

On-Time Performance

April 2023



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This report presents an analysis of April 2023 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.

Under these pilot and alternate schedules Metra operated 658 regularly scheduled revenue trains each weekday in April, which is 95 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in April, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in April, which is two percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about nine percent fewer total revenue trains in April 2023 than in April 2019, 53 percent more total revenue trains than in April 2020, 46 percent more total revenue trains than in April 2021, and 10 percent more total revenue trains than in April 2022.

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
April 2023**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	880	68	92.3%	940	49	94.8%	1,820	117	93.6%	150	2	98.7%	100	6	94.0%	2,070	125	94.0%
ME-ML	500	16	96.8%	840	46	94.5%	1,340	62	95.4%	210	23	89.0%	120	4	96.7%	1,670	89	94.7%
ME-BI	140	9	93.6%	220	7	96.8%	360	16	95.6%	40	5	87.5%	--	--	--	400	21	94.8%
ME-SC	<u>220</u>	<u>8</u>	96.4%	<u>620</u>	<u>24</u>	96.1%	<u>840</u>	<u>32</u>	96.2%	<u>160</u>	<u>22</u>	86.3%	<u>100</u>	<u>0</u>	100.0%	<u>1,100</u>	<u>54</u>	95.1%
Subtotal	860	33	96.2%	1,680	77	95.4%	2,540	110	95.7%	410	50	87.8%	220	4	98.2%	3,170	164	94.8%
HC	120	10	91.7%	--	--	--	120	10	91.7%	--	--	--	--	--	--	120	10	91.7%
MD-N	420	34	91.9%	620	49	92.1%	1,040	83	92.0%	100	2	98.0%	90	0	100.0%	1,230	85	93.1%
MD-W	<u>440</u>	<u>22</u>	95.0%	<u>600</u>	<u>15</u>	97.5%	<u>1,040</u>	<u>37</u>	96.4%	<u>120</u>	<u>1</u>	99.2%	<u>90</u>	<u>2</u>	97.8%	<u>1,250</u>	<u>40</u>	96.8%
Subtotal	860	56	93.5%	1,220	64	94.8%	2,080	120	94.2%	220	3	98.6%	180	2	98.9%	2,480	125	95.0%
NCS	160	22	86.3%	120	11	90.8%	280	33	88.2%	--	--	--	--	--	--	280	33	88.2%
RI	620	23	96.3%	980	35	96.4%	1,600	58	96.4%	165	4	97.6%	140	3	97.9%	1,905	65	96.6%
SWS	240	15	93.8%	360	20	94.4%	600	35	94.2%	--	--	--	--	--	--	600	35	94.2%
UP-N	440	27	93.9%	960	40	95.8%	1,400	67	95.2%	130	3	97.7%	90	3	96.7%	1,620	73	95.5%
UP-NW	700	106	84.9%	860	56	93.5%	1,560	162	89.6%	170	6	96.5%	105	6	94.3%	1,835	174	90.5%
UP-W	<u>520</u>	<u>41</u>	92.1%	<u>640</u>	<u>59</u>	90.8%	<u>1,160</u>	<u>100</u>	91.4%	<u>100</u>	<u>6</u>	94.0%	<u>90</u>	<u>2</u>	97.8%	<u>1,350</u>	<u>108</u>	92.0%
Subtotal	1,660	174	89.5%	2,460	155	93.7%	4,120	329	92.0%	400	15	96.3%	285	11	96.1%	4,805	355	92.6%
System	5,400	401	92.6%	7,760	411	94.7%	13,160	812	93.8%	1,345	74	94.5%	925	26	97.2%	15,430	912	94.1%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (05/22/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - April 2023**

	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	3,696	154	95.8%	3,948	146	96.3%	7,644	300	96.1%	515	24	95.3%	380	16	95.8%	8,539	340	96.0%
ME-ML	2,100	31	98.5%	3,528	119	96.6%	5,628	150	97.3%	714	43	94.0%	457	18	96.1%	6,799	211	96.9%
ME-BI	588	23	96.1%	924	23	97.5%	1,512	46	97.0%	136	7	94.9%	--	--	--	1,648	53	96.8%
ME-SC	<u>924</u>	<u>18</u>	98.1%	<u>2,604</u>	<u>62</u>	97.6%	<u>3,528</u>	<u>80</u>	97.7%	<u>544</u>	<u>41</u>	92.5%	<u>380</u>	<u>5</u>	98.7%	<u>4,452</u>	<u>126</u>	97.2%
Subtotal	3,612	72	98.0%	7,056	204	97.1%	10,668	276	97.4%	1,394	91	93.5%	837	23	97.3%	12,899	390	97.0%
HC	504	34	93.3%	--	--	--	504	34	93.3%	--	--	--	--	--	--	504	34	93.3%
MD-N	1,764	155	91.2%	2,604	165	93.7%	4,368	320	92.7%	350	10	97.1%	342	12	96.5%	5,060	342	93.2%
MD-W	<u>1,848</u>	<u>105</u>	94.3%	<u>2,520</u>	<u>89</u>	96.5%	<u>4,368</u>	<u>194</u>	95.6%	<u>415</u>	<u>10</u>	97.6%	<u>342</u>	<u>16</u>	95.3%	<u>5,125</u>	<u>220</u>	95.7%
Subtotal	3,612	260	92.8%	5,124	254	95.0%	8,736	514	94.1%	765	20	97.4%	684	28	95.9%	10,185	562	94.5%
NCS	672	49	92.7%	504	45	91.1%	1,176	94	92.0%	--	--	--	--	--	--	1,176	94	92.0%
RI	2,604	111	95.7%	4,116	150	96.4%	6,720	261	96.1%	569	21	96.3%	532	14	97.4%	7,821	296	96.2%
SWS	981	62	93.7%	1,377	72	94.8%	2,358	134	94.3%	--	--	--	--	--	--	2,358	134	94.3%
UP-N	1,848	71	96.2%	4,032	120	97.0%	5,880	191	96.8%	444	8	98.2%	342	10	97.1%	6,666	209	96.9%
UP-NW	2,620	222	91.5%	3,164	129	95.9%	5,784	351	93.9%	581	32	94.5%	399	25	93.7%	6,764	408	94.0%
UP-W	<u>2,184</u>	<u>132</u>	94.0%	<u>2,688</u>	<u>207</u>	92.3%	<u>4,872</u>	<u>339</u>	93.0%	<u>346</u>	<u>12</u>	96.5%	<u>342</u>	<u>16</u>	95.3%	<u>5,560</u>	<u>367</u>	93.4%
Subtotal	6,652	425	93.6%	9,884	456	95.4%	16,536	881	94.7%	1,371	52	96.2%	1,083	51	95.3%	18,990	984	94.8%
System	22,333	1,167	94.8%	32,009	1,327	95.9%	54,342	2,494	95.4%	4,614	208	95.5%	3,516	132	96.2%	62,472	2,834	95.5%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (05/22/2023) 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-Apr	Annual	
BNSF	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	92.0%	92.2%	
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	93.7%	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	97.5%	97.9%	
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.1%	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	97.9%	97.1%	
	2023	97.5	96.2	96.3	94.0										96.0%	96.0%
	2018-2022 average	94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	95.4%	95.6%	
ME	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%	
	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	96.8%	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	97.9%	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	98.3%	98.0%	
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.9%	97.4%	
	2023	98.4	97.4	97.2	94.8										97.0%	97.0%
	2018-2022 average	97.7	95.7	98.8	99.0	98.0	98.4	97.4	98.1	98.2	98.2	97.2	97.7	97.8%	97.9%	
HC	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	90.8%	89.4%	
	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	84.7%	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	91.7%	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	87.4%	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										93.3%	93.3%
	2018-2022 average	86.5	85.6	88.5	93.0	81.0	87.5	89.9	87.2	88.1	88.1	90.3	92.3	88.5%	88.3%	
MD-N	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.0%	92.7%	
	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	90.7%	91.9%	
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.7%	95.8%	
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.7%	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	94.8%	91.4%	
	2023	92.0	93.0	94.8	93.1										93.2%	93.2%
	2018-2022 average	91.7	90.3	95.8	94.3	93.2	92.0	92.1	93.5	94.2	92.5	91.1	93.4	93.0%	92.8%	
MD-W	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.1%	95.7%	
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	94.1%	95.1%	
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.0%	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	92.7%	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	94.7%	94.1%	
	2023	96.0	94.6	95.4	96.8										95.7%	95.7%
	2018-2022 average	93.9	91.1	96.4	96.2	94.5	95.2	95.2	95.5	96.2	95.4	93.6	94.7	94.4%	94.8%	
NCS	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.8%	92.9%	
	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	92.4%	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	91.1%	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	85.9%	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	95.8%	93.0%	
	2023	92.2	93.2	94.1	88.2										92.0%	92.0%
	2018-2022 average	91.6	87.1	95.5	95.1	91.9	93.6	93.4	93.2	93.9	94.2	91.7	93.0	92.4%	92.9%	

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Apr	Annual
RI	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	93.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	92.4%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	94.8%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.9%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.6%	96.0%
	2023	95.4	96.0	96.8	96.6									96.2%	96.2%
	2018-2022 average		93.4	91.1	96.9	97.4	94.7	94.6	93.8	95.0	94.4	95.8	94.6	96.2	94.7%
SWS	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	93.0%	92.7%
	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	92.4%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	96.2%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	91.9%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.6%	93.2%
	2023	92.1	95.0	95.4	94.2									94.3%	94.3%
	2018-2022 average		93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	93.5%
UP-N	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.7%	96.6%
	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	93.7%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.4%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	97.0%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.5%	95.9%
	2023	97.4	96.6	97.9	95.5									96.9%	96.9%
	2018-2022 average		96.0	94.5	97.3	97.5	97.1	96.7	96.0	95.2	96.8	95.6	95.6	97.0	96.3%
UP-NW	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.1%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.1%	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	97.1%	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	95.7%	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	95.2%	94.4%
	2023	94.4	95.4	95.9	90.5									94.0%	94.0%
	2018-2022 average		94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	95.0%
UP-W	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.2%	91.5%
	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	88.3%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	97.3%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	92.5%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	92.9%	91.9%
	2023	93.0	93.2	95.2	92.0									93.4%	93.4%
	2018-2022 average		92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	92.5%
System excluding South Shore	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.7%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	93.2%	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	96.7%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.7%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	96.2%	95.4%
	2023	95.8	95.6	96.3	94.1									95.5%	95.5%
	2018-2022 average		94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	95.2%

Delays data for most recent month is final (05/22/2023) version from TOPS.

'2018-2022 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
April 2023**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1206 80% OT	Tue, Apr 04	11	ZG	PTC showing Red in the cab and Clear in the field. - WAYSIDE PTC ISSUE AT FAIRVIEW
		Thu, Apr 06	7	D	Accout to crossing train CBTMCNM over at Cicero B blocking 1206 [CONTROLLABLE FREIGHT]
		Wed, Apr 26	10	DD	cross over m2 to m3 following 1204, cross over m3 to m1 at lavergne to avoid hgalbr3122a at cicero a going thru the new switch [controllable freight]
		Fri, Apr 28	7	RF	Dispatcher lined the train wrong. Had to shove back and wait for the signal.
BNSF	1282 80% OT	Wed, Apr 05	12	KW	high wind warning. train restricted to 40 mph
		Thu, Apr 13	8	DD1	waiting at fairview for 1276 who was late on the flip of 1241 due to HGA1NS113A from m1 to m3 Cicero B
		Wed, Apr 26	24	GA1	Amtrak E10 Switch Failure at Harrison St -LATE FLIP FROM 1249
		Fri, Apr 28	7	YF	A353 Derailed in Union Station preventing trains from entering, delaying the staging of the outbound program
HC	919 80% OT	Mon, Apr 03	13	D	Arrived 13" late due to 14" delay at Brighton Park for freight interference [CONTROLLABLE FREIGHT]
		Mon, Apr 10	15	DD	25M NS-BRIGHTON PK., BN QLACNSA6 (ENG. BNSF8167, 8100FT.) PULLING INTO NS ASHLAND AV.YD. [CONTROLLABLE FREIGHT]
		Thu, Apr 27	18	F	Stopped 15 mins at LUMBER ST., STOPPED LOADING wire in master controller rubbed through and shorted
		Fri, Apr 28	16	L	(-16) mins late, holding at Romeoville and Lockport for reported trespassers
ME-ML	111 75% OT	Thu, Apr 06	7	G1	Slow orders. Passenger Handling and waited 2m at Kensington for Train 710 to Clear due to re-route acct track circuit on track 2 south of Kensington
		Fri, Apr 07	8	I	8m late. Passenger Loading
		Tue, Apr 11	11	J	7m 11th Place waiting on Metra PD for passenger refusing to pay. 4m Speed restriction.
		Tue, Apr 18	12	J	Conductor reported delay occurred 51st waiting on Metra PD for passenger dispute. A fellow passenger paid for the ticket fare and Metra Police were cancelled.
		Mon, Apr 24	16	ZV1	WAITING AT RICHTON INTERLOCKER FOR ME114 TO CLEAR
ME-ML	116 65% OT	Wed, Apr 05	13	J	Delayed due to police activity
		Thu, Apr 06	9	CC	9m late due to Ground loading between 47th Street and 18th Street due to scheduled track work.
		Tue, Apr 11	15	J1	ARRIVED RANDOLPH 15M LATE
		Thu, Apr 13	20	J	Waiting at HW for Metra PD acct passenger issues.
		Tue, Apr 18	19	J1	Late flip from ME111.
		Wed, Apr 19	7	G	6m Flagged at CP 19.89. Maintainer Notified. 6m Passenger handling.
		Mon, Apr 24	12	ZV1	LATE TURN WAITING FOR ME114 TO CLEAR
ME-ML	138 75% OT	Tue, Apr 11	24	O1	Congestion ahead due to 401 equipment with APS fault light and double ended openings.
		Tue, Apr 18	6	I	Speed restriction and 2 crossover moves. and making flag stops
		Thu, Apr 20	10	L	5m due to slow orders and 5m being held at 51st by Metra PD for trespasser report.
		Tue, Apr 25	9	I	5m speed restrictions. 5m passenger handling Richton, Homewood, 95th street, 55th Street and 51st street
		Wed, Apr 26	6	I	4m Passenger handling 87th, 47th and McCormick. 2m speed restrictions.
ME-SC	349 80% OT	Fri, Apr 07	13	I1	LATE TURN FROM ME342
		Thu, Apr 13	0	XG	annulled acct switch issues at 65th Street. 9b switch broken bear claw
		Wed, Apr 26	13	CC	Delayed CP 11 place waiting on Train 144 to clear due to McCormick and 27th Street platforms taken out for Tie gang working on track 4. 31st Night work has tk 1&2 OOS.
		Thu, Apr 27	10	CC	10 minutes late due to single tracking.
MD-N	2118 80% OT	Fri, Apr 07	10	ZN1	10" Congestion at CUS - FROM LATE NCS 108
		Wed, Apr 12	9	RA	(-9) -2" Temporary speed restriction 60mph Lake Forest; -5" Stop signal Deerfield; -2" Temporary speed restriction Grayland 25mph; -2" Stop signal A-2, U.P. cross-traffic; -7" Stop signal CUS CP Lake St., waiting on other trains (2209)
		Wed, Apr 19	13	GF	-12" 10 min stop Deerfield west no response from C&M 2 min getting into cus CP CAD SYSTEM FAILURE
MD-N	2131 75% OT	Fri, Apr 21	29	G	-29 3 min Stop CN xing cross traffic 20 min stop Rondout for track circuit. Dispatcher non responsive to radio or phone. Than talked by signal at restricted speed 4 min speed restrictions at Everett, Halfday and Grayland
		Tue, Apr 04	9	A	9 mins late, 5 mins enroute Cus-A 2 following 2229 ahead, 2 mins Grayland speed restrictions, 3 mins stop signal Mayfair cross traffic, 3 mins North Glenview ADA.
		Wed, Apr 05	8	A	9 mins late, 5 mins enroute Cus-A 2 following train ahead, 2 mins Grayland speed restrictions, 2 mins stop signal Mayfair, 2 mins item 2 Ivanhoe Rd, 3 mins loco 81 traction motor 1 and Dynamic brake cutout. FOLLOW UP
		Tue, Apr 11	6	GM	6 mins late, Due to 4 item 2's at Touhy Ave, Howard St, Oakton St and pedestrian crossing Morton Grove the following North line trains were delayed. mins late.
		Thu, Apr 13	6	A	6 mins late, 3 mins following trains ahead Cus-A3, 2 mins speed restrictions, 3 mins ADA N Glenview.
MD-N	2146 65% OT	Thu, Apr 27	7	AM	9 mins late, Item 2 Glenview Rd, 4 mins ADA N Glenview, 5 mins Rondout meeting 2148.
		Wed, Apr 05	7	GT	7 mins Libertyville meeting 2125 COMMUNICATION ISSUE CAUSED SIGNAL STACK REQUEST MESSAGE NOT RECEIVED BY SIGNAL, 3 mins stop signal Mayfair.
		Thu, Apr 06	6	RF1	(6) Waiting on #2125 @ Libertyville (3) Accommodating slow passengers (2) Form B 8.5-7.7
		Fri, Apr 07	6	GT	10 mins Libertyville meeting 2125. FOLLOW UP PTC RADIO ISSUES COMMUNICATING, GOES TO GT
		Mon, Apr 10	7	A	7 mins late, 5 mins Libertyville meeting 2125, 3 mins stop signal Mayfair, 3 mins ADA Healy.
		Fri, Apr 14	6	A	6 mins late, 6 mins meeting a 5M LATE 2125 at Libertyville, 3 mins passenger loading, 2 mins Grayland speed restrictions.
		Tue, Apr 18	10	A	10 mins late, 6 mins Libertyville meeting on 2125 THAT DEPARTED CHICAGO 5M LATE, 2 mins Northbrook bicycles (many) loading, 2 mins stop signal Mayfair ARRIVED MAYFAIR 10M LATE OUT OF SLOT, 3 mins 25 Mph Grayland.
MD-N	2150 75% OT	Wed, Apr 19	10	L	10 mins late, 6 mins Libertyville meeting on 2125, 3 mins loading large group, 3 mins 25 Mph Grayland.
		Mon, Apr 03	16	RF	16 mins late, 17 mins Rondout waiting on 8 Amtrak to clear, 2 mins speed restrictions.
		Fri, Apr 07	8	AM	8 mins late, 8 mins restricting signal A-20 Amtrak 340, 2 mins speed restrictions. Amtrak
		Tue, Apr 11	33	G	33 mins, 30 mins switch failure A-5.
		Wed, Apr 12	7	AM1	9 mins late, late turn from 2133 at Rondout and waiting signal.
Thu, Apr 27	7	AM1	7 mins late, 8 mins Rondout late turn from 2133,		

**Table 3 (continued): Weekday Trains less than 85% On-Time
April 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MD-N	2152 65% OT	Mon, Apr 03	10	E1	9 mins late, 1mins late turn from 2141, 4 mins Rondout waiting on Amtrak 340
		Wed, Apr 05	9	AM	7 mins late, 5 mins late turn from 2141, 3 mins Rondout waiting on Amtrak 340, 2 mins speed restrictions.
		Thu, Apr 06	8	AM	8 (6) Late turn due to #2141 (2) Stop A6 – Waiting on AMTRAK 340
		Tue, Apr 11	15	GM1	15 mins late, 12 mins late turn from 2141, 4 mins speed restrictions.
		Wed, Apr 12	7	A	7 mins late, 3 mins Rondout late turn from 2141, 2 mins approach A-6, 2 mins approach A-4.
		Thu, Apr 20	20	GW1	18 mins late, late turn from 2141.
		Fri, Apr 28	7	A	(-7) mins late, (-4) mins Rondout late turn from 2141 (2141 departed CUS 4m late) , (-2) mins 25 MPH Grayland, (-2) mins A-6 used 3 MT to A-2, (-2) mins A-2 stop signal.
MD-N	2154 70% OT	Tue, Apr 04	23	DD	24 mins late, 6 mins Libertyville meeting 2147, 16 mins holding at Deerfield waiting on Cp freight THAT HAD BAD PAPERWORK ON BOARD to clear A-20 or use 1 MT from Deerfield after 2151 cleared Deerfield, 2 mins stop signal Mayfair, 1 min slow passenger load
		Tue, Apr 11	8	A1	8 mins late, 8 mins Libertyville meeting 2147.
		Wed, Apr 12	8	A	8 mins late, 11 min Libertyville meeting 2147 and waiting on signal
		Thu, Apr 13	6	A1	6 mins late, 6 mins Libertyville meeting 2147(6m down, delayed 90 seconds at mayfair)
		Thu, Apr 20	15	G	-15" (-8) Stop due to restricting signal at Milepost 30 and (-5) held out of Northbrook possible suicidal passenger
		Tue, Apr 25	17	RF	17 mins late, 8 mins Libertyville waiting on signal, 7 mins stop signal Mayfair (arrived Mayfair 12m late).
MD-W	2239 80% OT	Tue, Apr 11	11	L	15 mins late, report of trespasser standing on tracks at Elgin.
		Mon, Apr 24	35	J	36 Held @ Franklin Park by CP dispatcher for police who were looking for a passenger that was suicidal that made the call to police and Police never found passenger
		Wed, Apr 26	6	R	9 mins late, 4 mins Ptc issues after departing (Canal St) Cus and 5 MIN passenger unloading at Franklin Pk. FOLLOW UP OVERSHOT PLATFORM
		Thu, Apr 27	25	G	25 mins late, 28 mins waiting on CPKC fright 253 SLOWED BY TRACK CIRCUIT to cross over 1-2 at Roselle and following said freight to Bartlett.
MD-W	2402 70% OT	Thu, Apr 06	8	RF1	-9" Sat @ B6 waiting for signal
		Tue, Apr 11	7	GM1	7 mins late, held at B-6 for 2142.
		Fri, Apr 14	6	AM	6 mins late, 6 mins enroute B-6 to Cus following Amtrak 8, 2 mins CP lake waiting on Ncs 115 to clear.
		Mon, Apr 17	7	A	8 mins late, 10 mins enroute B-6 waiting on 2144 (WHO WAS 8M LATE PASSING A5)
		Tue, Apr 18	8	E1	8 mins late, 12 mins enroute late turn from 2405. Due to locomotive 85 loading issues at departure time 2225 was annulled at Cus, all passengers boarded 2227.
		Mon, Apr 24	9	K	9 (3) Stop indication B6 waiting on trains due to switch failure @ A2 (6) Stop indication A3/A2 due to switch failure @ A2 -DEBRIS FOUND IN POINTS
NCS	108 45% OT	Mon, Apr 03	8	CD	(-8) -3" Stop signal Deval, U.P. cross-traffic; -5" Temporary speed restrictions
		Tue, Apr 04	11	A	(-11), 5" Stop signal Deval, U.P. cross-traffic; -4" Temporary speed restrictions; -2" Stop signal A-2
		Wed, Apr 05	39	KW	(-39) -29" Stop signal Deval due to high wind advisory
		Thu, Apr 06	15	E1	17" Stop signal at CN. Waiting for 2112 which was annulled 8 8 min speed restrictions enroute 2 minutes meets with Elgin trains
		Fri, Apr 07	18	ZN	18" PTC issues at Deval. Clear in field, signal not recognized
		Mon, Apr 10	14	CD	(-14) -6" Temporary speed restrictions CN WAUKESHA SUB; -5" Stop signal Deval, PTC issues, clear in the field; -5" Stop signal A-5; Stop signal A-2, U.P. cross-traffic
		Tue, Apr 11	8	GX	(-8) -3" Stop signal Deval; -6" Temporary speed restrictions; -2" Stop signal A-2, copy/comply with Automatic Grade Crossing Malfunction Item #2 Green St. mp 1.03
		Wed, Apr 12	9	CD	(-9) -4" Temporary speed restrictions (25/30mph); -2" Stop signal Deval; -3" Stop signal A-2
		Tue, Apr 18	7	CD	-7 Speed Restrictions cn
		Wed, Apr 19	7	CD	Speed restrictions
Mon, Apr 24	7	CC	-3" Stop signal Deval, freight interference; -4" Temporary speed restrictions		
NCS	113 80% OT	Mon, Apr 03	10	A	10 mins late, 6 mins B-6 meeting 2402, 3 mins Cicero west Ptc red fence, 6 mins stop signal UP Deval.
		Fri, Apr 07	7	E1	7 mins enroute Cus to B-6 following a late 2233, 4 mins stop signal Deval. Used equipment from 2242 at Cus.
		Mon, Apr 10	11	A	9 mins late, 4 mins stop signal A-2, 2 mins stop signal B-6 (2402), 7 mins stop signal UP Deval cross traffic.
		Tue, Apr 11	14	GF	14 mins late, 3 mins B-6, 5 mins 3 mins X-O 3-1 B-6, 10 mins 529-A.
NCS	116 75% OT	Tue, Apr 11	12	GF	12 mins late, 4 mins Grayslake meeting 2121, 3 mins 529-A, 3 min stop signal B-12 3 mins stop signal A-5, 3 mins stop signal A-2.
		Thu, Apr 13	8	AM	8 mins late, following inbound trains A-5 to Cus. LATE AMTRAK 8
		Wed, Apr 19	8	GF	8 mins late, 2 mins Metra Grayslake crossing, 2 mins Prairie crossing car 8201 door stuck in pocket, 3 mins stop signal Deval.
		Thu, Apr 20	8	E1	11 mins late, no available track at CUS due to mechanical issues on other trains. DUE TO NON-REPORTABLE 2216
		Fri, Apr 21	64	K	1 Hr. 4 mins late, held short of Touhy Ave car blocking both tracks.
RI	301 65% OT	Tue, Apr 04	7	IW	2" Flag stop 35th Street, 2" Robbins Flag stop, 3" Speed Restrictions.
		Wed, Apr 05	10	I	2m 16th St. 10mph speed restriction. 2m yard stop. 4m double stop at 35th Street due to Sox game.
		Tue, Apr 11	6	U	2 minutes for yard stop, 2 minutes at 16th Street due to 10 mph and 2 minutes for ADA on at 95th off at 80th Avenue.
		Thu, Apr 13	8	U	5m ADA BI. 3m Speed restriction
		Fri, Apr 14	6	CC	Held CP66 court waiting on RI430 to clear account rail vac working track 2 between 66ct and Mokena.
		Tue, Apr 18	10	U	5m loco problems with METX407. ADA Oak Forest to Tinley 80th. & ada BI to 80th
		Thu, Apr 20	8	CH	2m Bridge B. 2m Robbins due to Rail Vac broken down on track 2. 2m Robbins track construction MP 17.1. 1m 66 court crossing over track 2.

**Table 3 (continued): Weekday Trains less than 85% On-Time
April 2023**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	305 80% OT	Mon, Apr 10	6	U	3" @ 35th for slow loading, 3" @ 95th for ADA	
		Tue, Apr 11	15	KD1	15m Stopped at 35th Street to accommodate passengers from 303. Code E1	
		Wed, Apr 12	6	I	3m slow loading passengers at 35th due to ballgame and also managing confusion with customers wanting to take 4m waiting on Train 430 customers awaiting train opposite direction.	
		Wed, Apr 26	7	ZV	8m 71st PTC issue put in Penalty. 3m ADA Blue Island.	
RI	428 75% OT	Mon, Apr 10	12	CH	SINGLE TRACKING AROUND BROKEN DOWN RAILVAC ON TRACK 1 AT SCHILLING loram air issues coupled to the ballast train	
		Thu, Apr 13	12	CC	13m Mokena waiting on Outbound to clear acct track construction. 3m Robbins crossing over 2 to 1. 3m Red Bridge B.	
		Fri, Apr 14	9	CC	Single tracking CP Mokena and CP 66ct due to scheduled track work.	
		Wed, Apr 19	11	CC	7m Mokena waiting on outbound. 3m Bridge B held trains.	
		Thu, Apr 20	12	GW1	10m Mokena waiting on RI419 to clear. Restricted speed From Crawford to Western.	
SWS	818 80% OT	Mon, Apr 10	6	AM	3M POLK ST., RED SIGNAL, HELD FOR OUTBOUND AMTK	
		Mon, Apr 17	8	G	SWITCH MALFUNCTION AT CP PALOS	
		Wed, Apr 26	10	AM	10m 21st street due to congestions with yard trains.	
		Fri, Apr 28	20	YF	10M POLK ST amtk 353 derailment	
SWS	827 80% OT	Tue, Apr 11	13	E	LOST HEP -replaced B/O CBHE OVERVOLTAGE BREAKER	
		Mon, Apr 24	15	AM	AMTK REROUTE/BACKUP	
		Wed, Apr 26	10	GA1	Delayed 10 minutes at Orland Park 143rd Street account waiting for SW836 to clear.	
		Thu, Apr 27	7	AM	(AMTRAK CAUSED DELAY) - 3MIN AIRLINE WAITING ON THE AMTRAK 3MIN BELT SLOW ORDER 2 CHICAGO RIDGE FOR ADA	
UP-NW	615 80% OT	Tue, Apr 04	8	A	-08", Delayed @ Mayfair meeting other trains	
		Wed, Apr 05	0	XKW	Annulled on acct. of High Wind warnings	
		Thu, Apr 06	10	CC	-10" 30 MPH MT 1 M.P. 4.75-M.P. 5.75	
		Thu, Apr 27	6	AM	-6" Delayed @ M.P. 7.5 HELD FOR LATE AMTRAK & MP17.5 red signal	
UP-NW	632 55% OT	Mon, Apr 03	17	H1	-17" Late arrival of M615 at Des Plaines	
		Tue, Apr 04	19	A	-19", Delayed @ Deval crossing over changing ends, late arrival of M615	
		Wed, Apr 05	0	XIW	Annulled on acct. of high wind warnings	
		Thu, Apr 06	9	CC1	-9" Late turn off of M615	
		Tue, Apr 11	11	I	-11" Slow passenger loading at Des Plaines and Dee Road	
		Thu, Apr 13	17	RF1	-17" Following train ahead (M630)	
		Tue, Apr 18	10	RF	dispatcher did not stack routes for 636 and 632 correctly	
		Thu, Apr 27	10	AM1	-11" Late turn off M615	
UP-NW	643 75% OT	Tue, Apr 04	16	KW	16", Late departure from CPT, due to late arrival of equipment from Cal ave FROM WEATHER EVENT ON GENEVA(back-up crews were on M37, which had a late turn off M48) & following trains ahead	
		Wed, Apr 05	17	ZT	-17" Late departure from CPT (PTC had trouble initializing	
		Tue, Apr 11	7	RF1	-7" Delayed following trains ahead CY DISPATCHING ISSUES HAD INCORRECT LINEUP	
		Thu, Apr 13	36	G	-36" Delayed @ Deval on acct. of switch issues @ Mayfair	
		Tue, Apr 18	45	M1	-45" Delayed due to M637 near miss @ Mt. Prospect	
UP-NW	645 75% OT	Wed, Apr 05	15	ZT1	-15" Delayed following M643 to Mayfair	
		Thu, Apr 13	8	G	-8" Delayed on acct. of switch issues @ Seeger (Switches @ Seeger would not go normal -obstruction in switch #1)	
		Fri, Apr 14	9	U	-9" Two ADA lifts at Park Ridge and one at Des Plaines	
		Tue, Apr 18	27	M1	-27" Delayed due to M637 near miss @ Mt. Prospect	
UP-NW	647 40% OT	Thu, Apr 27	10	KP	-10" Delayed @ Palatine, waited for police to clear the area @ MP 37.5 (trespassers on the Fox River Bridge); 1 ADA lift; CN cross traffic @ Barrington	
		Tue, Apr 04	10	KW1	-10", Late departure on acct. of late arrival of equipment from Cal Ave FROM WEATHER EVENT ON GENEVA & trains ahead	
		Wed, Apr 05	23	ZT1	-23" Late departure from CPT, due to late arrival of equipment from Cal Ave yard	
		Fri, Apr 07	8	RF	-9" Delayed @ Deval waited for outbounds to clear due to new schedule	
		Mon, Apr 10	10	A	-10" Delayed due to waited for M668 to depart Harvard	
		Thu, Apr 13	9	G	-9" Delayed following trains ahead & waited for M668 to clear Harvard, due to switch issues @ Seeger	
		Mon, Apr 17	8	GM	-8" XH @ MP 10.31	
		Tue, Apr 18	23	M1	-23" Delayed due to M637 near miss @ Mt. Prospect	
		Wed, Apr 19	9	L	-9" Delayed due to police activity @ MP 43.47 (restricted speed looking out for a possible suicidal person) & waited for M668 to leave Harvard	
		Thu, Apr 20	10	KW1	-10" Form A MP31.96-MP32.00 (main track 1-30MPH) & waited for M668 to depart Harvard copying high wind warnings	
		Fri, Apr 21	7	RF1	-7" Waiting on M668 to depart Harvard before entering	
Mon, Apr 24	14	KD1	-14" Delayed on acct. of waited for M668 to depart Harvard having air issues ahead			
Thu, Apr 27	8	KP	-8" Staged @ MP 31.5 for trespassers on the Fox River Bridge			

**Table 3 (continued): Weekday Trains less than 85% On-Time
April 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-NW	651 60% OT	Mon, Apr 03	10	Q1	-10" Delayed on acct. of waited for trains ahead & slow order @ M.P. 3.75-M.P. 4.75
		Tue, Apr 04	10	U	-10", 30MPH @ MP5.5 on track 1 & 1 ADA lift
		Mon, Apr 10	10	A	-10" Delayed due to train meets & 30 MPH (MP6.7-MP7.5) on main track 1
		Tue, Apr 11	9	RF1	-9" Delayed following trains ahead CY DISPATCHING ISSUES HAD INCORRECT LINEUP
		Thu, Apr 13	7	G	-7" Delayed following trains ahead, due to switch issues @ Seeger
		Fri, Apr 14	15	G	-15" No signal at Mayfair due to signal problems at Deval
		Mon, Apr 17	20	RF	-20" Delayed @ Mayfair (-18), waited for a signal (operator failed to clear a signal)
		Tue, Apr 18	0	M1	Annulled due to M651 crew to relieve M637 crew @ Mt. Prospect. due to near miss
UP-NW	653 60% OT	Mon, Apr 03	17	Q	-17" Late departure on acct. of late arrival of equipment from Cal Ave. due to engine/cab car information was not in the system for disp to clear warrants & equip lined down the wrong track
		Wed, Apr 05	19	ZT	-19" Late departure from CPT, due to late arrival of equipment from Cal Ave yard
		Mon, Apr 10	9	A	-9" Late departure from CPT, due to cross traffic; cross traffic @ Mayfair (M2123)
		Mon, Apr 17	17	RF1	-17" Delayed 15 minutes behind M651 @ Mayfair & followed M655 from Deval -Barrington
		Tue, Apr 18	25	M1	-25" Delayed due to M637 near miss @ Mt. Prospect
		Fri, Apr 21	67	RF1	-7" Late from yard due to crews backup train M37 being delayed at Kedzie
		Tue, Apr 25	10	CC	-10" Delayed on acct of 2 slow orders @ MP 0.8-MP1.15 & MP8.2-MP8.7 (30MPH) & followed M651 to Mayfair
		Thu, Apr 27	9	A	-9" Delayed following M651 to Mayfair
UP-NW	657 60% OT	Tue, Apr 04	6	JM	-06", Delayed on acct. of a medical emergency @ Des Plaines
		Wed, Apr 05	12	ZT1	-12" Late departure from CPT, due to late arrival of equipment from Cal Ave yard
		Fri, Apr 14	10	G	-10" No signal at Mayfair due to signal problems at Deval. Held at Barrington waiting on M653 to yard and Crystal Lake Junction for M668 to pass
		Tue, Apr 18	36	M1	-36" Delayed due to M637 near miss @ Mt. Prospect
		Wed, Apr 19	12	L1	-12" Late departure from OTC, due to late arrival of equipment from Cal Ave, 1 ADA lift, & delayed crossing over @ Deval & Seeger, due to M651 operating on track 2
		Fri, Apr 21	12	RF1	-12" Late from yard due to crews backup train M37 being delayed at Kedzie. Waited on M653 to yard in Barrington due to CN75971-20 going in front of M653 [CONTROLLABLE FREIGHT]
		Mon, Apr 24	17	D	-17" Delayed on acct. of waited for M653 to yard @ Barrington. M653 was held by CN for freight interference [CONTROLLABLE FREIGHT]
		Wed, Apr 26	8	D	-8" Delayed @ CN Barrington for a northbound freight train [CONTROLLABLE FREIGHT]
UP-NW	658 70% OT	Mon, Apr 03	11	R1	-11" Late turn off M639 & cross traffic @ Deval
		Tue, Apr 04	18	U	18", Stopped at Seeger interlocking due to waited for M643 to clear
		Wed, Apr 05	22	ZT1	-22" Stopped @ Deval due to waited for M643 to clear
		Thu, Apr 06	11	CC1	-11" Late turn off M639 & cross traffic @ Mayfair
		Fri, Apr 07	12	RF	-12" Waiting on M643 @ Seeger due to new schedule
		Mon, Apr 10	11	A	-11" Delayed on acct. of waited for M643 to clear @Seeger
		UP-NW	662 50% OT	Mon, Apr 03	28
Tue, Apr 04	18	JM1	-18", Late departure from Des Plaines on acct. of M657 medical emergency @ Des Plaines		
Wed, Apr 05	16	ZT1	-16" Late departure from Des Plaines, waited for M657 to clear		
Mon, Apr 10	8	A1	-8" Late turn off M651		
Tue, Apr 11	27	ZH	-27" PTC would not initialize at Des Plaines and bad order speedometer CALIBRATION ISSUE FROM NEW #2 WHEEL CAUSING SPEED DISCREPANCY -did not not reset GRS power switch		
Thu, Apr 13	6	G1	-6" Late turn off M651		
Fri, Apr 14	13	G1	-13" Late turn from M651		
Mon, Apr 17	13	RF1	-13" Late turn off M651		
Tue, Apr 18	0	M1	Annulled due to M651's crew was used as M637 relief crew		
Thu, Apr 20	26	KW	-26" Delayed due to high wind warnings		
UP-NW	666 80% OT	Wed, Apr 05	17	ZT1	-17" Late turn off M645
		Thu, Apr 13	20	G1	-20" Late turn off M645
		Tue, Apr 18	30	M1	-30" Late turn off M645
		Thu, Apr 20	15	KW	-15" Delayed due to high wind warnings
UP-W	32 80% OT	Mon, Apr 03	12	ZG1	-12" Late arrival of M13 at Elburn
		Tue, Apr 04	13	E1	-15" Late arrival of M15
		Tue, Apr 18	12	U	-12" Delayed due to new schedule late turn from M13 also delayed due to slow ADA lift
		Tue, Apr 25	10	ZG1	-10" Late turn from M13
UP-W	50 80% OT	Tue, Apr 04	15	KW	-15", Delayed on acct. of high winds warnings
		Mon, Apr 10	15	C	-15" 10 MPH between MP4.25-MP4.40 UNPLANNED TIE REPLACEMENT
		Fri, Apr 21	18	D	-18" Following freight ZBRG2 from Wheaton to Proviso [CONTROLLABLE FREIGHT]
		Wed, Apr 26	10	D	-10" Freight Interference (2 MNPHC 22)
UP-W	54 80% OT	Tue, Apr 04	9	I	-09", Used short crossover @ Kedzie & slow passenger loading enroute
		Tue, Apr 11	7	D	-7" Followed freight ILCG1 at Kedzie [CONTROLLABLE FREIGHT]
		Mon, Apr 24	60	CM	-60" Delayed due to switch #3 failed @ Kress & @ Western Ave (switch 39) SWITCH FAILED FROM TIE THAT NEEDS REPLACEMENT
		Wed, Apr 26	7	L	-7" Stopped @ Glen Ellyn for police activity @ MP20.58

**Table 3 (continued): Weekday Trains less than 85% On-Time
April 2023**

Line	Train	Date	Minutes		Delay	Delay Explanation
			Late	Code		
UP-W	56 75% OT	Mon, Apr 03	9	J	-9"	Delayed @ West Chicago on acct. of waited for police to remove an unruly passenger off the train
		Fri, Apr 07	65	J	-65"	Police removed passenger @ Elburn that was brandishing a knife on train, also was delayed by freight (ILTG2)
		Fri, Apr 21	13	RF1	-13"	Late turn from M37
		Mon, Apr 24	33	CM1	-33"	Delayed due to switch failure @ Kress (#3)
		Tue, Apr 25	15	F	-15"	Delayed @ Berkeley on acc.t of door issues (cab car doors would not close) AL LOADING DOOR BINDING IN TRACK
UP-W	60 80% OT	Fri, Apr 07	35	J1	-35"	Late turn off of M39, also delayed by freight (ILTG2)
		Wed, Apr 12	14	D	-14"	Delayed at Elburn waiting on freight MWGWG-12 to clear
		Tue, Apr 18	15	I	-15"	Late departure from Elburn, due to a passenger left his medication on the platform. The crew stopped the train to allow the passenger to retrieve his medication & PTC issues Elburn - La Fox (PTC put train on wrong track, engineer had to reselect trac
		Wed, Apr 19	25	JM1	-25"	Late turn from M39
UP-W	62 70% OT	Fri, Apr 07	23	J1	-23"	ILTG2-02 yarding ahead at Park CONGESTION FROM 56 PASSENGER EJECTION
		Tue, Apr 11	15	E	-15"	Lost engine load at Melrose Park had to cut out #1 traction motor B/O #1 TRACTION MOTOR
		Wed, Apr 19	16	JM1	-16"	Late turn off M43
		Thu, Apr 20	35	KW	-35"	Delayed @ Elburn, due to tornado warnings & delayed @ Glen Ellyn, due to high wind warnings
		Mon, Apr 24	8	K1	-8"	Delayed following M5908, due to freight train interference (LPJ05) THAT DIDN'T CLEAR DUE TO SWITCH ISSUES
		Thu, Apr 27	23	E1	-23"	Late departure from Elburn, due to late arrival of M43 & followed M5908 to CPT

Data is final (05/22/2023) 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
April 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	18	-	-	-	4	4	2	1	3	1	-	6	15	54
Freight Interference - Peak	8	-	-	-	4	-	-	-	-	-	-	2	1	15
Primary	6	-	-	-	4	-	-	-	-	-	-	2	1	13
Secondary	2	-	-	-	-	-	-	-	-	-	-	-	-	2
Freight Interference - Off-Peak	10	-	-	-	-	4	2	1	3	1	-	4	14	39
Primary	9	-	-	-	-	3	2	1	2	1	-	4	12	34
Secondary	1	-	-	-	-	1	-	-	1	-	-	-	2	5
Signal/Switch Failure - Total	19	29	7	27	2	28	5	5	4	15	1	14	6	162
Signal/Switch Failure - Metra/PSA	1	29	7	27	-	22	5	2	4	4	1	13	6	121
Primary	1	12	4	14	-	17	3	2	3	4	1	9	3	73
Secondary	-	17	3	13	-	5	2	-	1	-	-	4	3	48
Signal/Switch Failure - Foreign	18	-	-	-	2	6	-	3	-	11	-	1	-	41
Primary	17	-	-	-	2	6	-	3	-	7	-	1	-	36
Secondary	1	-	-	-	-	-	-	-	-	4	-	-	-	5
Mechanical Failure - Total	5	1	-	-	1	8	11	4	7	4	-	2	6	49
Mechanical Failure - Metra/PSA	5	1	-	-	1	7	11	4	7	4	-	2	6	48
Non-Locomotive Equipment Issue - Metra/PSA	2	1	-	-	1	-	-	1	5	-	-	2	1	13
Primary	2	1	-	-	1	-	-	1	2	-	-	2	1	10
Secondary	-	-	-	-	-	-	-	-	3	-	-	-	-	3
Locomotive Issue - Metra/PSA	3	-	-	-	-	7	11	3	2	4	-	-	5	35
Primary	2	-	-	-	-	4	5	-	-	3	-	-	3	17
Secondary	1	-	-	-	-	3	6	3	2	1	-	-	2	18
Mechanical Failure - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	1	-	-	-	-	21	2	5	1	4	3	14	-	51
Passenger Train Interference - Metra/PSA	-	-	-	-	-	11	1	4	1	-	3	12	-	32
Passenger Train Interference - Foreign	1	-	-	-	-	10	1	1	-	4	-	2	-	19
Accident - Total	21	-	-	-	-	-	-	-	3	6	14	23	-	67
Accident - Metra/PSA	13	-	-	-	-	-	-	-	3	-	14	23	-	53
Accident - Foreign	8	-	-	-	-	-	-	-	-	6	-	-	-	14
Track Work - Total	1	7	2	6	2	2	1	7	17	-	5	11	3	64
Track Work - Metra/PSA	1	7	2	6	-	2	1	2	15	-	5	11	3	55
Track Work - Foreign	-	-	-	-	2	-	-	5	2	-	-	-	-	9
Human Error - Total	23	3	-	-	-	10	7	2	5	2	2	32	5	91
Human Error - Metra/PSA	22	3	-	-	-	1	6	2	5	2	2	15	2	60
Human Error - Foreign	1	-	-	-	-	9	1	-	-	-	-	17	3	31
PTC Related - Total	3	4	1	2	-	3	1	2	4	3	12	13	9	57
PTC Related - Metra/PSA	3	4	1	2	-	1	1	1	4	3	12	13	9	54
PTC Related - Foreign	-	-	-	-	-	2	-	1	-	-	-	-	-	3
Weather - Total	33	-	-	-	-	3	-	4	4	-	25	32	27	128
Weather - Metra/PSA	33	-	-	-	-	3	-	4	4	-	25	32	27	128
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	21	3	4	-	2	6	-	11	-	3	9	22	81
Obstruction/Debris - Total	1	3	1	5	1	4	5	3	6	-	8	18	15	70
Catenary Failure - Total	-	21	7	10	-	-	-	-	-	-	-	-	-	38
Other - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Trains Delayed	125	89	21	54	10	85	40	33	65	35	73	174	108	912
Total Metra/PSA Delays	79	89	21	54	2	53	36	22	60	13	73	148	90	740
Total Foreign Carrier Delays	46	0	0	0	8	32	4	11	5	22	0	26	18	172

Data for current month is final (05/22/2023) 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.

Table 5.b: Train Delays by Cause and Line
Average April Over Previous Five Years: 2018-2022

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	-	-	-	4	8	8	3	3	4	0	5	20	63
Freight Interference - Peak	1	-	-	-	4	3	2	1	1	2	-	2	9	24
Primary	1	-	-	-	4	2	2	1	1	1	-	1	5	19
Secondary	-	-	-	-	0	0	-	-	-	0	-	1	4	5
Freight Interference - Off-Peak	5	-	-	-	0	5	6	2	2	3	0	3	11	39
Primary	4	-	-	-	0	4	5	2	2	2	0	3	9	32
Secondary	1	-	-	-	-	1	1	0	0	0	-	0	2	7
Signal/Switch Failure - Total	14	4	1	3	1	12	7	3	5	6	5	4	4	69
Signal/Switch Failure - Metra/PSA	7	4	1	3	-	10	7	2	5	3	5	1	4	51
Primary	5	3	1	2	-	7	6	1	4	2	4	1	2	39
Secondary	2	0	-	1	-	3	1	0	1	0	1	0	1	12
Signal/Switch Failure - Foreign	7	-	-	-	1	1	-	2	-	3	-	3	0	18
Primary	6	-	-	-	1	1	-	1	-	2	-	1	0	13
Secondary	1	-	-	-	0	1	-	0	-	1	-	2	-	5
Mechanical Failure - Total	9	1	-	0	-	11	7	2	5	1	5	7	3	53
Mechanical Failure - Metra/PSA	9	1	-	0	-	10	7	2	5	1	5	7	3	52
Non-Locomotive Equipment Issue - Metra/PSA	1	1	-	0	-	2	1	0	0	1	2	3	2	14
Primary	1	1	-	-	-	1	0	0	0	0	2	2	1	8
Secondary	0	1	-	0	-	2	0	-	-	1	0	2	1	6
Locomotive Issue - Metra/PSA	8	-	-	-	-	8	7	1	5	0	3	4	2	37
Primary	3	-	-	-	-	3	2	0	3	0	2	1	1	16
Secondary	5	-	-	-	-	5	4	1	2	-	2	3	0	22
Mechanical Failure - Foreign	0	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	0	0	-	0	1	2	-	0	-	3	-	0	1	7
Passenger Train Interference - Metra/PSA	0	-	-	-	-	2	-	0	-	-	-	0	1	4
Passenger Train Interference - Foreign	-	0	-	0	1	0	-	-	-	3	-	-	-	4
Accident - Total	3	2	0	0	-	1	4	1	3	0	1	4	2	22
Accident - Metra/PSA	3	2	0	0	-	1	4	1	2	-	1	4	-	19
Accident - Foreign	-	-	-	-	-	0	-	-	1	0	-	-	2	3
Track Work - Total	9	2	0	1	1	11	3	0	6	1	8	3	3	48
Track Work - Metra/PSA	9	1	0	1	1	11	3	0	6	0	8	3	3	47
Track Work - Foreign	-	0	-	-	-	-	-	-	-	1	-	-	-	1
Human Error - Total	7	1	0	1	1	6	3	1	4	1	3	7	2	36
Human Error - Metra/PSA	2	1	0	1	-	2	2	1	4	1	2	6	0	21
Human Error - Foreign	5	-	-	-	1	4	1	0	-	1	1	2	2	16
PTC Related - Total	2	2	0	1	1	2	3	2	4	2	5	5	6	36
PTC Related - Metra/PSA	2	1	0	1	0	1	3	1	4	1	5	5	6	30
PTC Related - Foreign	-	1	-	0	1	1	-	1	0	1	-	0	0	5
Weather - Total	3	1	0	0	-	4	2	-	4	1	2	0	1	17
Weather - Metra/PSA	3	1	0	0	-	4	2	-	4	1	2	0	1	17
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	2	2	1	1	-	2	3	0	5	1	5	6	6	34
Obstruction/Debris - Total	6	1	1	2	1	4	1	1	4	2	2	5	11	39
Catenary Failure - Total	-	-	-	0	-	-	-	-	-	-	-	-	-	0
Other - Total	-	0	0	0	0	0	1	0	-	1	-	-	-	3
Total Trains Delayed	62	15	6	10	9	63	43	15	42	22	35	46	59	428
Total Metra/PSA Delays	44	14	6	9	2	48	34	9	37	9	34	36	35	318
Total Foreign Carrier Delays	18	1	0	0	8	15	9	6	4	13	1	10	24	110

Data for current month is final (05/18/2022) 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
April 2023 Compared to Average April Over Previous Five Years: 2018-2022

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	12	-	-	-	(0)	(4)	(6)	(2)	0	(3)	(0)	1	(5)	(9)
Freight Interference - Peak	7	-	-	-	-	(3)	(2)	(1)	(1)	(2)	-	0	(8)	(9)
Primary	5	-	-	-	0	(2)	(2)	(1)	(1)	(1)	-	1	(4)	(6)
Secondary	2	-	-	-	(0)	(0)	-	-	-	(0)	-	(1)	(4)	(3)
Freight Interference - Off-Peak	5	-	-	-	(0)	(1)	(4)	(1)	1	(2)	(0)	1	3	0
Primary	5	-	-	-	(0)	(1)	(3)	(1)	0	(1)	(0)	1	3	2
Secondary	0	-	-	-	-	(0)	(1)	(0)	1	(0)	-	(0)	(0)	(2)
Signal/Switch Failure - Total	5	25	6	24	1	16	(2)	2	(1)	9	(4)	10	2	93
Signal/Switch Failure - Metra/PSA	(6)	25	6	24	-	12	(2)	0	(1)	1	(4)	12	2	70
Primary	(4)	9	3	12	-	10	(3)	1	(1)	2	(3)	8	1	34
Secondary	(2)	17	3	12	-	2	1	(0)	-	(0)	(1)	4	2	36
Signal/Switch Failure - Foreign	11	-	-	-	1	5	-	1	-	8	-	(2)	(0)	23
Primary	11	-	-	-	1	5	-	2	-	5	-	(0)	(0)	23
Secondary	0	-	-	-	(0)	(1)	-	(0)	-	3	-	(2)	-	-
Mechanical Failure - Total	(4)	(0)	-	(0)	1	(3)	4	2	2	3	(5)	(5)	3	(4)
Mechanical Failure - Metra/PSA	(4)	(0)	-	(0)	1	(3)	4	2	2	3	(5)	(5)	3	(4)
Non-Locomotive Equipment Issue - Metra/PSA	1	(0)	-	(0)	1	(2)	(1)	1	5	(1)	(2)	(1)	(1)	(1)
Primary	1	0	-	-	1	(1)	(0)	1	2	(0)	(2)	0	(0)	2
Secondary	(0)	(1)	-	(0)	-	(2)	(0)	-	3	(1)	(0)	(2)	(1)	(3)
Locomotive Issue - Metra/PSA	(5)	-	-	-	-	(1)	4	2	(3)	4	(3)	(4)	3	(2)
Primary	(1)	-	-	-	-	1	3	(0)	(3)	3	(2)	(1)	2	1
Secondary	(4)	-	-	-	-	(2)	2	2	0	1	(2)	(3)	2	(4)
Mechanical Failure - Foreign	(0)	-	-	-	-	0	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	1	(0)	-	(0)	(1)	19	2	5	1	1	3	14	(1)	44
Passenger Train Interference - Metra/PSA	(0)	-	-	-	-	9	1	4	1	-	3	12	(1)	28
Passenger Train Interference - Foreign	1	(0)	-	(0)	(1)	10	1	1	-	1	-	2	-	15
Accident - Total	18	(2)	(0)	(0)	-	(1)	(4)	(1)	0	6	13	19	(2)	45
Accident - Metra/PSA	10	(2)	(0)	(0)	-	(1)	(4)	(1)	1	-	13	19	-	34
Accident - Foreign	8	-	-	-	-	(0)	-	-	(1)	6	-	-	(2)	11
Track Work - Total	(8)	5	2	5	1	(9)	(2)	7	11	(1)	(3)	8	0	16
Track Work - Metra/PSA	(8)	6	2	5	(1)	(9)	(2)	2	9	(0)	(3)	8	0	8
Track Work - Foreign	-	(0)	-	-	2	-	-	5	2	(1)	-	-	-	8
Human Error - Total	16	2	(0)	(1)	(1)	4	4	1	1	1	(1)	25	3	55
Human Error - Metra/PSA	20	2	(0)	(1)	-	(1)	4	1	1	1	-	9	2	39
Human Error - Foreign	(4)	-	-	-	(1)	5	0	(0)	-	(1)	(1)	15	1	15
PTC Related - Total	1	2	1	1	(1)	1	(2)	(0)	(0)	1	7	8	3	21
PTC Related - Metra/PSA	1	3	1	1	(0)	(0)	(2)	(0)	0	2	7	8	3	24
PTC Related - Foreign	-	(1)	-	(0)	(1)	1	-	-	(0)	(1)	-	(0)	(0)	(2)
Weather - Total	30	(1)	(0)	(0)	-	(1)	(2)	4	0	(1)	23	32	26	111
Weather - Metra/PSA	30	(1)	(0)	(0)	-	(1)	(2)	4	0	(1)	23	32	26	111
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(2)	19	2	3	-	(0)	3	(0)	6	(1)	(2)	3	16	47
Obstruction/Debris - Total	(5)	2	(0)	3	0	(0)	4	2	2	(2)	6	13	4	31
Catenary Failure - Total	-	21	7	10	-	-	-	-	-	-	-	-	-	38
Other - Total	-	(0)	(0)	(0)	(0)	(0)	(1)	(0)	-	(1)	-	-	-	(3)
Total Trains Delayed	63	74	15	44	1	22	(3)	18	23	13	38	128	49	484
Total Metra/PSA Delays	35	75	15	45	0	5	2	13	23	4	39	112	55	422
Total Foreign Carrier Delays	28	-1	0	0	0	17	-5	5	1	9	-1	16	-6	62

Data for current month is final (05/22/2023) version of TOPS

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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 - April 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	62	-	-	-	12	18	26	11	11	12	7	28	71	258
Freight Interference - Peak	16	-	-	-	12	6	9	4	-	4	3	18	23	95
Primary	9	-	-	-	12	4	7	4	-	4	3	7	15	65
Secondary	7	-	-	-	-	2	2	-	-	-	-	11	8	30
Freight Interference - Off-Peak	46	-	-	-	-	12	17	7	11	8	4	10	48	163
Primary	36	-	-	-	-	9	15	5	8	7	1	9	40	130
Secondary	10	-	-	-	-	3	2	2	3	1	3	1	8	33
Signal/Switch Failure - Total	27	38	15	47	3	85	34	16	29	32	1	23	23	373
Signal/Switch Failure - Metra/PSA	8	38	15	47	-	76	32	9	29	7	1	21	23	306
Primary	7	20	11	33	-	55	21	8	27	7	1	12	18	220
Secondary	1	18	4	14	-	21	11	1	2	-	-	9	5	86
Signal/Switch Failure - Foreign	19	-	-	-	3	9	2	7	-	25	-	2	-	67
Primary	18	-	-	-	3	9	1	7	-	17	-	2	-	57
Secondary	1	-	-	-	-	-	1	-	-	8	-	-	-	10
Mechanical Failure - Total	28	3	2	3	2	48	35	9	53	18	17	34	15	267
Mechanical Failure - Metra/PSA	28	3	2	3	2	40	35	9	53	17	17	34	15	258
Non-Locomotive Equipment Issue - Metra/PSA	15	3	2	3	1	9	8	2	9	5	5	8	4	74
Primary	6	3	-	2	1	1	4	2	4	3	2	7	4	39
Secondary	9	-	2	1	-	8	4	-	5	2	3	1	-	35
Locomotive Issue - Metra/PSA	13	-	-	-	1	31	27	7	44	12	12	26	11	184
Primary	7	-	-	-	1	16	16	3	15	7	4	9	8	86
Secondary	6	-	-	-	-	15	11	4	29	5	8	17	3	98
Mechanical Failure - Foreign	-	-	-	-	-	8	-	-	-	1	-	-	-	9
Passenger Train Interference - Total	11	-	1	-	2	68	17	7	3	7	3	17	2	138
Passenger Train Interference - Metra/PSA	-	-	-	-	-	40	14	6	3	1	3	15	2	84
Passenger Train Interference - Foreign	11	-	1	-	2	28	3	1	-	6	-	2	-	54
Accident - Total	31	-	-	-	-	5	7	1	25	6	34	53	49	211
Accident - Metra/PSA	20	-	-	-	-	5	5	1	25	-	34	53	20	163
Accident - Foreign	11	-	-	-	-	-	2	-	-	6	-	-	29	48
Track Work - Total	17	26	3	12	4	22	9	14	29	9	8	26	22	201
Track Work - Metra/PSA	17	26	3	12	-	22	9	4	25	-	8	26	22	174
Track Work - Foreign	-	-	-	-	4	-	-	10	4	9	-	-	-	27
Human Error - Total	44	8	5	4	4	40	17	10	26	15	16	50	19	258
Human Error - Metra/PSA	40	7	4	4	2	9	10	8	26	5	11	21	11	158
Human Error - Foreign	4	1	1	-	2	31	7	2	-	10	5	29	8	100
PTC Related - Total	16	9	3	10	3	18	5	7	32	25	23	19	34	204
PTC Related - Metra/PSA	12	8	2	10	1	14	5	4	31	8	23	19	33	170
PTC Related - Foreign	4	1	1	-	2	4	-	3	1	17	-	-	1	34
Weather - Total	74	7	3	5	1	12	22	9	24	3	56	51	55	322
Weather - Metra/PSA	71	7	3	5	1	12	22	9	24	3	56	51	55	319
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
Passenger Related - Total	6	77	5	10	-	13	29	3	32	3	15	23	40	256
Obstruction/Debris - Total	23	14	8	22	3	12	18	6	32	3	29	84	37	291
Catenary Failure - Total	-	28	7	13	-	-	-	-	-	-	-	-	-	48
Other - Total	1	1	1	-	-	1	1	1	-	1	-	-	-	7
Total Trains Delayed	340	211	53	126	34	342	220	94	296	134	209	408	367	2,834
Total Metra/PSA Delays	224	209	50	126	9	244	180	60	280	48	197	347	258	2,232
Total Foreign Carrier Delays	116	2	3	0	25	98	40	34	16	86	12	61	109	602

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Table 6.b: Train Delays by Cause and Line - YTD
January - April Average Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	37	-	-	-	23	33	47	13	16	34	5	24	99	331
Freight Interference - Peak	15	-	-	-	19	9	15	6	4	14	2	14	34	131
Primary	8	-	-	-	17	6	12	5	3	10	2	9	19	91
Secondary	7	-	-	-	2	3	3	1	1	4	1	5	14	41
Freight Interference - Off-Peak	23	-	-	-	4	24	32	7	12	20	3	11	65	200
Primary	17	-	-	-	4	15	25	6	9	14	1	7	49	150
Secondary	5	-	-	-	-	9	7	1	2	6	1	3	16	51
Signal/Switch Failure - Total	62	21	10	16	11	55	46	27	62	31	15	21	20	397
Signal/Switch Failure - Metra/PSA	36	21	10	16	2	45	43	11	61	10	15	11	13	294
Primary	25	17	8	13	2	31	34	8	47	8	10	8	8	219
Secondary	12	4	2	3	0	14	8	3	14	2	5	3	4	76
Signal/Switch Failure - Foreign	25	-	-	-	9	10	4	16	1	21	0	10	7	102
Primary	20	-	-	-	8	5	2	14	1	14	-	6	6	75
Secondary	6	-	-	-	1	5	2	2	-	7	0	3	2	27
Mechanical Failure - Total	55	6	3	2	0	58	38	12	39	9	27	38	38	326
Mechanical Failure - Metra/PSA	55	3	2	1	0	52	38	11	39	9	27	38	38	314
Non-Locomotive Equipment Issue - Metra/PSA	18	3	2	1	-	7	4	2	6	5	13	17	18	95
Primary	7	2	1	0	-	3	2	1	2	3	7	8	8	44
Secondary	11	2	2	1	0	4	1	1	3	2	6	9	10	51
Locomotive Issue - Metra/PSA	37	-	-	-	0	45	34	9	33	4	14	21	21	219
Primary	11	-	-	-	0	13	13	3	15	2	6	7	7	76
Secondary	26	-	-	-	-	32	22	6	18	2	8	15	14	142
Mechanical Failure - Foreign	0	3	1	0	0	6	0	1	-	-	-	-	-	12
Passenger Train Interference - Total	1	1	0	1	3	11	1	3	0	8	-	0	1	32
Passenger Train Interference - Metra/PSA	0	0	0	0	0	9	0	3	-	0	-	0	1	15
Passenger Train Interference - Foreign	1	1	0	1	3	3	0	0	0	7	-	-	-	17
Accident - Total	25	21	3	4	1	11	12	3	10	6	19	25	25	167
Accident - Metra/PSA	22	7	1	4	-	10	11	3	9	3	19	22	15	127
Accident - Foreign	3	13	2	-	1	1	1	-	1	3	-	3	10	40
Track Work - Total	20	13	2	5	3	27	8	3	17	4	19	8	9	138
Track Work - Metra/PSA	20	13	2	5	3	26	6	3	17	2	19	7	9	131
Track Work - Foreign	0	0	-	-	1	1	2	0	-	2	-	1	-	7
Human Error - Total	46	11	4	5	6	40	22	10	29	10	20	30	23	256
Human Error - Metra/PSA	24	11	4	5	2	20	14	6	29	2	19	22	16	174
Human Error - Foreign	22	-	-	-	4	19	8	4	0	7	2	8	7	82
PTC Related - Total	9	9	2	5	8	12	8	5	21	6	32	14	35	166
PTC Related - Metra/PSA	8	8	2	4	2	11	8	3	20	2	32	14	34	149
PTC Related - Foreign	1	1	-	1	6	1	0	2	1	3	0	0	1	17
Weather - Total	61	44	16	24	3	54	48	10	85	9	44	52	33	483
Weather - Metra/PSA	58	44	16	24	3	53	48	10	84	7	44	51	32	474
Weather - Foreign	3	-	-	-	0	1	1	-	1	2	-	1	1	9
Passenger Related - Total	14	16	6	3	0	17	23	3	30	2	23	28	41	206
Obstruction/Debris - Total	19	8	5	13	1	13	12	7	37	7	17	31	34	203
Catenary Failure - Total	-	6	2	5	-	-	-	-	-	-	-	-	-	13
Other - Total	0	0	1	2	0	2	2	1	3	1	0	3	0	16
Total Trains Delayed	351	156	54	84	61	333	268	97	349	124	222	275	359	2,733
Total Metra/PSA Delays	256	138	51	82	14	258	205	62	329	45	215	229	233	2,116
Total Foreign Carrier Delays	94	18	3	2	47	75	64	36	20	79	7	46	126	617

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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 - April 2023 Compared to Average January - April Average Over Previous Five Years: 2018-2022

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	-	-	-	(11)	(15)	(21)	(2)	(5)	(22)	2	4	(28)	(73)
Freight Interference - Peak	1	-	-	-	(7)	(3)	(6)	(2)	(4)	(10)	1	4	(11)	(36)
Primary	1	-	-	-	(5)	(2)	(5)	(1)	(3)	(6)	1	(2)	(4)	(26)
Secondary	-	-	-	-	(2)	(1)	(1)	(1)	(1)	(4)	(1)	6	(6)	(11)
Freight Interference - Off-Peak	23	-	-	-	(4)	(12)	(15)	0	(1)	(12)	1	(1)	(17)	(37)
Primary	19	-	-	-	(4)	(6)	(10)	(1)	(1)	(7)	(0)	2	(9)	(20)
Secondary	5	-	-	-	-	(6)	(5)	1	1	(5)	2	(2)	(8)	(18)
Signal/Switch Failure - Total	(35)	17	5	31	(8)	30	(12)	(11)	(33)	1	(14)	2	3	(24)
Signal/Switch Failure - Metra/PSA	(28)	17	5	31	(2)	31	(11)	(2)	(32)	(3)	(14)	10	10	12
Primary	(18)	3	3	20	(2)	24	(13)	(0)	(20)	(1)	(9)	4	10	1
Secondary	(11)	14	2	11	(0)	7	3	(2)	(12)	(2)	(5)	6	1	10
Signal/Switch Failure - Foreign	(6)	-	-	-	(6)	(1)	(2)	(9)	(1)	4	(0)	(8)	(7)	(35)
Primary	(2)	-	-	-	(5)	4	(1)	(7)	(1)	3	-	(4)	(6)	(18)
Secondary	(5)	-	-	-	(1)	(5)	(1)	(2)	-	1	(0)	(3)	(2)	(17)
Mechanical Failure - Total	(27)	(3)	(1)	1	2	(10)	(3)	(3)	14	9	(10)	(4)	(23)	(59)
Mechanical Failure - Metra/PSA	(27)	(0)	(0)	2	2	(12)	(3)	(2)	14	8	(10)	(4)	(23)	(56)
Non-Locomotive Equipment Issue - Metra/PSA	(3)	(0)	(0)	2	1	2	4	(0)	3	0	(8)	(9)	(14)	(21)
Primary	(1)	1	(1)	2	1	(2)	2	1	2	0	(5)	(1)	(4)	(5)
Secondary	(2)	(2)	0	0	-	4	3	(1)	2	-	(3)	(8)	(10)	(16)
Locomotive Issue - Metra/PSA	(24)	-	-	-	1	(14)	(7)	(2)	11	8	(2)	5	(10)	(35)
Primary	(4)	-	-	-	1	3	3	0	-	5	(2)	2	1	10
Secondary	(20)	-	-	-	-	(17)	(11)	(2)	11	3	(0)	2	(11)	(44)
Mechanical Failure - Foreign	(0)	(3)	(1)	(0)	(0)	2	(0)	(1)	-	1	-	-	-	(3)
Passenger Train Interference - Total	10	(1)	1	(1)	(1)	57	16	4	3	(1)	3	17	1	106
Passenger Train Interference - Metra/PSA	(0)	(0)	-	(0)	(0)	31	14	3	3	1	3	15	1	69
Passenger Train Interference - Foreign	10	(1)	1	(1)	(1)	25	3	1	(0)	(1)	-	2	-	37
Accident - Total	6	(21)	(3)	(4)	(1)	(6)	(5)	(2)	15	0	15	28	24	44
Accident - Metra/PSA	(2)	(7)	(1)	(4)	-	(5)	(6)	(2)	16	(3)	15	31	5	36
Accident - Foreign	8	(13)	(2)	-	(1)	(1)	1	-	(1)	3	-	(3)	19	8
Track Work - Total	(3)	13	1	7	1	(5)	1	11	12	5	(11)	18	13	63
Track Work - Metra/PSA	(3)	13	1	7	(3)	(4)	3	1	8	(2)	(11)	19	13	43
Track Work - Foreign	(0)	(0)	-	-	3	(1)	(2)	10	4	7	-	(1)	-	20
Human Error - Total	(2)	(3)	1	(1)	(2)	0	(5)	-	(3)	5	(4)	20	(4)	2
Human Error - Metra/PSA	16	(4)	0	(1)	0	(11)	(4)	2	(3)	3	(8)	(1)	(5)	(16)
Human Error - Foreign	(18)	1	1	-	(2)	12	(1)	(2)	(0)	3	3	21	1	18
PTC Related - Total	7	0	1	5	(5)	6	(3)	2	11	19	(9)	5	(1)	38
PTC Related - Metra/PSA	4	-	(0)	6	(1)	3	(3)	1	11	6	(9)	5	(1)	21
PTC Related - Foreign	3	0	1	(1)	(4)	3	(0)	1	0	14	(0)	(0)	(0)	17
Weather - Total	13	(37)	(13)	(19)	(2)	(42)	(26)	(1)	(61)	(6)	12	(1)	22	(161)
Weather - Metra/PSA	13	(37)	(13)	(19)	(2)	(41)	(26)	(1)	(60)	(4)	12	0	23	(155)
Weather - Foreign	0	-	-	-	(0)	(1)	(1)	-	(1)	(2)	-	(1)	(1)	(6)
Passenger Related - Total	(8)	61	(1)	7	(0)	(4)	6	(0)	2	1	(8)	(5)	(1)	50
Obstruction/Debris - Total	4	6	3	9	2	(1)	6	(1)	(5)	(4)	12	53	3	88
Catenary Failure - Total	-	22	5	8	-	-	-	-	-	-	-	-	-	35
Other - Total	1	1	(0)	(2)	(0)	(1)	(1)	0	(3)	(0)	(0)	(3)	(0)	(9)
Total Trains Delayed	(11)	55	(1)	42	(27)	9	(48)	(3)	(53)	10	(13)	133	8	101
Total Metra/PSA Delays	-32	71	-1	44	-5	-14	-25	-2	-49	3	-18	118	25	116
Total Foreign Carrier Delays	22	-16	0	-2	-22	23	-24	-2	-4	7	5	15	-17	-15

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

**Table 7.a: Train Delays by Cause and Month
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 - Apr	
Freight Interference - Total	69	64	71	54									258	9.1%
Freight Interference - Peak	25	26	29	15									95	3.4%
Primary	18	16	18	13									65	2.3%
Secondary	7	10	11	2									30	1.1%
Freight Interference - Off-Peak	44	38	42	39									163	5.8%
Primary	32	29	35	34									130	4.6%
Secondary	12	9	7	5									33	1.2%
Signal/Switch Failure - Total	65	78	68	162									373	13.2%
Signal/Switch Failure - Metra/PSA	56	66	63	121									306	10.8%
Primary	45	57	45	73									220	7.8%
Secondary	11	9	18	48									86	3.0%
Signal/Switch Failure - Foreign	9	12	5	41									67	2.4%
Primary	7	9	5	36									57	2.0%
Secondary	2	3	-	5									10	0.4%
Mechanical Failure - Total	85	81	52	49									267	9.4%
Mechanical Failure - Metra/PSA	85	75	50	48									258	9.1%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13									74	2.6%
Primary	12	12	5	10									39	1.4%
Secondary	14	12	6	3									35	1.2%
Locomotive Issue - Metra/PSA	59	51	39	35									184	6.5%
Primary	26	25	18	17									86	3.0%
Secondary	33	26	21	18									98	3.5%
Mechanical Failure - Foreign	-	6	2	1									9	0.3%
Passenger Train Interference - Total	39	27	21	51									138	4.9%
Passenger Train Interference - Metra/PSA	25	13	14	32									84	3.0%
Passenger Train Interference - Foreign	14	14	7	19									54	1.9%
Accident - Total	90	25	29	67									211	7.4%
Accident - Metra/PSA	61	25	24	53									163	5.8%
Accident - Foreign	29	-	5	14									48	1.7%
Track Work - Total	19	44	74	64									201	7.1%
Track Work - Metra/PSA	13	41	65	55									174	6.1%
Track Work - Foreign	6	3	9	9									27	1.0%
Human Error - Total	67	43	57	91									258	9.1%
Human Error - Metra/PSA	33	33	32	60									158	5.6%
Human Error - Foreign	34	10	25	31									100	3.5%
PTC Related - Total	49	45	53	57									204	7.2%
PTC Related - Metra/PSA	40	38	38	54									170	6.0%
PTC Related - Foreign	9	7	15	3									34	1.2%
Weather - Total	44	108	42	128									322	11.4%
Weather - Metra/PSA	44	105	42	128									319	11.3%
Weather - Foreign	-	3	-	-									3	0.1%
Passenger Related - Total	52	54	69	81									256	9.0%
Obstruction/Debris - Total	65	72	84	70									291	10.3%
Catenary Failure - Total	1	9	-	38									48	1.7%
Other - Total	4	-	3	-									7	0.2%
Total Trains Delayed	649	650	623	912									2,834	100.0%
Total Metra/PSA Delays	477	531	484	740									2,232	78.8%
Total Foreign Carrier Delays	172	119	139	172									602	21.2%

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**Table 7.b: Train Delays by Cause and Month
2022**

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 - Apr	
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	299	14.3%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	121	5.8%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	100	4.8%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	21	1.0%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	178	8.5%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	147	7.1%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	31	1.5%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	294	14.1%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	256	12.3%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	208	10.0%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	48	2.3%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	38	1.8%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	28	1.3%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	10	0.5%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	237	11.4%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	231	11.1%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	57	2.7%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	40	1.9%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	17	0.8%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	174	8.3%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	80	3.8%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	94	4.5%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	6	0.3%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	11	0.5%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	5	0.2%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	6	0.3%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	148	7.1%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	126	6.0%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	22	1.1%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	143	6.9%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	136	6.5%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	7	0.3%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	140	6.7%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	94	4.5%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	46	2.2%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	170	8.2%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	147	7.1%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	23	1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	268	12.9%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	267	12.8%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	-	1	0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	134	6.4%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	215	10.3%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	14	0.7%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	12	0.6%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	2,085	100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	1,637	78.5%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	448	21.5%

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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
April 2023

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	24	4	5	3	1	22	12	11	17	7	9	42	9	166
11-15	8	1	0	0	4	5	3	5	3	1	2	21	13	66
16-20	4	1	1	1	4	4	2	2	1	1	1	14	5	41
21+	21	9	3	2	1	2	3	4	1	1	13	26	13	99
Annulled	<u>11</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>29</u>
Sub-Total	68	16	9	8	10	34	22	22	23	15	27	106	41	401
Weekday Off-Peak **														
6-10	14	18	3	7	0	25	10	8	16	11	8	12	17	149
11-15	8	10	0	7	0	13	5	2	12	5	4	13	18	97
16-20	4	7	2	2	0	3	0	0	1	2	7	11	7	46
21+	16	9	2	5	0	8	0	1	5	0	14	16	17	93
Annulled	<u>7</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>7</u>	<u>4</u>	<u>0</u>	<u>26</u>
Sub-Total	49	46	7	24	0	49	15	11	35	20	40	56	59	411
Saturday														
6-10	2	7	2	6	0	2	1	0	2	0	1	0	2	25
11-15	0	4	0	2	0	0	0	0	1	0	0	1	2	10
16-20	0	2	0	1	0	0	0	0	0	0	0	1	2	6
21+	0	10	3	11	0	0	0	0	0	0	2	4	0	30
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>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Sub-Total	2	23	5	22	0	2	1	0	4	0	3	6	6	74
Sunday-Holiday														
6-10	2	4	0	0	0	0	1	0	3	0	0	0	1	11
11-15	1	0	0	0	0	0	1	0	0	0	2	4	1	9
16-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21+	0	0	0	0	0	0	0	0	0	0	1	2	0	3
Annulled	<u>3</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>3</u>
Sub-Total	6	4	0	0	0	0	2	0	3	0	3	6	2	26
April 2023 Total														
6-10	42	33	10	16	1	49	24	19	38	18	18	54	29	351
11-15	17	15	0	9	4	18	9	7	16	6	8	39	34	182
16-20	8	10	3	4	4	7	2	2	2	3	8	26	14	93
21+	37	28	8	18	1	10	3	5	6	1	30	48	30	225
Annulled	<u>21</u>	<u>3</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>7</u>	<u>9</u>	<u>7</u>	<u>1</u>	<u>61</u>
TOTAL	125	89	21	54	10	85	40	33	65	35	73	174	108	912
2023 Year-to-Date														
6-10	114	116	34	53	17	193	134	55	159	73	40	107	107	1,202
11-15	66	32	4	20	6	72	44	17	55	23	32	71	73	515
16-20	33	20	3	7	8	27	8	5	20	14	19	56	37	257
21+	79	36	12	32	3	42	30	14	49	15	83	148	124	667
Annulled	<u>48</u>	<u>7</u>	<u>0</u>	<u>14</u>	<u>0</u>	<u>8</u>	<u>4</u>	<u>3</u>	<u>13</u>	<u>9</u>	<u>35</u>	<u>26</u>	<u>26</u>	<u>193</u>
TOTAL	340	211	53	126	34	342	220	94	296	134	209	408	367	2,834
Share of Delays by Duration														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
April 2023 Total														
6-10	33.6%	37.1%	47.6%	29.6%	10.0%	57.6%	60.0%	57.6%	58.5%	51.4%	24.7%	31.0%	26.9%	38.5%
11-15	13.6%	16.9%	0.0%	16.7%	40.0%	21.2%	22.5%	21.2%	24.6%	17.1%	11.0%	22.4%	31.5%	20.0%
16-20	6.4%	11.2%	14.3%	7.4%	40.0%	8.2%	5.0%	6.1%	3.1%	8.6%	11.0%	14.9%	13.0%	10.2%
21+	29.6%	31.5%	38.1%	33.3%	10.0%	11.8%	7.5%	15.2%	9.2%	2.9%	41.1%	27.6%	27.8%	24.7%
Annulled	<u>16.8%</u>	<u>3.4%</u>	<u>0.0%</u>	<u>13.0%</u>	<u>0.0%</u>	<u>1.2%</u>	<u>5.0%</u>	<u>0.0%</u>	<u>4.6%</u>	<u>20.0%</u>	<u>12.3%</u>	<u>4.0%</u>	<u>0.9%</u>	<u>6.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2023 Year-to-Date Delays By Duration														
6-10	33.5%	55.0%	64.2%	42.1%	50.0%	56.4%	60.9%	58.5%	53.7%	54.5%	19.1%	26.2%	29.2%	42.4%
11-15	19.4%	15.2%	7.5%	15.9%	17.6%	21.1%	20.0%	18.1%	18.6%	17.2%	15.3%	17.4%	19.9%	18.2%
16-20	9.7%	9.5%	5.7%	5.6%	23.5%	7.9%	3.6%	5.3%	6.8%	10.4%	9.1%	13.7%	10.1%	9.1%
21+	23.2%	17.1%	22.6%	25.4%	8.8%	12.3%	13.6%	14.9%	16.6%	11.2%	39.7%	36.3%	33.8%	23.5%
Annulled	<u>14.1%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>2.3%</u>	<u>1.8%</u>	<u>3.2%</u>	<u>4.4%</u>	<u>6.7%</u>	<u>16.7%</u>	<u>6.4%</u>	<u>7.1%</u>	<u>6.8%</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 (05/22/2023) version from TOPS.