

# On-Time Performance

September 2024

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***Metra***

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## September 2024

This report presents an analysis of September 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 September, 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 September, 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 September, 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 two percent fewer total revenue trains in September 2024 than in September 2019, 62 percent more total revenue trains than in September 2020, 12 percent more total revenue trains than in September 2021, 10 percent more total revenue trains than in September 2022, and one percent more total revenue trains than in September 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  
September 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	880	51	94.2%	940	48	94.9%	1,820	99	94.6%	144	17	88.2%	216	11	94.9%	2,180	127	94.2%
<b>ME-ML</b>	500	9	98.2%	840	16	98.1%	1,340	25	98.1%	168	6	96.4%	146	0	100.0%	1,654	31	98.1%
<b>ME-BI</b>	160	8	95.0%	280	2	99.3%	440	10	97.7%	32	2	93.8%		--		472	12	97.5%
<b>ME-SC</b>	220	9	95.9%	620	11	98.2%	840	20	97.6%	128	11	91.4%	120	0	100.0%	1,088	31	97.2%
<b>Subtotal</b>	880	26	97.0%	1,740	29	98.3%	2,620	55	97.9%	328	19	94.2%	266	0	100.0%	3,214	74	97.7%
<b>HC</b>	120	10	91.7%		--		120	10	91.7%	24	4	83.3%		--		144	14	90.3%
<b>MD-N</b>	420	26	93.8%	660	33	95.0%	1,080	59	94.5%	80	10	87.5%	108	9	91.7%	1,268	78	93.8%
<b>MD-W</b>	440	23	94.8%	600	27	95.5%	1,040	50	95.2%	96	4	95.8%	108	3	97.2%	1,244	57	95.4%
<b>Subtotal</b>	860	49	94.3%	1,260	60	95.2%	2,120	109	94.9%	176	14	92.0%	216	12	94.4%	2,512	135	94.6%
<b>NCS</b>	160	24	85.0%	120	20	83.3%	280	44	84.3%		--			--		280	44	84.3%
<b>RI</b>	620	18	97.1%	980	8	99.2%	1,600	26	98.4%	132	4	97.0%	174	0	100.0%	1,906	30	98.4%
<b>SWS</b>	240	26	89.2%	360	45	87.5%	600	71	88.2%		--			--		600	71	88.2%
<b>UP-N</b>	500	34	93.2%	920	18	98.0%	1,420	52	96.3%	106	2	98.1%	116	7	94.0%	1,642	61	96.3%
<b>UP-NW</b>	700	41	94.1%	860	41	95.2%	1,560	82	94.7%	136	2	98.5%	126	2	98.4%	1,822	86	95.3%
<b>UP-W</b>	520	41	92.1%	640	45	93.0%	1,160	86	92.6%	80	1	98.8%	108	0	100.0%	1,348	87	93.5%
<b>Subtotal</b>	1,720	116	93.3%	2,420	104	95.7%	4,140	220	94.7%	322	5	98.4%	350	9	97.4%	4,812	234	95.1%
<b>System</b>	5,480	320	94.2%	7,820	314	96.0%	13,300	634	95.2%	1,126	63	94.4%	1,222	32	97.4%	15,648	729	95.3%

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

Delays data for most recent month is final revised (10/31/2024) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	8,448	313	96.3%	9,026	300	96.7%	17,474	613	96.5%	1,308	60	95.4%	1,260	62	95.1%	20,042	735	96.3%
<b>ME-ML</b>	4,800	107	97.8%	8,034	150	98.1%	12,834	257	98.0%	1,602	46	97.1%	1,034	11	98.9%	15,470	314	98.0%
<b>ME-BI</b>	1,536	45	97.1%	2,683	46	98.3%	4,219	91	97.8%	296	3	99.0%		--		4,515	94	97.9%
<b>ME-SC</b>	<u>2,112</u>	<u>85</u>	96.0%	<u>5,952</u>	<u>130</u>	97.8%	<u>8,064</u>	<u>215</u>	97.3%	<u>1,224</u>	<u>23</u>	98.1%	<u>860</u>	<u>6</u>	99.3%	<u>10,148</u>	<u>244</u>	97.6%
<b>Subtotal</b>	8,448	237	97.2%	16,669	326	98.0%	25,117	563	97.8%	3,122	72	97.7%	1,894	17	99.1%	30,133	652	97.8%
<b>HC</b>	1,152	127	89.0%		--		1,152	127	89.0%	24	4	83.3%		--		1,176	131	88.9%
<b>MD-N</b>	4,032	407	89.9%	6,122	370	94.0%	10,154	777	92.3%	793	43	94.6%	777	38	95.1%	11,724	858	92.7%
<b>MD-W</b>	<u>4,224</u>	<u>272</u>	93.6%	<u>5,766</u>	<u>266</u>	95.4%	<u>9,990</u>	<u>538</u>	94.6%	<u>945</u>	<u>26</u>	97.2%	<u>776</u>	<u>36</u>	95.4%	<u>11,711</u>	<u>600</u>	94.9%
<b>Subtotal</b>	8,256	679	91.8%	11,888	636	94.7%	20,144	1,315	93.5%	1,738	69	96.0%	1,553	74	95.2%	23,435	1,458	93.8%
<b>NCS</b>	1,581	234	85.2%	1,557	176	88.7%	3,138	410	86.9%	64	3	95.3%	64	6	90.6%	3,266	419	87.2%
<b>RI</b>	5,950	214	96.4%	9,412	272	97.1%	15,362	486	96.8%	1,299	40	96.9%	1,251	28	97.8%	17,912	554	96.9%
<b>SWS</b>	2,304	214	90.7%	3,456	374	89.2%	5,760	588	89.8%		--			--		5,760	588	89.8%
<b>UP-N</b>	4,503	190	95.8%	9,015	249	97.2%	13,518	439	96.8%	1,037	34	96.7%	797	51	93.6%	15,352	524	96.6%
<b>UP-NW</b>	6,720	457	93.2%	8,256	307	96.3%	14,976	764	94.9%	1,329	79	94.1%	906	26	97.1%	17,211	869	95.0%
<b>UP-W</b>	<u>4,992</u>	<u>536</u>	89.3%	<u>6,140</u>	<u>622</u>	89.9%	<u>11,132</u>	<u>1,158</u>	89.6%	<u>792</u>	<u>39</u>	95.1%	<u>782</u>	<u>31</u>	96.0%	<u>12,706</u>	<u>1,228</u>	90.3%
<b>Subtotal</b>	16,215	1,183	92.7%	23,411	1,178	95.0%	39,626	2,361	94.0%	3,158	152	95.2%	2,485	108	95.7%	45,269	2,621	94.2%
<b>System</b>	52,354	3,201	93.9%	75,419	3,262	95.7%	127,773	6,463	94.9%	10,713	400	96.3%	8,507	295	96.5%	146,993	7,158	95.1%

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

Delays data for most recent month is final revised (10/31/2024) 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-Sep	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	94.5%	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	97.6%	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	96.8%	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	96.2%	96.5%
	2024	94.7	98.2	98.2	98.1	98.5	94.4	96.3	94.5	94.2				96.3%	96.3%
<b>2019-2023 average</b>		96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	96.3%	96.6%
ME	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.8%	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	96.5%	96.9%
	2024	98.8	98.4	98.7	98.4	98.2	97.9	94.5	97.9	97.7				97.8%	97.8%
<b>2019-2023 average</b>		97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	97.5%	97.6%
HC	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	86.4%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	89.3%	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	85.5%	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	90.5%	91.2%
	2024	90.9	92.1	87.3	93.9	92.4	86.7	87.9	78.0	90.3				88.9%	88.9%
<b>2019-2023 average</b>		88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	87.8%	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	91.8%	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	92.9%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	92.2%	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	91.3%	91.2%
	2024	86.7	93.1	93.5	93.0	93.5	94.2	91.8	94.7	93.8				92.7%	92.7%
<b>2019-2023 average</b>		91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	92.6%	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	95.3%	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	95.1%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	93.9%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.8%	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	94.7%	95.0%
	2024	88.9	96.2	96.0	95.8	95.3	96.4	95.9	94.2	95.4				94.9%	94.9%
<b>2019-2023 average</b>		94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	94.6%	94.7%
NCS	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.2%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.2%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	88.3%	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	93.6%	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	89.3%	89.7%
	2024	80.8	89.1	87.4	89.6	88.3	80.7	89.3	89.6	84.3				87.2%	87.2%
<b>2019-2023 average</b>		91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	91.9%	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-Sep	Annual
RI	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.5%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.3%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.4%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.1%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6	91.7	95.5	97.1	95.4%	95.2%
	2024	96.3	97.5	96.8	97.7	96.7	95.7	95.9	97.3	98.4				96.9%	96.9%
	<b>2019-2023 average</b>		94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	94.8%
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	92.9%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.0%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	92.1%	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	92.8%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8	90.6	92.2	91.8	92.1%	91.9%
	2024	88.0	91.7	93.7	90.6	86.2	88.7	88.5	92.6	88.2				89.8%	89.8%
	<b>2019-2023 average</b>		93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	92.7%
UP-N	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	94.9%	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	98.2%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	95.9%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.1%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0	93.8	96.9	98.1	96.3%	96.3%
	2024	96.8	97.8	97.0	98.4	95.3	94.9	97.1	95.6	96.3				96.6%	96.6%
	<b>2019-2023 average</b>		96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	96.2%
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	93.3%	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	95.4%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	95.1%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4	93.9	94.1	95.9	93.6%	93.8%
	2024	90.0	95.6	96.9	97.6	92.4	97.3	93.0	96.6	95.3				95.0%	95.0%
	<b>2019-2023 average</b>		94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	94.6%
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	91.5%	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	95.8%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.4%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	92.3%	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				90.3%	90.3%
	<b>2019-2023 average</b>		92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	92.5%
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	94.3%	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	95.3%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.6%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8	94.6	94.9	96.4	94.7%	94.9%
	2024	93.2	96.1	96.5	96.7	95.2	94.9	93.5	94.8	95.3				95.1%	95.1%
	<b>2019-2023 average</b>		95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	95.2%

Delays data for most recent month is final revised (10/31/2024) 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  
September 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1233 <b>75% OT</b>	Tue, Sep 17	13	DE	Stopped at Cicero due to Frieght Traffic and H BRCKCK1 17 air hose separation.
		Wed, Sep 18	14	DD1	Late flip from 1260 waiting on Z CHCSSE1 18.
		Thu, Sep 19	12	DD	Following H BRGAL1 19, Lisle - Naperville, IR clearing at W Eola
		Fri, Sep 20	13	G1	Late flip off 1260, followed HGALBRC due to 6B SW fail at CPK..
		Thu, Sep 26	20	RA1	Prior late arrival of 1260 due to Amtrak misroute
BNSF	1236 <b>80% OT</b>	Tue, Sep 03	18	I	Due to loading and handling of passengers at multiple stops.
		Mon, Sep 16	12	DD	Due to being blocked by H BRGAL1 16A at Cicero A.
		Tue, Sep 17	13	ZT	Due PTC issues with the 8591 leaving Aurora wouldnt initialize. PTC ISSUE BACK OFFICE
		Wed, Sep 18	10	I	Due to excessive passenger loading at Route 59, Naperville, and Downers.
BNSF	1253 <b>80% OT</b>	Mon, Sep 09	25	RF	Dispatcher mis-routed 1253 behind the 1249 at Fairview. 1259 had to pull east to proceed west.
		Mon, Sep 16	11	YF1	DERAILMENT, Switch failure Cranes & Roosevelt Rd.
		Tue, Sep 17	12	RA1	Due to a Amtrak Mis-Route at CUS.
		Wed, Sep 18	16	DE	H BRGAL1 18 stopped due to air issues.
BNSF	1260 <b>75% OT</b>	Fri, Sep 13	11	EA	AMTK 352 UDE CUS. hose separation
		Wed, Sep 18	14	DD	Holding for the Z CHCSSE1 18.
		Fri, Sep 20	10	G	Following the H GALBRC1 20 due to 6B SW fail at CPK.
		Wed, Sep 25	0	E1	Due to the annullment of 1227, 1260 did not have equipment to operate
		Thu, Sep 26	19	RA	Held at CP Roosevelt due to Amtrak #4 Misroute into Union Station
HC	914 <b>80% OT</b>	Tue, Sep 03	11	D	Departed 10" late due to UP freight ICOG4, 4" speed restrictions in route, 2" restricting signal Lemoyne, 2" stop signal 21st St.
		Mon, Sep 16	6	K	Delayed 13m at Romeoville due to police/fire activity MP 27.9 attributed to brush fire and personnel on tracks.
		Thu, Sep 26	17	T	21M DELAY CORWITH FREIGHT ZCHIALT785 DOORS OPEN ON CONTAINERS CAUSING DELAY BNSF6785 W/77 CARS 7559FT. ARR CUS 709AM 17M LATE. [Controllable Freight]
		Mon, Sep 30	0	XGF	ANNULLED Due to CN PTC/PDS Systems outage.
ME-BI	206 <b>75% OT</b>	Wed, Sep 18	8	ZT1	Delayed 6m at Kensington waiting for ME722 to clear. ME722 was waiting for SS9110 to clear who was operating 5m down, 2m in route due to passenger handling.
		Fri, Sep 20	8	A	DELAYED WAITING FOR 722 TRANSFER PASSENGERS
		Tue, Sep 24	15	AS	Delayed at Kensington waiting on SS9203 OPERATING 4M LATE. Made meet with ME722 at Kensington and followed trains ahead 4-3 out of 11th Place.
		Wed, Sep 25	8	AS	Delayed 7" 115th waiting for SS9203 and ME722 to clear.
		Thu, Sep 26	7	AS	[ ] 6 minutes out of Kensington waiting on 722 to clear the signal blocked by SS9203 ahead 10m late
ME-SC	312 <b>80% OT</b>	Tue, Sep 17	8	G	Delayed 3m at 51st/55th due to passenger handling, 3m at CP 11th Place due to signal dropping and 3m speed restrictions.
		Thu, Sep 19	9	I	2m passenger loading 51st 2m 11th place waiting for signal 4m FOLLOWING TRAIN ME 712
		Fri, Sep 20	7	A	4M AT CP 11TH PLACE DUE TO STUDENT DISPATCHER
ME-SC	332 <b>75% OT</b>	Tue, Sep 24	9	B	Delayed 2" 51st St passenger handling, 4" MP 3.60 PTC issues, 4" speed restrictions.
		Fri, Sep 06	6	I	PSGR LOADING AT JEFFERY, 47TH, 18TH, VAN BUREN, TASTE CHICAGO CROWD unloading with strollers/coolers/wagons
		Thu, Sep 19	7	RD	3M DUE TO FORM A AND 4M STOPPED AT VAN BUREN, HAD LINE UP TO THE 100 SIG BUT DID NOT MOVE UNTIL HE RECEIVED FULL LIN
		Mon, Sep 23	15	AS	Waiting on Details from CCF and District.
		Wed, Sep 25	6	R	Train handling
MD-N	2101 <b>80% OT</b>	Mon, Sep 30	6	GX1	Late turn from ME331
		Tue, Sep 10	13	E	17" Mechanical problems on loco #80. Air pressure not building BAD ORDER AIR DRYER
		Wed, Sep 11	21	L1	24" Stopped at green street behind 2203 with an attempted suicide. MP-24-00045140 (8881) 3" Stop signal at Mayfair for cross traffic
		Mon, Sep 16	0	XKD	ANNULLED @ CUS due to mechanical problems. METX 7297 DEBRIS STRIKE, TORE OFF DOOR CABLE
MD-N	2124 <b>80% OT</b>	Mon, Sep 30	10	GF	10" delay, made all stops Libertyville to Morton Grove, expressed in from Morton Grove
		Tue, Sep 03	8	J	Unruly passenger removal by MPD at Western Ave.
		Tue, Sep 10	8	E1	-12" Stop signal Libertyville waiting on 2103 to clear -4" ADA Grayslake to Glenview to CUS
		Mon, Sep 16	8	KD1	Accommodated 2120's passengers; Meet with 2103 @ Libertyville
		Mon, Sep 30	115	GF	115" Departed Fox Lake late. CN PTC/PDS Systems outage.
MD-W	2233 <b>80% OT</b>	Tue, Sep 03	20	RA1	[22] Red signal at B17. Freight interference CP246 ON SHORT TIME, COULD NOT OPERATE IN NORMAL SLOT BECAUSE TRAINS OUT OF SLOT FROM AMTRAK MISROUTE
		Wed, Sep 04	10	GX	[4] Red signal A5. Waited on eastbound train. [5] Item2 Oak Ave. [2] CP Lake Red signal, wrong line up
		Thu, Sep 12	6	R	[6] The air dumped on us around Monte Clare metx 82. Took awhile to recover CREW ERROR TRAIN HANDLING
		Mon, Sep 16	8	RA	5" Red signal at CUS 5" Red signal at B6. Waiting on trains 2" Red signal at Galewood. Waiting on train
NCS	100 <b>70% OT</b>	Mon, Sep 16	7	I	ASSISTING CONFUSED PASSENGER AT ROUND LAKE BEACH, MISSED WINDOWS AT DEVAL AND A2 3" Deval. Red signal 3" A2, red signal
		Tue, Sep 17	7	I	5" Deval, inbound UP 3" En route slow boarding passengers
		Tue, Sep 24	21	RF	14" Track 2 Mundelein to Schiller park. Passengers on wrong side 4" Stop signal B12,copying/complying with item 2 thatcher 3" Stop signal A2
		Wed, Sep 25	8	CD	6" 30 & 25 mph restrictions 3" Deval, red signal
		Thu, Sep 26	7	CD	[6] Speed restrictions. 25 (2 miles). 35 [3] Deval. Inbound UP
		Mon, Sep 30	0	XGF	ANNULLED Due to CN PTC/PDS Systems outage.

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
NCS	102 80% OT	Tue, Sep 03	10	RF	[12] Grayslake: waiting for EB MDN train to come.
		Fri, Sep 20	11	RF	[13] Deval:waiting for a UP train that was lined up a bit early and late. [4] River Grove-A2:crossed over 2/3 at A5
		Tue, Sep 24	8	RF	Track construction X/O 1MT to 2MT Mundelein to Schiller Park 6" Round Lake Beach- All Red- waiting on CN 3250 North to clear. 4" Enroute- slow loading passengers folding their umbrellas
		Mon, Sep 30	0	XGF	ANNULLED Due to CN PTC/PDS Systems outage.
NCS	108 70% OT	Tue, Sep 17	9	I	4" Antioch Wheeling slow loading 2" Deval stop signal 4" B6 xo 2-3 10mph
		Thu, Sep 19	9	F	[4] Sticking throttle stand CHANGED CONTROLLER [4] Missed window at A5 (2116) [3] A2 stop signal
		Tue, Sep 24	6	RF	Track construction X/O 1MT to 2MT Mundelein to Schiller Park, slow passenger loading Mundelein to Wheeling, passengers on wrong side platform @ Prairie View; -3" Stop signal Deval.
		Wed, Sep 25	10	G	6" 25 mph 37.6-35.5 2" 30 mph 40.2-40 4" Heavy loading 5 cars instead of 6 4" XO 2-3 B6 10mph CP I66 trying to get across B 12 delayed by trap circuit issue
		Thu, Sep 26	12	CD	[2] 30 mph 40.2-40 [6] 25 mph 37.6-35.5
Mon, Sep 30	0	XGF	ANNULLED Due to CN PTC/PDS Systems outage.		
NCS	109 80% OT	Tue, Sep 03	15	RA1	[9] CUS to A3. Following other trains CUS NORTH MISROUTE AND CONGESTION [7] Galewood - B12. Following other trains [4] Deval. Red signal [4] Allanson road. Car on tracks. Train in emergency braking
		Wed, Sep 18	9	D	2" A3/A2, waiting on other trains 10" Lomond Southbound CN freight (Controllable Freight)
		Mon, Sep 23	6	CD	4" Oakley-A3, restricting/stop signals yard moves/ following other trains 5" Track 2 Belmont Ave - O'Hare (116) 3" 25mph restriction 36.6-37.4 2" 30mph restriction mp40-40.2
		Thu, Sep 26	11	CD	[3] Oakley- A3, waiting on other trains [7] Track construction, 2 miles 25mph restriction [2] Left side loading door sticking car 8539
NCS	114 60% OT	Thu, Sep 05	14	ZT	[7] B12. Copying / voiding item 1 narragansett ID NOT AVAILABLE IN DROPDOWN [5] Item 1 still on CDU. Narragansett [3] B6. Waiting on 2230 to clear
		Mon, Sep 09	8	A	8" Deval, red signal
		Tue, Sep 10	9	CD	CN MAINTAINER WORKING IN ANTIOCH CONTROL POINT, HAD TO RUN RESTRICTING TO NEXT SIGNAL -3" Stop signal Deval -4" Stop signal B-12 -3" Stop signal A-2, U.P. cross-traffic, yard move
		Thu, Sep 12	8	A	[2] Late flip [5] Deval. Red signal [2] A2, red signal. O/B UP
		Mon, Sep 23	13	CD1	8" Late arrival of 101 4" Grayslake red signal. Northbound freight 10" RTC stopped train at mp 36.6 to take signal, change lineup 4" Speed restrictions 3" Deval, red signal
		Tue, Sep 24	39	CD	Late arrival of 101. Passengers on wrong platform 30" 5 529a's tow line to Buffalo Grove Rd ( track work ) 25 mph restriction past workers 37.6 Townline, 37.37 Butterfields, 36.05 train 45, 35.6 ped crossing Vernon hills, 34.82 Buffalo Grove RD
		Wed, Sep 25	25	G1	35" Late arrival of 101 6" Speed restrictions (25/30) [Controllable Freight]
Mon, Sep 30	8	GF1	[-38] -22" Departed Antioch late due to CN PTC/PDS Systems outage; Stop signal Deval, U.P. cross-traffic.		
NCS	116 70% OT	Tue, Sep 03	10	A	[6] Deval:cross traffic [6] A5:cross traffic [3] Western Avenue:cross traffic
		Wed, Sep 04	10	GX	[3] Antioch Coach Yard:waiting for the Dispatcher to make the engine correct in the CDU. [5] B12:stop-copy an item 2 then complied with item 2. [3] A5:stop-cross traffic [2] A2:stop-cross traffic [2] Morgan Street and Canal Street:Restricted signal then a
		Thu, Sep 05	14	CC1	[6] Grayslake:waiting for a MDN train. [10] B12:stop-waiting/copying/repeating speed restriction. ALSO CP 247 CAUSING CONGESTION AHEAD [4] River Grove:canceling 4 item 1's and going through the prompts. [2] Complied with 20 mph speed restriction.
		Fri, Sep 13	18	N	[17] B12:signal problems [2] A2:stop-cross traffic.
		Mon, Sep 23	18	CD1	7" Left late due to late arrival NCS 105 18" Track construction and 3529A between Vernon and Prairie View. 6" Stopped at Deval waiting on UP Metra. 3" Stop A-5 waiting on trains. 3" Prairie View had to spot train passenger wrong side. ANNULLED at Antioch due to brake computer failure on METX 413. EPIC FAILED
RI	301 75% OT	Tue, Sep 03	6	I	2" stop at 47th Street, 2" stops at 35th and Robbins, 2" following RI701
		Thu, Sep 05	9	G	9M LATE FOLLOWING 701 AND SWITCH ADJUSTMENT AT CP 46TH STREET #3 switch contacts cleaned and lubricated
		Wed, Sep 11	6	I	3" Passenger loading at 35th due to Sox game, 2" stop at 51st, 2" stop at Robbins.
		Thu, Sep 19	12	E	TRACTION MOTOR 4 CUTOUT metx 111 - DAMAGED TRACTION MOTOR LEADS
		Fri, Sep 20	9	KD	LOST PROPULSION AROUND 83RD ST
SWS	808 70% OT	Wed, Sep 04	12	RF	Departed 10m late 179th St. Landers could not turn traffic. Signal and traffic had to turn, 3m AWDM 143rd St., 3m Ashburn waiting on SWS803.
		Fri, Sep 06	10	GA	7M DELAY 179TH WAITING FOR SWS801 TO CLEAR AND TURN TRAFFIC. 9M DELAY AMTRAK FLAGGED at cp harrison due to track circuit
		Wed, Sep 11	18	D	Delayed due to freight interference and running around at Chicago Ridge. NS 277 (Controllable Freight)
		Mon, Sep 16	12	GF1	Belt TMDS system crashed. SWS808 was waiting on SWS803 at Belt Jct.
		Tue, Sep 17	9	K	Delayed 6m at 21st St. due to bridge lift and 3m Polk due to congestion ahead.
Fri, Sep 20	7	RA	3m CP 518 following Amtrak 29, 4m Polk waiting on signal.		
SWS	809 80% OT	Tue, Sep 03	8	AM	Delayed 10" Lumber waiting on AMT365
		Wed, Sep 04	12	CA1	Departed 14m late due to late tie-on of Engine in BN Yard.
		Mon, Sep 09	8	D	Freight cross traffic at Belt Jct. MASKR9
		Thu, Sep 12	8	ZA1	6m Yard Crew had PTC issues at CUS. Signal was displayed 5m prior to SWS809 scheduled departure. 6m oak lawn to 143rd for group travel
SWS	811 80% OT	Wed, Sep 04	8	CA	Late arrival of equipment DUE TO AMTRAK CONSTRUCTION
		Thu, Sep 05	25	UF	25M OAK LAWN, ADA LIFT MALFUNCTION. METX 7425 - replaced roll stop
		Mon, Sep 16	41	YF1	Departed 36" late. Stopped at CUS due to switch malfunction in the depot.
		Tue, Sep 24	12	CD	CP 518 waiting on Freight NS-BC05-BNSF5366-40x0-600 ft moving from CJ3-to 4 yard track. FREIGHT UNABLE TO PROCEED DUE TO BROKEN RAIL AHEAD

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
SWS	813	Mon, Sep 09	8	GF	Due to track circuit and restricted speed from Ashburn to Oak Lawn. TRACK CIRCUIT LEFT UP AFTER CSX Y135 WENT ACROSS	
		80% OT	Thu, Sep 12	8	D1	8M FOREST HILL, SWS820 TO CLEAR SINGLE MAIN TRACK. (Controllable Freight)
		Mon, Sep 16	9	YF1	Due to congestion at CUS from previous derailment and switch failures at CUS.	
		Mon, Sep 30	7	VF	Due to door issues on cab car #7261 at CUS; no air - NO DEFECTS FOUND	
SWS	818	Thu, Sep 12	8	RA	8M POLK ST., RED SIGNAL AT CP HARRISON.	
		80% OT	Fri, Sep 13	14	EA	14M HARRISON ST., AMTK AHEAD. AIR HOSE SEPARATION
		Mon, Sep 16	18	YF1	4" 10mph at belt junction. 12" stopped at Polk Street Amtrak congestion ahead due to earlier derailment and switch failures at CUS.	
		Wed, Sep 25	41	CA	38" stopped at 21st street bridge due to bridge not locking	
SWS	820	Thu, Sep 12	15	D	19M ASHBURN, CSX Y-135-12 (ENG. CSXT8033, 140 CARS, 8400FT.) SLOW MOVE THRU PLANT. (Controllable Freight)	
		75% OT	Mon, Sep 16	22	YF1	Late flip from 811
		Wed, Sep 18	20	ZN	PTC issues at CP518 NO BELT TRAIN ID ACCESSIBLE	
		Fri, Sep 27	8	D	11M IHB-CP RIDGE, UP YYCCHX-27 (ENG. UP4654, 65CARS, 4513FT.) SLOW MOVE THRU PLANT. [Controllable Freight]	
SWS	822	Thu, Sep 05	10	AM	10M POLK ST., RED SIGNAL, AMTK CONGESTION AHEAD. (AMT 30)	
		75% OT	Mon, Sep 09	7	GF1	Late turn from SW813
		Thu, Sep 12	10	D1	5M 179H ST., LATE TURN SWS813. (Controllable Freight)	
		Mon, Sep 16	17	YF1	Due to congestion at CUS from previous derailment and switch failures at CUS.	
UP-N	314	Mon, Sep 30	8	VF1	Late departure due to late turn of SW813	
		80% OT	Thu, Sep 05	19	M1	19" enroute acct train ahead.
		Fri, Sep 06	12	M1	12 Delayed following M 392	
		Mon, Sep 23	23	E1	Delayed following M312	
UP-N	354	Tue, Sep 24	14	C1	Following M392 from Main St., slow order 5MPH MP9.50-8.75	
		75% OT	Tue, Sep 03	10	I	10 Slow passenger loading
		Thu, Sep 05	34	M1	34" FINAL Late turn off delayed #337.	
		Wed, Sep 11	12	E1	12 Slow passenger loading enroute ACCOMODATING PASSENGERS FROM 394 and student engineer operating	
UP-N	361	Mon, Sep 16	8	U	1 ADA lift & slow passenger loading enroute	
		80% OT	Thu, Sep 19	11	U	Slow passenger loading enroute; 1 ADA lift WILMETTE; student engineer operating train
		Wed, Sep 04	6	M1	Heavy passenger loading all stops; Form A MP6.23-MP6.51 & MP11.75-MP12.5 Note(s): >>Pace Bus accommodated M359, M351 passengers from Kenosha to Waukegan & vice versa >>M353 made all stops to Waukegan	
		Mon, Sep 09	7	I	7 Slow passenger loading / unloading @ Rogers Park and Main St	
UP-N	392	Tue, Sep 10	8	U	8 1 ADA lift and slow passenger loading	
		75% OT	Wed, Sep 11	10	ZP	10 Late departure from CPT due to trouble initializing PTC
		Thu, Sep 05	17	M1	17" FINAL acct slow orders and waiting on line-up at Waukegan.	
		Fri, Sep 06	10	M1	10' Departed 16 mins down late turn from M391 also was delayed due to putting wrong cab car info into PTC system	
UP-NW	660	Mon, Sep 09	0	RN1	ANNULLED turn from M391	
		75% OT	Mon, Sep 23	23	E1	Delayed following M312
		Mon, Sep 23	23	E1	Delayed following M312	
		Tue, Sep 24	12	C1	Following M312 from Main St., slow order 5MPH MP9.50-8.75	
UP-NW	670	Thu, Sep 05	7	I	7" FINAL HEAVY LOADING	
		80% OT	Mon, Sep 09	29	KP	29 Stopped @ MP 41.0 due to a report of a trespasser laying next to track 1 @ MP40.75 Trains were delayed. MP-24-00044819 (11276)
		Thu, Sep 12	12	U	12 Delayed 7 min for ada lift @ Mt Prospect and Jefferson Park, 5 min delay due to cross traffic @ Lake St with M663	
		Wed, Sep 25	13	C	Delayed @ Mayfair, waited for M659 to clear on acct. of track #1 was out of service, due to a track defect between MP 7.61-7.75 & heavy passenger loading enroute.	
UP-NW	672	Tue, Sep 10	9	DD1	9 Delayed following M668 from Barrington	
		80% OT	Tue, Sep 10	43	K	43 Delayed @ Palatine due to a vehicle on the tracks @MP22.31 MP-24-00045053 (11276)
		Wed, Sep 25	71	K	Delayed @ Edison Park, due to a vehicle on the tracks @ MP11.55 MP-24-00048003 (9461)	
		Fri, Sep 27	38	K1	Late turn off of M659, delayed due to vehicle on the track @ MP41.59 MP-24-00048434 (9842)	
UP-NW	672	Thu, Sep 27	30	K	Delayed due to vehicle on the track @ MP41.59 MP-24-00048434 (9842)	
		80% OT	Tue, Sep 10	9	K	9 Delayed @ Barrington due to a vehicle on the tracks @MP22.31 MP-24-00045053 (11276)
		Fri, Sep 20	7	RF	Delayed due to CN freight train cross traffic @ Barrington	
		Wed, Sep 25	39	K	Delayed @ Park Ridge, due to a vehicle on the tracks @ MP11.55 MP-24-00048003 (9461)	
UP-W	28	Fri, Sep 27	30	K	Delayed due to vehicle on the track @ MP41.59 MP-24-00048434 (9842)	
		80% OT	Mon, Sep 09	13	D	13 Held @ Vale waited for the MASPR to clear into the Yard @ Proviso
		Mon, Sep 16	18	RF	Departed Elburn 10" minutes down due to waited for signal to time out to so dispatcher could give the proper signal; also heavy and slow passenger loading enroute (8" minutes)	
		Mon, Sep 23	10	CC	Departed Elburn 6 min down waited for a signal due to track work Elburn-LaFox also delayed following m26 ahead	
UP-W	30	Wed, Sep 25	9	CC1	Delayed due to following trains ahead	
		75% OT	Mon, Sep 16	9	RF1	Delayed following M28 from Elburn
		Tue, Sep 17	10	D	Delayed @ 25th Avenue on track #1 due to waited for M21 to clear to track #3- MCHAL was on track #1 going into Proviso	
		Mon, Sep 23	10	CC	Delayed due to two 15 mph speed restrictions Elburn-LaFox and Villa Park & Elmhurst	
UP-W	30	Tue, Sep 24	18	RF	Improper Line-up at Elburn. Dispatcher ran timer to change route	
		Tue, Sep 24	18	RF	Improper Line-up at Elburn. Dispatcher ran timer to change route	
		Wed, Sep 25	6	CC1	Delayed due to following trains ahead	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UP-W	34	Thu, Sep 12	18	D	08" Slow loading passengers at street crossings due to operating track #2 at Villa Park & Elmhurst. ZG21C was occupying track #1 at Elmhurst; 10" waiting for passengers to cross over at River Forest & Oak Park. Passengers were standing on track #1 while t	
		<b>65% OT</b>	Fri, Sep 20	8	RF	Delayed @ Park waited for dispatcher to give a signal
		Mon, Sep 23	8	CC1	Delayed following trains ahead	
		Tue, Sep 24	16	RF1	Following M32 from Elburn	
		Wed, Sep 25	16	CC1	Delayed due to following trains ahead	
		Thu, Sep 26	8	ZN	Delayed due to PTC failure @ MP 12.5	
		Mon, Sep 30	10	I1	Delayed following M32	
UP-W	44	Thu, Sep 12	18	G	18 Switch #33 failure @ Western	
		<b>80% OT</b>	Tue, Sep 17	8	I	Delayed due to slow passenger loading enroute; also speed restriction from MP40-32
		Thu, Sep 19	8	RF	Delayed @ J.B Tower due to CN Freight	
		Fri, Sep 20	25	D	Freight train interference UE VFNU-18 ahead at Park [Controllable Freight]	
UP-W	50	Mon, Sep 09	15	G	15 Switch #33 failed @ Western Ave	
		<b>65% OT</b>	Mon, Sep 16	13	D	Followed ZLTG2-14 from Glen Ellyn-Elmhurst & stopped @ Villa park (-14) behind ZLTG2-14 on track 1 going into 29 main
		Thu, Sep 19	10	CC	Delayed (-8) from LaFox-West Chicago, due to Form B between MP39 to MP32 & following freight	
		Fri, Sep 20	15	CC1	Late turn off of M31	
		Mon, Sep 23	11	KP1	Late turn from M31	
		Tue, Sep 24	10	CC	3 Form B's (MP39-33, MP17-16.5, MP14.75-14.5); 30mph @ MP13.75-13.5	
		Wed, Sep 25	10	J	Delayed 15" @ Lombard, waited for police to remove an unruly person from the train (police arrived & removed the person from the train); 15 mph @ MP 42.5-41.75	
UP-W	54	Tue, Sep 10	8	D	8 Delayed @ Elmhurst waited for M39 to clear off trk 1 due to freight on trk 3 freight going on the IHB	
		<b>70% OT</b>	Wed, Sep 11	17	R	17 Late departure from Elburn due to engine not loading (m35 engineer incorrectly removed independent brake handle causing a partial independent brake set)
		Fri, Sep 13	7	A	7 Delayed @ Western due to cross traffic and delayed @ Lake St due to cross traffic	
		Tue, Sep 17	8	ZV	15mph @ MP32.1 -32.0; PTC fault @ Western Avenue (PTC dropped completely out) CAR 8465	
		Thu, Sep 19	7	I	SLOW PASSENGER LOADING ENROUTE - ALSO 2M FOR NO SIGNAL AT KEDZIE	
		Fri, Sep 20	7	I	Slow passenger loading, also 25 MPH speed restriction M.P. 16.67-16.65	
UP-W	56	Fri, Sep 06	10	ZP	Late turn off #37 & update TCS numbers with PTC system.	
		<b>80% OT</b>	Fri, Sep 13	7	I	REPORTED SLOW PASSENGER LOADING
		Thu, Sep 19	10	RF	No signal @ Peck, due to Terminal Train Dispatcher timed out the signal that was cleared for M39 to go west on track 2 (-7) & 1 ADA lift @ Geneva	
		Tue, Sep 24	16	G	20" delay @ Peck, due to signal issues (track circuit across Peck interlocking)	

Data is final revised (10/31/2024) version from TOPS.

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

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

Effective November 1, 2021

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

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

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>28</b>	-	-	-	<b>6</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>14</b>	-	<b>6</b>	<b>22</b>	<b>97</b>
Freight Interference - Peak	10	-	-	-	3	1	5	1	-	5	-	-	10	35
Primary	10	-	-	-	3	1	3	1	-	3	-	-	7	28
Secondary	-	-	-	-	-	-	2	-	-	2	-	-	3	7
Freight Interference - Off-Peak	18	-	-	-	3	4	7	1	2	9	-	6	12	62
Primary	13	-	-	-	2	2	6	1	2	8	-	5	11	50
Secondary	5	-	-	-	1	2	1	-	-	1	-	1	1	12
<b>Signal/Switch Failure - Total</b>	<b>4</b>	-	<b>1</b>	<b>2</b>	<b>4</b>	<b>25</b>	<b>7</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>26</b>	<b>4</b>	<b>104</b>
Signal/Switch Failure - Metra/PSA	4	-	1	2	-	10	7	5	8	2	2	-	4	45
Primary	3	-	1	1	-	8	5	4	8	2	1	-	4	37
Secondary	1	-	-	1	-	2	2	1	-	-	1	-	-	8
Signal/Switch Failure - Foreign	-	-	-	-	4	15	-	8	-	6	-	26	-	59
Primary	-	-	-	-	4	9	-	5	-	2	-	16	-	36
Secondary	-	-	-	-	-	6	-	3	-	4	-	10	-	23
<b>Mechanical Failure - Total</b>	<b>15</b>	<b>1</b>	-	-	-	<b>7</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>60</b>
Mechanical Failure - Metra/PSA	14	1	-	-	-	7	7	4	5	6	7	1	6	58
Non-Locomotive Equipment Issue - Metra/PSA	6	1	-	-	-	3	1	1	1	5	-	1	6	25
Primary	2	1	-	-	-	2	1	1	-	3	-	1	2	13
Secondary	4	-	-	-	-	1	-	-	1	2	-	-	4	12
Locomotive Issue - Metra/PSA	8	-	-	-	-	4	6	3	4	1	7	-	-	33
Primary	4	-	-	-	-	2	2	2	4	1	2	-	-	17
Secondary	4	-	-	-	-	2	4	1	-	-	5	-	-	16
Mechanical Failure - Foreign	1	-	-	-	-	-	-	-	-	1	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>4</b>	-	<b>2</b>	-	<b>3</b>	-	<b>3</b>	-	<b>2</b>	<b>1</b>	<b>24</b>
Passenger Train Interference - Metra/PSA	-	2	1	3	-	2	-	3	-	-	-	2	1	14
Passenger Train Interference - Foreign	1	1	4	1	-	-	-	-	-	3	-	-	-	10
<b>Accident - Total</b>	<b>30</b>	-	-	-	-	-	-	-	-	<b>9</b>	<b>17</b>	-	-	<b>56</b>
Accident - Metra/PSA	-	-	-	-	-	-	-	-	-	-	17	-	-	17
Accident - Foreign	30	-	-	-	-	-	-	-	-	9	-	-	-	39
<b>Track Work - Total</b>	-	<b>6</b>	<b>1</b>	<b>2</b>	-	<b>18</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>7</b>	<b>13</b>	<b>3</b>	<b>17</b>	<b>87</b>
Track Work - Metra/PSA	-	6	1	2	-	18	8	1	1	1	13	3	17	71
Track Work - Foreign	-	-	-	-	-	-	1	9	-	6	-	-	-	16
<b>Human Error - Total</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>10</b>	<b>7</b>	-	<b>14</b>	<b>6</b>	<b>15</b>	<b>13</b>	<b>99</b>
Human Error - Metra/PSA	7	3	1	6	-	3	1	-	-	4	4	11	3	43
Human Error - Foreign	7	1	-	-	1	5	9	7	-	10	2	4	10	56
<b>PTC Related - Total</b>	<b>2</b>	<b>3</b>	<b>3</b>	-	-	-	<b>1</b>	<b>1</b>	-	<b>5</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>23</b>
PTC Related - Metra/PSA	2	3	3	-	-	-	1	1	-	3	2	2	2	19
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	2	-	-	2	4
<b>Weather - Total</b>	-	-	-	-	-	<b>1</b>	-	-	-	-	-	-	-	<b>1</b>
Weather - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>10</b>	<b>8</b>	-	<b>4</b>	-	<b>1</b>	-	<b>3</b>	<b>7</b>	-	<b>13</b>	<b>7</b>	<b>12</b>	<b>65</b>
<b>Obstruction/Debris - Total</b>	<b>22</b>	<b>1</b>	-	<b>4</b>	<b>2</b>	<b>10</b>	<b>7</b>	-	<b>7</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>7</b>	<b>89</b>
<b>Catenary Failure - Total</b>	-	<b>5</b>	<b>1</b>	<b>9</b>	-	-	-	-	-	-	-	-	-	<b>15</b>
<b>Other - Total</b>	<b>1</b>	-	-	-	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	-	-	-	-	-	<b>9</b>
<b>Total Trains Delayed</b>	<b>127</b>	<b>31</b>	<b>12</b>	<b>31</b>	<b>14</b>	<b>78</b>	<b>57</b>	<b>44</b>	<b>30</b>	<b>71</b>	<b>61</b>	<b>86</b>	<b>87</b>	<b>729</b>
Total Metra/PSA Delays	60	29	8	30	3	53	35	18	28	20	59	50	53	446
Total Foreign Carrier Delays	67	2	4	1	11	25	22	26	2	51	2	36	34	283

Data for current month is final revised (10/31/2024) version of TOPS

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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.

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>11</b>	-	-	-	<b>7</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>66</b>
Freight Interference - Peak	3	-	-	-	4	1	3	1	-	4	1	2	4	23
Primary	2	-	-	-	4	1	2	1	-	3	1	1	3	18
Secondary	1	-	-	-	0	-	1	0	-	1	-	1	1	5
Freight Interference - Off-Peak	9	-	-	-	3	3	4	1	3	5	0	1	14	43
Primary	8	-	-	-	2	3	3	1	3	4	0	1	11	36
Secondary	0	-	-	-	1	0	0	0	0	1	-	-	3	7
<b>Signal/Switch Failure - Total</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>72</b>
Signal/Switch Failure - Metra/PSA	5	4	2	2	-	10	7	1	13	3	2	3	6	60
Primary	4	3	2	2	-	7	6	1	10	2	2	2	4	45
Secondary	1	0	-	1	-	3	1	0	3	1	0	1	2	14
Signal/Switch Failure - Foreign	4	-	-	-	1	2	1	2	0	2	-	0	0	12
Primary	3	-	-	-	1	1	0	1	0	1	-	0	0	10
Secondary	0	-	-	-	-	1	0	0	0	0	-	-	-	2
<b>Mechanical Failure - Total</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>58</b>
Mechanical Failure - Metra/PSA	8	1	0	1	0	6	4	2	13	2	5	6	7	56
Non-Locomotive Equipment Issue - Metra/PSA	3	1	0	1	-	1	2	1	2	1	2	3	3	20
Primary	2	1	0	1	-	0	1	0	1	0	1	2	2	12
Secondary	1	1	-	0	-	1	1	1	0	0	1	1	1	8
Locomotive Issue - Metra/PSA	5	-	-	-	0	5	2	1	12	1	3	4	3	36
Primary	2	-	-	-	0	2	1	1	3	1	1	1	1	15
Secondary	3	-	-	-	-	3	1	0	8	0	2	3	2	21
Mechanical Failure - Foreign	0	-	0	0	-	1	-	0	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>
Passenger Train Interference - Metra/PSA	-	0	0	2	-	3	0	-	2	0	0	1	0	9
Passenger Train Interference - Foreign	0	0	-	0	2	1	0	-	-	1	-	0	-	5
<b>Accident - Total</b>	<b>8</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>37</b>
Accident - Metra/PSA	5	0	-	-	-	-	1	1	9	1	1	7	4	31
Accident - Foreign	3	-	-	-	0	1	0	0	-	-	-	-	2	6
<b>Track Work - Total</b>	<b>10</b>	<b>5</b>	<b>-</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>-</b>	<b>14</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>67</b>
Track Work - Metra/PSA	10	5	-	1	1	3	5	-	13	1	10	5	6	59
Track Work - Foreign	0	-	-	-	2	-	0	-	1	5	-	0	-	8
<b>Human Error - Total</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>56</b>
Human Error - Metra/PSA	4	1	1	1	0	1	6	2	10	2	3	1	3	35
Human Error - Foreign	2	-	-	-	2	6	2	3	-	2	1	2	2	20
<b>PTC Related - Total</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>40</b>
PTC Related - Metra/PSA	1	1	-	1	0	6	4	2	7	1	5	4	6	38
PTC Related - Foreign	-	-	-	-	0	-	0	0	-	1	-	0	0	3
<b>Weather - Total</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>17</b>
Weather - Metra/PSA	1	-	0	-	-	1	2	1	3	1	2	5	1	17
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>58</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>65</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12</b>
<b>Other - Total</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>5</b>
<b>Total Trains Delayed</b>	<b>62</b>	<b>31</b>	<b>10</b>	<b>19</b>	<b>18</b>	<b>59</b>	<b>53</b>	<b>18</b>	<b>95</b>	<b>34</b>	<b>47</b>	<b>50</b>	<b>73</b>	<b>568</b>
Total Metra/PSA Delays	41	31	9	18	3	44	43	11	91	15	45	44	51	446
Total Foreign Carrier Delays	21	0	0	0	15	15	10	7	4	19	2	7	22	123

Data for current month is final (10/30/2023) version of TOPS

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

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

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

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>17</b>	-	-	-	<b>(1)</b>	<b>0</b>	<b>5</b>	<b>(0)</b>	<b>(1)</b>	<b>5</b>	<b>(1)</b>	<b>3</b>	<b>4</b>	<b>31</b>
Freight Interference - Peak	7	-	-	-	(1)	(0)	2	(0)	-	1	(1)	(2)	6	12
Primary	8	-	-	-	(1)	(0)	1	-	-	-	(1)	(1)	4	10
Secondary	(1)	-	-	-	(0)	-	1	(0)	-	1	-	(1)	2	2
Freight Interference - Off-Peak	9	-	-	-	0	1	3	-	(1)	4	(0)	5	(2)	19
Primary	5	-	-	-	-	(1)	3	0	(1)	4	(0)	4	0	14
Secondary	5	-	-	-	0	2	1	(0)	(0)	-	-	1	(2)	5
<b>Signal/Switch Failure - Total</b>	<b>(5)</b>	<b>(4)</b>	<b>(1)</b>	<b>(0)</b>	<b>3</b>	<b>13</b>	<b>(1)</b>	<b>10</b>	<b>(5)</b>	<b>3</b>	<b>(0)</b>	<b>22</b>	<b>(3)</b>	<b>32</b>
Signal/Switch Failure - Metra/PSA	(1)	(4)	(1)	(0)	-	-	-	4	(5)	(1)	(0)	(3)	(2)	(15)
Primary	(1)	(3)	(1)	(1)	-	1	(1)	3	(2)	-	(1)	(2)	(0)	(8)
Secondary	(0)	(0)	-	0	-	(1)	1	1	(3)	(1)	1	(1)	(2)	(6)
Signal/Switch Failure - Foreign	(4)	-	-	-	3	13	(1)	6	(0)	4	-	26	(0)	47
Primary	(3)	-	-	-	3	8	(0)	4	(0)	1	-	16	(0)	26
Secondary	(0)	-	-	-	-	5	(0)	3	-	4	-	10	-	21
<b>Mechanical Failure - Total</b>	<b>7</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	-	<b>3</b>	<b>2</b>	<b>(8)</b>	<b>5</b>	<b>2</b>	<b>(5)</b>	<b>(1)</b>	<b>2</b>
Mechanical Failure - Metra/PSA	6	(0)	(0)	(1)	(0)	1	3	2	(8)	4	2	(5)	(1)	2
Non-Locomotive Equipment Issue - Metra/PSA	3	(0)	(0)	(1)	-	2	(1)	0	(1)	4	(2)	(2)	3	5
Primary	0	0	(0)	(1)	-	2	(0)	1	(1)	3	(1)	(1)	(0)	1
Secondary	3	(1)	-	(0)	-	(0)	(1)	(1)	1	2	(1)	(1)	3	4
Locomotive Issue - Metra/PSA	3	-	-	-	(0)	(1)	4	2	(8)	-	4	(4)	(3)	(3)
Primary	2	-	-	-	(0)	(0)	1	1	1	0	1	(1)	(1)	2
Secondary	1	-	-	-	-	(1)	3	1	(8)	(0)	3	(3)	(2)	(5)
Mechanical Failure - Foreign	1	-	(0)	(0)	-	(1)	-	(0)	-	1	-	-	-	0
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>3</b>	<b>(2)</b>	<b>2</b>	<b>(0)</b>	<b>1</b>	<b>1</b>	<b>10</b>
Passenger Train Interference - Metra/PSA	-	2	1	1	-	(1)	(0)	3	(2)	(0)	(0)	1	1	5
Passenger Train Interference - Foreign	1	1	4	1	(2)	(1)	(0)	-	-	2	-	(0)	-	5
<b>Accident - Total</b>	<b>22</b>	<b>(0)</b>	-	-	<b>(0)</b>	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>(9)</b>	<b>8</b>	<b>16</b>	<b>(7)</b>	<b>(6)</b>	<b>19</b>
Accident - Metra/PSA	(5)	(0)	-	-	-	-	(1)	(1)	(9)	(1)	16	(7)	(4)	(14)
Accident - Foreign	27	-	-	-	(0)	(1)	(0)	(0)	-	9	-	-	(2)	33
<b>Track Work - Total</b>	<b>(10)</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>(3)</b>	<b>15</b>	<b>4</b>	<b>10</b>	<b>(13)</b>	<b>1</b>	<b>3</b>	<b>(2)</b>	<b>11</b>	<b>20</b>
Track Work - Metra/PSA	(10)	1	1	1	(1)	15	3	1	(12)	0	3	(2)	11	12
Track Work - Foreign	(0)	-	-	-	(2)	-	1	9	(1)	1	-	(0)	-	8
<b>Human Error - Total</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>(1)</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>(10)</b>	<b>11</b>	<b>2</b>	<b>11</b>	<b>8</b>	<b>43</b>
Human Error - Metra/PSA	3	2	0	5	(0)	2	(5)	(2)	(10)	2	1	10	(0)	8
Human Error - Foreign	5	1	-	-	(1)	(1)	7	4	-	8	1	2	8	36
<b>PTC Related - Total</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>(1)</b>	<b>(1)</b>	<b>(6)</b>	<b>(4)</b>	<b>(1)</b>	<b>(7)</b>	<b>2</b>	<b>(3)</b>	<b>(2)</b>	<b>(2)</b>	<b>(17)</b>
PTC Related - Metra/PSA	1	2	3	(1)	(0)	(6)	(3)	(1)	(7)	2	(3)	(2)	(4)	(19)
PTC Related - Foreign	-	-	-	-	(0)	-	(0)	(0)	-	1	-	(0)	2	1
<b>Weather - Total</b>	<b>(1)</b>	-	<b>(0)</b>	-	-	<b>0</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(2)</b>	<b>(5)</b>	<b>(1)</b>	<b>(16)</b>
Weather - Metra/PSA	(1)	-	(0)	-	-	0	(2)	(1)	(3)	(1)	(2)	(5)	(1)	(16)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>7</b>	<b>1</b>	<b>(2)</b>	<b>3</b>	<b>(0)</b>	<b>(4)</b>	<b>(5)</b>	<b>3</b>	<b>(4)</b>	<b>(1)</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>7</b>
<b>Obstruction/Debris - Total</b>	<b>19</b>	<b>(3)</b>	<b>(3)</b>	<b>(2)</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>(5)</b>	<b>17</b>	<b>(0)</b>	<b>24</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(2)</b>	<b>(1)</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>
<b>Other - Total</b>	<b>1</b>	-	<b>(0)</b>	-	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>(2)</b>	<b>(0)</b>	<b>(1)</b>	-	<b>1</b>	<b>4</b>
<b>Total Trains Delayed</b>	<b>65</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>(4)</b>	<b>19</b>	<b>4</b>	<b>26</b>	<b>(65)</b>	<b>37</b>	<b>14</b>	<b>36</b>	<b>14</b>	<b>161</b>
Total Metra/PSA Delays	19	-2	-1	12	0	9	-8	7	-63	5	14	6	2	0
Total Foreign Carrier Delays	46	2	4	1	-4	10	12	19	-2	32	0	29	12	160

Data for current month is final revised (10/31/2024) 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.

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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 - September 2024**

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>89</b>	-	-	-	<b>26</b>	<b>29</b>	<b>31</b>	<b>33</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>53</b>	<b>268</b>	<b>631</b>
Freight Interference - Peak	26	-	-	-	23	4	13	15	1	27	3	35	81	228
Primary	22	-	-	-	22	3	9	11	1	19	3	22	49	161
Secondary	4	-	-	-	1	1	4	4	-	8	-	13	32	67
Freight Interference - Off-Peak	63	-	-	-	3	25	18	18	8	60	3	18	187	403
Primary	48	-	-	-	2	15	14	8	7	44	2	17	149	306
Secondary	15	-	-	-	1	10	4	10	1	16	1	1	38	97
<b>Signal/Switch Failure - Total</b>	<b>68</b>	<b>39</b>	<b>22</b>	<b>53</b>	<b>28</b>	<b>199</b>	<b>157</b>	<b>92</b>	<b>107</b>	<b>107</b>	<b>22</b>	<b>62</b>	<b>90</b>	<b>1,046</b>
Signal/Switch Failure - Metra/PSA	28	39	22	53	-	97	77	32	104	30	22	33	79	616
Primary	22	28	12	24	-	71	54	20	73	24	15	26	52	421
Secondary	6	11	10	29	-	26	23	12	31	6	7	7	27	195
Signal/Switch Failure - Foreign	40	-	-	-	28	102	80	60	3	77	-	29	11	430
Primary	25	-	-	-	26	76	55	43	1	40	-	19	7	292
Secondary	15	-	-	-	2	26	25	17	2	37	-	10	4	138
<b>Mechanical Failure - Total</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>96</b>	<b>88</b>	<b>25</b>	<b>70</b>	<b>53</b>	<b>88</b>	<b>96</b>	<b>160</b>	<b>783</b>
Mechanical Failure - Metra/PSA	82	2	-	1	4	92	88	25	70	48	88	96	160	756
Non-Locomotive Equipment Issue - Metra/PSA	38	2	-	1	-	25	24	8	11	17	29	27	61	243
Primary	19	2	-	1	-	17	14	5	5	10	9	10	23	115
Secondary	19	-	-	-	-	8	10	3	6	7	20	17	38	128
Locomotive Issue - Metra/PSA	44	-	-	-	4	67	64	17	59	31	59	69	99	513
Primary	25	-	-	-	4	22	28	7	28	13	23	27	26	203
Secondary	19	-	-	-	-	45	36	10	31	18	36	42	73	310
Mechanical Failure - Foreign	3	7	2	2	4	4	-	-	-	5	-	-	-	27
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>52</b>	<b>17</b>	<b>41</b>	<b>5</b>	<b>37</b>	-	<b>10</b>	<b>13</b>	<b>206</b>
Passenger Train Interference - Metra/PSA	-	2	3	5	-	47	14	39	4	-	-	10	13	137
Passenger Train Interference - Foreign	1	1	7	3	9	5	3	2	1	37	-	-	-	69
<b>Accident - Total</b>	<b>70</b>	<b>2</b>	<b>1</b>	<b>9</b>	-	<b>36</b>	<b>26</b>	<b>5</b>	<b>30</b>	<b>20</b>	<b>32</b>	<b>56</b>	<b>45</b>	<b>332</b>
Accident - Metra/PSA	34	-	1	9	-	36	26	5	30	11	32	56	39	279
Accident - Foreign	36	2	-	-	-	-	-	-	-	9	-	-	6	53
<b>Track Work - Total</b>	<b>44</b>	<b>48</b>	<b>1</b>	<b>18</b>	<b>25</b>	<b>55</b>	<b>35</b>	<b>49</b>	<b>76</b>	<b>52</b>	<b>53</b>	<b>41</b>	<b>104</b>	<b>601</b>
Track Work - Metra/PSA	44	48	1	18	2	52	32	8	76	2	53	41	99	476
Track Work - Foreign	-	-	-	-	23	3	3	41	-	50	-	-	5	125
<b>Human Error - Total</b>	<b>87</b>	<b>29</b>	<b>9</b>	<b>30</b>	<b>12</b>	<b>114</b>	<b>64</b>	<b>60</b>	<b>41</b>	<b>68</b>	<b>46</b>	<b>132</b>	<b>78</b>	<b>770</b>
Human Error - Metra/PSA	62	28	9	30	1	37	32	20	36	24	35	112	49	475
Human Error - Foreign	25	1	-	-	11	77	32	40	5	44	11	20	29	295
<b>PTC Related - Total</b>	<b>19</b>	<b>19</b>	<b>16</b>	<b>27</b>	<b>13</b>	<b>55</b>	<b>30</b>	<b>41</b>	<b>27</b>	<b>79</b>	<b>28</b>	<b>35</b>	<b>97</b>	<b>486</b>
PTC Related - Metra/PSA	14	18	16	26	11	54	28	26	27	42	26	34	82	404
PTC Related - Foreign	5	1	-	1	2	1	2	15	-	37	2	1	15	82
<b>Weather - Total</b>	<b>103</b>	<b>42</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>92</b>	<b>56</b>	<b>22</b>	<b>32</b>	<b>14</b>	<b>79</b>	<b>161</b>	<b>86</b>	<b>696</b>
Weather - Metra/PSA	103	42	3	5	1	92	56	22	32	14	79	161	86	696
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>57</b>	<b>41</b>	<b>3</b>	<b>23</b>	-	<b>55</b>	<b>40</b>	<b>16</b>	<b>97</b>	<b>7</b>	<b>88</b>	<b>52</b>	<b>122</b>	<b>601</b>
<b>Obstruction/Debris - Total</b>	<b>93</b>	<b>24</b>	<b>16</b>	<b>39</b>	<b>7</b>	<b>68</b>	<b>47</b>	<b>29</b>	<b>56</b>	<b>50</b>	<b>60</b>	<b>126</b>	<b>129</b>	<b>744</b>
<b>Catenary Failure - Total</b>	-	<b>58</b>	<b>11</b>	<b>27</b>	-	-	-	-	-	-	-	-	-	<b>96</b>
<b>Other - Total</b>	<b>19</b>	-	-	<b>2</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>14</b>	<b>22</b>	<b>45</b>	<b>36</b>	<b>166</b>
<b>Total Trains Delayed</b>	<b>735</b>	<b>314</b>	<b>94</b>	<b>244</b>	<b>131</b>	<b>858</b>	<b>600</b>	<b>419</b>	<b>554</b>	<b>588</b>	<b>524</b>	<b>869</b>	<b>1,228</b>	<b>7,158</b>
Total Metra/PSA Delays	536	302	85	238	28	633	449	228	536	242	505	766	894	5,442
Total Foreign Carrier Delays	199	12	9	6	103	225	151	191	18	346	19	103	334	1,716

Data for current month is final revised (10/31/2024) version of TOPS

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>77</b>	-	-	-	<b>48</b>	<b>62</b>	<b>88</b>	<b>26</b>	<b>26</b>	<b>64</b>	<b>12</b>	<b>51</b>	<b>207</b>	<b>661</b>
Freight Interference - Peak	19	-	-	-	38	18	29	13	5	29	6	28	61	246
Primary	15	-	-	-	34	12	23	11	4	23	5	17	42	185
Secondary	4	-	-	-	4	5	6	2	1	6	1	11	20	61
Freight Interference - Off-Peak	58	-	-	-	10	44	59	13	21	35	6	23	146	415
Primary	50	-	-	-	9	29	48	11	17	25	3	19	107	319
Secondary	8	-	-	-	1	15	11	2	4	10	3	4	38	96
<b>Signal/Switch Failure - Total</b>	<b>89</b>	<b>49</b>	<b>23</b>	<b>41</b>	<b>22</b>	<b>151</b>	<b>86</b>	<b>40</b>	<b>129</b>	<b>56</b>	<b>21</b>	<b>53</b>	<b>55</b>	<b>817</b>
Signal/Switch Failure - Metra/PSA	50	49	23	41	3	129	78	20	127	17	20	35	45	637
Primary	40	37	17	27	2	85	61	16	101	13	15	27	32	475
Secondary	10	13	6	14	0	43	16	4	26	3	6	8	13	162
Signal/Switch Failure - Foreign	40	-	-	-	20	22	9	20	2	39	0	18	10	180
Primary	33	-	-	-	18	17	7	18	2	30	-	14	8	145
Secondary	7	-	-	-	2	5	2	2	1	10	0	4	2	35
<b>Mechanical Failure - Total</b>	<b>80</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>96</b>	<b>66</b>	<b>21</b>	<b>104</b>	<b>17</b>	<b>60</b>	<b>65</b>	<b>64</b>	<b>593</b>
Mechanical Failure - Metra/PSA	79	5	3	4	4	89	65	21	104	17	60	65	64	579
Non-Locomotive Equipment Issue - Metra/PSA	34	5	3	4	1	14	12	5	18	8	19	24	25	171
Primary	15	4	2	2	1	6	8	3	10	5	12	14	15	97
Secondary	19	1	1	1	0	8	4	2	8	4	8	10	9	74
Locomotive Issue - Metra/PSA	45	-	-	-	2	74	54	16	86	9	41	42	39	407
Primary	19	-	-	-	2	26	24	7	33	5	13	16	17	163
Secondary	26	-	-	-	0	48	30	9	52	4	27	26	22	244
Mechanical Failure - Foreign	1	3	1	1	-	7	0	1	-	0	-	-	-	14
<b>Passenger Train Interference - Total</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>46</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>120</b>
Passenger Train Interference - Metra/PSA	0	2	0	2	0	32	10	7	5	1	2	8	2	72
Passenger Train Interference - Foreign	9	1	0	1	7	14	3	1	1	12	-	1	-	48
<b>Accident - Total</b>	<b>70</b>	<b>20</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>41</b>	<b>26</b>	<b>7</b>	<b>60</b>	<b>10</b>	<b>43</b>	<b>63</b>	<b>59</b>	<b>411</b>
Accident - Metra/PSA	59	6	2	3	1	22	15	3	54	4	43	58	31	301
Accident - Foreign	11	14	2	1	3	19	11	3	6	5	0	4	28	110
<b>Track Work - Total</b>	<b>46</b>	<b>67</b>	<b>7</b>	<b>24</b>	<b>11</b>	<b>57</b>	<b>42</b>	<b>12</b>	<b>79</b>	<b>21</b>	<b>63</b>	<b>68</b>	<b>42</b>	<b>540</b>
Track Work - Metra/PSA	45	67	7	24	5	55	40	6	77	6	63	66	42	504
Track Work - Foreign	1	0	-	-	6	2	2	6	2	14	-	2	-	36
<b>Human Error - Total</b>	<b>80</b>	<b>21</b>	<b>8</b>	<b>14</b>	<b>14</b>	<b>87</b>	<b>49</b>	<b>26</b>	<b>65</b>	<b>24</b>	<b>54</b>	<b>79</b>	<b>50</b>	<b>571</b>
Human Error - Metra/PSA	57	20	8	14	5	34	31	12	64	7	42	44	35	374
Human Error - Foreign	23	1	0	-	10	52	17	14	2	17	12	35	14	198
<b>PTC Related - Total</b>	<b>14</b>	<b>19</b>	<b>5</b>	<b>17</b>	<b>14</b>	<b>43</b>	<b>26</b>	<b>19</b>	<b>61</b>	<b>32</b>	<b>58</b>	<b>48</b>	<b>76</b>	<b>432</b>
PTC Related - Metra/PSA	12	18	5	16	5	39	24	11	60	11	58	47	73	378
PTC Related - Foreign	2	1	0	1	9	4	2	7	2	21	1	1	3	54
<b>Weather - Total</b>	<b>85</b>	<b>63</b>	<b>23</b>	<b>31</b>	<b>5</b>	<b>70</b>	<b>59</b>	<b>16</b>	<b>92</b>	<b>10</b>	<b>76</b>	<b>89</b>	<b>65</b>	<b>685</b>
Weather - Metra/PSA	81	63	23	31	5	69	59	16	91	9	74	88	64	673
Weather - Foreign	3	-	-	-	1	1	1	-	1	1	2	1	1	12
<b>Passenger Related - Total</b>	<b>30</b>	<b>80</b>	<b>11</b>	<b>17</b>	<b>1</b>	<b>40</b>	<b>53</b>	<b>4</b>	<b>98</b>	<b>5</b>	<b>79</b>	<b>66</b>	<b>93</b>	<b>577</b>
<b>Obstruction/Debris - Total</b>	<b>47</b>	<b>36</b>	<b>15</b>	<b>39</b>	<b>5</b>	<b>46</b>	<b>42</b>	<b>16</b>	<b>76</b>	<b>23</b>	<b>46</b>	<b>96</b>	<b>73</b>	<b>559</b>
<b>Catenary Failure - Total</b>	-	<b>23</b>	<b>7</b>	<b>16</b>	-	-	-	-	-	-	-	-	-	<b>45</b>
<b>Other - Total</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>44</b>
<b>Total Trains Delayed</b>	<b>634</b>	<b>394</b>	<b>108</b>	<b>214</b>	<b>136</b>	<b>743</b>	<b>555</b>	<b>195</b>	<b>802</b>	<b>277</b>	<b>519</b>	<b>692</b>	<b>787</b>	<b>6,055</b>
Total Metra/PSA Delays	465	374	104	210	33	560	422	118	761	102	491	579	522	4,742
Total Foreign Carrier Delays	169	20	4	4	103	183	133	77	41	175	27	113	265	1,314

Data for current month is final (10/30/2023) version of TOPS

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

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

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

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>12</b>	-	-	-	<b>(22)</b>	<b>(33)</b>	<b>(57)</b>	<b>7</b>	<b>(17)</b>	<b>23</b>	<b>(6)</b>	<b>2</b>	<b>61</b>	<b>(30)</b>
Freight Interference - Peak	7	-	-	-	(15)	(14)	(16)	2	(4)	(2)	(3)	7	20	(18)
Primary	7	-	-	-	(12)	(9)	(14)	0	(3)	(4)	(2)	5	7	(24)
Secondary	(0)	-	-	-	(3)	(4)	(2)	2	(1)	2	(1)	2	12	6
Freight Interference - Off-Peak	5	-	-	-	(7)	(19)	(41)	5	(13)	25	(3)	(5)	41	(12)
Primary	(2)	-	-	-	(7)	(14)	(34)	(3)	(10)	19	(1)	(2)	42	(13)
Secondary	7	-	-	-	(0)	(5)	(7)	8	(3)	6	(2)	(3)	(0)	1
<b>Signal/Switch Failure - Total</b>	<b>(21)</b>	<b>(10)</b>	<b>(1)</b>	<b>12</b>	<b>6</b>	<b>48</b>	<b>71</b>	<b>52</b>	<b>(22)</b>	<b>51</b>	<b>1</b>	<b>9</b>	<b>35</b>	<b>229</b>
Signal/Switch Failure - Metra/PSA	(22)	(10)	(1)	12	(3)	(32)	(1)	12	(23)	13	2	(2)	34	(21)
Primary	(18)	(9)	(5)	(3)	(2)	(14)	(7)	4	(28)	11	0	(1)	20	(54)
Secondary	(4)	(2)	4	15	(0)	(17)	7	8	5	3	1	(1)	14	33
Signal/Switch Failure - Foreign	0	-	-	-	8	80	71	40	1	38	(0)	11	1	250
Primary	(8)	-	-	-	8	59	48	25	(1)	10	-	5	(1)	147
Secondary	8	-	-	-	0	21	23	15	1	27	(0)	6	2	103
<b>Mechanical Failure - Total</b>	<b>5</b>	<b>1</b>	<b>(2)</b>	<b>(2)</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>(34)</b>	<b>36</b>	<b>28</b>	<b>31</b>	<b>96</b>	<b>190</b>
Mechanical Failure - Metra/PSA	3	(3)	(3)	(3)	0	3	23	4	(34)	31	28	31	96	177
Non-Locomotive Equipment Issue - Metra/PSA	4	(3)	(3)	(3)	(1)	11	12	3	(7)	9	10	3	36	72
Primary	4	(2)	(2)	(1)	(1)	11	6	2	(5)	5	(3)	(4)	8	18
Secondary	0	(1)	(1)	(1)	(0)	-	6	1	(2)	3	12	7	29	54
Locomotive Issue - Metra/PSA	(1)	-	-	-	2	(7)	10	1	(27)	22	18	27	60	106
Primary	6	-	-	-	2	(4)	4	(0)	(5)	8	10	11	9	40
Secondary	(7)	-	-	-	(0)	(3)	6	1	(21)	14	9	16	51	66
Mechanical Failure - Foreign	2	4	1	1	4	(3)	(0)	(1)	-	5	-	-	-	13
<b>Passenger Train Interference - Total</b>	<b>(8)</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>33</b>	<b>(1)</b>	<b>24</b>	<b>(2)</b>	<b>2</b>	<b>11</b>	<b>86</b>
Passenger Train Interference - Metra/PSA	(0)	0	3	3	(0)	15	4	32	(1)	(1)	(2)	2	11	65
Passenger Train Interference - Foreign	(8)	0	7	2	2	(9)	0	1	0	25	-	(1)	-	21
<b>Accident - Total</b>	<b>0</b>	<b>(18)</b>	<b>(3)</b>	<b>4</b>	<b>(4)</b>	<b>(5)</b>	<b>(0)</b>	<b>(2)</b>	<b>(30)</b>	<b>10</b>	<b>(11)</b>	<b>(7)</b>	<b>(14)</b>	<b>(79)</b>
Accident - Metra/PSA	(25)	(6)	(1)	6	(1)	14	11	2	(24)	7	(11)	(2)	8	(22)
Accident - Foreign	25	(12)	(2)	(1)	(3)	(19)	(11)	(3)	(6)	4	(0)	(4)	(22)	(57)
<b>Track Work - Total</b>	<b>(2)</b>	<b>(19)</b>	<b>(6)</b>	<b>(6)</b>	<b>14</b>	<b>(2)</b>	<b>(7)</b>	<b>37</b>	<b>(3)</b>	<b>31</b>	<b>(10)</b>	<b>(27)</b>	<b>62</b>	<b>61</b>
Track Work - Metra/PSA	(1)	(19)	(6)	(6)	(3)	(3)	(8)	2	(1)	(4)	(10)	(25)	57	(28)
Track Work - Foreign	(1)	(0)	-	-	17	1	1	35	(2)	36	-	(2)	5	89
<b>Human Error - Total</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>16</b>	<b>(2)</b>	<b>27</b>	<b>15</b>	<b>34</b>	<b>(24)</b>	<b>44</b>	<b>(8)</b>	<b>53</b>	<b>28</b>	<b>199</b>
Human Error - Metra/PSA	5	8	1	16	(4)	3	1	8	(28)	17	(7)	68	14	101
Human Error - Foreign	2	0	(0)	-	1	25	15	26	3	27	(1)	(15)	15	97
<b>PTC Related - Total</b>	<b>5</b>	<b>(0)</b>	<b>11</b>	<b>10</b>	<b>(1)</b>	<b>12</b>	<b>4</b>	<b>22</b>	<b>(34)</b>	<b>47</b>	<b>(30)</b>	<b>(13)</b>	<b>21</b>	<b>54</b>
PTC Related - Metra/PSA	2	(0)	11	10	6	15	4	15	(33)	31	(32)	(13)	9	26
PTC Related - Foreign	3	-	(0)	0	(7)	(3)	0	8	(2)	16	1	(0)	12	28
<b>Weather - Total</b>	<b>18</b>	<b>(21)</b>	<b>(20)</b>	<b>(26)</b>	<b>(4)</b>	<b>22</b>	<b>(3)</b>	<b>6</b>	<b>(60)</b>	<b>4</b>	<b>3</b>	<b>72</b>	<b>21</b>	<b>11</b>
Weather - Metra/PSA	22	(21)	(20)	(26)	(4)	23	(3)	6	(59)	5	5	73	22	23
Weather - Foreign	(3)	-	-	-	(1)	(1)	(1)	-	(1)	(1)	(2)	(1)	(1)	(12)
<b>Passenger Related - Total</b>	<b>27</b>	<b>(39)</b>	<b>(8)</b>	<b>6</b>	<b>(1)</b>	<b>15</b>	<b>(13)</b>	<b>12</b>	<b>(1)</b>	<b>2</b>	<b>9</b>	<b>(14)</b>	<b>29</b>	<b>24</b>
<b>Obstruction/Debris - Total</b>	<b>46</b>	<b>(12)</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>5</b>	<b>13</b>	<b>(20)</b>	<b>27</b>	<b>14</b>	<b>30</b>	<b>56</b>	<b>185</b>
<b>Catenary Failure - Total</b>	-	<b>35</b>	<b>4</b>	<b>11</b>	-	-	-	-	-	-	-	-	-	<b>51</b>
<b>Other - Total</b>	<b>14</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>(2)</b>	<b>12</b>	<b>17</b>	<b>39</b>	<b>36</b>	<b>122</b>
<b>Total Trains Delayed</b>	<b>101</b>	<b>(80)</b>	<b>(14)</b>	<b>30</b>	<b>(5)</b>	<b>115</b>	<b>45</b>	<b>224</b>	<b>(248)</b>	<b>311</b>	<b>5</b>	<b>177</b>	<b>441</b>	<b>1,103</b>
Total Metra/PSA Delays	71	-72	-19	28	-5	73	27	110	-225	140	14	187	372	700
Total Foreign Carrier Delays	30	-8	5	2	0	42	18	114	-23	171	-8	-10	69	402

Data for current month is final revised (10/31/2024) version of TOPS

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

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

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

**Table 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 - Sep	
<b>Freight Interference - Total</b>	<b>62</b>	<b>45</b>	<b>50</b>	<b>56</b>	<b>62</b>	<b>71</b>	<b>108</b>	<b>80</b>	<b>97</b>				<b>631</b>	<b>8.8%</b>
Freight Interference - Peak	28	12	19	19	17	17	52	29	35				228	3.2%
Primary	17	10	14	13	14	13	26	26	28				161	2.2%
Secondary	11	2	5	6	3	4	26	3	7				67	0.9%
Freight Interference - Off-Peak	34	33	31	37	45	54	56	51	62				403	5.6%
Primary	25	28	28	17	36	38	39	45	50				306	4.3%
Secondary	9	5	3	20	9	16	17	6	12				97	1.4%
<b>Signal/Switch Failure - Total</b>	<b>293</b>	<b>84</b>	<b>69</b>	<b>95</b>	<b>128</b>	<b>79</b>	<b>126</b>	<b>68</b>	<b>104</b>				<b>1,046</b>	<b>14.6%</b>
Signal/Switch Failure - Metra/PSA	60	62	50	88	83	56	118	54	45				616	8.6%
Primary	48	45	36	48	62	41	63	41	37				421	5.9%
Secondary	12	17	14	40	21	15	55	13	8				195	2.7%
Signal/Switch Failure - Foreign	233	22	19	7	45	23	8	14	59				430	6.0%
Primary	171	15	17	5	15	15	7	11	36				292	4.1%
Secondary	62	7	2	2	30	8	1	3	23				138	1.9%
<b>Mechanical Failure - Total</b>	<b>72</b>	<b>107</b>	<b>75</b>	<b>70</b>	<b>70</b>	<b>95</b>	<b>103</b>	<b>131</b>	<b>60</b>				<b>783</b>	<b>10.9%</b>
Mechanical Failure - Metra/PSA	72	104	70	62	67	91	101	131	58				756	10.6%
Non-Locomotive Equipment Issue - Metra/PSA	13	23	12	28	26	52	34	30	25				243	3.4%
Primary	9	12	8	14	14	16	13	16	13				115	1.6%
Secondary	4	11	4	14	12	36	21	14	12				128	1.8%
Locomotive Issue - Metra/PSA	59	81	58	34	41	39	67	101	33				513	7.2%
Primary	21	30	26	22	16	18	27	26	17				203	2.8%
Secondary	38	51	32	12	25	21	40	75	16				310	4.3%
Mechanical Failure - Foreign	-	3	5	8	3	4	2	-	2				27	0.4%
<b>Passenger Train Interference - Total</b>	<b>23</b>	<b>21</b>	<b>10</b>	<b>17</b>	<b>22</b>	<b>28</b>	<b>22</b>	<b>39</b>	<b>24</b>				<b>206</b>	<b>2.9%</b>
Passenger Train Interference - Metra/PSA	18	13	8	13	16	14	12	29	14				137	1.9%
Passenger Train Interference - Foreign	5	8	2	4	6	14	10	10	10				69	1.0%
<b>Accident - Total</b>	<b>48</b>	<b>16</b>	<b>7</b>	<b>11</b>	<b>75</b>	<b>25</b>	<b>40</b>	<b>54</b>	<b>56</b>				<b>332</b>	<b>4.6%</b>
Accident - Metra/PSA	48	10	7	5	75	23	40	54	17				279	3.9%
Accident - Foreign	-	6	-	6	-	2	-	-	39				53	0.7%
<b>Track Work - Total</b>	<b>47</b>	<b>24</b>	<b>49</b>	<b>37</b>	<b>134</b>	<b>63</b>	<b>65</b>	<b>95</b>	<b>87</b>				<b>601</b>	<b>8.4%</b>
Track Work - Metra/PSA	43	23	37	26	101	47	60	68	71				476	6.6%
Track Work - Foreign	4	1	12	11	33	16	5	27	16				125	1.7%
<b>Human Error - Total</b>	<b>96</b>	<b>115</b>	<b>73</b>	<b>76</b>	<b>74</b>	<b>89</b>	<b>80</b>	<b>68</b>	<b>99</b>				<b>770</b>	<b>10.8%</b>
Human Error - Metra/PSA	71	103	35	35	35	62	51	40	43				475	6.6%
Human Error - Foreign	25	12	38	41	39	27	29	28	56				295	4.1%
<b>PTC Related - Total</b>	<b>55</b>	<b>51</b>	<b>41</b>	<b>39</b>	<b>34</b>	<b>61</b>	<b>138</b>	<b>44</b>	<b>23</b>				<b>486</b>	<b>6.8%</b>
PTC Related - Metra/PSA	39	40	34	32	26	49	134	31	19				404	5.6%
PTC Related - Foreign	16	11	7	7	8	12	4	13	4				82	1.1%
<b>Weather - Total</b>	<b>313</b>	<b>48</b>	<b>23</b>	<b>15</b>	<b>30</b>	<b>47</b>	<b>141</b>	<b>78</b>	<b>1</b>				<b>696</b>	<b>9.7%</b>
Weather - Metra/PSA	313	48	23	15	30	47	141	78	1				696	9.7%
Weather - Foreign	-	-	-	-	-	-	-	-	-				-	0.0%
<b>Passenger Related - Total</b>	<b>38</b>	<b>26</b>	<b>69</b>	<b>62</b>	<b>77</b>	<b>110</b>	<b>72</b>	<b>82</b>	<b>65</b>				<b>601</b>	<b>8.4%</b>
<b>Obstruction/Debris - Total</b>	<b>62</b>	<b>71</b>	<b>36</b>	<b>59</b>	<b>89</b>	<b>115</b>	<b>96</b>	<b>127</b>	<b>89</b>				<b>744</b>	<b>10.4%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19</b>	<b>53</b>	<b>9</b>	<b>15</b>				<b>96</b>	<b>1.3%</b>
<b>Other - Total</b>	<b>18</b>	<b>1</b>	<b>68</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>36</b>	<b>25</b>	<b>9</b>				<b>166</b>	<b>2.3%</b>
<b>Total Trains Delayed</b>	<b>1,127</b>	<b>609</b>	<b>570</b>	<b>541</b>	<b>797</b>	<b>805</b>	<b>1,080</b>	<b>900</b>	<b>729</b>				<b>7,158</b>	<b>100.0%</b>
Total Metra/PSA Delays	782	501	437	401	601	634	912	728	446				5,442	76.0%
Total Foreign Carrier Delays	345	108	133	140	196	171	168	172	283				1,716	24.0%

Data for current month is final revised (10/31/2024) version of TOPS

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

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

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

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
<b>Freight Interference - Total</b>	<b>69</b>	<b>64</b>	<b>71</b>	<b>54</b>	<b>61</b>	<b>81</b>	<b>68</b>	<b>57</b>	<b>72</b>	<b>77</b>	<b>74</b>	<b>57</b>	<b>597</b>	<b>7.9%</b>
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	198	2.6%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	148	2.0%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	50	0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	399	5.3%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	326	4.3%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	73	1.0%
<b>Signal/Switch Failure - Total</b>	<b>65</b>	<b>78</b>	<b>68</b>	<b>162</b>	<b>142</b>	<b>63</b>	<b>127</b>	<b>119</b>	<b>75</b>	<b>123</b>	<b>169</b>	<b>69</b>	<b>899</b>	<b>11.9%</b>
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	697	9.2%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	508	6.7%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	189	2.5%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	202	2.7%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	176	2.3%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	26	0.3%
<b>Mechanical Failure - Total</b>	<b>85</b>	<b>81</b>	<b>52</b>	<b>49</b>	<b>86</b>	<b>79</b>	<b>102</b>	<b>83</b>	<b>82</b>	<b>55</b>	<b>73</b>	<b>90</b>	<b>699</b>	<b>9.2%</b>
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	679	9.0%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	205	2.7%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	115	1.5%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	90	1.2%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	474	6.3%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	189	2.5%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	285	3.8%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	20	0.3%
<b>Passenger Train Interference - Total</b>	<b>39</b>	<b>27</b>	<b>21</b>	<b>51</b>	<b>39</b>	<b>31</b>	<b>43</b>	<b>33</b>	<b>30</b>	<b>27</b>	<b>41</b>	<b>27</b>	<b>314</b>	<b>4.1%</b>
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	211	2.8%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	103	1.4%
<b>Accident - Total</b>	<b>90</b>	<b>25</b>	<b>29</b>	<b>67</b>	<b>147</b>	<b>29</b>	<b>14</b>	<b>135</b>	<b>22</b>	<b>50</b>	<b>39</b>	<b>33</b>	<b>558</b>	<b>7.4%</b>
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	349	4.6%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	209	2.8%
<b>Track Work - Total</b>	<b>19</b>	<b>44</b>	<b>74</b>	<b>64</b>	<b>131</b>	<b>215</b>	<b>147</b>	<b>37</b>	<b>74</b>	<b>124</b>	<b>96</b>	<b>37</b>	<b>805</b>	<b>10.6%</b>
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	728	9.6%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	77	1.0%
<b>Human Error - Total</b>	<b>67</b>	<b>43</b>	<b>57</b>	<b>91</b>	<b>66</b>	<b>71</b>	<b>117</b>	<b>93</b>	<b>61</b>	<b>60</b>	<b>65</b>	<b>56</b>	<b>666</b>	<b>8.8%</b>
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	388	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	278	3.7%
<b>PTC Related - Total</b>	<b>49</b>	<b>45</b>	<b>53</b>	<b>57</b>	<b>77</b>	<b>49</b>	<b>77</b>	<b>53</b>	<b>35</b>	<b>68</b>	<b>22</b>	<b>19</b>	<b>495</b>	<b>6.5%</b>
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	405	5.3%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	90	1.2%
<b>Weather - Total</b>	<b>44</b>	<b>108</b>	<b>42</b>	<b>128</b>	<b>32</b>	<b>8</b>	<b>242</b>	<b>70</b>	<b>13</b>	<b>111</b>	<b>49</b>	<b>13</b>	<b>687</b>	<b>9.1%</b>
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	683	9.0%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	4	0.1%
<b>Passenger Related - Total</b>	<b>52</b>	<b>54</b>	<b>69</b>	<b>81</b>	<b>118</b>	<b>179</b>	<b>103</b>	<b>119</b>	<b>76</b>	<b>80</b>	<b>86</b>	<b>60</b>	<b>851</b>	<b>11.2%</b>
<b>Obstruction/Debris - Total</b>	<b>65</b>	<b>72</b>	<b>84</b>	<b>70</b>	<b>80</b>	<b>114</b>	<b>124</b>	<b>185</b>	<b>94</b>	<b>87</b>	<b>55</b>	<b>98</b>	<b>888</b>	<b>11.7%</b>
<b>Catenary Failure - Total</b>	<b>1</b>	<b>9</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>63</b>	<b>0.8%</b>
<b>Other - Total</b>	<b>4</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>12</b>	<b>8</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>35</b>	<b>1</b>	<b>58</b>	<b>0.8%</b>
<b>Total Trains Delayed</b>	<b>649</b>	<b>650</b>	<b>623</b>	<b>912</b>	<b>991</b>	<b>927</b>	<b>1,197</b>	<b>985</b>	<b>646</b>	<b>888</b>	<b>805</b>	<b>560</b>	<b>7,580</b>	<b>100.0%</b>
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	5,998	79.1%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	1,582	20.9%

Data for current month is final (10/30/2023) version of TOPS

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

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

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

**Table 8: Train Delays by Duration**  
**September 2024**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>Weekday Peak *</b>														
6-10	13	5	6	6	1	11	15	13	13	16	17	12	23	151
11-15	13	1	1	2	4	2	4	4	3	3	6	5	8	56
16-20	5	2	0	0	1	1	3	0	0	3	4	2	7	28
21+	14	0	1	1	1	7	0	1	1	4	3	7	3	43
Annulled	<u>6</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>6</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>15</u>	<u>0</u>	<u>42</u>
Sub-Total	51	9	8	9	10	26	23	24	18	26	34	41	41	320
<b>Weekday Off-Peak **</b>														
6-10	8	7	1	8	0	13	8	8	3	19	9	9	23	116
11-15	16	2	1	1	0	6	10	4	3	10	4	5	9	71
16-20	5	2	0	0	0	4	6	3	2	8	1	3	6	40
21+	13	4	0	0	0	5	1	2	0	8	1	19	7	60
Annulled	<u>6</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>0</u>	<u>27</u>
Sub-Total	48	16	2	11	0	33	27	20	8	45	18	41	45	314
<b>Saturday</b>														
6-10	4	2	1	4	1	4	1	0	3	0	2	0	0	22
11-15	5	2	0	0	0	3	2	0	1	0	0	2	0	15
16-20	3	1	0	1	1	3	0	0	0	0	0	0	0	9
21+	5	1	1	2	2	0	1	0	0	0	0	0	1	13
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	17	6	2	11	4	10	4	0	4	0	2	2	1	63
<b>Sunday-Holiday</b>														
6-10	4	0	0	0	0	3	3	0	0	0	5	1	0	16
11-15	2	0	0	0	0	1	0	0	0	0	0	1	0	4
16-20	2	0	0	0	0	0	0	0	0	0	1	0	0	3
21+	3	0	0	0	0	5	0	0	0	0	1	0	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	11	0	0	0	0	9	3	0	0	0	7	2	0	32
<b>September 2024 Total</b>														
6-10	29	14	8	18	2	31	27	21	19	35	33	22	46	305
11-15	36	5	2	3	4	12	16	8	7	13	10	13	17	146
16-20	15	5	0	1	2	8	9	3	2	11	6	5	13	80
21+	35	5	2	3	3	17	2	3	1	12	5	26	11	125
Annulled	<u>12</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>10</u>	<u>3</u>	<u>9</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>20</u>	<u>0</u>	<u>73</u>
TOTAL	127	31	12	31	14	78	57	44	30	71	61	86	87	729
<b>2024 Year-to-Date</b>														
6-10	197	105	44	105	49	367	250	203	271	264	173	235	426	2,689
11-15	186	61	17	39	25	179	113	70	103	116	90	137	240	1,376
16-20	107	31	3	9	18	86	49	43	46	74	48	75	165	754
21+	163	77	20	50	35	165	120	81	87	101	151	297	327	1,674
Annulled	<u>82</u>	<u>40</u>	<u>10</u>	<u>41</u>	<u>4</u>	<u>61</u>	<u>68</u>	<u>22</u>	<u>47</u>	<u>33</u>	<u>62</u>	<u>125</u>	<u>70</u>	<u>665</u>
TOTAL	735	314	94	244	131	858	600	419	554	588	524	869	1,228	7,158
<b>Share of Delays by Duration</b>														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>September 2024 Total</b>														
6-10	22.8%	45.2%	66.7%	58.1%	14.3%	39.7%	47.4%	47.7%	63.3%	49.3%	54.1%	25.6%	52.9%	41.8%
11-15	28.3%	16.1%	16.7%	9.7%	28.6%	15.4%	28.1%	18.2%	23.3%	18.3%	16.4%	15.1%	19.5%	20.0%
16-20	11.8%	16.1%	0.0%	3.2%	14.3%	10.3%	15.8%	6.8%	6.7%	15.5%	9.8%	5.8%	14.9%	11.0%
21+	27.6%	16.1%	16.7%	9.7%	21.4%	21.8%	3.5%	6.8%	3.3%	16.9%	8.2%	30.2%	12.6%	17.1%
Annulled	<u>9.4%</u>	<u>6.5%</u>	<u>0.0%</u>	<u>19.4%</u>	<u>21.4%</u>	<u>12.8%</u>	<u>5.3%</u>	<u>20.5%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>11.5%</u>	<u>23.3%</u>	<u>0.0%</u>	<u>10.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2024 Year-to-Date Delays By Duration</b>														
6-10	26.8%	33.4%	46.8%	43.0%	37.4%	42.8%	41.7%	48.4%	48.9%	44.9%	33.0%	27.0%	34.7%	37.6%
11-15	25.3%	19.4%	18.1%	16.0%	19.1%	20.9%	18.8%	16.7%	18.6%	19.7%	17.2%	15.8%	19.5%	19.2%
16-20	14.6%	9.9%	3.2%	3.7%	13.7%	10.0%	8.2%	10.3%	8.3%	12.6%	9.2%	8.6%	13.4%	10.5%
21+	22.2%	24.5%	21.3%	20.5%	26.7%	19.2%	20.0%	19.3%	15.7%	17.2%	28.8%	34.2%	26.6%	23.4%
Annulled	<u>11.2%</u>	<u>12.7%</u>	<u>10.6%</u>	<u>16.8%</u>	<u>3.1%</u>	<u>7.1%</u>	<u>11.3%</u>	<u>5.3%</u>	<u>8.5%</u>	<u>5.6%</u>	<u>11.8%</u>	<u>14.4%</u>	<u>5.7%</u>	<u>9.3%</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 revised (10/31/2024) version from TOPS.