

# On-Time Performance

September 2023



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This report presents an analysis of September 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. Metra added four ME-BI weekday trains on August 14.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in September, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 to 275 regularly scheduled revenue trains each Saturday in September, which is 99 to 101 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in September, 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 three percent fewer total revenue trains in September 2023 than in September 2019, 61 percent more total revenue trains than in September 2020, 12 percent more total revenue trains than in September 2021, and 9 percent more total revenue trains than in September 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  
September 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>	880	10	98.9%	940	27	97.1%	1,820	37	98.0%	140	2	98.6%	102	2	98.0%	2,062	41	98.0%
<b>ME-ML</b>	500	2	99.6%	840	23	97.3%	1,340	25	98.1%	210	12	94.3%	121	2	98.3%	1,671	39	97.7%
<b>ME-BI</b>	160	7	95.6%	280	3	98.9%	440	10	97.7%	40	0	100.0%	--	--	--	480	10	97.9%
<b>ME-SC</b>	<u>220</u>	<u>1</u>	99.5%	<u>620</u>	<u>8</u>	98.7%	<u>840</u>	<u>9</u>	98.9%	<u>160</u>	<u>2</u>	98.8%	<u>100</u>	<u>1</u>	99.0%	<u>1,100</u>	<u>12</u>	98.9%
<b>Subtotal</b>	880	10	98.9%	1,740	34	98.0%	2,620	44	98.3%	410	14	96.6%	221	3	98.6%	3,251	61	98.1%
<b>HC</b>	120	18	85.0%	--	--	--	120	18	85.0%	24	3	87.5%	--	--	--	144	21	85.4%
<b>MD-N</b>	420	36	91.4%	620	41	93.4%	1,040	77	92.6%	100	3	97.0%	90	1	98.9%	1,230	81	93.4%
<b>MD-W</b>	<u>440</u>	<u>46</u>	89.5%	<u>600</u>	<u>35</u>	94.2%	<u>1,040</u>	<u>81</u>	92.2%	<u>120</u>	<u>6</u>	95.0%	<u>90</u>	<u>12</u>	86.7%	<u>1,250</u>	<u>99</u>	92.1%
<b>Subtotal</b>	860	82	90.5%	1,220	76	93.8%	2,080	158	92.4%	220	9	95.9%	180	13	92.8%	2,480	180	92.7%
<b>NCS</b>	160	17	89.4%	120	14	88.3%	280	31	88.9%	--	--	--	--	--	--	280	31	88.9%
<b>RI</b>	619	37	94.0%	981	35	96.4%	1,600	72	95.5%	165	8	95.2%	140	3	97.9%	1,905	83	95.6%
<b>SWS</b>	240	16	93.3%	360	33	90.8%	600	49	91.8%	--	--	--	--	--	--	600	49	91.8%
<b>UP-N</b>	440	10	97.7%	958	9	99.1%	1,398	19	98.6%	132	5	96.2%	92	9	90.2%	1,622	33	98.0%
<b>UP-NW</b>	700	26	96.3%	860	13	98.5%	1,560	39	97.5%	170	5	97.1%	107	3	97.2%	1,837	47	97.4%
<b>UP-W</b>	<u>520</u>	<u>26</u>	95.0%	<u>640</u>	<u>51</u>	92.0%	<u>1,160</u>	<u>77</u>	93.4%	<u>100</u>	<u>15</u>	85.0%	<u>90</u>	<u>8</u>	91.1%	<u>1,350</u>	<u>100</u>	92.6%
<b>Subtotal</b>	1,660	62	96.3%	2,458	73	97.0%	4,118	135	96.7%	402	25	93.8%	289	20	93.1%	4,809	180	96.3%
<b>System</b>	5,419	252	95.3%	7,819	292	96.3%	13,238	544	95.9%	1,361	61	95.5%	932	41	95.6%	15,531	646	95.8%

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

Delays data for most recent month is final (10/30/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - September 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>	8,404	294	96.5%	8,987	376	95.8%	17,391	670	96.1%	1,160	35	97.0%	881	36	95.9%	19,432	741	96.2%
<b>ME-ML</b>	4,775	87	98.2%	8,022	318	96.0%	12,797	405	96.8%	1,638	131	92.0%	1,034	59	94.3%	15,469	595	96.2%
<b>ME-BI</b>	1,346	57	95.8%	2,228	60	97.3%	3,574	117	96.7%	312	9	97.1%	--	--	--	3,886	126	96.8%
<b>ME-SC</b>	<u>2,101</u>	<u>72</u>	96.6%	<u>5,921</u>	<u>146</u>	97.5%	<u>8,022</u>	<u>218</u>	97.3%	<u>1,248</u>	<u>73</u>	94.2%	<u>860</u>	<u>23</u>	97.3%	<u>10,130</u>	<u>314</u>	96.9%
<b>Subtotal</b>	8,222	216	97.4%	16,171	524	96.8%	24,393	740	97.0%	3,198	213	93.3%	1,894	82	95.7%	29,485	1,035	96.5%
<b>HC</b>	1,146	108	90.6%	--	--	--	1,146	108	90.6%	24	3	87.5%	--	--	--	1,170	111	90.5%
<b>MD-N</b>	4,011	432	89.2%	5,925	491	91.7%	9,936	923	90.7%	793	45	94.3%	777	28	96.4%	11,506	996	91.3%
<b>MD-W</b>	<u>4,202</u>	<u>263</u>	93.7%	<u>5,736</u>	<u>266</u>	95.4%	<u>9,938</u>	<u>529</u>	94.7%	<u>945</u>	<u>29</u>	96.9%	<u>776</u>	<u>60</u>	92.3%	<u>11,659</u>	<u>618</u>	94.7%
<b>Subtotal</b>	8,213	695	91.5%	11,661	757	93.5%	19,874	1,452	92.7%	1,738	74	95.7%	1,553	88	94.3%	23,165	1,614	93.0%
<b>NCS</b>	1,528	149	90.2%	1,146	136	88.1%	2,674	285	89.3%	--	--	--	--	--	--	2,674	285	89.3%
<b>RI</b>	5,918	291	95.1%	9,364	428	95.4%	15,282	719	95.3%	1,299	56	95.7%	1,209	41	96.6%	17,790	816	95.4%
<b>SWS</b>	2,265	180	92.1%	3,303	261	92.1%	5,568	441	92.1%	--	--	--	--	--	--	5,568	441	92.1%
<b>UP-N</b>	4,199	197	95.3%	9,164	281	96.9%	13,363	478	96.4%	1,034	40	96.1%	794	44	94.5%	15,191	562	96.3%
<b>UP-NW</b>	6,365	525	91.8%	7,741	388	95.0%	14,106	913	93.5%	1,329	70	94.7%	908	68	92.5%	16,343	1,051	93.6%
<b>UP-W</b>	<u>4,966</u>	<u>313</u>	93.7%	<u>6,112</u>	<u>523</u>	91.4%	<u>11,078</u>	<u>836</u>	92.5%	<u>790</u>	<u>50</u>	93.7%	<u>780</u>	<u>38</u>	95.1%	<u>12,648</u>	<u>924</u>	92.7%
<b>Subtotal</b>	15,530	1,035	93.3%	23,017	1,192	94.8%	38,547	2,227	94.2%	3,153	160	94.9%	2,482	150	94.0%	44,182	2,537	94.3%
<b>System</b>	51,226	2,968	94.2%	73,649	3,674	95.0%	124,875	6,642	94.7%	10,572	541	94.9%	8,019	397	95.0%	143,466	7,580	94.7%

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

Delays data for most recent month is final (10/30/2023) 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-Sep	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	91.9%	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	94.5%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.6%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	96.8%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.0%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7	95.9	98.0				96.2%	96.2%
	<b>2018-2022 average</b>	<b>94.9</b>	<b>93.3</b>	<b>96.8</b>	<b>96.5</b>	<b>94.5</b>	<b>95.2</b>	<b>94.9</b>	<b>95.6</b>	<b>95.5</b>	<b>95.9</b>	<b>96.1</b>	<b>97.6</b>	<b>95.3%</b>	<b>95.6%</b>
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	98.4%	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	97.8%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9	98.0	97.4	97.8	98.1%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.7%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1				96.5%	96.5%
	<b>2018-2022 average</b>	<b>97.7</b>	<b>95.7</b>	<b>98.8</b>	<b>99.0</b>	<b>98.0</b>	<b>98.4</b>	<b>97.4</b>	<b>98.1</b>	<b>98.2</b>	<b>98.2</b>	<b>97.2</b>	<b>97.7</b>	<b>97.9%</b>	<b>97.9%</b>
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	89.5%	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	86.4%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	89.3%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8	87.0	91.3	88.9	85.5%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	87.1%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8	87.0	85.4				90.5%	90.5%
	<b>2018-2022 average</b>	<b>86.5</b>	<b>85.6</b>	<b>88.5</b>	<b>93.0</b>	<b>81.0</b>	<b>87.5</b>	<b>89.9</b>	<b>87.2</b>	<b>88.1</b>	<b>88.1</b>	<b>90.3</b>	<b>92.3</b>	<b>87.6%</b>	<b>88.3%</b>
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	92.9%	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	91.8%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	96.0%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7	91.6	94.7	94.0	92.9%	93.0%
	2022	94.0	93.5	95.9	95.5	90.3	88.3	89.5	89.2	93.5	89.8	89.4	88.2	92.2%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2	90.1	93.4				91.3%	91.3%
	<b>2018-2022 average</b>	<b>91.7</b>	<b>90.3</b>	<b>95.8</b>	<b>94.3</b>	<b>93.2</b>	<b>92.0</b>	<b>92.1</b>	<b>93.5</b>	<b>94.2</b>	<b>92.5</b>	<b>91.1</b>	<b>93.4</b>	<b>93.0%</b>	<b>92.8%</b>
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	95.9%	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	95.3%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.1%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3	95.8	95.0	92.8	93.9%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.8%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3	95.3	92.1				94.7%	94.7%
	<b>2018-2022 average</b>	<b>93.9</b>	<b>91.1</b>	<b>96.4</b>	<b>96.2</b>	<b>94.5</b>	<b>95.2</b>	<b>95.2</b>	<b>95.5</b>	<b>96.2</b>	<b>95.4</b>	<b>93.6</b>	<b>94.7</b>	<b>94.9%</b>	<b>94.8%</b>
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	93.3%	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	94.2%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.2%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5	95.2	94.4	92.9	88.3%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	93.6%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2	88.2	88.9				89.3%	89.3%
	<b>2018-2022 average</b>	<b>91.6</b>	<b>87.1</b>	<b>95.5</b>	<b>95.1</b>	<b>91.9</b>	<b>93.6</b>	<b>93.4</b>	<b>93.2</b>	<b>93.9</b>	<b>94.2</b>	<b>91.7</b>	<b>93.0</b>	<b>92.8%</b>	<b>92.9%</b>

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Sep	Annual
RI	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	94.7%	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	91.5%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.3%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	95.4%	95.7%
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	96.1%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0	91.7	95.6				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	94.6%
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	92.3%	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	92.9%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.0%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3	88.5	88.5	88.1	92.1%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.8%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0	89.0	91.8				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	92.8%
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	97.0%	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	94.9%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.2%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	95.9%	96.0%
	2022	95.8	96.6	97.0	96.4	95.6	96.2	94.9	95.7	96.4	92.4	96.5	97.4	96.1%	95.9%
	2023	97.4	96.6	97.9	95.5	95.6	96.2	93.5	96.1	98.0				96.3%	96.3%
	<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	96.3%
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	94.8%	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	93.3%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7	93.6	95.5	94.9	95.4%	95.2%
	2022	94.0	94.6	95.7	96.3	95.3	93.2	96.0	95.4	95.4	92.9	93.3	91.3	95.1%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7	95.0	97.4				93.6%	93.6%
	<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	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	91.7%	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	91.5%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	95.8%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	90.4%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	92.3%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3	91.6	92.6				92.7%	92.7%
	<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	92.3%
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	94.9%	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	94.3%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3	95.8	95.6	95.8	95.3%	95.5%
	2022	95.9	95.5	96.8	96.8	94.8	94.6	95.0	95.3	95.8	94.0	95.0	94.9	95.6%	95.4%
	2023	95.8	95.6	96.3	94.1	94.0	94.3	92.3	94.2	95.8				94.7%	94.7%
	<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	95.2%

Delays data for most recent month is final (10/30/2023) 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  
September 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	915 <b>80% OT</b>	Fri, Sep 01	6	D	(GENERAL FREIGHT INTERFERENCE) - 14M IHB-CP CANAL, XTRAFFIC BH45. [CONTROLLABLE FREIGHT]
		Wed, Sep 13	53	R	departed joliet late for shellout on 8400 then STOPPED at CP cermak FOR MOTORCADE. extraboard engineer, operating issue
		Tue, Sep 19	0	XCA	Delayed 21st due to South Branch Bridge stuck in up position. Annulled
		Wed, Sep 20	0	XCA	Annulled due to hours of service. BRIDGE FAILURE PREVIOUS DAY
HC	916 <b>80% OT</b>	Fri, Sep 01	10	AM	(-10) Arrived CUS @ 7:42, -10" Stop signal Polk St., waiting on Amtrak 350
		Tue, Sep 05	8	GF	8MIN DUE TO BEING TALKED PAST ARGO.
		Tue, Sep 12	25	D	20MIN DELAY CORWITH FREIGHT TRAFFIC ZCHIALT812 BNSF7989 7800FT   2M BRIGHTON [CONTROLLABLE FREIGHT]
		Wed, Sep 27	6	AM	Waiting on outbound Amtrak.
HC	919 <b>80% OT</b>	Mon, Sep 11	8	D	(GENERAL FREIGHT INTERFERENCE) - 13M NS-BRIGHTON PK., XTRAFFIC. [Controllable Freight]
		Thu, Sep 14	9	D1	Freight interference at Brighton [Controllable Freight]
		Tue, Sep 19	0	XCA	Delayed 21st due to South Branch Bridge stuck in up position. Annulled
		Thu, Sep 21	9	CD	BNSF-CORWITH, XTRAFFIC Y CHI2041 21C blocked Metra 919 for 11 minutes. Corwith trackwork Crane #2203 on shared crane pad lost its drive and could not roll into the clear
MD-N	2102 <b>80% OT</b>	Thu, Sep 07	8	CC1	-8", -6" Stop signal Mayfair waiting for UPNW 604; -2" Stop CUS, waiting on 2101
		Tue, Sep 12	8	GW	(-8) -10" Signal problems Liberty East, track circuit, flagged by, restricted speed
		Fri, Sep 22	13	CC	(-13) -16" Stop signal Rondout, track construction
		Mon, Sep 25	11	RF	(-11) -10" Stop signal Mayfair, U.P. cross-traffic
MD-N	2135 <b>75% OT</b>	Wed, Sep 06	8	AM	-8", 3 min 25 mph a Grayland, 3 min stop signal Grayland following AMTRAK 339, 2 min stop Mayfair, 3 min following 339 Edgebrook to Glenview eastbound
		Wed, Sep 13	27	KP	27 mins late, 20 mins following Amtrak 339 (trespasser at Canal St) Cus-A2, 3 mins Grayland speed restriction, 2 mins stop signal Mayfair. Due to an (elusive) trespasser standing/walking between rails and moving equipment at Canal St crossing MP 0.5 the
		Wed, Sep 27	11	GX	11 mins late, 8 mins coping and complying with TB-8139 (item 1 Howard St) 3 mins Grayland speed restriction, 3 mins following 339.
		Thu, Sep 28	21	KP	21 mins late. Due to a possible (male teen) suicide attempt from the Keeler Ave bridge. Some of the following North line, West line and North Central Service trains were delayed.
MD-N	2142 <b>75% OT</b>	Fri, Sep 01	17	ZG	Arrived CUS at 17:29 5:29. 17 mins late, 4 mins Grayslake waiting on 2121, 2 mins speed restrictions, 8 mins Ptc issues A-6,
		Wed, Sep 13	10	KP	10 mins late, 10 mins Canal St. Due to an (elusive) trespasser standing/walking between rails and moving equipment at Canal St crossing MP 0.5 the following inbound and outbound North line, West line, Ncs and Heritage corridor trains were delayed.
		Mon, Sep 18	6	RF	6 mins late, 7 mins stop signal CN , 3 mins Grayland speed restriction, 2 mins stop signal A-2.
		Wed, Sep 27	17	KP	17 mins late, swapping used crew and equipment from 2123 for 2142 at Deerfield.
MD-N	2144 <b>60% OT</b>	Fri, Sep 01	15	ZG	Arrived CUS at 17:43 5:43. 15 mins late, 5 mins Deerfield meeting 2142, 3 mins following 2142, 3 mins Grayland speed restriction, 7 mins Ptc A-6.
		Mon, Sep 11	7	A	7 mins late, 7 mins talked by stop signal Morton Grove restricted speed, 3 mins Grayland speed restriction, 4 mins stop signal A-2.
		Tue, Sep 12	6	A	6 mins late, 2 mins Deerfield late turn from 2123, 4 mins stop signal Mayfair ARRIVED 7M LATE TO MAYFAIR OUT OF SLOT, 3 mins Grayland speed restriction.
		Wed, Sep 13	11	KP	11 mins late, 3 mins Grayland speed restriction, 10 mins Canal St. Due to an (elusive) trespasser standing/walking between rails and moving equipment at Canal St crossing MP 0.5 the following inbound and outbound North line, West line, Ncs and Heritage co
MD-N	2154 <b>80% OT</b>	Fri, Sep 08	8	D	Arrived CUS @ 9:03 (-8) 4 min Stop signal CN 4 min Restricting Lake Forest to A-20 following freight train [CONTROLLABLE FREIGHT]
		Tue, Sep 19	10	D	10 mins late, 4 mins Libertyville meeting 2151, 6 mins stop signal A-20 waiting for CP 249 [Controllable Freight]
		Mon, Sep 25	32	E	32 mins late, 30 mins locomotive 403 stopped loading at the Beautiful Village of Golf Engineer had to cutout Dynamic brake, 5 mins Morton Grove waiting for Amtrak 342 to sashay 1-2 MT.
		Tue, Sep 26	9	GT	9 mins late, 10 mins Libertyville signal issues.
MD-W	2216 <b>80% OT</b>	Fri, Sep 01	39	F	(-39) Arrived CUS @ 8:49. -43" Mechanical Problems, leaking gauge cab car # 8524
		Mon, Sep 25	7	GW	(-7) Signal problems, restricted speed Elgin
		Tue, Sep 26	8	D	(-8) Automatic Grade Crossing Malfunction Item #2 Cal Wag mp 13.12; GATES DOWN FROM FREIGHT TRAIN SITTING STOPPED FOR EXTENDED PERIOD. Following trains ahead (2212)
		Thu, Sep 28	12	H1	(-12) X/O run around disabled 2212
MD-W	2222 <b>80% OT</b>	Fri, Sep 01	11	F1	(-11) Arrived CUS @ 8:38. -3" Stop signal Almora; -6" ADA Hanover Park; Expressed from Roselle to Western Ave.
		Mon, Sep 18	8	G	8 (4) Stop indication @ Wood Dale (5) Restricting to Bensenville – signal problems maintainer called
		Mon, Sep 25	10	GW	(-10) -8" Signal problems, flagged by Almora & Elgin, restricted speed; -4" Stop signal CUS, station congestion
		Thu, Sep 28	12	H1	(-12) -2" Stop signal B-17; -4" Meets @ Franklin Park & River Grove;

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MD-W	2226	Fri, Sep 01	16	F1	(-16) Arrived CUS @ 9:09. -7" Departed Big Timber late due to 2216 delay; -6" Slow Loading, signal test in Elgin; Following late trains ahead (2216/2222)	
		<b>80% OT</b>	Tue, Sep 05	0	K1	flip from 2226 did not operate
		Mon, Sep 25	14	GW	(-14) GW discussed on 8:30 delay call	
		Thu, Sep 28	10	H1	(-10) Picked up/accommodated 2212's passengers, loaded passengers on cab car street crossings River Grove to Galewood on 2MT	
MD-W	2230	Fri, Sep 01	18	VF	(-18) Arrived CUS @ 11:03. Mechanical issues @ Medinah lost door close light, quit loading, engine #89, C/O door override INSPECTED, NO ISSUES FOUND	
		<b>75% OT</b>	Mon, Sep 11	8	G	(-8) Stop signal B-17, waiting on 2211 CIRCUIT ACROSS DIAMONDS
		Thu, Sep 14	9	CC1	(-9) Stop signal B-17, waiting on 2211; Stop signal River Grove	
		Wed, Sep 20	14	G	(-24) -6" Stop signal B-17 waiting on 2211; -20" Switch failure B-17 (#21) reverse move, seasawed into the yard, X/O to 1MT, PTC disengaged BLOWN FUSE IN SWITCH MACHINE	
		Mon, Sep 25	8	GW	(-17) Signal problems, flagged by Almora & Elgin, restricted speed; Police	
MD-W	2402	Mon, Sep 11	9	A	9 mins late, 10 mins stop (2144) signal B-6.	
		<b>60% OT</b>	Tue, Sep 12	14	KD1	14 mins late, 18 mins late turn from 2405, 6 mins B-6 meeting a sashaying 3-2 to Galewood 2237.
		Wed, Sep 13	14	KP1	14 mins late, 18 mins late turn from 2405, 6 mins B-6 meeting a sashaying 3-2 to Galewood 2237. Due to an (elusive) trespasser standing/walking between rails and moving equipment at Canal St crossing MP 0.5 the following inbound and outbound North line,	
		Mon, Sep 18	10	A	10 mins late, 5 mins late turn from 2405, 6 mins B-6 following 2144 who was 9 mins late	
		Tue, Sep 19	7	AM	7 mins late, 10 mins B-6 following Amtrak 8.	
		Thu, Sep 21	24	G	24 mins late, 27 mins switch failure B-6. 27 SWITCH ADJUSTMENT	
		Mon, Sep 25	9	ZD1	9 mins late, 14 mins B-6 holding for 116 and 2144.	
		Thu, Sep 28	9	KP	9 mins late, train congestion A-5. Due to a possible (male teen) suicide attempt from the Keeler Ave bridge.	
NCS	113	Mon, Sep 18	7	GM	7 mins late, 3 mins A-6 10 MPH crossover 3-1, 6 mins copying and complying with item 2 MP 8.6, 2 mins Ada.	
		<b>80% OT</b>	Thu, Sep 21	10	DD	10 mins late, 3 mins B-6 crossing over 3-2 MT, 10 mins enroute Trafton to Antioch following northbound CN freight. [CONTROLLABLE FREIGHT]
		Tue, Sep 26	12	GF	12 mins late, 4 mins B-6 holding for inbound, 7 mins 2 529-A's, 2 mins 25 mph Grass Lake Rd.	
		Thu, Sep 28	22	KP	12 mins late. Due to a possible (male teen) suicide attempt from the Keeler Ave bridge.	
NCS	116	Wed, Sep 13	10	KP	10 mins late, 10 mins Canal St. Due to an (elusive) trespasser standing/walking between rails and moving equipment at Canal St crossing MP 0.5 the following inbound and outbound North line, West line, Ncs and Heritage corridor trains were delayed.	
		<b>80% OT</b>	Mon, Sep 25	8	ZR1	7 mins late, 11 mins late turn from Ncs 105,
		Thu, Sep 28	12	KP	12 mins late. Due to a possible (male teen) suicide attempt from the Keeler Ave bridge.	
		Fri, Sep 29	9	EA1	(-9) 116 arrived Cus at 17:25 5:25 9 mins late, 4 mins stop signal B-6, 5 mins following 2142.	
RI	621	Fri, Sep 15	10	CC	Delayed 2 minutes at 47th Street account yard stop. Delayed 5 minutes at Gresham account speed restrictions. Delayed 3 minutes at 99th Street meeting RI630.	
		<b>65% OT</b>	Mon, Sep 18	7	A	5m speed restrictions, 2m yard stop. BRANCH SCHEDULE
		Tue, Sep 19	11	A	Delayed 11 minutes at 47th Street yard stop, enroute speed restrictions. BRANCH SCHEDULE	
		Thu, Sep 21	6	A	Delayed enroute account speed restrictions and yard stop. BRANCH SCHEDULE	
		Tue, Sep 26	8	CC	4m flagged CP Pershing. Restricted speed to CP 46th street. 2m Yard stop. 2m 10mph Gresham.	
		Wed, Sep 27	7	I	Per TTR1 1m left late LSS due to late passenger. 1m stop 46th street. 2m yard stop. 3m speed restriction.	
RI	625	Fri, Sep 08	6	ZG	(PTC WAYSIDE) - PENALTY APP AND ADA 103	
		<b>80% OT</b>	Thu, Sep 14	8	ZV	5m for PTC problem at MP 6.5. 3m ADA 111th to BI. PTC WENT TO REBOOTED STATE ON BOARD
		Tue, Sep 19	11	ZV	5m PTC problems at LSS. 4m Broken gate 105th St. GPS INSTABILITY LOCO 106	
		Tue, Sep 26	10	CC	Flagged CP Pershing acct track circuit track 2. Restricted Speed	
SWS	813	Mon, Sep 11	6	T	Door issue AT ASHBURN - DOOR WAS BLEED BY PASSENGER	
		<b>70% OT</b>	Thu, Sep 14	8	B	4m Slow order at Forest Hill. 4m -2 Items 1's CAUSED BY CABLE CUT DURING WORK
		Fri, Sep 15	6	RA	Delayed 3 minutes at CUS waiting for BNSF train to clear.	
		Tue, Sep 19	7	CA	Delayed 3 minutes at CUS waiting for BNSF train off of track 8 to depart FROM CONGESTION DUE TO SOUTH BRANCH BRIDGE Delayed 5 minutes at Belt Junction account freight interference.	
		Thu, Sep 21	11	GX	ITEM 1 AT PULASKI	
Fri, Sep 22	10	D	10m slow moving freight Ashburn. Freight CSX Y135-22 with CSX1037 and 9700 feet. [Controllable Freight]			
SWS	822	Fri, Sep 15	7	A	Delayed 7 minutes at CP 21st Street waiting for SW821 to clear.	
		<b>80% OT</b>	Tue, Sep 19	0	XCA	(AMTRAK CAUSED DELAY) - AMTK-21ST BRIDGE OUT. ANNULLED.
		Thu, Sep 21	14	GX1	11M 179TH ST., LATE TURN SWS813.	
Fri, Sep 22	16	D1	Departed 6m late from 179th Street. Late flip from 813. 5m Cicero for Item 1. 5m Ashburn waiting on 819 to clear.			
SWS	824	Wed, Sep 06	22	I1	24M 179TH ST., WAITING FOR LATE ARR. SWS819 TO CLEAR IN YD.	
		<b>80% OT</b>	Mon, Sep 11	12	RF	12M NS-CP518, RED SIGNAL, PLANT IN TIME.
		Tue, Sep 19	0	XCA	Annulled bridge stuck up.	
		Wed, Sep 27	10	ZN	9M IHB-CP RIDGE, PTC ISSUES, RES. SPEED CP RIDGE TO OAK LAWN.	
UP-NW	651	Mon, Sep 11	8	AM	-8" Delayed @ Mayfair for cross traffic with Amtrak 339	
		<b>75% OT</b>	Tue, Sep 12	10	I	-10 Delayed following M653 out of CPT & heavy/ slow passenger loading en route
		Wed, Sep 13	8	GX	(-8) XH procedure @ MP 11.55	
		Thu, Sep 14	8	I	(-8) Heavy passenger loading en route	
		Tue, Sep 26	7	A	-7" Delayed at CPT for cross traffic and at Gladstone Park for M655 to clear	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-NW	657 <b>75% OT</b>	Fri, Sep 08	12	KW	Delayed due to PTC disengage a couple of times due to a wheel slip NO WHEEL SLIP DETECTED
		Thu, Sep 14	9	F	(-9) Delayed due to door issues @ Clybourn ( door stuck open, caught in the pocket on coach car 7788) & door issues @ Pingree Rd on cab car 8431 ( door control breaker tripped) REPLACED DOOR EDGE INTERIOR WOOD AND TRIM
		Mon, Sep 18	33	KD	-33" Delayed @ Dee Rd & Pingree Rd on acct. of the main reservoir hose between the engine & 1st car seperated DUE TO DEBRIS STRIKE (crew had to reconnect ) & cross traffic @ CN @ Barrington REPLACED MAIN RES HOSE
		Wed, Sep 20	6	CC	-6" Speed restriction between MP29.25-MP31.05 (25MPH)
		Tue, Sep 26	15	RF	-15" Held at CN Barrington waiting for signal - no cross traffic
UP-W	28 <b>80% OT</b>	Wed, Sep 06	16	CH1	-16", Delayed due to following M26
		Mon, Sep 11	14	CM	-14" Departed La Fox 15 mins. had to come out of the east end of the yard @ Elburn due to the switch on the west end of trk 4 had a gap and could not be operated
		Tue, Sep 19	18	KW	-18" PTC put train @ restricted speed @ M.P. 40 to the next signal, had a training engineer, slow loading engine METX79 also heavy passenger loading PTC ISSUE CAUSED BY WEATHER
		Fri, Sep 22	9	U	-9" Slow loading on the METX 76 ADA lift @ Oak Park and following trains ahead
UP-W	42 <b>80% OT</b>	Tue, Sep 05	20	D	-20", Delayed 20 mins behind the CNAOK that was held @ the CN Washington St interlocking due to cross traffic also delayed following to Turner. [CONTROLLABLE FREIGHT]
		Thu, Sep 21	10	DD	-10" Delayed due to Freight Interference, MG3AH 21 was stopped @ J.B. Tower due to J.B Tower running 2 trains ahead of them M42 followed MG3AH-21 from M.P. 35.7-24 [CONTROLLABLE FREIGHT]
		Tue, Sep 26	25	D	-25" Delayed @ Kedzie plant had to make a reverse move back to crossover @ Kedzie plant to get around the COKNS that was stopped on the Rockwell Sub but not clear @ Kedzie plant. [CONTROLLABLE FREIGHT]
		Fri, Sep 29	6	I	(-6) slow passenger @ Lombard and Elmhurst
UP-W	45 <b>70% OT</b>	Tue, Sep 05	8	R	-8", At Villa Park, waited for the air to recover, due to went into full service & had to dump the air. NEW ENGINEER PROCEDURE ISSUES
		Wed, Sep 13	9	U	(-9) 2 ADA lifts
		Mon, Sep 18	13	D	-13" Freight train interference @ Kedzie ( MCHNP-18) & West Chicago (MWGWG-18). [Controllable Freight]
		Wed, Sep 20	10	U	-10" 3 ADA lifts
		Fri, Sep 22	10	L	-10" Delayed due to report of a trespasser on the track @ M.P. 26.5 had to roll slow through Wheaton
		Mon, Sep 25	7	F	-7" Delayed on acct. of sticky doors on cab car 8406 & no working PA on the cab car A end LEFT SIDE LOADING DOOR REPLACED DOOR TRACK BOLTS; PA WORKING AS INTENDED
UP-W	54 <b>80% OT</b>	Tue, Sep 12	15	U	-15 Late turn off M35; 2 ADA lifts, XH @ MP13.75; heavy passenger loading, no signal @ Western Ave
		Wed, Sep 13	16	H	(-16) Late departure from Elburn, due to main reservoir air issues-only getting 90lbs of air ( the angle cock on the METX79 was closed- crew had to open it
		Thu, Sep 14	8	D	(-8) Freight train interference from Wheaton- Lombard (ZBRG2-12 on track 1). [Controllable Freight]
		Mon, Sep 18	25	D1	-25" Late turn off M35, due to freight interference

Data is final (10/30/2023) 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
<b>Passenger Train Interference</b>		<b>Human Error</b>		<b>Passenger Train Interference</b>	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	<b>Freight Interference - Peak &amp; Off-Peak</b>	
<b>Accident</b>		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	<b>Accident</b>	
<b>Passenger Related</b>		YB	Derailment - Human Error, Engineering	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YH	Derailment - Human Error, Mechanical	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YR	Derailment - Human Error, Transportation	<b>Passenger Related</b>	
J	Passenger Problems / Removal	<b>Weather</b>		JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	<b>Signal/Switch Failure</b>	
U	Accessibility Related (ADA)	CW	M of W Work, Weather	GA	Signal / Switch Failure Amtrak (Signal Dept.)
<b>Obstruction/Debris</b>		EW	Locomotive Malfunction, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	FW	Cab Car / TRL / MU Malfunction, Weather	<b>Track Work</b>	
KD	Train Struck Debris	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	IW	Passenger Handling, Weather	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	KW	Obstruction On Tracks, Weather	<b>Non-Locomotive Equipment Issue</b>	
<b>Signal/Switch Failure</b>		MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	NW	Utility Failure, Weather	<b>Locomotive Issue</b>	
G	Metra / PSA Signal / Switch Malfunction (Signal Dept.)	OW	AC/DC System Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra / PSA Gate Crossing Malfunction	RW	Train Crew Issues, Weather	<b>Human Error</b>	
GT	Metra / PSA Telecom / CAD failure	UW	Accessibility, Weather	BA	Amtrak Engineering Human Error
GX	Metra / PSA Broken Gate Crossing	YW	Derailment Accident, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RA	Human Error, Amtrak Transportation
<b>Track Work</b>		<b>Other</b>		RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
C	Unscheduled Track Work	N	Utility Failure	RS	Human Error, NICTD Transportation
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	<b>Weather</b>	
CF	Engineering Equipment Malfunction	T	Property Vandalism	DW	Freight Train Interference, Weather
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	<b>PTC Related</b>	
CH	Contractor Failure	<b>PTC Related</b>		ZA	PTC Amtrak Train (On-Board)
<b>Catenary Failure</b>		ZB	PTC Human Error, Engineering Dept.	ZD	PTC Foreign Line Transportation
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZN	PTC Foreign Line Engineering
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive Hardware	ZS	PTC NICTD MU Train (On-Board)
<b>Non-Locomotive Equipment Issue</b>		ZF	PTC Malfunction Coach Hardware		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
UF	ADA Lift Failure	ZH	PTC Human Error, Mechanical		
VF	Cab Car Problem Reported, Nothing Found	ZP	PTC Dispatcher		
<b>Locomotive Issue</b>		ZR	PTC Human Error, Metra Transportation		
E	Locomotive Malfunction	ZT	PTC Back Office/Software		
VE	Locomotive Problem Reported, Nothing Found	ZV	Metra / PSA PTC On-Board Software		

Effective November 1, 2021

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

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

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

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

**Table 5.a: Train Delays by Cause and Line**  
September 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>13</b>	-	-	-	<b>5</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>8</b>	-	<b>1</b>	<b>32</b>	<b>72</b>
Freight Interference - Peak	3	-	-	-	5	-	5	2	-	2	-	1	6	24
Primary	2	-	-	-	4	-	3	2	-	2	-	-	3	16
Secondary	1	-	-	-	1	-	2	-	-	-	-	1	3	8
Freight Interference - Off-Peak	10	-	-	-	-	2	2	-	2	6	-	-	26	48
Primary	8	-	-	-	-	2	2	-	2	4	-	-	21	39
Secondary	2	-	-	-	-	-	-	-	-	2	-	-	5	9
<b>Signal/Switch Failure - Total</b>	<b>3</b>	<b>4</b>	<b>3</b>	-	<b>1</b>	<b>4</b>	<b>17</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>75</b>
Signal/Switch Failure - Metra/PSA	1	4	3	-	-	4	17	3	6	5	4	3	12	62
Primary	1	3	3	-	-	3	13	3	6	4	4	3	9	52
Secondary	-	1	-	-	-	1	4	-	-	1	-	-	3	10
Signal/Switch Failure - Foreign	2	-	-	-	1	-	-	4	-	4	-	1	1	13
Primary	2	-	-	-	1	-	-	4	-	2	-	1	1	11
Secondary	-	-	-	-	-	-	-	-	-	2	-	-	-	2
<b>Mechanical Failure - Total</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>14</b>	-	<b>3</b>	<b>4</b>	<b>11</b>	<b>82</b>
Mechanical Failure - Metra/PSA	13	2	-	2	1	8	9	7	14	-	3	4	11	74
Non-Locomotive Equipment Issue - Metra/PSA	1	2	-	2	-	-	8	4	1	-	1	3	6	28
Primary	1	1	-	1	-	-	4	1	1	-	1	2	4	16
Secondary	-	1	-	1	-	-	4	3	-	-	-	1	2	12
Locomotive Issue - Metra/PSA	12	-	-	-	1	8	1	3	13	-	2	1	5	46
Primary	4	-	-	-	1	3	1	2	2	-	1	1	3	18
Secondary	8	-	-	-	-	5	-	1	11	-	1	-	2	28
Mechanical Failure - Foreign	-	-	2	1	-	4	-	1	-	-	-	-	-	8
<b>Passenger Train Interference - Total</b>	-	<b>1</b>	-	-	<b>2</b>	<b>12</b>	<b>3</b>	-	<b>7</b>	<b>2</b>	-	<b>2</b>	<b>1</b>	<b>30</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	7	2	-	7	1	-	1	1	19
Passenger Train Interference - Foreign	-	1	-	-	2	5	1	-	-	1	-	1	-	11
<b>Accident - Total</b>	-	-	-	-	<b>2</b>	-	<b>2</b>	<b>2</b>	<b>8</b>	-	-	-	<b>8</b>	<b>22</b>
Accident - Metra/PSA	-	-	-	-	-	-	2	2	8	-	-	-	-	12
Accident - Foreign	-	-	-	-	2	-	-	-	-	-	-	-	8	10
<b>Track Work - Total</b>	<b>6</b>	<b>7</b>	-	-	<b>6</b>	<b>5</b>	<b>6</b>	-	<b>12</b>	<b>17</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>74</b>
Track Work - Metra/PSA	6	7	-	-	-	5	6	-	9	-	4	6	4	47
Track Work - Foreign	-	-	-	-	6	-	-	-	3	17	-	1	-	27
<b>Human Error - Total</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>61</b>
Human Error - Metra/PSA	2	3	1	2	1	4	9	1	4	1	3	1	4	36
Human Error - Foreign	-	-	-	-	1	9	3	2	-	5	1	3	1	25
<b>PTC Related - Total</b>	<b>2</b>	<b>1</b>	-	-	<b>1</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>35</b>
PTC Related - Metra/PSA	2	1	-	-	1	6	1	2	4	1	8	1	4	31
PTC Related - Foreign	-	-	-	-	-	-	2	1	-	1	-	-	-	4
<b>Weather - Total</b>	-	-	<b>1</b>	-	-	<b>1</b>	<b>8</b>	-	-	-	-	<b>2</b>	<b>1</b>	<b>13</b>
Weather - Metra/PSA	-	-	1	-	-	1	8	-	-	-	-	2	1	13
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>1</b>	<b>16</b>	-	<b>3</b>	-	<b>1</b>	<b>9</b>	-	<b>16</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>17</b>	<b>76</b>
<b>Obstruction/Debris - Total</b>	<b>1</b>	<b>1</b>	-	<b>2</b>	<b>1</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>4</b>	<b>94</b>
<b>Catenary Failure - Total</b>	-	<b>4</b>	<b>3</b>	<b>2</b>	-	-	-	-	-	-	-	-	-	<b>9</b>
<b>Other - Total</b>	-	-	-	-	-	-	<b>1</b>	-	<b>1</b>	<b>1</b>	-	-	-	<b>3</b>
<b>Total Trains Delayed</b>	<b>41</b>	<b>39</b>	<b>10</b>	<b>12</b>	<b>21</b>	<b>81</b>	<b>99</b>	<b>31</b>	<b>83</b>	<b>49</b>	<b>33</b>	<b>47</b>	<b>100</b>	<b>646</b>
Total Metra/PSA Delays	26	38	8	11	4	61	86	21	78	13	32	40	58	476
Total Foreign Carrier Delays	15	1	2	1	17	20	13	10	5	36	1	7	42	170

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

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**Table 5.b: Train Delays by Cause and Line**  
Average September 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>14</b>	-	-	-	<b>6</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>19</b>	<b>78</b>
Freight Interference - Peak	4	-	-	-	3	1	3	1	0	4	1	2	6	24
Primary	2	-	-	-	3	1	2	1	0	3	1	1	4	18
Secondary	2	-	-	-	0	0	1	0	-	1	-	1	1	6
Freight Interference - Off-Peak	10	-	-	-	3	8	5	2	5	6	0	2	13	54
Primary	9	-	-	-	2	5	4	2	4	5	0	2	9	42
Secondary	1	-	-	-	1	2	0	0	1	2	0	-	4	12
<b>Signal/Switch Failure - Total</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>80</b>
Signal/Switch Failure - Metra/PSA	9	4	2	3	-	12	6	2	15	2	2	3	5	66
Primary	7	3	2	2	-	8	5	2	12	1	1	2	3	49
Secondary	2	1	-	1	-	4	1	0	3	1	1	1	2	17
Signal/Switch Failure - Foreign	4	-	-	-	2	4	1	1	0	3	-	0	0	15
Primary	3	-	-	-	2	2	1	0	0	2	-	0	0	11
Secondary	1	-	-	-	-	2	0	1	0	0	-	-	-	4
<b>Mechanical Failure - Total</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>58</b>
Mechanical Failure - Metra/PSA	7	1	0	1	0	7	4	0	12	2	5	9	7	57
Non-Locomotive Equipment Issue - Metra/PSA	4	1	0	1	0	3	0	-	1	1	2	2	2	18
Primary	2	1	0	1	0	1	0	-	1	0	2	1	2	11
Secondary	1	0	-	0	-	2	-	-	0	0	1	1	1	7
Locomotive Issue - Metra/PSA	4	-	-	-	0	3	3	0	11	2	3	7	5	39
Primary	2	-	-	-	0	2	2	0	3	1	1	2	1	15
Secondary	2	-	-	-	-	2	1	0	8	1	2	5	4	24
Mechanical Failure - Foreign	0	-	-	-	-	-	0	-	-	-	-	-	-	0
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>
Passenger Train Interference - Metra/PSA	-	0	0	2	-	2	0	0	0	-	0	1	0	6
Passenger Train Interference - Foreign	2	-	-	0	2	0	-	-	-	1	-	-	0	6
<b>Accident - Total</b>	<b>8</b>	<b>2</b>	<b>0</b>	-	-	<b>2</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>37</b>
Accident - Metra/PSA	5	2	0	-	-	1	1	0	8	1	1	7	5	33
Accident - Foreign	3	-	-	-	-	1	0	0	-	-	-	-	-	4
<b>Track Work - Total</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>5</b>	-	<b>16</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>70</b>
Track Work - Metra/PSA	16	5	0	1	1	4	5	-	15	1	10	5	5	67
Track Work - Foreign	0	-	-	-	1	-	0	-	0	1	-	-	-	3
<b>Human Error - Total</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>57</b>
Human Error - Metra/PSA	5	1	0	1	-	2	5	1	9	1	6	4	3	38
Human Error - Foreign	4	-	-	-	2	4	1	3	-	1	1	2	1	18
<b>PTC Related - Total</b>	<b>2</b>	<b>1</b>	-	<b>1</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>35</b>
PTC Related - Metra/PSA	2	1	-	1	-	5	4	1	6	1	3	3	5	33
PTC Related - Foreign	-	-	-	-	0	-	-	-	-	1	-	0	0	2
<b>Weather - Total</b>	<b>2</b>	-	-	-	-	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>21</b>
Weather - Metra/PSA	2	-	-	-	-	1	0	1	3	1	3	10	1	21
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>11</b>	<b>61</b>
<b>Obstruction/Debris - Total</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>55</b>
<b>Catenary Failure - Total</b>	-	<b>7</b>	<b>1</b>	<b>4</b>	-	-	-	-	-	-	-	-	-	<b>12</b>
<b>Other - Total</b>	<b>0</b>	-	<b>0</b>	-	-	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	-	<b>1</b>	-	-	<b>5</b>
<b>Total Trains Delayed</b>	<b>87</b>	<b>30</b>	<b>9</b>	<b>18</b>	<b>15</b>	<b>63</b>	<b>43</b>	<b>17</b>	<b>93</b>	<b>31</b>	<b>48</b>	<b>56</b>	<b>72</b>	<b>581</b>
Total Metra/PSA Delays	59	30	9	18	2	45	33	10	87	14	46	51	51	455
Total Foreign Carrier Delays	28	0	0	0	13	18	10	7	6	17	2	6	21	127

Data for current month is final (10/28/2022) 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**  
**September 2023 Compared to Average September 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>(1)</b>	-	-	-	<b>(1)</b>	<b>(7)</b>	<b>(0)</b>	<b>(1)</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>(2)</b>	<b>13</b>	<b>(6)</b>
Freight Interference - Peak	(1)	-	-	-	2	(1)	2	1	(0)	(2)	(1)	(1)	0	(0)
Primary	0	-	-	-	1	(1)	1	1	(0)	(1)	(1)	(1)	(1)	(2)
Secondary	(1)	-	-	-	1	(0)	1	(0)	-	(1)	-	0	2	2
Freight Interference - Off-Peak	(0)	-	-	-	(3)	(6)	(3)	(2)	(3)	(0)	(0)	(2)	13	(6)
Primary	(1)	-	-	-	(2)	(3)	(2)	(2)	(2)	(1)	(0)	(2)	12	(3)
Secondary	1	-	-	-	(1)	(2)	(0)	(0)	(1)	0	(0)	-	1	(3)
<b>Signal/Switch Failure - Total</b>	<b>(10)</b>	<b>(0)</b>	<b>1</b>	<b>(3)</b>	<b>(1)</b>	<b>(12)</b>	<b>10</b>	<b>3</b>	<b>(10)</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>(5)</b>
Signal/Switch Failure - Metra/PSA	(8)	(0)	1	(3)	-	(8)	11	1	(9)	3	2	0	7	(4)
Primary	(6)	(0)	1	(2)	-	(5)	8	1	(6)	3	3	1	6	3
Secondary	(2)	(0)	-	(1)	-	(3)	3	(0)	(3)	0	(1)	(1)	1	(7)
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	(4)	(1)	3	(0)	1	-	1	1	(2)
Primary	(1)	-	-	-	(1)	(2)	(1)	4	(0)	(0)	-	1	1	(0)
Secondary	(1)	-	-	-	-	(2)	(0)	(1)	-	2	-	-	-	(2)
<b>Mechanical Failure - Total</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>(2)</b>	<b>(2)</b>	<b>(5)</b>	<b>4</b>	<b>24</b>
Mechanical Failure - Metra/PSA	6	1	(0)	1	1	1	5	7	2	(2)	(2)	(5)	4	17
Non-Locomotive Equipment Issue - Metra/PSA	(3)	1	(0)	1	(0)	(3)	8	4	(0)	(1)	(1)	1	4	10
Primary	(1)	0	(0)	0	(0)	(1)	4	1	-	(0)	(1)	1	2	5
Secondary	(1)	1	-	1	-	(2)	4	3	(0)	(0)	(1)	0	1	5
Locomotive Issue - Metra/PSA	8	-	-	-	1	5	(2)	3	2	(2)	(1)	(6)	-	7
Primary	2	-	-	-	1	1	(1)	2	(1)	(1)	(0)	(1)	2	3
Secondary	6	-	-	-	-	3	(1)	1	3	(1)	(1)	(5)	(2)	4
Mechanical Failure - Foreign	(0)	-	2	1	-	4	(0)	1	-	-	-	-	-	8
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>1</b>	<b>(0)</b>	<b>(2)</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>(0)</b>	<b>7</b>	<b>1</b>	<b>(0)</b>	<b>1</b>	<b>1</b>	<b>18</b>
Passenger Train Interference - Metra/PSA	-	(0)	(0)	(2)	-	5	2	(0)	7	1	(0)	-	1	13
Passenger Train Interference - Foreign	(2)	1	-	(0)	0	5	1	-	-	-	-	1	(0)	5
<b>Accident - Total</b>	<b>(8)</b>	<b>(2)</b>	<b>(0)</b>	-	<b>2</b>	<b>(2)</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>(1)</b>	<b>(1)</b>	<b>(7)</b>	<b>3</b>	<b>(15)</b>
Accident - Metra/PSA	(5)	(2)	(0)	-	-	(1)	1	2	0	(1)	(1)	(7)	(5)	(21)
Accident - Foreign	(3)	-	-	-	2	(1)	(0)	(0)	-	-	-	-	8	6
<b>Track Work - Total</b>	<b>(10)</b>	<b>2</b>	<b>(0)</b>	<b>(1)</b>	<b>4</b>	<b>1</b>	<b>1</b>	-	<b>(4)</b>	<b>15</b>	<b>(6)</b>	<b>2</b>	<b>(1)</b>	<b>4</b>
Track Work - Metra/PSA	(10)	2	(0)	(1)	(1)	1	1	-	(6)	(1)	(6)	1	(1)	(20)
Track Work - Foreign	(0)	-	-	-	5	-	(0)	-	3	16	-	1	-	24
<b>Human Error - Total</b>	<b>(7)</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>(1)</b>	<b>(5)</b>	<b>4</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>4</b>
Human Error - Metra/PSA	(3)	2	1	1	1	2	4	(0)	(5)	(0)	(3)	(3)	1	(2)
Human Error - Foreign	(4)	-	-	-	(1)	5	2	(1)	-	4	0	1	(0)	7
<b>PTC Related - Total</b>	-	<b>0</b>	-	<b>(1)</b>	<b>1</b>	<b>1</b>	<b>(1)</b>	<b>2</b>	<b>(2)</b>	<b>(0)</b>	<b>5</b>	<b>(3)</b>	<b>(1)</b>	-
PTC Related - Metra/PSA	-	0	-	(1)	1	1	(3)	1	(2)	(0)	5	(2)	(1)	(2)
PTC Related - Foreign	-	-	-	-	(0)	-	2	1	-	(0)	-	(0)	(0)	2
<b>Weather - Total</b>	<b>(2)</b>	-	<b>1</b>	-	-	-	<b>8</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(3)</b>	<b>(8)</b>	<b>0</b>	<b>(8)</b>
Weather - Metra/PSA	(2)	-	1	-	-	-	8	(1)	(3)	(1)	(3)	(8)	0	(8)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>(5)</b>	<b>11</b>	<b>(2)</b>	<b>2</b>	<b>(0)</b>	<b>(5)</b>	<b>4</b>	<b>(1)</b>	<b>8</b>	<b>2</b>	<b>(1)</b>	<b>(3)</b>	<b>6</b>	<b>15</b>
<b>Obstruction/Debris - Total</b>	<b>(5)</b>	<b>(3)</b>	<b>(3)</b>	<b>(4)</b>	<b>1</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>(1)</b>	<b>(5)</b>	<b>16</b>	<b>(4)</b>	<b>39</b>
<b>Catenary Failure - Total</b>	-	<b>(3)</b>	<b>2</b>	<b>(2)</b>	-	-	-	-	-	-	-	-	-	<b>(3)</b>
<b>Other - Total</b>	<b>(0)</b>	-	<b>(0)</b>	-	-	<b>(1)</b>	<b>0</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	-	-	<b>(2)</b>
<b>Total Trains Delayed</b>	<b>(46)</b>	<b>9</b>	<b>1</b>	<b>(6)</b>	<b>6</b>	<b>18</b>	<b>56</b>	<b>14</b>	<b>(10)</b>	<b>18</b>	<b>(15)</b>	<b>(9)</b>	<b>28</b>	<b>65</b>
Total Metra/PSA Delays	-33	8	-1	-7	2	16	53	11	-9	-1	-14	-11	7	21
Total Foreign Carrier Delays	-13	1	2	1	4	2	3	3	-1	19	-1	1	21	43

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

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

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

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

**Table 6.a: Train Delays by Cause and Line - YTD  
January - September 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>126</b>	-	-	-	<b>29</b>	<b>35</b>	<b>40</b>	<b>19</b>	<b>21</b>	<b>57</b>	<b>16</b>	<b>61</b>	<b>193</b>	<b>597</b>
Freight Interference - Peak	32	-	-	-	29	11	15	7	3	19	7	36	39	198
Primary	22	-	-	-	28	6	11	7	2	18	7	21	26	148
Secondary	10	-	-	-	1	5	4	-	1	1	-	15	13	50
Freight Interference - Off-Peak	94	-	-	-	-	24	25	12	18	38	9	25	154	399
Primary	77	-	-	-	-	19	23	10	14	30	2	24	127	326
Secondary	17	-	-	-	-	5	2	2	4	8	7	1	27	73
<b>Signal/Switch Failure - Total</b>	<b>72</b>	<b>64</b>	<b>25</b>	<b>73</b>	<b>12</b>	<b>193</b>	<b>104</b>	<b>49</b>	<b>78</b>	<b>100</b>	<b>11</b>	<b>53</b>	<b>65</b>	<b>899</b>
Signal/Switch Failure - Metra/PSA	44	64	25	73	-	160	86	28	78	20	11	48	60	697
Primary	35	38	20	52	-	108	57	23	68	18	11	33	45	508
Secondary	9	26	5	21	-	52	29	5	10	2	-	15	15	189
Signal/Switch Failure - Foreign	28	-	-	-	12	33	18	21	-	80	-	5	5	202
Primary	26	-	-	-	11	30	17	19	-	64	-	4	5	176
Secondary	2	-	-	-	1	3	1	2	-	16	-	1	-	26
<b>Mechanical Failure - Total</b>	<b>66</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>11</b>	<b>124</b>	<b>72</b>	<b>32</b>	<b>143</b>	<b>29</b>	<b>56</b>	<b>83</b>	<b>54</b>	<b>699</b>
Mechanical Failure - Metra/PSA	66	12	4	7	11	112	72	31	143	28	56	83	54	679
Non-Locomotive Equipment Issue - Metra/PSA	24	12	4	7	4	18	19	7	28	7	15	35	25	205
Primary	13	11	1	5	3	6	11	3	15	5	9	16	17	115
Secondary	11	1	3	2	1	12	8	4	13	2	6	19	8	90
Locomotive Issue - Metra/PSA	42	-	-	-	7	94	53	24	115	21	41	48	29	474
Primary	18	-	-	-	5	32	31	10	35	11	12	17	18	189
Secondary	24	-	-	-	2	62	22	14	80	10	29	31	11	285
Mechanical Failure - Foreign	-	1	3	2	-	12	-	1	-	1	-	-	-	20
<b>Passenger Train Interference - Total</b>	<b>13</b>	<b>7</b>	<b>1</b>	-	<b>5</b>	<b>148</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>18</b>	<b>3</b>	<b>26</b>	<b>9</b>	<b>314</b>
Passenger Train Interference - Metra/PSA	-	4	-	-	-	98	45	11	14	4	3	23	9	211
Passenger Train Interference - Foreign	13	3	1	-	5	50	11	3	-	14	-	3	-	103
<b>Accident - Total</b>	<b>80</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>67</b>	<b>49</b>	<b>20</b>	<b>123</b>	<b>14</b>	<b>46</b>	<b>67</b>	<b>72</b>	<b>558</b>
Accident - Metra/PSA	56	-	-	3	-	12	14	4	120	-	46	65	29	349
Accident - Foreign	24	4	2	7	4	55	35	16	3	14	-	2	43	209
<b>Track Work - Total</b>	<b>29</b>	<b>154</b>	<b>19</b>	<b>50</b>	<b>14</b>	<b>65</b>	<b>19</b>	<b>32</b>	<b>76</b>	<b>39</b>	<b>73</b>	<b>183</b>	<b>52</b>	<b>805</b>
Track Work - Metra/PSA	29	154	19	50	-	65	19	8	69	9	73	181	52	728
Track Work - Foreign	-	-	-	-	14	-	-	24	7	30	-	2	-	77
<b>Human Error - Total</b>	<b>85</b>	<b>24</b>	<b>8</b>	<b>18</b>	<b>10</b>	<b>122</b>	<b>48</b>	<b>33</b>	<b>46</b>	<b>42</b>	<b>35</b>	<b>141</b>	<b>54</b>	<b>666</b>
Human Error - Metra/PSA	66	23	7	18	3	43	26	13	45	9	22	76	37	388
Human Error - Foreign	19	1	1	-	7	79	22	20	1	33	13	65	17	278
<b>PTC Related - Total</b>	<b>26</b>	<b>18</b>	<b>5</b>	<b>25</b>	<b>12</b>	<b>50</b>	<b>25</b>	<b>26</b>	<b>44</b>	<b>63</b>	<b>52</b>	<b>78</b>	<b>71</b>	<b>495</b>
PTC Related - Metra/PSA	22	16	4	25	5	42	22	14	43	15	50	77	70	405
PTC Related - Foreign	4	2	1	-	7	8	3	12	1	48	2	1	1	90
<b>Weather - Total</b>	<b>147</b>	<b>29</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>45</b>	<b>62</b>	<b>21</b>	<b>40</b>	<b>10</b>	<b>98</b>	<b>101</b>	<b>108</b>	<b>687</b>
Weather - Metra/PSA	144	29	15	7	4	45	62	21	40	10	98	101	107	683
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	1	4
<b>Passenger Related - Total</b>	<b>26</b>	<b>193</b>	<b>13</b>	<b>46</b>	-	<b>45</b>	<b>72</b>	<b>7</b>	<b>149</b>	<b>13</b>	<b>108</b>	<b>64</b>	<b>115</b>	<b>851</b>
<b>Obstruction/Debris - Total</b>	<b>67</b>	<b>41</b>	<b>18</b>	<b>54</b>	<b>10</b>	<b>94</b>	<b>69</b>	<b>31</b>	<b>80</b>	<b>51</b>	<b>48</b>	<b>194</b>	<b>131</b>	<b>888</b>
<b>Catenary Failure - Total</b>	-	<b>36</b>	<b>12</b>	<b>15</b>	-	-	-	-	-	-	-	-	-	<b>63</b>
<b>Other - Total</b>	<b>4</b>	<b>12</b>	<b>1</b>	<b>7</b>	-	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>16</b>	-	-	<b>58</b>
<b>Total Trains Delayed</b>	<b>741</b>	<b>595</b>	<b>126</b>	<b>314</b>	<b>111</b>	<b>996</b>	<b>618</b>	<b>285</b>	<b>816</b>	<b>441</b>	<b>562</b>	<b>1,051</b>	<b>924</b>	<b>7,580</b>
Total Metra/PSA Delays	522	584	118	305	33	724	489	169	783	164	531	912	664	5,998
Total Foreign Carrier Delays	219	11	8	9	78	272	129	116	33	277	31	139	260	1,582

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

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

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



**Table 6.b: Train Delays by Cause and Line - YTD**  
**January - September 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>95</b>	-	-	-	<b>53</b>	<b>77</b>	<b>97</b>	<b>33</b>	<b>32</b>	<b>80</b>	<b>11</b>	<b>55</b>	<b>229</b>	<b>763</b>
Freight Interference - Peak	30	-	-	-	41	19	30	15	6	34	5	31	75	286
Primary	18	-	-	-	35	13	23	12	4	25	4	17	46	198
Secondary	12	-	-	-	6	6	7	3	2	8	1	14	28	88
Freight Interference - Off-Peak	65	-	-	-	12	59	67	18	25	46	6	25	154	477
Primary	53	-	-	-	11	38	53	16	20	32	3	19	114	358
Secondary	11	-	-	-	1	21	14	3	5	14	3	6	41	119
<b>Signal/Switch Failure - Total</b>	<b>111</b>	<b>52</b>	<b>26</b>	<b>34</b>	<b>26</b>	<b>146</b>	<b>88</b>	<b>43</b>	<b>136</b>	<b>62</b>	<b>26</b>	<b>58</b>	<b>59</b>	<b>867</b>
Signal/Switch Failure - Metra/PSA	67	52	26	34	3	121	79	22	133	23	26	39	48	674
Primary	49	41	20	24	3	81	64	18	105	16	16	26	32	494
Secondary	18	12	6	11	0	40	15	4	28	7	10	13	16	179
Signal/Switch Failure - Foreign	44	-	-	-	22	24	10	21	3	40	0	18	11	193
Primary	35	-	-	-	20	14	6	18	3	27	-	13	8	143
Secondary	9	-	-	-	2	11	3	3	1	13	0	5	3	50
<b>Mechanical Failure - Total</b>	<b>116</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>106</b>	<b>66</b>	<b>23</b>	<b>99</b>	<b>20</b>	<b>67</b>	<b>72</b>	<b>83</b>	<b>669</b>
Mechanical Failure - Metra/PSA	114	5	4	3	3	99	65	22	99	20	67	72	83	655
Non-Locomotive Equipment Issue - Metra/PSA	43	5	4	3	1	15	9	4	14	9	24	26	31	187
Primary	19	3	2	2	1	7	6	2	8	5	15	15	16	102
Secondary	24	2	2	1	0	7	3	1	6	4	9	11	15	86
Locomotive Issue - Metra/PSA	71	-	-	-	2	84	56	19	85	10	43	45	52	467
Primary	22	-	-	-	1	27	22	7	33	5	16	16	20	169
Secondary	49	-	-	-	1	57	34	12	52	5	27	29	32	298
Mechanical Failure - Foreign	2	3	1	1	0	7	1	1	-	-	-	-	-	14
<b>Passenger Train Interference - Total</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>25</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>19</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>92</b>
Passenger Train Interference - Metra/PSA	2	1	0	2	0	19	1	7	2	0	1	3	2	41
Passenger Train Interference - Foreign	14	1	0	1	8	6	1	0	1	19	-	0	0	51
<b>Accident - Total</b>	<b>63</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>29</b>	<b>22</b>	<b>5</b>	<b>41</b>	<b>9</b>	<b>41</b>	<b>55</b>	<b>52</b>	<b>355</b>
Accident - Metra/PSA	55	13	2	4	1	21	18	4	33	5	41	51	31	279
Accident - Foreign	8	13	2	-	2	8	4	1	8	4	0	4	21	75
<b>Track Work - Total</b>	<b>67</b>	<b>42</b>	<b>4</b>	<b>19</b>	<b>13</b>	<b>62</b>	<b>41</b>	<b>7</b>	<b>86</b>	<b>15</b>	<b>58</b>	<b>40</b>	<b>40</b>	<b>492</b>
Track Work - Metra/PSA	65	41	4	19	9	60	39	6	86	6	58	38	40	471
Track Work - Foreign	1	0	-	-	4	2	2	1	0	9	-	1	-	21
<b>Human Error - Total</b>	<b>114</b>	<b>19</b>	<b>8</b>	<b>12</b>	<b>15</b>	<b>80</b>	<b>43</b>	<b>23</b>	<b>70</b>	<b>22</b>	<b>57</b>	<b>64</b>	<b>52</b>	<b>579</b>
Human Error - Metra/PSA	68	19	8	12	5	38	30	11	68	10	47	40	38	393
Human Error - Foreign	46	1	-	0	10	42	13	12	1	12	10	24	14	186
<b>PTC Related - Total</b>	<b>31</b>	<b>18</b>	<b>5</b>	<b>13</b>	<b>11</b>	<b>35</b>	<b>22</b>	<b>14</b>	<b>53</b>	<b>19</b>	<b>48</b>	<b>33</b>	<b>62</b>	<b>366</b>
PTC Related - Metra/PSA	30	18	5	12	4	32	21	9	52	8	48	32	59	329
PTC Related - Foreign	2	1	-	1	7	2	1	5	1	11	0	1	3	36
<b>Weather - Total</b>	<b>89</b>	<b>64</b>	<b>23</b>	<b>32</b>	<b>5</b>	<b>78</b>	<b>59</b>	<b>14</b>	<b>110</b>	<b>11</b>	<b>63</b>	<b>87</b>	<b>54</b>	<b>690</b>
Weather - Metra/PSA	87	64	23	32	4	77	58	14	109	10	61	86	52	678
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	2	1	1	12
<b>Passenger Related - Total</b>	<b>55</b>	<b>56</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>55</b>	<b>60</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>81</b>	<b>79</b>	<b>112</b>	<b>619</b>
<b>Obstruction/Debris - Total</b>	<b>49</b>	<b>31</b>	<b>13</b>	<b>34</b>	<b>3</b>	<b>33</b>	<b>31</b>	<b>13</b>	<b>77</b>	<b>17</b>	<b>41</b>	<b>75</b>	<b>69</b>	<b>487</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>17</b>	<b>4</b>	<b>13</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35</b>
<b>Other - Total</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>36</b>
<b>Total Trains Delayed</b>	<b>810</b>	<b>337</b>	<b>105</b>	<b>180</b>	<b>142</b>	<b>729</b>	<b>536</b>	<b>191</b>	<b>802</b>	<b>280</b>	<b>497</b>	<b>627</b>	<b>814</b>	<b>6,049</b>
Total Metra/PSA Delays	596	319	102	177	34	559	406	116	754	105	473	522	534	4,697
Total Foreign Carrier Delays	214	19	3	3	107	170	130	75	48	176	24	105	280	1,352

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

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

**Table 6.c: Train Delays by Cause and Line - YTD**  
**January - September 2023 Compared to Average January - September 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>31</b>	-	-	-	<b>(24)</b>	<b>(42)</b>	<b>(57)</b>	<b>(14)</b>	<b>(11)</b>	<b>(23)</b>	<b>5</b>	<b>6</b>	<b>(36)</b>	<b>(166)</b>
Freight Interference - Peak	2	-	-	-	(12)	(8)	(15)	(8)	(3)	(15)	2	5	(36)	(88)
Primary	4	-	-	-	(7)	(7)	(12)	(5)	(2)	(7)	3	4	(20)	(50)
Secondary	(2)	-	-	-	(5)	(1)	(3)	(3)	(1)	(7)	(1)	1	(15)	(38)
Freight Interference - Off-Peak	29	-	-	-	(12)	(35)	(42)	(6)	(7)	(8)	3	0	(0)	(78)
Primary	24	-	-	-	(11)	(19)	(30)	(6)	(6)	(2)	(1)	5	13	(32)
Secondary	6	-	-	-	(1)	(16)	(12)	(1)	(1)	(6)	4	(5)	(14)	(46)
<b>Signal/Switch Failure - Total</b>	<b>(39)</b>	<b>12</b>	<b>(1)</b>	<b>39</b>	<b>(14)</b>	<b>47</b>	<b>16</b>	<b>6</b>	<b>(58)</b>	<b>38</b>	<b>(15)</b>	<b>(5)</b>	<b>6</b>	<b>32</b>
Signal/Switch Failure - Metra/PSA	(23)	12	(1)	39	(3)	39	7	6	(55)	(3)	(15)	9	12	23
Primary	(14)	(3)	0	28	(3)	27	(7)	5	(37)	2	(5)	7	13	14
Secondary	(9)	14	(1)	10	(0)	12	14	1	(18)	(5)	(10)	2	(1)	10
Signal/Switch Failure - Foreign	(16)	-	-	-	(10)	9	8	(0)	(3)	40	(0)	(13)	(6)	9
Primary	(9)	-	-	-	(9)	16	11	1	(3)	37	-	(9)	(3)	33
Secondary	(7)	-	-	-	(1)	(8)	(2)	(1)	(1)	3	(0)	(4)	(3)	(24)
<b>Mechanical Failure - Total</b>	<b>(50)</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>44</b>	<b>9</b>	<b>(11)</b>	<b>11</b>	<b>(29)</b>	<b>30</b>
Mechanical Failure - Metra/PSA	(48)	7	0	4	8	13	7	9	44	8	(11)	11	(29)	24
Non-Locomotive Equipment Issue - Metra/PSA	(19)	7	0	4	3	3	10	3	14	(2)	(9)	9	(6)	18
Primary	(6)	8	(1)	3	2	(1)	5	1	7	(0)	(6)	1	1	13
Secondary	(13)	(1)	1	1	1	5	5	3	7	(2)	(3)	8	(7)	4
Locomotive Issue - Metra/PSA	(29)	-	-	-	5	10	(3)	5	30	11	(2)	3	(23)	7
Primary	(4)	-	-	-	4	5	9	3	2	6	(4)	1	(2)	20
Secondary	(25)	-	-	-	1	5	(12)	2	28	5	2	2	(21)	(13)
Mechanical Failure - Foreign	(2)	(2)	2	1	(0)	5	(1)	0	-	1	-	-	-	6
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>5</b>	<b>1</b>	<b>(3)</b>	<b>(3)</b>	<b>123</b>	<b>54</b>	<b>6</b>	<b>11</b>	<b>(1)</b>	<b>2</b>	<b>22</b>	<b>7</b>	<b>222</b>
Passenger Train Interference - Metra/PSA	(2)	3	(0)	(2)	(0)	79	44	4	12	4	2	20	7	170
Passenger Train Interference - Foreign	(1)	2	1	(1)	(3)	44	10	3	(1)	(5)	-	3	(0)	52
<b>Accident - Total</b>	<b>17</b>	<b>(23)</b>	<b>(2)</b>	<b>6</b>	<b>1</b>	<b>38</b>	<b>27</b>	<b>15</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>12</b>	<b>20</b>	<b>203</b>
Accident - Metra/PSA	1	(13)	(2)	(1)	(1)	(9)	(4)	(0)	87	(5)	5	14	(2)	70
Accident - Foreign	16	(9)	-	7	2	47	31	15	(5)	10	(0)	(2)	22	134
<b>Track Work - Total</b>	<b>(38)</b>	<b>112</b>	<b>15</b>	<b>31</b>	<b>1</b>	<b>3</b>	<b>(22)</b>	<b>25</b>	<b>(10)</b>	<b>24</b>	<b>15</b>	<b>143</b>	<b>12</b>	<b>313</b>
Track Work - Metra/PSA	(36)	113	15	31	(9)	5	(20)	2	(17)	3	15	143	12	257
Track Work - Foreign	(1)	(0)	-	-	10	(2)	(2)	23	7	21	-	1	-	56
<b>Human Error - Total</b>	<b>(29)</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>(5)</b>	<b>42</b>	<b>5</b>	<b>10</b>	<b>(24)</b>	<b>20</b>	<b>(22)</b>	<b>77</b>	<b>2</b>	<b>87</b>
Human Error - Metra/PSA	(2)	4	(1)	6	(2)	5	(4)	2	(23)	(1)	(25)	36	(1)	(5)
Human Error - Foreign	(27)	0	1	(0)	(3)	37	9	8	(0)	21	3	41	3	92
<b>PTC Related - Total</b>	<b>(5)</b>	<b>(0)</b>	<b>(0)</b>	<b>12</b>	<b>1</b>	<b>15</b>	<b>3</b>	<b>12</b>	<b>(9)</b>	<b>44</b>	<b>4</b>	<b>45</b>	<b>9</b>	<b>129</b>
PTC Related - Metra/PSA	(8)	(2)	(1)	13	1	10	1	5	(9)	7	2	45	11	76
PTC Related - Foreign	2	1	1	(1)	(0)	6	2	7	(0)	37	2	(0)	(2)	54
<b>Weather - Total</b>	<b>58</b>	<b>(35)</b>	<b>(8)</b>	<b>(25)</b>	<b>(1)</b>	<b>(33)</b>	<b>3</b>	<b>7</b>	<b>(70)</b>	<b>(1)</b>	<b>35</b>	<b>14</b>	<b>54</b>	<b>(3)</b>
Weather - Metra/PSA	57	(35)	(8)	(25)	(0)	(32)	4	7	(69)	0	37	15	55	5
Weather - Foreign	0	-	-	-	(1)	(1)	(1)	-	(1)	(2)	(2)	(1)	(0)	(8)
<b>Passenger Related - Total</b>	<b>(29)</b>	<b>137</b>	<b>2</b>	<b>37</b>	<b>(1)</b>	<b>(10)</b>	<b>12</b>	<b>1</b>	<b>60</b>	<b>9</b>	<b>27</b>	<b>(15)</b>	<b>3</b>	<b>232</b>
<b>Obstruction/Debris - Total</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>20</b>	<b>7</b>	<b>61</b>	<b>38</b>	<b>18</b>	<b>3</b>	<b>34</b>	<b>7</b>	<b>119</b>	<b>62</b>	<b>401</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28</b>
<b>Other - Total</b>	<b>(1)</b>	<b>11</b>	<b>(1)</b>	<b>5</b>	<b>(1)</b>	<b>5</b>	<b>(3)</b>	<b>-</b>	<b>(4)</b>	<b>3</b>	<b>14</b>	<b>(6)</b>	<b>(1)</b>	<b>22</b>
<b>Total Trains Delayed</b>	<b>(69)</b>	<b>258</b>	<b>21</b>	<b>134</b>	<b>(31)</b>	<b>267</b>	<b>82</b>	<b>94</b>	<b>14</b>	<b>161</b>	<b>65</b>	<b>424</b>	<b>110</b>	<b>1,531</b>
Total Metra/PSA Delays	-74	265	16	128	-1	165	83	53	29	59	58	390	130	1,301
Total Foreign Carrier Delays	5	-8	5	6	-29	102	-1	41	-15	101	7	34	-20	230

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

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

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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 - Sep	
<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>682</b>	<b>12.1%</b>
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	271	4.8%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	222	3.9%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	49	0.9%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	411	7.3%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	331	5.9%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	80	1.4%
<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>848</b>	<b>15.0%</b>
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	732	13.0%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	570	10.1%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	162	2.9%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	116	2.1%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	86	1.5%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	30	0.5%
<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>552</b>	<b>9.8%</b>
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	541	9.6%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	144	2.6%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	101	1.8%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	43	0.8%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	397	7.0%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	186	3.3%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	211	3.7%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	11	0.2%
<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>60</b>	<b>1.1%</b>
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	40	0.7%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	20	0.4%
<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>496</b>	<b>8.8%</b>
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	428	7.6%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	68	1.2%
<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>521</b>	<b>9.2%</b>
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	481	8.5%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	40	0.7%
<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>449</b>	<b>8.0%</b>
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	287	5.1%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	162	2.9%
<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>450</b>	<b>8.0%</b>
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	391	6.9%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	59	1.0%
<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>478</b>	<b>8.5%</b>
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	476	8.4%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	2	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>465</b>	<b>8.2%</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>499</b>	<b>8.8%</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>65</b>	<b>1.2%</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>76</b>	<b>1.3%</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>5,641</b>	<b>100.0%</b>
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	4,481	79.4%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	1,160	20.6%

Data for current month is final (10/28/2022) 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 8: Train Delays by Duration  
September 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	4	2	5	1	7	21	23	7	23	8	4	16	16	137
11-15	3	0	1	0	0	7	9	3	5	2	2	6	6	44
16-20	0	0	0	0	0	3	5	2	2	0	2	1	4	19
21+	1	0	1	0	4	4	6	4	5	3	2	2	0	32
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>20</u>
Sub-Total	10	2	7	1	18	36	46	17	37	16	10	26	26	252
<b>Weekday Off-Peak **</b>														
6-10	11	11	0	5	0	19	25	6	19	15	3	4	25	143
11-15	5	6	2	0	0	8	5	6	5	4	2	7	6	56
16-20	4	5	0	1	0	4	3	0	2	5	1	0	3	28
21+	2	1	1	1	0	7	1	1	7	2	1	1	17	42
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>7</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>23</u>
Sub-Total	27	23	3	8	0	41	35	14	35	33	9	13	51	292
<b>Saturday</b>														
6-10	1	10	0	0	1	3	3	0	6	0	3	0	2	29
11-15	1	1	0	0	0	0	2	0	2	0	2	0	4	12
16-20	0	1	0	0	0	0	0	0	0	0	0	1	3	5
21+	0	0	0	2	2	0	1	0	0	0	0	4	6	15
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	2	12	0	2	3	3	6	0	8	0	5	5	15	61
<b>Sunday-Holiday</b>														
6-10	2	2	0	1	0	1	9	0	3	0	4	0	2	24
11-15	0	0	0	0	0	0	0	0	0	0	2	0	1	3
16-20	0	0	0	0	0	0	0	0	0	0	3	1	2	6
21+	0	0	0	0	0	0	3	0	0	0	0	2	2	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
Sub-Total	2	2	0	1	0	1	12	0	3	0	9	3	8	41
<b>September 2023 Total</b>														
6-10	18	25	5	7	8	44	60	13	51	23	14	20	45	333
11-15	9	7	3	0	0	15	16	9	12	6	8	13	17	115
16-20	4	6	0	1	0	7	8	2	4	5	6	3	12	58
21+	3	1	2	3	6	11	11	5	12	5	3	9	25	96
Annulled	<u>7</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>7</u>	<u>4</u>	<u>4</u>	<u>2</u>	<u>4</u>	<u>10</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>44</u>
TOTAL	41	39	10	12	21	81	99	31	83	49	33	47	100	646
<b>2023 Year-to-Date</b>														
6-10	255	346	73	161	48	505	324	133	403	201	192	279	323	3,243
11-15	143	101	16	53	19	218	116	49	128	87	111	188	162	1,391
16-20	73	55	9	16	13	97	48	25	63	37	59	119	98	712
21+	177	76	27	58	22	148	104	64	142	87	149	401	281	1,736
Annulled	<u>93</u>	<u>17</u>	<u>1</u>	<u>26</u>	<u>9</u>	<u>28</u>	<u>26</u>	<u>14</u>	<u>80</u>	<u>29</u>	<u>51</u>	<u>64</u>	<u>60</u>	<u>498</u>
TOTAL	741	595	126	314	111	996	618	285	816	441	562	1,051	924	7,580
<b>Share of Delays by Duration</b>														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>September 2023 Total</b>														
6-10	43.9%	64.1%	50.0%	58.3%	38.1%	54.3%	60.6%	41.9%	61.4%	46.9%	42.4%	42.6%	45.0%	51.5%
11-15	22.0%	17.9%	30.0%	0.0%	0.0%	18.5%	16.2%	29.0%	14.5%	12.2%	24.2%	27.7%	17.0%	17.8%
16-20	9.8%	15.4%	0.0%	8.3%	0.0%	8.6%	8.1%	6.5%	4.8%	10.2%	18.2%	6.4%	12.0%	9.0%
21+	7.3%	2.6%	20.0%	25.0%	28.6%	13.6%	11.1%	16.1%	14.5%	10.2%	9.1%	19.1%	25.0%	14.9%
Annulled	<u>17.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>33.3%</u>	<u>4.9%</u>	<u>4.0%</u>	<u>6.5%</u>	<u>4.8%</u>	<u>20.4%</u>	<u>6.1%</u>	<u>4.3%</u>	<u>1.0%</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%
<b>2023 Year-to-Date Delays By Duration</b>														
6-10	34.4%	58.2%	57.9%	51.3%	43.2%	50.7%	52.4%	46.7%	49.4%	45.6%	34.2%	26.5%	35.0%	42.8%
11-15	19.3%	17.0%	12.7%	16.9%	17.1%	21.9%	18.8%	17.2%	15.7%	19.7%	19.8%	17.9%	17.5%	18.4%
16-20	9.9%	9.2%	7.1%	5.1%	11.7%	9.7%	7.8%	8.8%	7.7%	8.4%	10.5%	11.3%	10.6%	9.4%
21+	23.9%	12.8%	21.4%	18.5%	19.8%	14.9%	16.8%	22.5%	17.4%	19.7%	26.5%	38.2%	30.4%	22.9%
Annulled	<u>12.6%</u>	<u>2.9%</u>	<u>0.8%</u>	<u>8.3%</u>	<u>8.1%</u>	<u>2.8%</u>	<u>4.2%</u>	<u>4.9%</u>	<u>9.8%</u>	<u>6.6%</u>	<u>9.1%</u>	<u>6.1%</u>	<u>6.5%</u>	<u>6.6%</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 (10/30/2023) version from TOPS.