	19	-	-	2	2	7	9	6	4	14	22	45	64	194
Total Trains Delayed	797	367	114	308	148	934	640	536	595	667	593	996	1,431	8,126
Total Metra/PSA Delays	573	351	104	301	33	695	482	245	577	289	568	878	1,043	6,139
Total Foreign Carrier Delays	224	16	10	7	115	239	158	291	18	378	25	118	388	1,987

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	83	-	-	-	55	70	95	28	27	74	13	56	231	733
Freight Interference - Peak	20	-	-	-	44	20	30	14	6	33	7	31	70	275
Primary	16	-	-	-	40	14	24	12	5	26	5	19	47	207
Secondary	4	-	-	-	4	6	6	2	1	7	2	12	23	69
Freight Interference - Off-Peak	63	-	-	-	11	50	65	14	22	41	6	25	161	457
Primary	55	-	-	-	10	34	51	11	18	30	3	21	119	351
Secondary	8	-	-	-	1	16	13	2	4	11	3	4	42	106
Signal/Switch Failure - Total	97	56	26	45	25	166	94	44	141	64	26	60	65	910
Signal/Switch Failure - Metra/PSA	55	56	26	45	3	143	85	23	139	22	25	41	53	718
Primary	42	42	20	29	3	95	67	18	112	17	19	32	37	533
Secondary	13	14	7	16	0	48	18	5	27	6	7	10	16	185
Signal/Switch Failure - Foreign	41	-	-	-	22	23	10	21	3	42	0	19	11	191
Primary	34	-	-	-	20	17	7	19	2	32	-	14	9	154
Secondary	7	-	-	-	2	6	2	2	1	10	0	4	2	37
Mechanical Failure - Total	92	9	4	5	4	108	75	23	113	21	69	72	70	664
Mechanical Failure - Metra/PSA	91	6	3	4	4	101	74	22	113	20	69	72	70	650
Non-Locomotive Equipment Issue - Metra/PSA	40	6	3	4	1	16	14	5	19	9	21	26	27	191
Primary	18	5	2	3	1	7	9	3	11	5	13	15	17	108
Secondary	22	2	1	1	0	9	5	2	8	4	8	11	10	83
Locomotive Issue - Metra/PSA	51	-	-	-	3	85	60	17	93	11	48	46	43	459
Primary	22	-	-	-	2	29	27	8	38	6	15	18	18	185
Secondary	29	-	-	-	1	56	33	10	56	5	32	28	25	274
Mechanical Failure - Foreign	1	3	1	1	-	7	0	1	-	0	-	-	-	14
Passenger Train Interference - Total	9	3	0	4	8	51	13	9	7	14	2	9	3	132
Passenger Train Interference - Metra/PSA	0	2	0	3	0	35	10	8	6	1	2	8	3	79
Passenger Train Interference - Foreign	9	1	0	1	8	15	3	1	1	13	-	1	-	53
Accident - Total	70	20	4	5	4	44	28	7	65	11	50	69	64	442
Accident - Metra/PSA	59	6	2	4	1	25	16	3	57	6	50	64	35	328
Accident - Foreign	11	14	2	1	3	19	12	3	9	6	0	4	28	114
Track Work - Total	54	74	7	26	11	63	45	12	97	24	72	73	51	609
Track Work - Metra/PSA	53	73	7	26	5	61	42	6	95	9	72	71	51	571
Track Work - Foreign	1	0	-	-	7	2	3	6	2	15	0	2	-	38
Human Error - Total	88	24	9	15	15	96	52	28	73	27	61	85	56	628
Human Error - Metra/PSA	61	23	9	15	5	37	33	13	71	8	48	48	38	409
Human Error - Foreign	28	1	0	-	10	59	19	15	2	18	13	37	18	219
PTC Related - Total	15	20	6	18	15	49	35	22	67	36	64	54	81	482
PTC Related - Metra/PSA	13	19	6	17	6	45	32	14	66	13	64	52	77	422
PTC Related - Foreign	2	1	0	1	9	5	3	8	2	23	1	1	3	59
Weather - Total	88	68	24	32	6	78	61	18	109	11	99	121	72	790
Weather - Metra/PSA	85	68	24	32	5	78	61	18	109	10	97	120	71	778
Weather - Foreign	4	-	-	-	1	1	1	-	1	1	2	1	1	12
Passenger Related - Total	32	88	15	19	1	46	59	5	109	5	84	73	101	635
Obstruction/Debris - Total	52	39	15	43	5	51	44	17	86	26	52	111	83	624
Catenary Failure - Total	-	24	7	16	-	-	-	-	-	-	-	-	-	46
Other - Total	12	4	1	4	1	5	6	1	6	2	5	8	3	58
Total Trains Delayed	693	428	119	231	150	828	608	214	899	315	598	790	879	6,752
Total Metra/PSA Delays	511	408	115	227	36	627	463	131	854	121	568	669	586	5,316
Total Foreign Carrier Delays	182	20	4	4	114	201	145	83	45	193	30	121	294	1,435

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

Table 6.c: Train Delays by Cause and Line - YTD
January - October 2024 Compared to Average January - October Average Over Previous Five Years: 2019-2023

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	25	-	-	-	(23)	(36)	(59)	5	(18)	22	(1)	5	84	3
Freight Interference - Peak	16	-	-	-	(17)	(15)	(16)	1	(5)	(1)	(2)	6	33	(0)
Primary	14	-	-	-	(14)	(10)	(14)	(1)	(4)	(4)	(0)	5	13	(14)
Secondary	2	-	-	-	(3)	(5)	(2)	1	(1)	3	(2)	1	20	13
Freight Interference - Off-Peak	9	-	-	-	(6)	(21)	(43)	4	(14)	23	1	(1)	51	4
Primary	0	-	-	-	(7)	(18)	(33)	(3)	(11)	18	(1)	0	43	(11)
Secondary	9	-	-	-	1	(3)	(9)	8	(3)	5	2	(1)	8	15
Signal/Switch Failure - Total	(16)	(16)	(3)	18	4	36	65	49	(30)	51	(2)	13	29	197
Signal/Switch Failure - Metra/PSA	(14)	(16)	(3)	18	(3)	(43)	(6)	9	(31)	13	(1)	(0)	29	(50)
Primary	(13)	(14)	(7)	2	(3)	(21)	(11)	2	(36)	9	(3)	0	16	(79)
Secondary	(1)	(2)	3	16	(0)	(22)	5	7	5	3	1	(1)	13	29
Signal/Switch Failure - Foreign	(1)	-	-	-	7	79	70	40	0	38	(0)	13	1	248
Primary	(9)	-	-	-	7	59	48	25	(1)	9	-	7	(1)	144
Secondary	8	-	-	-	0	20	23	15	1	29	(0)	7	2	104
Mechanical Failure - Total	(4)	4	(1)	(1)	6	6	16	3	(40)	52	20	73	110	245
Mechanical Failure - Metra/PSA	(6)	(4)	(3)	(3)	1	9	17	4	(40)	48	20	73	110	225
Non-Locomotive Equipment Issue - Metra/PSA	(2)	(4)	(3)	(3)	(0)	15	10	3	(8)	17	9	7	39	80
Primary	1	(3)	(2)	(2)	-	13	5	2	(6)	7	(3)	(2)	8	19
Secondary	(3)	(2)	(1)	(1)	(0)	2	5	1	(2)	10	12	9	31	61
Locomotive Issue - Metra/PSA	(4)	-	-	-	1	(6)	7	1	(31)	31	11	66	71	145
Primary	5	-	-	-	2	(4)	3	(1)	(8)	11	8	17	12	43
Secondary	(9)	-	-	-	(1)	(2)	4	1	(24)	20	4	49	59	102
Mechanical Failure - Foreign	2	8	2	2	5	(3)	(0)	(1)	-	5	-	-	-	20
Passenger Train Interference - Total	(8)	0	10	4	2	3	4	36	(2)	24	(2)	1	10	82
Passenger Train Interference - Metra/PSA	(0)	0	3	2	(0)	14	4	35	(2)	(1)	(2)	2	10	64
Passenger Train Interference - Foreign	(8)	-	7	2	2	(10)	0	1	0	25	-	(1)	-	18
Accident - Total	0	(18)	(3)	6	(4)	3	(2)	(2)	(35)	10	(5)	(10)	(19)	(80)
Accident - Metra/PSA	(25)	(6)	(1)	7	(1)	22	10	2	(27)	6	(5)	(5)	4	(19)
Accident - Foreign	25	(12)	(2)	(1)	(3)	(19)	(12)	(3)	(9)	3	(0)	(4)	(22)	(61)
Track Work - Total	5	(10)	(3)	0	15	2	(9)	134	(18)	46	(0)	(27)	95	230
Track Work - Metra/PSA	6	(9)	(3)	0	(3)	(1)	(10)	2	(16)	2	0	(26)	90	32
Track Work - Foreign	(1)	(0)	-	-	17	3	1	132	(2)	44	(0)	(1)	5	198
Human Error - Total	6	12	1	19	(1)	25	16	35	(30)	53	(4)	69	42	244
Human Error - Metra/PSA	2	12	1	19	(3)	-	2	8	(33)	20	(2)	83	25	134
Human Error - Foreign	3	0	(0)	-	2	25	14	27	3	34	(2)	(14)	17	110
PTC Related - Total	6	2	14	19	(1)	6	(5)	20	(37)	46	(33)	(13)	27	51
PTC Related - Metra/PSA	3	2	14	19	5	9	(4)	13	(36)	30	(35)	(12)	16	26
PTC Related - Foreign	3	(0)	(0)	0	(6)	(4)	(1)	7	(2)	16	1	(0)	12	26
Weather - Total	15	(26)	(21)	(27)	(5)	15	(4)	7	(76)	3	(15)	48	16	(73)
Weather - Metra/PSA	18	(26)	(21)	(27)	(4)	15	(4)	7	(76)	4	(13)	49	17	(61)
Weather - Foreign	(4)	-	-	-	(1)	(1)	(1)	-	(1)	(1)	(2)	(1)	(1)	(12)
Passenger Related - Total	26	(41)	(12)	4	(1)	10	(14)	11	(8)	4	11	(12)	33	13
Obstruction/Debris - Total	43	(6)	7	9	5	35	22	19	(9)	29	10	21	63	248
Catenary Failure - Total	-	41	8	27	-	-	-	-	-	-	-	-	-	77
Other - Total	7	(4)	(1)	(2)	1	2	3	5	(2)	12	17	37	61	136
Total Trains Delayed	104	(61)	(5)	77	(2)	106	32	322	(304)	352	(5)	206	552	1,374
Total Metra/PSA Delays	62	-57	-11	74	-3	68	19	114	-277	168	0	209	457	823
Total Foreign Carrier Delays	42	-4	6	3	1	38	13	208	-27	185	-5	-3	94	552

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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 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 - Oct
Freight Interference - Total	62	45	50	56	62	71	108	80	97	105			736 9.1%
Freight Interference - Peak	28	12	19	19	17	17	52	29	35	47			275 3.4%
Primary	17	10	14	13	14	13	26	26	28	32			193 2.4%
Secondary	11	2	5	6	3	4	26	3	7	15			82 1.0%
Freight Interference - Off-Peak	34	33	31	37	45	54	56	51	62	58			461 5.7%
Primary	25	28	28	17	36	38	39	45	50	34			340 4.2%
Secondary	9	5	3	20	9	16	17	6	12	24			121 1.5%
Signal/Switch Failure - Total	293	84	69	95	128	79	126	68	104	61			1,107 13.6%
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56	118	54	45	52			668 8.2%
Primary	48	45	36	48	62	41	63	41	37	33			454 5.6%
Secondary	12	17	14	40	21	15	55	13	8	19			214 2.6%
Signal/Switch Failure - Foreign	233	22	19	7	45	23	8	14	59	9			439 5.4%
Primary	171	15	17	5	15	15	7	11	36	6			298 3.7%
Secondary	62	7	2	2	30	8	1	3	23	3			141 1.7%
Mechanical Failure - Total	72	107	75	70	70	95	103	131	60	126			909 11.2%
Mechanical Failure - Metra/PSA	72	104	70	62	67	91	101	131	58	119			875 10.8%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52	34	30	25	28			271 3.3%
Primary	9	12	8	14	14	16	13	16	13	12			127 1.6%
Secondary	4	11	4	14	12	36	21	14	12	16			144 1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39	67	101	33	91			604 7.4%
Primary	21	30	26	22	16	18	27	26	17	25			228 2.8%
Secondary	38	51	32	12	25	21	40	75	16	66			376 4.6%
Mechanical Failure - Foreign	-	3	5	8	3	4	2	-	2	7			34 0.4%
Passenger Train Interference - Total	23	21	10	17	22	28	22	39	24	8			214 2.6%
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14	12	29	14	6			143 1.8%
Passenger Train Interference - Foreign	5	8	2	4	6	14	10	10	10	2			71 0.9%
Accident - Total	48	16	7	11	75	25	40	54	56	30			362 4.5%
Accident - Metra/PSA	48	10	7	5	75	23	40	54	17	30			309 3.8%
Accident - Foreign	-	6	-	6	-	2	-	-	39	-			53 0.7%
Track Work - Total	47	24	49	37	134	63	65	95	87	238			839 10.3%
Track Work - Metra/PSA	43	23	37	26	101	47	60	68	71	127			603 7.4%
Track Work - Foreign	4	1	12	11	33	16	5	27	16	111			236 2.9%
Human Error - Total	96	115	73	76	74	89	80	68	99	102			872 10.7%
Human Error - Metra/PSA	71	103	35	35	35	62	51	40	43	68			543 6.7%
Human Error - Foreign	25	12	38	41	39	27	29	28	56	34			329 4.0%
PTC Related - Total	55	51	41	39	34	61	138	44	23	47			533 6.6%
PTC Related - Metra/PSA	39	40	34	32	26	49	134	31	19	44			448 5.5%
PTC Related - Foreign	16	11	7	7	8	12	4	13	4	3			85 1.0%
Weather - Total	313	48	23	15	30	47	141	78	1	21			717 8.8%
Weather - Metra/PSA	313	48	23	15	30	47	141	78	1	21			717 8.8%
Weather - Foreign	-	-	-	-	-	-	-	-	-	-			- 0.0%
Passenger Related - Total	38	26	69	62	77	110	72	82	65	47			648 8.0%
Obstruction/Debris - Total	62	71	36	59	89	115	96	127	89	128			872 10.7%
Catenary Failure - Total	-	-	-	-	-	19	53	9	15	27			123 1.5%
Other - Total	18	1	68	4	2	3	36	25	9	28			194 2.4%
Total Trains Delayed	1,127	609	570	541	797	805	1,080	900	729	968			8,126 100.0%
Total Metra/PSA Delays	782	501	437	401	601	634	912	728	446	697			6,139 75.5%
Total Foreign Carrier Delays	345	108	133	140	196	171	168	172	283	271			1,987 24.5%

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

Top 2 causes for each month and year-to-date are shaded

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Freight Interference - Total	69	64	71	54	61	81	68	57	72	77	74	57	674	8.0%
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	226	2.7%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	165	1.9%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	61	0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	448	5.3%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	360	4.3%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	88	1.0%
Signal/Switch Failure - Total	65	78	68	162	142	63	127	119	75	123	169	69	1,022	12.1%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	806	9.5%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	583	6.9%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	223	2.6%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	216	2.6%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	189	2.2%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	27	0.3%
Mechanical Failure - Total	85	81	52	49	86	79	102	83	82	55	73	90	754	8.9%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	734	8.7%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	216	2.6%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	125	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	91	1.1%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	518	6.1%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	211	2.5%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	307	3.6%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	20	0.2%
Passenger Train Interference - Total	39	27	21	51	39	31	43	33	30	27	41	27	341	4.0%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	228	2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	113	1.3%
Accident - Total	90	25	29	67	147	29	14	135	22	50	39	33	608	7.2%
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	396	4.7%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	212	2.5%
Track Work - Total	19	44	74	64	131	215	147	37	74	124	96	37	929	11.0%
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	842	9.9%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	87	1.0%
Human Error - Total	67	43	57	91	66	71	117	93	61	60	65	56	726	8.6%
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	429	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	297	3.5%
PTC Related - Total	49	45	53	57	77	49	77	53	35	68	22	19	563	6.6%
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	468	5.5%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	95	1.1%
Weather - Total	44	108	42	128	32	8	242	70	13	111	49	13	798	9.4%
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	794	9.4%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	4	0.0%
Passenger Related - Total	52	54	69	81	118	179	103	119	76	80	86	60	931	11.0%
Obstruction/Debris - Total	65	72	84	70	80	114	124	185	94	87	55	98	975	11.5%
Catenary Failure - Total	1	9	-	38	-	-	6	-	9	-	1	-	63	0.7%
Other - Total	4	-	3	-	12	8	27	1	3	26	35	1	84	1.0%
Total Trains Delayed	649	650	623	912	991	927	1,197	985	646	888	805	560	8,468	100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	6,748	79.7%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	1,720	20.3%

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

Table 8: Train Delays by Duration
October 2024

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	8	10	4	4	4	6	3	16	5	17	9	19	29	134
11-15	9	3	3	2	2	5	2	14	5	8	3	18	21	95
16-20	2	0	0	5	3	2	2	9	0	5	0	5	10	43
21+	6	2	2	3	6	4	9	13	4	8	2	18	21	98
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>8</u>	<u>14</u>	<u>43</u>
Sub-Total	25	15	9	21	15	22	19	54	15	39	16	68	95	413
Weekday Off-Peak **														
6-10	13	6	3	11	0	16	3	11	6	9	24	10	38	150
11-15	6	2	1	2	0	4	4	8	6	9	6	9	18	75
16-20	4	4	0	3	0	2	5	9	6	5	5	5	9	57
21+	4	4	5	4	0	19	8	34	5	17	10	14	23	147
Annulled	<u>0</u>	<u>10</u>	<u>2</u>	<u>18</u>	<u>0</u>	<u>7</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>6</u>	<u>13</u>	<u>62</u>
Sub-Total	27	26	11	38	0	48	21	63	23	40	49	44	101	491
Saturday														
6-10	1	1	0	1	1	0	0	0	0	0	1	2	0	7
11-15	2	2	0	0	0	1	0	0	0	0	0	0	2	7
16-20	2	0	0	0	0	0	0	0	0	0	0	1	0	3
21+	2	0	0	0	1	0	0	0	0	0	1	0	2	6
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	7	3	0	3	2	1	0	0	0	0	2	3	4	25
Sunday-Holiday														
6-10	2	7	0	2	0	3	0	0	2	0	1	0	1	18
11-15	0	0	0	0	0	1	0	0	1	0	0	3	2	7
16-20	1	2	0	0	0	0	0	0	0	0	1	1	0	5
21+	0	0	0	0	0	1	0	0	0	0	0	8	0	9
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	3	9	0	2	0	5	0	0	3	0	2	12	3	39
October 2024 Total														
6-10	24	24	7	18	5	25	6	27	13	26	35	31	68	309
11-15	17	7	4	4	2	11	6	22	12	17	9	30	43	184
16-20	9	6	0	8	3	4	7	18	6	10	6	12	19	108
21+	12	6	7	7	7	24	17	47	9	25	13	40	46	260
Annulled	<u>0</u>	<u>10</u>	<u>2</u>	<u>27</u>	<u>0</u>	<u>12</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>6</u>	<u>14</u>	<u>27</u>	<u>107</u>
TOTAL	62	53	20	64	17	76	40	117	41	79	69	127	203	968
2024 Year-to-Date														
6-10	221	129	51	123	54	392	256	230	284	290	208	266	494	2,998
11-15	203	68	21	43	27	190	119	92	115	133	99	167	283	1,560
16-20	116	37	3	17	21	90	56	61	52	84	54	87	184	862
21+	175	83	27	57	42	189	137	128	96	126	164	337	373	1,934
Annulled	<u>82</u>	<u>50</u>	<u>12</u>	<u>68</u>	<u>4</u>	<u>73</u>	<u>72</u>	<u>25</u>	<u>48</u>	<u>34</u>	<u>68</u>	<u>139</u>	<u>97</u>	<u>772</u>
TOTAL	797	367	114	308	148	934	640	536	595	667	593	996	1,431	8,126
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
October 2024 Total														
6-10	38.7%	45.3%	35.0%	28.1%	29.4%	32.9%	15.0%	23.1%	31.7%	32.9%	50.7%	24.4%	33.5%	31.9%
11-15	27.4%	13.2%	20.0%	6.3%	11.8%	14.5%	15.0%	18.8%	29.3%	21.5%	13.0%	23.6%	21.2%	19.0%
16-20	14.5%	11.3%	0.0%	12.5%	17.6%	5.3%	17.5%	15.4%	14.6%	12.7%	8.7%	9.4%	9.4%	11.2%
21+	19.4%	11.3%	35.0%	10.9%	41.2%	31.6%	42.5%	40.2%	22.0%	31.6%	18.8%	31.5%	22.7%	26.9%
Annulled	<u>0.0%</u>	<u>18.9%</u>	<u>10.0%</u>	<u>42.2%</u>	<u>0.0%</u>	<u>15.8%</u>	<u>10.0%</u>	<u>2.6%</u>	<u>2.4%</u>	<u>1.3%</u>	<u>8.7%</u>	<u>11.0%</u>	<u>13.3%</u>	<u>11.1%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2024 Year-to-Date Delays By Duration														
6-10	27.7%	35.1%	44.7%	39.9%	36.5%	42.0%	40.0%	42.9%	47.7%	43.5%	35.1%	26.7%	34.5%	36.9%
11-15	25.5%	18.5%	18.4%	14.0%	18.2%	20.3%	18.6%	17.2%	19.3%	19.9%	16.7%	16.8%	19.8%	19.2%
16-20	14.6%	10.1%	2.6%	5.5%	14.2%	9.6%	8.8%	11.4%	8.7%	12.6%	9.1%	8.7%	12.9%	10.6%
21+	22.0%	22.6%	23.7%	18.5%	28.4%	20.2%	21.4%	23.9%	16.1%	18.9%	27.7%	33.8%	26.1%	23.8%
Annulled	<u>10.3%</u>	<u>13.6%</u>	<u>10.5%</u>	<u>22.1%</u>	<u>2.7%</u>	<u>7.8%</u>	<u>11.3%</u>	<u>4.7%</u>	<u>8.1%</u>	<u>5.1%</u>	<u>11.5%</u>	<u>14.0%</u>	<u>6.8%</u>	<u>9.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (11/18/2024) version from TOPS.