

# On-Time Performance

January 2023



## On-Time Performance January 2023

This report presents an analysis of January 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.

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.

Under these pilot and alternate schedules Metra operated between 628 and 646 regularly scheduled revenue trains each weekday in January, which is between 91 and 93 percent of Metra's pre-pandemic

weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in January, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in January, 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 5 percent fewer total revenue trains in January 2023 than in January 2019 and 9 percent fewer total revenue trains than in January 2020, but 57 percent more total revenue trains than in January 2021 and 12 percent more total revenue trains than in January 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: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January 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			
<b>BNSF</b>	924	19	97.9%	987	25	97.5%	1,911	44	97.7%	120	5	95.8%	120	4	96.7%	2,151	53	97.5%
<b>ME-ML</b>	525	2	99.6%	882	19	97.8%	1,407	21	98.5%	168	3	98.2%	145	2	98.6%	1,720	26	98.5%
<b>ME-BI</b>	147	6	95.9%	231	4	98.3%	378	10	97.4%	32	0	100.0%		--		410	10	97.6%
<b>ME-SC</b>	<u>231</u>	<u>4</u>	98.3%	<u>651</u>	<u>9</u>	98.6%	<u>882</u>	<u>13</u>	98.5%	<u>128</u>	<u>2</u>	98.4%	<u>120</u>	<u>0</u>	100.0%	<u>1,130</u>	<u>15</u>	98.7%
<b>Subtotal</b>	903	12	98.7%	1,764	32	98.2%	2,667	44	98.4%	328	5	98.5%	265	2	99.2%	3,260	51	98.4%
<b>HC</b>	126	4	96.8%		--		126	4	96.8%		--			--		126	4	96.8%
<b>MD-N</b>	441	50	88.7%	651	44	93.2%	1,092	94	91.4%	80	4	95.0%	108	4	96.3%	1,280	102	92.0%
<b>MD-W</b>	<u>462</u>	<u>29</u>	93.7%	<u>630</u>	<u>16</u>	97.5%	<u>1,092</u>	<u>45</u>	95.9%	<u>96</u>	<u>3</u>	96.9%	<u>108</u>	<u>4</u>	96.3%	<u>1,296</u>	<u>52</u>	96.0%
<b>Subtotal</b>	903	79	91.3%	1,281	60	95.3%	2,184	139	93.6%	176	7	96.0%	216	8	96.3%	2,576	154	94.0%
<b>NCS</b>	168	10	94.0%	126	13	89.7%	294	23	92.2%		--			--		294	23	92.2%
<b>RI</b>	651	35	94.6%	1,029	45	95.6%	1,680	80	95.2%	132	8	93.9%	168	4	97.6%	1,980	92	95.4%
<b>SWS</b>	225	20	91.1%	243	17	93.0%	468	37	92.1%		--			--		468	37	92.1%
<b>UP-N</b>	462	14	97.0%	1,008	27	97.3%	1,470	41	97.2%	104	2	98.1%	108	1	99.1%	1,682	44	97.4%
<b>UP-NW</b>	630	48	92.4%	756	27	96.4%	1,386	75	94.6%	136	4	97.1%	126	13	89.7%	1,648	92	94.4%
<b>UP-W</b>	<u>546</u>	<u>29</u>	94.7%	<u>672</u>	<u>56</u>	91.7%	<u>1,218</u>	<u>85</u>	93.0%	<u>80</u>	<u>3</u>	96.3%	<u>108</u>	<u>11</u>	89.8%	<u>1,406</u>	<u>99</u>	93.0%
<b>Subtotal</b>	1,638	91	94.4%	2,436	110	95.5%	4,074	201	95.1%	320	9	97.2%	342	25	92.7%	4,736	235	95.0%
<b>System</b>	5,538	270	95.1%	7,866	302	96.2%	13,404	572	95.7%	1,076	34	96.8%	1,111	43	96.1%	15,591	649	95.8%

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

Delays data for most recent month is final (02/16/2023) 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-Jan	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	89.6%	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	92.7%	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	97.3%	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	99.0%	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	98.0%	97.1%
	2023	97.5												97.5%	97.5%
	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	94.9%	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	97.7%	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	96.4%	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	97.5%	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	99.3%	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	98.4%	97.4%
	2023	98.4												98.4%	98.4%
	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	97.7%	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	86.4%	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	81.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	90.9%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	90.0%	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	84.9%	87.8%
	2023	96.8												96.8%	96.8%
	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	86.5%	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	91.8%	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	88.4%	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	93.3%	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	91.8%	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	94.0%	91.4%
	2023	92.0												92.0%	92.0%
	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	91.7%	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	94.7%	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	92.3%	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	95.8%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	93.0%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	92.7%	94.1%
	2023	96.0												96.0%	96.0%
	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	93.9%	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	93.2%	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	87.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	92.7%	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	88.8%	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	94.0%	93.0%
	2023	92.2												92.2%	92.2%
	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	91.6%	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-Jan	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	92.2%	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	89.8%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	92.0%	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	97.7%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.5%	96.0%
	2023	95.4												95.4%	95.4%
	<b>2018-2022 average</b>	93.4	91.1	96.9	97.4	94.7	94.6	93.8	95.0	94.4	95.8	94.6	96.2	93.4%	94.8%
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	93.9%	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	90.4%	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	95.6%	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	96.5%	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	91.7%	93.2%
	2023	92.1												92.1%	92.1%
	<b>2018-2022 average</b>	93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	93.4%	92.9%
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	97.6%	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	90.7%	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	98.5%	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	98.4%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	95.8%	95.9%
	2023	97.4												97.4%	97.4%
	<b>2018-2022 average</b>	96.0	94.5	97.3	97.5	97.1	96.7	96.0	95.2	96.8	95.6	95.6	97.0	96.0%	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	95.7%	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	90.3%	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	96.3%	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	97.7%	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	94.0%	94.4%
	2023	94.4												94.4%	94.4%
	<b>2018-2022 average</b>	94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	94.7%	94.7%
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	92.3%	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	90.4%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	94.9%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	93.6%	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												93.0%	93.0%
	<b>2018-2022 average</b>	92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	92.8%	92.2%
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	94.2%	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	91.8%	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	95.9%	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	96.9%	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	95.9%	95.4%
	2023	95.8												95.8%	95.8%
	<b>2018-2022 average</b>	94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	94.8%	95.3%

Delays data for most recent month is final (02/16/2023) 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  
January 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1258 <b>81% OT</b>	Mon, Jan 23	7	DD	Working MT2 around freight traffic [Controllable Freight]
		Wed, Jan 25	9	DD	Single track at Cicero due to ECXCNAM09A and HGALBRC123A blocking plant at Lavergne [CONTROLLABLE FREIGHT]
		Thu, Jan 26	9	DD	Waiting for F IG4SR3 25U to switch and clear [Controllable Freight]
		Fri, Jan 27	23	DE1	had 1254 working around H-GFDBRC1-25A MT1 to MT3 Congress to Lavergne.
ME-ML	147 <b>81% OT</b>	Wed, Jan 11	10	G	TRACK CIRCUIT ON TK1 BETWEEN KENSINGTON AND CP 19.89
		Thu, Jan 12	25	J	(PASSENGER PROBLEMS/REMOVAL) - 25M LATE INTO UP PASSENGER REFUSING TO PAY/REMOVED AT KENSINGTON
		Fri, Jan 20	14	J	(PASSENGER PROBLEMS/REMOVAL) - 15 MIN DELAY DUE TO POLICE PASSENGER REMOVAL AT KENSINGTON
		Fri, Jan 27	11	J	(PASSENGER PROBLEMS/REMOVAL) - WAITING ON MPD AT VAN BUREN TO REMOVE PASSENGER
MD-N	2102 <b>76% OT</b>	Wed, Jan 04	12	N	(-12) Pulled out of the coachyard late, and also departed Fox Lake late due to wrong daily sheet; Temporary speed restrictions; -4" Student engineer; -5" Stop signal A-2 (at&t issues)
		Fri, Jan 20	10	GA	-10" Signal problems CP Morgan St., verbal authority by
		Mon, Jan 23	11	E	-11" Issue with getting air – Air dryer bypass valve had to be turned REPLACED DRYER FILTERS
		Wed, Jan 25	7	IW	(-7) -4" Track construction, Temporary speed restrictions, & Weather conditions; -3" Stop signal CUS, waiting on 2101
		Fri, Jan 27	10	E	(-11) -7" Departed Fox Lake Coachyard late due to equipment swap with 2118; Mechanical issues with engine #405, C/O air dryer
MD-N	2106 <b>76% OT</b>	Wed, Jan 04	9	CC	(-10) Temporary speed restrictions; Student engineer
		Thu, Jan 05	6	CC	-6" Student Engineer & Slow Orders
		Wed, Jan 11	6	CC	(-7) Temporary speed restrictions
		Mon, Jan 30	6	FW	(-6) Door problems (#8215, #7282) close by hand. snow in the pockets
		Tue, Jan 31	23	EW1	Following late 2104
MD-N	2108 <b>81% OT</b>	Mon, Jan 09	9	E1	(-9) -2" ADA Libertyville; Temporary speed restriction Grayland; -3" A-6 to A-2; -2" Stop signal CUC CP Lake St., waiting on other trains (2107) - DUE TO MDW MECH ISSUES
		Tue, Jan 10	23	RA	(-8) -2" ADA Libertyville to CUS; -3" Temporary speed restrictions; -3" Stop signal A-2; -2" Stop signal CUS CP Lake St. waiting on other trains
		Tue, Jan 24	9	A	Waiting at Mayfair, A2 for other trains. Also slow operating through Grayland construction
		Tue, Jan 31	8	H	Door problems, #7336 A-end door PANEL opened on its own enroute (SIDE LOADING DOORS) - Door motors not replaced during COTS inspection
MD-N	2110 <b>76% OT</b>	Wed, Jan 04	6	CC	(-6) Temporary speed restrictions; Medical emergency upon arriving CUS, passenger fainted while detraining (cab car #8513), medical personnel responded and transported passenger
		Fri, Jan 06	7	RF	-4" CN XING RED SIGNAL -3" 30 MPH S.R. -3" MAYFAIR RED SIGNAL -2" 25 MPH S.R.
		Tue, Jan 10	6	A	(-6) Stop signal Mayfair; 25 mph Temporary speed restriction; Stop signal A-2
		Thu, Jan 12	9	A	(-9) Temporary speed restrictions / MAYFAIR MEET
		Fri, Jan 27	7	RF	(-7) -5" Departed Fox Lake Coachyard late due to waiting on a signal; Stop signal Mayfair; Stop signal A-2
MD-N	2116 <b>81% OT</b>	Mon, Jan 09	8	AM	-6" CUS WAITING FOR TRACK 11 TO OPEN -4" MORTONG GROVE 7217 DOOR STUCK OPEN
		Wed, Jan 11	10	R	(-10) Departed Fox Lake late waiting on 2118 to pullout of the coachyard & go high. 2118 stopped for freight interference (ENGINE WAS CUT OUT - ENGINEER DIDN'T REALIZE IT)
		Wed, Jan 25	10	D	(-9) -10" Stop signal CN X-ing, S/B freight interference; Slow loading engine (#93/#95) [CONTROLLABLE FREIGHT]
		Fri, Jan 27	15	RF1	(-17) -14" Departed Fox Lake late due to waiting on 2118 to pull out of the Coachyard & clear; -9" Stop signal Mayfair
MD-N	2118 <b>67% OT</b>	Mon, Jan 09	7	A	-7" CUS/ CROSS TRAFFIC -3" FLAG STOPS -2" CN XING/ CROSS TRAFFIC, GRAYLAND/ 25 MPH
		Wed, Jan 11	19	D	(-19) -4" Departed Fox Lake late due to waiting on 2116; -3" Made all flag stops: -9" Stop signal CN X-ing, freight interference; -3" Temporary speed restriction 25mph Grayland [CONTROLLABLE FREIGHT]
		Wed, Jan 18	8	GA	(-8) Stop signal CUS CP Canal St. waiting on 2209 to clear
		Wed, Jan 25	13	D1	(-13) Following train ahead, (2116) operating on approach signals; Stop signal Mayfair [CONTROLLABLE FREIGHT]
		Thu, Jan 26	6	A	(-6) -2" Door problems (#8451) wedged; Temporary speed restrictions' -4" Stop signal A-2, U.P. cross-traffic
		Fri, Jan 27	13	RF	(-13) -7" Following late 2116 out of Fox Lake; -4" Made all flag stops; -2" Stop signal A-20; -3" Grayland temporary speed restriction
		Tue, Jan 31	8	CC	Temporary speed restrictions
		Tue, Jan 31	8	CC	Temporary speed restrictions
MD-N	2144 <b>67% OT</b>	Thu, Jan 05	24	G1	-24", 17 mins Deerfield waiting on a late 2142, 4 mins waiting on 2125 to clear, 5 mins following 21242 and extra station stops.
		Fri, Jan 06	8	A1	-8" 4 mins following 2142
		Tue, Jan 10	17	D1	17 mins late, waiting on a late 2142 and extra station stops.
		Mon, Jan 16	7	A	-7" Stop signal Mayfair, Stop A-2
		Wed, Jan 18	14	AM	-14" 8 min waiting on Amtrak and 2142 at Deerfield 2 min wait for signal Deerfield 2 min stop Mayfair 3 stop A-2
		Fri, Jan 27	18	E1	18 mins late, late turn from 2123.
		Tue, Jan 31	6	GM	3 mins late turn from 2123, 4 mins item 2 Oakton St.
		Tue, Jan 31	6	GM	3 mins late turn from 2123, 4 mins item 2 Oakton St.
MD-N	2146 <b>67% OT</b>	Thu, Jan 05	10	G1	-10", meeting 2125 at Libertyville
		Fri, Jan 06	7	A1	-7" 3 mins CN cross traffic, 5 mins meeting 2125 at Libertyville, 3 mins speed restrictions
		Tue, Jan 10	12	D1	13 mins late. 15 mins meeting 2125 at Libertyville.
		Wed, Jan 11	10	A1	9 mins late. 12mins meeting 2125 at Libertyville.
		Wed, Jan 18	12	E	-12" Lost HEP. Had to manually open and close doors ADJUSTED FREQUENCY AND VOLTAGE
		Thu, Jan 26	6	A1	6 mins late, 10 mins meeting 2125 at Libertyville.
		Fri, Jan 27	16	E1	16 mins late, late turn from 2121 and meeting 2125 at Libertyville.
		Fri, Jan 27	16	E1	16 mins late, late turn from 2121 and meeting 2125 at Libertyville.



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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-N	2152 <b>67% OT</b>	Wed, Jan 04	7	AM1	7 mins late, 8 mins Rondout waiting on 1 main for Amtrak 340 to clear.
		Tue, Jan 10	7	AM1	7 mins late, 9 mins Rondout waiting on Amtrak 340.
		Mon, Jan 16	22	A1	-22" Shoved back at Rondout to clear for 2143 Late departure due to late 2141
		Tue, Jan 17	9	AM	-11" 4 min late departure Rondout waiting on Amtrak 2 min hold platform at Northbrook for outbound 2 min speed restriction 25 mph grayland 2 min stop signal A-2
		Thu, Jan 19	10	RF	-10" Late departure Lake Forest, could not get ahead of dispatcher
		Mon, Jan 23	25	G1	25 mins late, late turn from 2141.
		Thu, Jan 26	17	GW	17 mins late, 5 min late turn from 2141, 12 mins A-2 switch failure A-2.
MD-N	2154 <b>76% OT</b>	Mon, Jan 16	9	R	4 min stop Mayfair, 5 min student engineer
		Wed, Jan 25	18	DD	-18" mins late, 20 mins Rondout waiting on CP 264 to clear [CONTROLLABLE FREIGHT]
		Thu, Jan 26	7	A1	7 mins late, 5 mins Libertyville meeting 2147.
		Fri, Jan 27	8	A1	8 mins late, 9 mins Libertyville meeting 2147.
		Mon, Jan 30	12	E	12 mins late, 8 mins enroute Slow loading loco 411, 5 mins meeting WACY pm Foreman at Sullivans shanty. CHANGED OUT #4 TRACTION MOTOR
MD-W	2206 <b>76% OT</b>	Thu, Jan 05	6	GM	-6" Item 2 @ Oak Park Ave
		Mon, Jan 09	9	E1	(-9) Following late 2204
		Wed, Jan 25	6	IW1	(-6) Stop B-6 waiting on late NCS 100
		Fri, Jan 27	10	GW	(-10) Track circuit, PTC issues Roselle to Itasca, unknown switches, restricting signals. frost in the cover switch circuit controller, maintainer couldn't get track time during the rush to make repair.
		Mon, Jan 30	6	I	-6" -3 Wooddale - B12 - Approach; -3 All stops - Loading
MD-W	2210 <b>81% OT</b>	Tue, Jan 10	8	U	(-8) ADA Schaumburg to Roselle, mechanical problems #7435 ADA lift would not stow, unlocked locks, manually shoved into place - hydraulic pump corroded
		Tue, Jan 17	11	E	(-11) -5" Slow loading engine #73; -4" ADA Schaumburg to Roselle. Bad traction motor censor #4 TRACTION MOTOR SENSOR, ADA CARD REPLACED
		Fri, Jan 27	15	GW	(-15) Track circuit, PTC issues Roselle to Itasca, unknown switches, restricting signals. frost in the cover switch circuit controller, maintainer couldn't get track time during the rush to make repair.
		Tue, Jan 31	7	FW	Slow passenger loading; Slow frozen doors
MD-W	2402 <b>76% OT</b>	Tue, Jan 03	7	A1	7 mins late, 6 mins B-6 waiting on 2144, 1 min stop signal A-2.
		Wed, Jan 04	10	GF1	10 mins late, 5 mins late turn from 2405, 7 mins B-6 waiting on 2144, 3 min stop signal A-2.
		Fri, Jan 06	8	A1	-9" 9 mins late, 12 mins B-6 holding for 2144.
		Mon, Jan 16	9	ZT	-9" PTC issues with Loco 89 and Stop signal at B-6
		Tue, Jan 31	9	GM1	10 mins GATE MALFUNCTION AT OAKTON (MORTON GROVE/MD-N), REPLACED BOND WIRE
NCS	105 <b>81% OT</b>	Wed, Jan 04	17	ZV	-19" Departed CUS late due to PTC issues. Originally had PTC issues @ WACY, instructed to dump it and cycle the breakers which resolved the issue. Arrived @ CUS @ departure time, but experience the same air & PTC issues. Made several attempts to troubles
		Thu, Jan 05	22	G	-22" Due to signal issues at CN Metra crossing the following Northline and North Central Service trains were delayed.
		Wed, Jan 11	9	A1	-9" Departed CUS late due to late arrival of equipment from WACY, following 2219
		Fri, Jan 20	55	ZR	-6" Departed CUS late due to late arrival of equipment from WACY; PTC disengaged @ Belmnot Ave. CN -55 PTC failure at B-12 crew took long time to get permission to run cut out from CN
NCS	109 <b>81% OT</b>	Fri, Jan 06	0	XE	Annulled at Cus. After rolling off track 5 locomotive 95 was unable to load. Cus mechanical shutdown loco after restarting the 95 and resetting all the breakers loco 95 was once again able to load. Crew shoved back in to unload all passengers that were ac
		Wed, Jan 25	9	R	9 mins late, student Engineer.
		Thu, Jan 26	7	R	(-7) minutes late-Student Engineer
		Mon, Jan 30	7	R	7 mins late, late arrival of equipment. STUDENT ENGINEER
NCS	116 <b>76% OT</b>	Wed, Jan 04	10	GF	10 mins late, 4 mins enroute restricted speed Round Lake, 7 mins approach signals A-5 and A-2. OUT OF SLOT AT A-5/A-2
		Thu, Jan 05	17	G	-17" Due to signal issues at CN Metra crossing the following Northline and North Central Service trains were delayed.
		Fri, Jan 06	8	A	-8", 6 mins stop signal A-5, 3 mins A-2 following trains ahead
		Tue, Jan 10	13	KP	13 mins late, 7 mins cross traffic Grayslake crossing, 5 mins police activity prospect Hts, 3 mins B-6 cross traffic.
		Fri, Jan 20	36	ZR1	-36, late turn off of 105
RI	305 <b>81% OT</b>	Mon, Jan 16	34	M1	LATE TURN FROM 428
		Thu, Jan 19	18	ZE	(PTC MALFUNCTION LOCO HARDWARE) - PTC KEEPS POPING IN AND OUT THE THE SPEEDO KEEPS FAILING
		Mon, Jan 23	8	ZH1	(PTC BACK OFFICE/SOFTWARE) - FOLLOWING 705
		Mon, Jan 30	24	E1	FOLLOWING THE THE LATE 703 AND 705
SWS	808 <b>81% OT</b>	Tue, Jan 17	6	GX	3M ENROUTE HANDLING ELDERLY PASSENGERS & 3M ITEM 1 BROKEN GATE PULASKI
		Thu, Jan 19	11	F	(CAB CAR / TRL / MU MALFUNCTION) - 8M LATE DEPARTING MANHATTAN NO EMERGENCY LIGHT IN HEAD CAR, RESET AND REINITIALIZE TO PTC. 3M 21ST ST WAIT -reset emergency light breaker
		Fri, Jan 20	8	AM	3M CPS18 FREIGHT 880 BNSF9091 W/130 CARS 7050 FT 5M 21ST ST FOR AMTRAK 391
		Fri, Jan 27	10	GF1	(GATE XING / SIG / SWITCH FOREIGN) - 12M DELAY 179TH WAITING FOR SWS801 TO CLEAR.
UP-NW	626 <b>81% OT</b>	Tue, Jan 03	9	GM	-9" Delayed due to XG @ MP16.86 & MP16.50
		Thu, Jan 05	18	E1	-18", Following trains ahead
		Fri, Jan 27	0	XF	ANNULLED @ Harvard after trouble shooting could not get the air to the proper level to depart REPLACED BO BRAKE PIPE GAUGE
		Mon, Jan 30	0	XE	Annulled at Harvard due to unexpected shut down METX 176. Control breaker kept tripping. REPLACED BO FIREMAN'S SIDE HEATER

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-NW	635 <b>81% OT</b>	Wed, Jan 04	18	RF1	-18" Delayed following trains ahead [CONTROLLABLE FREIGHT]
		Mon, Jan 09	10	D	-10" Delayed due to freight GSEV3E-07 crossing at Seeger [Controllable Freight]
		Tue, Jan 10	72	L	-72" Delayed @ Irving Park, due to a report of a trespasser laying on the tracks
		Thu, Jan 12	7	D	-7" CN freight interference @ Barrington [Controllable Freight]
UP-NW	641 <b>81% OT</b>	Wed, Jan 04	10	RF1	-10" Delayed following trains ahead [CONTROLLABLE FREIGHT]
		Mon, Jan 09	15	D1	-15" Delayed due to freight GSEV3E-07 crossing at Seeger and following trains ahead [Controllable Freight]
		Tue, Jan 10	55	L	-55" Delayed @ CPT, due to a report of a trespasser laying on the tracks
		Mon, Jan 30	7	KW1	-7" Delayed following M637 & cold weather restriction
UP-W	35 <b>76% OT</b>	Tue, Jan 03	0	DM1	Annulled due to COKBT struck a pedestrian @ MP 23.05
		Tue, Jan 10	7	F	-7" Stopped the train to check for opened doors @ West Chicago (one loading door on the cab car was blocked)
		Thu, Jan 12	7	H	-7" The loading door was bled off from the outside of coach car (6169). At Kedzie, the door opened up & the crew had to find the opened door, before proceeding DOOR BLEEDER VALVE LEFT OPEN
		Thu, Jan 26	6	H	-6" Door light issues leaving CPT (loose cable BETWEEN LOCO AND HEAD CAR)
		Tue, Jan 31	18	EW	Departed CPT 25 mins down had bad order engine had to swap equipment @ departure time CHANGED OUT SALEM FILTER AND BLOWDOWN
UP-W	38 <b>81% OT</b>	Wed, Jan 04	11	D	-11" Delayed at Kress freight interference (LG2G2) [CONTROLLABLE FREIGHT]
		Tue, Jan 24	8	DD	-8" Delayed @ Park waited for the ZG2LT to clear (ZG2LT-24 was lined out Outbound 1 to MT 3 and should have been lined out Outbound 1 to MT 1) [CONTROLLABLE FREIGHT]
		Wed, Jan 25	12	GX	-12" Broken crossing gate at M.P. 15.67 (York Rd) MT3
		Thu, Jan 26	19	K1	-19" Late turn off of M19 due to bus stuck on track at M.P. 23.98
UP-W	48 <b>81% OT</b>	Tue, Jan 03	226	DM1	-226" Delayed due to COKBT struck a pedestrian @ MP 23.05
		Wed, Jan 11	7	C1	-7" Late turn off M29
		Tue, Jan 24	10	J	-10" Delayed @ Elmhurst, waited for police to arrive & remove an unruly passenger off the train (-7) & CN cross traffic @ West Chicago (-3)
		Tue, Jan 31	8	EW1	Delayed had to have a track change due to M35 still on inbound track upon arrival to CPT
UP-W	62 <b>81% OT</b>	Tue, Jan 03	48	DM1	-48" Delayed due to COKBT struck a pedestrian @ MP 23.05
		Tue, Jan 10	8	ZV	-8" PTC issues @ Melrose Park (comm flag, lost communication - cut out PTC) - software issue
		Fri, Jan 20	18	ZT	-18 Bad PTC on cab car 8422
		Thu, Jan 26	13	DE	-13" Delayed following trains ahead on acct. of MNPCH-25 mechanical issues

Data is final (02/16/2023) version from TOPS.

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

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category		Category		Category	
Delay		Delay		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**  
January 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>18</b>	-	-	-	<b>4</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>6</b>	-	-	<b>8</b>	<b>18</b>	<b>69</b>
Freight Interference - Peak	1	-	-	-	4	5	2	1	-	-	-	7	5	25
Primary	1	-	-	-	4	3	2	1	-	-	-	3	4	18
Secondary	-	-	-	-	-	2	-	-	-	-	-	4	1	7
Freight Interference - Off-Peak	17	-	-	-	-	3	3	1	6	-	-	1	13	44
Primary	11	-	-	-	-	1	3	1	4	-	-	1	11	32
Secondary	6	-	-	-	-	2	-	-	2	-	-	-	2	12
<b>Signal/Switch Failure - Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>9</b>	-	<b>22</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>4</b>	-	<b>1</b>	<b>9</b>	<b>65</b>
Signal/Switch Failure - Metra/PSA	1	2	2	9	-	19	3	2	7	1	-	1	9	56
Primary	1	2	2	9	-	11	1	2	7	1	-	1	8	45
Secondary	-	-	-	-	-	8	2	-	-	-	-	-	1	11
Signal/Switch Failure - Foreign	1	-	-	-	-	3	1	1	-	3	-	-	-	9
Primary	1	-	-	-	-	3	-	1	-	2	-	-	-	7
Secondary	-	-	-	-	-	-	1	-	-	1	-	-	-	2
<b>Mechanical Failure - Total</b>	<b>7</b>	<b>1</b>	<b>2</b>	-	-	<b>11</b>	<b>6</b>	<b>3</b>	<b>21</b>	<b>2</b>	<b>5</b>	<b>24</b>	<b>3</b>	<b>85</b>
Mechanical Failure - Metra/PSA	7	1	2	-	-	11	6	3	21	2	5	24	3	85
Non-Locomotive Equipment Issue - Metra/PSA	7	1	2	-	-	2	-	1	1	1	5	4	2	26
Primary	1	1	-	-	-	-	-	1	1	1	2	3	2	12
Secondary	6	-	2	-	-	2	-	-	-	-	3	1	-	14
Locomotive Issue - Metra/PSA	-	-	-	-	-	9	6	2	20	1	-	20	1	59
Primary	-	-	-	-	-	6	3	2	8	1	-	5	1	26
Secondary	-	-	-	-	-	3	3	-	12	-	-	15	-	33
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	<b>7</b>	-	-	-	-	<b>23</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	-	-	<b>1</b>	<b>39</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	17	3	2	1	1	-	-	1	25
Passenger Train Interference - Foreign	7	-	-	-	-	6	-	-	-	1	-	-	-	14
<b>Accident - Total</b>	-	-	-	-	-	-	<b>4</b>	-	<b>18</b>	-	<b>20</b>	<b>17</b>	<b>31</b>	<b>90</b>
Accident - Metra/PSA	-	-	-	-	-	-	4	-	18	-	20	17	2	61
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	29	29
<b>Track Work - Total</b>	-	-	-	-	-	<b>7</b>	-	-	<b>1</b>	<b>6</b>	-	-	<b>5</b>	<b>19</b>
Track Work - Metra/PSA	-	-	-	-	-	7	-	-	1	-	-	-	5	13
Track Work - Foreign	-	-	-	-	-	-	-	-	-	6	-	-	-	6
<b>Human Error - Total</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	-	<b>18</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>67</b>
Human Error - Metra/PSA	2	2	3	3	-	3	-	5	2	3	5	3	2	33
Human Error - Foreign	-	-	-	-	-	15	2	-	-	6	1	10	-	34
<b>PTC Related - Total</b>	-	<b>3</b>	<b>1</b>	<b>2</b>	-	<b>2</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>49</b>
PTC Related - Metra/PSA	-	2	-	2	-	2	1	3	12	4	7	2	5	40
PTC Related - Foreign	-	1	1	-	-	-	-	1	-	5	-	-	1	9
<b>Weather - Total</b>	<b>4</b>	-	-	-	-	<b>5</b>	<b>12</b>	<b>2</b>	<b>11</b>	<b>2</b>	-	<b>2</b>	<b>6</b>	<b>44</b>
Weather - Metra/PSA	4	-	-	-	-	5	12	2	11	2	-	2	6	44
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>1</b>	-	<b>2</b>	<b>12</b>	-	<b>2</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>52</b>
<b>Obstruction/Debris - Total</b>	<b>8</b>	<b>4</b>	-	-	-	<b>3</b>	<b>2</b>	<b>1</b>	<b>11</b>	-	<b>1</b>	<b>21</b>	<b>14</b>	<b>65</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	-	-	-	-	-	-	-	-	-	-	-	<b>1</b>
<b>Other - Total</b>	-	-	<b>1</b>	-	-	<b>1</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	<b>4</b>
<b>Total Trains Delayed</b>	<b>53</b>	<b>26</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>102</b>	<b>52</b>	<b>23</b>	<b>92</b>	<b>37</b>	<b>44</b>	<b>92</b>	<b>99</b>	<b>649</b>
Total Metra/PSA Delays	25	25	9	15	0	70	44	19	86	16	43	74	51	477
Total Foreign Carrier Delays	28	1	1	0	4	32	8	4	6	21	1	18	48	172

Data for current month is final (02/16/2023) 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 January 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
<b>Freight Interference - Total</b>	<b>12</b>	-	-	-	<b>5</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>22</b>	<b>84</b>
Freight Interference - Peak	8	-	-	-	3	2	5	2	0	3	1	3	7	36
Primary	4	-	-	-	3	2	4	1	0	2	1	3	4	24
Secondary	4	-	-	-	0	-	1	1	-	1	0	1	3	11
Freight Interference - Off-Peak	5	-	-	-	1	6	8	1	4	7	1	2	15	48
Primary	2	-	-	-	1	3	7	1	3	4	0	1	10	32
Secondary	2	-	-	-	-	3	1	-	1	3	1	1	5	17
<b>Signal/Switch Failure - Total</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>102</b>
Signal/Switch Failure - Metra/PSA	9	3	3	4	1	12	12	4	15	4	2	1	3	74
Primary	6	3	2	4	1	9	11	3	11	3	1	1	2	58
Secondary	3	1	0	1	-	2	2	1	4	1	0	-	1	16
Signal/Switch Failure - Foreign	6	-	-	-	4	5	2	3	1	4	0	2	2	28
Primary	4	-	-	-	3	1	1	2	1	3	-	1	1	16
Secondary	2	-	-	-	1	4	1	1	0	1	0	1	1	12
<b>Mechanical Failure - Total</b>	<b>26</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>13</b>	<b>5</b>	<b>108</b>
Mechanical Failure - Metra/PSA	26	0	1	0	0	18	17	3	11	3	7	13	5	106
Non-Locomotive Equipment Issue - Metra/PSA	9	0	1	0	-	2	1	0	1	2	2	5	3	25
Primary	4	-	1	0	-	1	1	0	0	1	1	2	1	11
Secondary	5	0	1	-	-	1	0	-	0	1	1	3	1	14
Locomotive Issue - Metra/PSA	17	-	-	-	0	17	15	3	11	2	5	8	3	81
Primary	4	-	-	-	0	4	4	1	3	1	2	2	1	22
Secondary	14	-	-	-	-	13	11	2	8	1	3	6	1	59
Mechanical Failure - Foreign	0	0	0	0	-	1	-	-	-	-	-	-	-	3
<b>Passenger Train Interference - Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>9</b>
Passenger Train Interference - Metra/PSA	-	0	-	-	-	3	0	0	-	-	-	-	0	4
Passenger Train Interference - Foreign	0	0	0	0	1	1	-	-	-	2	-	-	-	5
<b>Accident - Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>15</b>	<b>48</b>
Accident - Metra/PSA	2	2	1	1	-	4	2	1	3	-	5	3	11	36
Accident - Foreign	2	-	-	-	1	-	0	-	-	2	-	3	4	12
<b>Track Work - Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>14</b>
Track Work - Metra/PSA	1	1	0	0	1	2	-	0	4	-	2	0	3	14
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	0	-	0
<b>Human Error - Total</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>73</b>
Human Error - Metra/PSA	5	6	1	2	1	12	3	2	10	0	7	6	6	64
Human Error - Foreign	2	-	-	-	1	2	0	1	-	1	0	2	1	9
<b>PTC Related - Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>39</b>
PTC Related - Metra/PSA	1	1	0	2	1	4	2	0	4	0	9	3	9	35
PTC Related - Foreign	0	-	-	-	2	0	0	1	0	1	-	-	-	4
<b>Weather - Total</b>	<b>26</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>24</b>	<b>15</b>	<b>6</b>	<b>37</b>	<b>3</b>	<b>21</b>	<b>20</b>	<b>10</b>	<b>192</b>
Weather - Metra/PSA	26	13	6	10	1	24	15	6	37	2	21	20	10	191
Weather - Foreign	0	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Passenger Related - Total</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>-</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>43</b>
<b>Obstruction/Debris - Total</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>10</b>	<b>60</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>
<b>Other - Total</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>6</b>
<b>Total Trains Delayed</b>	<b>102</b>	<b>38</b>	<b>16</b>	<b>25</b>	<b>18</b>	<b>104</b>	<b>77</b>	<b>28</b>	<b>111</b>	<b>33</b>	<b>63</b>	<b>76</b>	<b>91</b>	<b>783</b>
Total Metra/PSA Delays	79	37	15	24	5	86	62	21	106	11	61	64	63	635
Total Foreign Carrier Delays	23	1	1	1	13	18	16	7	5	22	2	12	28	148

Data for current month is final (02/16/2022) 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**  
**January 2023 Compared to Average January 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
<b>Freight Interference - Total</b>	<b>6</b>	-	-	-	<b>(1)</b>	<b>(0)</b>	<b>(8)</b>	<b>(1)</b>	<b>2</b>	<b>(10)</b>	<b>(2)</b>	<b>2</b>	<b>(4)</b>	<b>(15)</b>
Freight Interference - Peak	(7)	-	-	-	1	3	(3)	(1)	(0)	(3)	(1)	4	(2)	(11)
Primary	(3)	-	-	-	1	1	(2)	(0)	(0)	(2)	(1)	0	(0)	(6)
Secondary	(4)	-	-	-	(0)	2	(1)	(1)	-	(1)	(0)	3	(2)	(4)
Freight Interference - Off-Peak	12	-	-	-	(1)	(3)	(5)	0	2	(7)	(1)	(1)	(2)	(4)
Primary	9	-	-	-	(1)	(2)	(4)	0	1	(4)	(0)	-	1	0
Secondary	4	-	-	-	-	(1)	(1)	-	1	(3)	(1)	(1)	(3)	(5)
<b>Signal/Switch Failure - Total</b>	<b>(13)</b>	<b>(1)</b>	<b>(1)</b>	<b>5</b>	<b>(4)</b>	<b>6</b>	<b>(11)</b>	<b>(5)</b>	<b>(9)</b>	<b>(4)</b>	<b>(2)</b>	<b>(2)</b>	<b>4</b>	<b>(37)</b>
Signal/Switch Failure - Metra/PSA	(8)	(1)	(1)	5	(1)	7	(9)	(2)	(8)	(3)	(2)	(0)	6	(18)
Primary	(5)	(1)	(0)	5	(1)	2	(10)	(1)	(4)	(2)	(1)	(0)	6	(13)
Secondary	(3)	(1)	(0)	(1)	-	6	0	(1)	(4)	(1)	(0)	-	(0)	(5)
Signal/Switch Failure - Foreign	(5)	-	-	-	(4)	(2)	(1)	(2)	(1)	(1)	(0)	(2)	(2)	(19)
Primary	(3)	-	-	-	(3)	2	(1)	(1)	(1)	(1)	-	(1)	(1)	(9)
Secondary	(2)	-	-	-	(1)	(4)	(0)	(1)	-	(0)	(0)	(1)	(1)	(10)
<b>Mechanical Failure - Total</b>	<b>(19)</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>(9)</b>	<b>(11)</b>	<b>0</b>	<b>10</b>	<b>(1)</b>	<b>(2)</b>	<b>11</b>	<b>(2)</b>	<b>(23)</b>
Mechanical Failure - Metra/PSA	(19)	1	1	(0)	(0)	(7)	(11)	0	10	(1)	(2)	11	(2)	(21)
Non-Locomotive Equipment Issue - Metra/PSA	(2)	1	1	(0)	-	0	(1)	1	0	(1)	3	(1)	(1)	1
Primary	(3)	1	(1)	(0)	-	(1)	(1)	1	1	0	1	1	1	1
Secondary	1	(0)	1	-	-	1	(0)	-	(0)	(1)	2	(2)	(1)	0
Locomotive Issue - Metra/PSA	(17)	-	-	-	(0)	(8)	(9)	(1)	9	(1)	(5)	12	(2)	(22)
Primary	(4)	-	-	-	(0)	2	(1)	1	5	0	(2)	3	(0)	4
Secondary	(14)	-	-	-	-	(10)	(8)	(2)	4	(1)	(3)	9	(1)	(26)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	-	(1)	-	-	-	-	-	-	-	(3)
<b>Passenger Train Interference - Total</b>	<b>7</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>(0)</b>	-	-	<b>1</b>	<b>30</b>
Passenger Train Interference - Metra/PSA	-	(0)	-	-	-	14	3	2	1	1	-	-	1	21
Passenger Train Interference - Foreign	7	(0)	(0)	(0)	(1)	5	-	-	-	(1)	-	-	-	9
<b>Accident - Total</b>	<b>(4)</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	<b>2</b>	<b>(1)</b>	<b>15</b>	<b>(2)</b>	<b>15</b>	<b>11</b>	<b>16</b>	<b>42</b>
Accident - Metra/PSA	(2)	(2)	(1)	(1)	-	(4)	2	(1)	15	-	15	14	(9)	25
Accident - Foreign	(2)	-	-	-	(1)	-	(0)	-	-	(2)	-	(3)	25	17
<b>Track Work - Total</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>5</b>	-	<b>(0)</b>	<b>(3)</b>	<b>6</b>	<b>(2)</b>	<b>(0)</b>	<b>2</b>	<b>5</b>
Track Work - Metra/PSA	(1)	(1)	(0)	(0)	(1)	5	-	(0)	(3)	-	(2)	(0)	2	(1)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	6	-	(0)	-	6
<b>Human Error - Total</b>	<b>(5)</b>	<b>(4)</b>	<b>2</b>	<b>1</b>	<b>(2)</b>	<b>4</b>	<b>(2)</b>	<b>2</b>	<b>(8)</b>	<b>8</b>	<b>(2)</b>	<b>5</b>	<b>(5)</b>	<b>(6)</b>
Human Error - Metra/PSA	(3)	(4)	2	1	(1)	(9)	(3)	3	(8)	3	(2)	(3)	(4)	(31)
Human Error - Foreign	(2)	-	-	-	(1)	13	2	(1)	-	5	1	8	(1)	25
<b>PTC Related - Total</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>10</b>
PTC Related - Metra/PSA	(1)	1	(0)	0	(1)	(2)	(1)	3	8	4	(2)	(1)	(4)	5
PTC Related - Foreign	(0)	1	1	-	(2)	(0)	(0)	0	(0)	4	-	-	1	5
<b>Weather - Total</b>	<b>(22)</b>	<b>(13)</b>	<b>(6)</b>	<b>(10)</b>	<b>(1)</b>	<b>(19)</b>	<b>(3)</b>	<b>(4)</b>	<b>(26)</b>	<b>(1)</b>	<b>(21)</b>	<b>(18)</b>	<b>(4)</b>	<b>(148)</b>
Weather - Metra/PSA	(22)	(13)	(6)	(10)	(1)	(19)	(3)	(4)	(26)	(0)	(21)	(18)	(4)	(147)
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	(1)	-	-	-	(1)
<b>Passenger Related - Total</b>	<b>1</b>	<b>9</b>	<b>(0)</b>	<b>0</b>	-	<b>(2)</b>	<b>8</b>	<b>(1)</b>	<b>(4)</b>	<b>3</b>	<b>0</b>	<b>(3)</b>	<b>(2)</b>	<b>9</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>1</b>	<b>(1)</b>	<b>(2)</b>	-	<b>(0)</b>	<b>(4)</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>11</b>	<b>4</b>	<b>5</b>
<b>Catenary Failure - Total</b>	-	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(3)</b>
<b>Other - Total</b>	<b>(0)</b>	-	<b>0</b>	<b>(0)</b>	-	<b>1</b>	<b>0</b>	<b>1</b>	<b>(3)</b>	-	<b>(0)</b>	-	-	<b>(2)</b>
<b>Total Trains Delayed</b>	<b>(49)</b>	<b>(12)</b>	<b>(6)</b>	<b>(10)</b>	<b>(14)</b>	<b>(2)</b>	<b>(25)</b>	<b>(5)</b>	<b>(19)</b>	<b>4</b>	<b>(19)</b>	<b>16</b>	<b>8</b>	<b>(134)</b>
Total Metra/PSA Delays	-54	-12	-6	-9	-5	-16	-18	-2	-20	5	-18	10	-12	-158
Total Foreign Carrier Delays	5	0	0	-1	-9	14	-8	-3	1	-1	-1	6	20	24

Data for current month is final (02/16/2023) 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 - January 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>18</b>	-	-	-	<b>4</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>6</b>	-	-	<b>8</b>	<b>18</b>	<b>69</b>
Freight Interference - Peak	1	-	-	-	4	5	2	1	-	-	-	7	5	25
Primary	1	-	-	-	4	3	2	1	-	-	-	3	4	18
Secondary	-	-	-	-	-	2	-	-	-	-	-	4	1	7
Freight Interference - Off-Peak	17	-	-	-	-	3	3	1	6	-	-	1	13	44
Primary	11	-	-	-	-	1	3	1	4	-	-	1	11	32
Secondary	6	-	-	-	-	2	-	-	2	-	-	-	2	12
<b>Signal/Switch Failure - Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>9</b>	-	<b>22</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>4</b>	-	<b>1</b>	<b>9</b>	<b>65</b>
Signal/Switch Failure - Metra/PSA	1	2	2	9	-	19	3	2	7	1	-	1	9	56
Primary	1	2	2	9	-	11	1	2	7	1	-	1	8	45
Secondary	-	-	-	-	-	8	2	-	-	-	-	-	1	11
Signal/Switch Failure - Foreign	1	-	-	-	-	3	1	1	-	3	-	-	-	9
Primary	1	-	-	-	-	3	-	1	-	2	-	-	-	7
Secondary	-	-	-	-	-	-	1	-	-	1	-	-	-	2
<b>Mechanical Failure - Total</b>	<b>7</b>	<b>1</b>	<b>2</b>	-	-	<b>11</b>	<b>6</b>	<b>3</b>	<b>21</b>	<b>2</b>	<b>5</b>	<b>24</b>	<b>3</b>	<b>85</b>
Mechanical Failure - Metra/PSA	7	1	2	-	-	11	6	3	21	2	5	24	3	85
Non-Locomotive Equipment Issue - Metra/PSA	7	1	2	-	-	2	-	1	1	1	5	4	2	26
Primary	1	1	-	-	-	-	-	1	1	1	2	3	2	12
Secondary	6	-	2	-	-	2	-	-	-	-	3	1	-	14
Locomotive Issue - Metra/PSA	-	-	-	-	-	9	6	2	20	1	-	20	1	59
Primary	-	-	-	-	-	6	3	2	8	1	-	5	1	26
Secondary	-	-	-	-	-	3	3	-	12	-	-	15	-	33
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	<b>7</b>	-	-	-	-	<b>23</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	-	-	<b>1</b>	<b>39</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	17	3	2	1	1	-	-	1	25
Passenger Train Interference - Foreign	7	-	-	-	-	6	-	-	-	1	-	-	-	14
<b>Accident - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>18</b>	<b>-</b>	<b>20</b>	<b>17</b>	<b>31</b>	<b>90</b>
Accident - Metra/PSA	-	-	-	-	-	-	4	-	18	-	20	17	2	61
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	29	29
<b>Track Work - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>19</b>
Track Work - Metra/PSA	-	-	-	-	-	7	-	-	1	-	-	-	5	13
Track Work - Foreign	-	-	-	-	-	-	-	-	-	6	-	-	-	6
<b>Human Error - Total</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>18</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>67</b>
Human Error - Metra/PSA	2	2	3	3	-	3	-	5	2	3	5	3	2	33
Human Error - Foreign	-	-	-	-	-	15	2	-	-	6	1	10	-	34
<b>PTC Related - Total</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>49</b>
PTC Related - Metra/PSA	-	2	-	2	-	2	1	3	12	4	7	2	5	40
PTC Related - Foreign	-	1	1	-	-	-	-	1	-	5	-	-	1	9
<b>Weather - Total</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>-</b>	<b>2</b>	<b>6</b>	<b>44</b>
Weather - Metra/PSA	4	-	-	-	-	5	12	2	11	2	-	2	6	44
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>12</b>	<b>-</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>52</b>
<b>Obstruction/Debris - Total</b>	<b>8</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>-</b>	<b>1</b>	<b>21</b>	<b>14</b>	<b>65</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>
<b>Other - Total</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>
<b>Total Trains Delayed</b>	<b>53</b>	<b>26</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>102</b>	<b>52</b>	<b>23</b>	<b>92</b>	<b>37</b>	<b>44</b>	<b>92</b>	<b>99</b>	<b>649</b>
Total Metra/PSA Delays	25	25	9	15	0	70	44	19	86	16	43	74	51	477
Total Foreign Carrier Delays	28	1	1	0	4	32	8	4	6	21	1	18	48	172

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**Table 6.b: Train Delays by Cause and Line - YTD**  
**January - January 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
<b>Freight Interference - Total</b>	<b>12</b>	-	-	-	<b>5</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>22</b>	<b>84</b>
Freight Interference - Peak	8	-	-	-	3	2	5	2	0	3	1	3	7	36
Primary	4	-	-	-	3	2	4	1	0	2	1	3	4	24
Secondary	4	-	-	-	0	-	1	1	-	1	0	1	3	11
Freight Interference - Off-Peak	5	-	-	-	1	6	8	1	4	7	1	2	15	48
Primary	2	-	-	-	1	3	7	1	3	4	0	1	10	32
Secondary	2	-	-	-	-	3	1	-	1	3	1	1	5	17
<b>Signal/Switch Failure - Total</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>102</b>
Signal/Switch Failure - Metra/PSA	9	3	3	4	1	12	12	4	15	4	2	1	3	74
Primary	6	3	2	4	1	9	11	3	11	3	1	1	2	58
Secondary	3	1	0	1	-	2	2	1	4	1	0	-	1	16
Signal/Switch Failure - Foreign	6	-	-	-	4	5	2	3	1	4	0	2	2	28
Primary	4	-	-	-	3	1	1	2	1	3	-	1	1	16
Secondary	2	-	-	-	1	4	1	1	-	1	0	1	1	12
<b>Mechanical Failure - Total</b>	<b>26</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>13</b>	<b>5</b>	<b>108</b>
Mechanical Failure - Metra/PSA	26	0	1	0	0	18	17	3	11	3	7	13	5	106
Non-Locomotive Equipment Issue - Metra/PSA	9	0	1	0	-	2	1	0	1	2	2	5	3	25
Primary	4	-	1	0	-	1	1	0	0	1	1	2	1	11
Secondary	5	0	1	-	-	1	0	-	0	1	1	3	1	14
Locomotive Issue - Metra/PSA	17	-	-	-	0	17	15	3	11	2	5	8	3	81
Primary	4	-	-	-	0	4	4	1	3	1	2	2	1	22
Secondary	14	-	-	-	-	13	11	2	8	1	3	6	1	59
Mechanical Failure - Foreign	0	0	0	0	-	1	-	-	-	-	-	-	-	3
<b>Passenger Train Interference - Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>9</b>
Passenger Train Interference - Metra/PSA	-	0	0	-	-	3	0	0	-	-	-	-	0	4
Passenger Train Interference - Foreign	0	0	0	0	1	1	-	-	-	2	-	-	-	5
<b>Accident - Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>15</b>	<b>48</b>
Accident - Metra/PSA	2	2	1	1	-	4	2	1	3	-	5	3	11	36
Accident - Foreign	2	-	-	-	1	-	0	-	-	2	-	3	4	12
<b>Track Work - Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>14</b>
Track Work - Metra/PSA	1	1	0	0	1	2	-	0	4	-	2	0	3	14
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	0	-	0
<b>Human Error - Total</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>73</b>
Human Error - Metra/PSA	5	6	1	2	1	12	3	2	10	0	7	6	6	64
Human Error - Foreign	2	-	-	-	1	2	0	1	-	1	0	2	1	9
<b>PTC Related - Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>39</b>
PTC Related - Metra/PSA	1	1	0	2	1	4	2	0	4	0	9	3	9	35
PTC Related - Foreign	0	-	-	-	2	0	0	1	0	1	-	-	-	4
<b>Weather - Total</b>	<b>26</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>24</b>	<b>15</b>	<b>6</b>	<b>37</b>	<b>3</b>	<b>21</b>	<b>20</b>	<b>10</b>	<b>192</b>
Weather - Metra/PSA	26	13	6	10	1	24	15	6	37	2	21	20	10	191
Weather - Foreign	0	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Passenger Related - Total</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>-</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>43</b>
<b>Obstruction/Debris - Total</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>10</b>	<b>60</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>
<b>Other - Total</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>6</b>
<b>Total Trains Delayed</b>	<b>102</b>	<b>38</b>	<b>16</b>	<b>25</b>	<b>18</b>	<b>104</b>	<b>77</b>	<b>28</b>	<b>111</b>	<b>33</b>	<b>63</b>	<b>76</b>	<b>91</b>	<b>783</b>
Total Metra/PSA Delays	79	37	15	24	5	86	62	21	106	11	61	64	63	635
Total Foreign Carrier Delays	23	1	1	1	13	18	16	7	5	22	2	12	28	148

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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 - January 2023 Compared to Average January - January 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
<b>Freight Interference - Total</b>	<b>6</b>	-	-	-	<b>(1)</b>	<b>(0)</b>	<b>(8)</b>	<b>(1)</b>	<b>2</b>	<b>(10)</b>	<b>(2)</b>	<b>2</b>	<b>(4)</b>	<b>(15)</b>
Freight Interference - Peak	(7)	-	-	-	1	3	(3)	(1)	(0)	(3)	(1)	4	(2)	(11)
Primary	(3)	-	-	-	1	1	(2)	(0)	(0)	(2)	(1)	0	(0)	(6)
Secondary	(4)	-	-	-	(0)	2	(1)	(1)	-	(1)	(0)	3	(2)	(4)
Freight Interference - Off-Peak	12	-	-	-	(1)	(3)	(5)	0	2	(7)	(1)	(1)	(2)	(4)
Primary	9	-	-	-	(1)	(2)	(4)	0	1	(4)	(0)	-	1	0
Secondary	4	-	-	-	-	(1)	(1)	-	1	(3)	(1)	(1)	(3)	(5)
<b>Signal/Switch Failure - Total</b>	<b>(13)</b>	<b>(1)</b>	<b>(1)</b>	<b>5</b>	<b>(4)</b>	<b>6</b>	<b>(11)</b>	<b>(5)</b>	<b>(9)</b>	<b>(4)</b>	<b>(2)</b>	<b>(2)</b>	<b>4</b>	<b>(37)</b>
Signal/Switch Failure - Metra/PSA	(8)	(1)	(1)	5	(1)	7	(9)	(2)	(8)	(3)	(2)	(0)	6	(18)
Primary	(5)	(1)	(0)	5	(1)	2	(10)	(1)	(4)	(2)	(1)	(0)	6	(13)
Secondary	(3)	(1)	(0)	(1)	-	6	0	(1)	(4)	(1)	(0)	-	(0)	(5)
Signal/Switch Failure - Foreign	(5)	-	-	-	(4)	(2)	(1)	(2)	(1)	(1)	(0)	(2)	(2)	(19)
Primary	(3)	-	-	-	(3)	2	(1)	(1)	(1)	(0)	-	(1)	(1)	(9)
Secondary	(2)	-	-	-	(1)	(4)	(0)	(1)	(1)	(1)	(0)	(1)	(1)	(10)
<b>Mechanical Failure - Total</b>	<b>(19)</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>(9)</b>	<b>(11)</b>	<b>0</b>	<b>10</b>	<b>(1)</b>	<b>(2)</b>	<b>11</b>	<b>(2)</b>	<b>(23)</b>
Mechanical Failure - Metra/PSA	(19)	1	1	(0)	(0)	(7)	(11)	0	10	(1)	(2)	11	(2)	(21)
Non-Locomotive Equipment Issue - Metra/PSA	(2)	1	1	(0)	-	0	(1)	1	0	(1)	3	(1)	(1)	1
Primary	(3)	1	(1)	(0)	-	(1)	(1)	1	1	0	1	1	1	1
Secondary	1	(0)	1	-	-	1	(0)	-	(0)	(1)	2	(2)	(1)	0
Locomotive Issue - Metra/PSA	(17)	-	-	-	(0)	(8)	(9)	(1)	9	(1)	(5)	12	(2)	(22)
Primary	(4)	-	-	-	(0)	2	(1)	1	5	0	(2)	3	(0)	4
Secondary	(14)	-	-	-	-	(10)	(8)	(2)	4	(1)	(3)	9	(1)	(26)
Mechanical Failure - Foreign	(0)	(0)	(0)	(0)	-	(1)	-	-	-	-	-	-	-	(3)
<b>Passenger Train Interference - Total</b>	<b>7</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>(0)</b>	-	-	<b>1</b>	<b>30</b>
Passenger Train Interference - Metra/PSA	-	(0)	-	-	-	14	3	2	1	1	-	-	1	21
Passenger Train Interference - Foreign	7	(0)	(0)	(0)	(1)	5	-	-	-	(1)	-	-	-	9
<b>Accident - Total</b>	<b>(4)</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	<b>2</b>	<b>(1)</b>	<b>15</b>	<b>(2)</b>	<b>15</b>	<b>11</b>	<b>16</b>	<b>42</b>
Accident - Metra/PSA	(2)	(2)	(1)	(1)	-	(4)	2	(1)	15	-	15	14	(9)	25
Accident - Foreign	(2)	-	-	-	(1)	-	(0)	-	-	(2)	-	(3)	25	17
<b>Track Work - Total</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>5</b>	-	<b>(0)</b>	<b>(3)</b>	<b>6</b>	<b>(2)</b>	<b>(0)</b>	<b>2</b>	<b>5</b>
Track Work - Metra/PSA	(1)	(1)	(0)	(0)	(1)	5	-	(0)	(3)	-	(2)	(0)	2	(1)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	6	-	(0)	-	6
<b>Human Error - Total</b>	<b>(5)</b>	<b>(4)</b>	<b>2</b>	<b>1</b>	<b>(2)</b>	<b>4</b>	<b>(2)</b>	<b>2</b>	<b>(8)</b>	<b>8</b>	<b>(2)</b>	<b>5</b>	<b>(5)</b>	<b>(6)</b>
Human Error - Metra/PSA	(3)	(4)	2	1	(1)	(9)	(3)	3	(8)	3	(2)	(3)	(4)	(31)
Human Error - Foreign	(2)	-	-	-	(1)	13	2	(1)	-	5	1	8	(1)	25
<b>PTC Related - Total</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>10</b>
PTC Related - Metra/PSA	(1)	1	(0)	0	(1)	(2)	(1)	3	8	4	(2)	(1)	(4)	5
PTC Related - Foreign	(0)	1	1	-	(2)	(0)	(0)	0	(0)	4	-	-	1	5
<b>Weather - Total</b>	<b>(22)</b>	<b>(13)</b>	<b>(6)</b>	<b>(10)</b>	<b>(1)</b>	<b>(19)</b>	<b>(3)</b>	<b>(4)</b>	<b>(26)</b>	<b>(1)</b>	<b>(21)</b>	<b>(18)</b>	<b>(4)</b>	<b>(148)</b>
Weather - Metra/PSA	(22)	(13)	(6)	(10)	(1)	(19)	(3)	(4)	(26)	(0)	(21)	(18)	(4)	(147)
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	(1)	-	-	-	(1)
<b>Passenger Related - Total</b>	<b>1</b>	<b>9</b>	<b>(0)</b>	<b>0</b>	-	<b>(2)</b>	<b>8</b>	<b>(1)</b>	<b>(4)</b>	<b>3</b>	<b>0</b>	<b>(3)</b>	<b>(2)</b>	<b>9</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>1</b>	<b>(1)</b>	<b>(2)</b>	-	<b>(0)</b>	<b>(4)</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>11</b>	<b>4</b>	<b>5</b>
<b>Catenary Failure - Total</b>	-	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(3)</b>
<b>Other - Total</b>	<b>(0)</b>	-	<b>0</b>	<b>(0)</b>	-	<b>1</b>	<b>0</b>	<b>1</b>	<b>(3)</b>	-	<b>(0)</b>	-	-	<b>(2)</b>
<b>Total Trains Delayed</b>	<b>(49)</b>	<b>(12)</b>	<b>(6)</b>	<b>(10)</b>	<b>(14)</b>	<b>(2)</b>	<b>(25)</b>	<b>(5)</b>	<b>(19)</b>	<b>4</b>	<b>(19)</b>	<b>16</b>	<b>8</b>	<b>(134)</b>
Total Metra/PSA Delays	-54	-12	-6	-9	-5	-16	-18	-2	-20	5	-18	10	-12	-158
Total Foreign Carrier Delays	5	0	0	-1	-9	14	-8	-3	1	-1	-1	6	20	24

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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 - Jan
<b>Freight Interference - Total</b>	<b>69</b>												<b>69 10.6%</b>
Freight Interference - Peak	25												25 3.9%
Primary	18												18 2.8%
Secondary	7												7 1.1%
Freight Interference - Off-Peak	44												44 6.8%
Primary	32												32 4.9%
Secondary	12												12 1.8%
<b>Signal/Switch Failure - Total</b>	<b>65</b>												<b>65 10.0%</b>
Signal/Switch Failure - Metra/PSA	56												56 8.6%
Primary	45												45 6.9%
Secondary	11												11 1.7%
Signal/Switch Failure - Foreign	9												9 1.4%
Primary	7												7 1.1%
Secondary	2												2 0.3%
<b>Mechanical Failure - Total</b>	<b>85</b>												<b>85 13.1%</b>
Mechanical Failure - Metra/PSA	85												85 13.1%
Non-Locomotive Equipment Issue - Metra/PSA	26												26 4.0%
Primary	12												12 1.8%
Secondary	14												14 2.2%
Locomotive Issue - Metra/PSA	59												59 9.1%
Primary	26												26 4.0%
Secondary	33												33 5.1%
Mechanical Failure - Foreign	-												- 0.0%
<b>Passenger Train Interference - Total</b>	<b>39</b>												<b>39 6.0%</b>
Passenger Train Interference - Metra/PSA	25												25 3.9%
Passenger Train Interference - Foreign	14												14 2.2%
<b>Accident - Total</b>	<b>90</b>												<b>90 13.9%</b>
Accident - Metra/PSA	61												61 9.4%
Accident - Foreign	29												29 4.5%
<b>Track Work - Total</b>	<b>19</b>												<b>19 2.9%</b>
Track Work - Metra/PSA	13												13 2.0%
Track Work - Foreign	6												6 0.9%
<b>Human Error - Total</b>	<b>67</b>												<b>67 10.3%</b>
Human Error - Metra/PSA	33												33 5.1%
Human Error - Foreign	34												34 5.2%
<b>PTC Related - Total</b>	<b>49</b>												<b>49 7.6%</b>
PTC Related - Metra/PSA	40												40 6.2%
PTC Related - Foreign	9												9 1.4%
<b>Weather - Total</b>	<b>44</b>												<b>44 6.8%</b>
Weather - Metra/PSA	44												44 6.8%
Weather - Foreign	-												- 0.0%
<b>Passenger Related - Total</b>	<b>52</b>												<b>52 8.0%</b>
<b>Obstruction/Debris - Total</b>	<b>65</b>												<b>65 10.0%</b>
<b>Catenary Failure - Total</b>	<b>1</b>												<b>1 0.2%</b>
<b>Other - Total</b>	<b>4</b>												<b>4 0.6%</b>
<b>Total Trains Delayed</b>	<b>649</b>												<b>649 100.0%</b>
Total Metra/PSA Delays	477												477 73.5%
Total Foreign Carrier Delays	172												172 26.5%

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

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

**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 - Jan
<b>Freight Interference - Total</b>	<b>67</b>	<b>62</b>	<b>80</b>	<b>90</b>	<b>79</b>	<b>69</b>	<b>95</b>	<b>93</b>	<b>47</b>	<b>100</b>	<b>46</b>	<b>63</b>	<b>67</b> <b>11.7%</b>
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	26 4.5%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	20 3.5%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	6 1.0%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	41 7.2%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	31 5.4%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	10 1.7%
<b>Signal/Switch Failure - Total</b>	<b>92</b>	<b>101</b>	<b>46</b>	<b>55</b>	<b>137</b>	<b>150</b>	<b>86</b>	<b>94</b>	<b>87</b>	<b>124</b>	<b>197</b>	<b>109</b>	<b>92</b> <b>16.1%</b>
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	76 13.3%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	62 10.8%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	14 2.4%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	16 2.8%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	10 1.7%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	6 1.0%
<b>Mechanical Failure - Total</b>	<b>55</b>	<b>74</b>	<b>52</b>	<b>56</b>	<b>79</b>	<b>58</b>	<b>75</b>	<b>51</b>	<b>52</b>	<b>103</b>	<b>64</b>	<b>78</b>	<b>55</b> <b>9.6%</b>
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	55 9.6%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	10 1.7%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	7 1.2%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	3 0.5%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	45 7.9%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	25 4.4%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	20 3.5%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	- 0.0%
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>17</b>	<b>32</b>	<b>4</b> <b>0.7%</b>
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	2 0.3%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	2 0.3%
<b>Accident - Total</b>	<b>81</b>	<b>30</b>	<b>11</b>	<b>26</b>	<b>106</b>	<b>43</b>	<b>87</b>	<b>45</b>	<b>67</b>	<b>48</b>	<b>55</b>	<b>80</b>	<b>81</b> <b>14.2%</b>
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	66 11.5%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	15 2.6%
<b>Track Work - Total</b>	<b>12</b>	<b>59</b>	<b>30</b>	<b>42</b>	<b>60</b>	<b>85</b>	<b>54</b>	<b>128</b>	<b>51</b>	<b>74</b>	<b>36</b>	<b>24</b>	<b>12</b> <b>2.1%</b>
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	11 1.9%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	1 0.2%
<b>Human Error - Total</b>	<b>31</b>	<b>24</b>	<b>42</b>	<b>43</b>	<b>69</b>	<b>50</b>	<b>63</b>	<b>78</b>	<b>49</b>	<b>69</b>	<b>36</b>	<b>83</b>	<b>31</b> <b>5.4%</b>
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	22 3.8%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	9 1.6%
<b>PTC Related - Total</b>	<b>34</b>	<b>43</b>	<b>38</b>	<b>55</b>	<b>55</b>	<b>72</b>	<b>63</b>	<b>51</b>	<b>39</b>	<b>63</b>	<b>41</b>	<b>26</b>	<b>34</b> <b>5.9%</b>
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	23 4.0%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	11 1.9%
<b>Weather - Total</b>	<b>141</b>	<b>84</b>	<b>28</b>	<b>15</b>	<b>20</b>	<b>99</b>	<b>43</b>	<b>31</b>	<b>17</b>	<b>127</b>	<b>70</b>	<b>100</b>	<b>141</b> <b>24.7%</b>
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	141 24.7%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	- 0.0%
<b>Passenger Related - Total</b>	<b>21</b>	<b>38</b>	<b>44</b>	<b>31</b>	<b>50</b>	<b>60</b>	<b>79</b>	<b>88</b>	<b>54</b>	<b>71</b>	<b>47</b>	<b>65</b>	<b>21</b> <b>3.7%</b>
<b>Obstruction/Debris - Total</b>	<b>33</b>	<b>71</b>	<b>81</b>	<b>30</b>	<b>58</b>	<b>71</b>	<b>36</b>	<b>49</b>	<b>70</b>	<b>65</b>	<b>63</b>	<b>88</b>	<b>33</b> <b>5.8%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>10</b>	<b>1</b>	<b>38</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>-</b> <b>0.0%</b>
<b>Other - Total</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>23</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>28</b>	<b>6</b>	<b>1</b> <b>0.2%</b>
<b>Total Trains Delayed</b>	<b>572</b>	<b>588</b>	<b>476</b>	<b>449</b>	<b>742</b>	<b>783</b>	<b>709</b>	<b>722</b>	<b>600</b>	<b>863</b>	<b>710</b>	<b>756</b>	<b>572</b> <b>100.0%</b>
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	451 78.8%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	121 21.2%

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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**  
**January 2023**

<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	2	1	5	4	2	33	23	6	20	13	5	10	2	126
11-15	5	0	1	0	0	9	4	2	2	5	1	5	4	38
16-20	5	0	0	0	1	2	0	0	3	0	1	6	2	20
21+	5	1	0	0	1	6	2	0	6	2	6	21	18	68
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>3</u>	<u>18</u>
Sub-Total	19	2	6	4	4	50	29	10	35	20	14	48	29	270
<b>Weekday Off-Peak **</b>														
6-10	8	12	4	5	0	22	12	7	21	7	4	4	21	127
11-15	2	4	0	4	0	10	1	1	9	4	4	1	6	46
16-20	3	2	0	0	0	9	1	2	3	4	2	3	8	37
21+	11	1	0	0	0	3	2	3	10	2	7	17	15	71
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>10</u>	<u>2</u>	<u>6</u>	<u>21</u>
Sub-Total	25	19	4	9	0	44	16	13	45	17	27	27	56	302
<b>Saturday</b>														
6-10	0	3	0	1	0	4	0	0	3	0	0	0	1	12
11-15	2	0	0	0	0	0	1	0	0	0	1	1	2	7
16-20	0	0	0	0	0	0	0	0	0	0	0	1	0	1
21+	3	0	0	1	0	0	1	0	3	0	1	1	0	10
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>
Sub-Total	5	3	0	2	0	4	3	0	8	0	2	4	3	34
<b>Sunday-Holiday</b>														
6-10	0	1	0	0	0	1	2	0	2	0	0	2	4	12
11-15	2	0	0	0	0	0	1	0	1	0	0	3	4	11
16-20	0	1	0	0	0	0	0	0	1	0	1	1	0	4
21+	2	0	0	0	0	3	0	0	0	0	0	7	2	14
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>
Sub-Total	4	2	0	0	0	4	4	0	4	0	1	13	11	43
<b>January 2023 Total</b>														
6-10	10	17	9	10	2	60	37	13	46	20	9	16	28	277
11-15	11	4	1	4	0	19	7	3	12	9	6	10	16	102
16-20	8	3	0	0	1	11	1	2	7	4	4	11	10	62
21+	21	2	0	1	1	12	5	3	19	4	14	46	35	163
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>8</u>	<u>0</u>	<u>11</u>	<u>9</u>	<u>10</u>	<u>45</u>
TOTAL	53	26	10	15	4	102	52	23	92	37	44	92	99	649
<b>2023 Year-to-Date</b>														
6-10	10	17	9	10	2	60	37	13	46	20	9	16	28	277
11-15	11	4	1	4	0	19	7	3	12	9	6	10	16	102
16-20	8	3	0	0	1	11	1	2	7	4	4	11	10	62
21+	21	2	0	1	1	12	5	3	19	4	14	46	35	163
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>8</u>	<u>0</u>	<u>11</u>	<u>9</u>	<u>10</u>	<u>45</u>
TOTAL	53	26	10	15	4	102	52	23	92	37	44	92	99	649
<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>January 2023 Total</b>														
6-10	18.9%	65.4%	90.0%	66.7%	50.0%	58.8%	71.2%	56.5%	50.0%	54.1%	20.5%	17.4%	28.3%	42.7%
11-15	20.8%	15.4%	10.0%	26.7%	0.0%	18.6%	13.5%	13.0%	13.0%	24.3%	13.6%	10.9%	16.2%	15.7%
16-20	15.1%	11.5%	0.0%	0.0%	25.0%	10.8%	1.9%	8.7%	7.6%	10.8%	9.1%	12.0%	10.1%	9.6%
21+	39.6%	7.7%	0.0%	6.7%	25.0%	11.8%	9.6%	13.0%	20.7%	10.8%	31.8%	50.0%	35.4%	25.1%
Annulled	<u>5.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>8.7%</u>	<u>8.7%</u>	<u>0.0%</u>	<u>25.0%</u>	<u>9.8%</u>	<u>10.1%</u>	<u>6.9%</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>2023 Year-to-Date Delays By Duration</b>														
6-10	18.9%	65.4%	90.0%	66.7%	50.0%	58.8%	71.2%	56.5%	50.0%	54.1%	20.5%	17.4%	28.3%	42.7%
11-15	20.8%	15.4%	10.0%	26.7%	0.0%	18.6%	13.5%	13.0%	13.0%	24.3%	13.6%	10.9%	16.2%	15.7%
16-20	15.1%	11.5%	0.0%	0.0%	25.0%	10.8%	1.9%	8.7%	7.6%	10.8%	9.1%	12.0%	10.1%	9.6%
21+	39.6%	7.7%	0.0%	6.7%	25.0%	11.8%	9.6%	13.0%	20.7%	10.8%	31.8%	50.0%	35.4%	25.1%
Annulled	<u>5.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>8.7%</u>	<u>8.7%</u>	<u>0.0%</u>	<u>25.0%</u>	<u>9.8%</u>	<u>10.1%</u>	<u>6.9%</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 (02/16/2023) version from TOPS.