

On-Time Performance

July 2023



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This report presents an analysis of July 2023 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains.

Under these pilot and alternate schedules Metra operated 658 regularly scheduled revenue trains each weekday in July, which is 95 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in July, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in July, 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 10 percent fewer total revenue trains in July 2023 than in July 2019, 58 percent more total revenue trains than in July 2020, 18 percent more total revenue trains than in July 2021, and 10 percent more total revenue trains than in July 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
July 2023**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	880	40	95.5%	940	58	93.8%	1,820	98	94.6%	145	3	97.9%	125	10	92.0%	2,090	111	94.7%
ME-ML	500	10	98.0%	840	47	94.4%	1,340	57	95.7%	210	33	84.3%	144	11	92.4%	1,694	101	94.0%
ME-BI	133	5	96.2%	227	14	93.8%	360	19	94.7%	40	0	100.0%		--		400	19	95.3%
ME-SC	220	6	97.3%	620	8	98.7%	840	14	98.3%	160	9	94.4%	120	4	96.7%	1,120	27	97.6%
Subtotal	853	21	97.5%	1,687	69	95.9%	2,540	90	96.5%	410	42	89.8%	264	15	94.3%	3,214	147	95.4%
HC	120	11	90.8%		--		120	11	90.8%		--			--		120	11	90.8%
MD-N	420	56	86.7%	620	97	84.4%	1,040	153	85.3%	100	13	87.0%	108	6	94.4%	1,248	172	86.2%
MD-W	440	29	93.4%	600	59	90.2%	1,040	88	91.5%	120	2	98.3%	108	8	92.6%	1,268	98	92.3%
Subtotal	860	85	90.1%	1,220	156	87.2%	2,080	241	88.4%	220	15	93.2%	216	14	93.5%	2,516	270	89.3%
NCS	160	31	80.6%	120	30	75.0%	280	61	78.2%		--			--		280	61	78.2%
RI	620	21	96.6%	980	54	94.5%	1,600	75	95.3%	167	7	95.8%	170	15	91.2%	1,937	97	95.0%
SWS	240	30	87.5%	360	54	85.0%	600	84	86.0%		--			--		600	84	86.0%
UP-N	435	32	92.6%	965	56	94.2%	1,400	88	93.7%	136	8	94.1%	114	12	89.5%	1,650	108	93.5%
UP-NW	700	82	88.3%	836	89	89.4%	1,536	171	88.9%	170	11	93.5%	126	7	94.4%	1,832	189	89.7%
UP-W	520	32	93.8%	640	77	88.0%	1,160	109	90.6%	100	3	97.0%	108	7	93.5%	1,368	119	91.3%
Subtotal	1,655	146	91.2%	2,441	222	90.9%	4,096	368	91.0%	406	22	94.6%	348	26	92.5%	4,850	416	91.4%
System	5,388	385	92.9%	7,748	643	91.7%	13,136	1,028	92.2%	1,348	89	93.4%	1,123	80	92.9%	15,607	1,197	92.3%

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

Delays data for most recent month is final (08/15/2023) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	6,512	241	96.3%	6,956	300	95.7%	13,468	541	96.0%	900	31	96.6%	689	34	95.1%	15,057	606	96.0%
ME-ML	3,700	76	97.9%	6,216	276	95.6%	9,916	352	96.5%	1,260	109	91.3%	817	49	94.0%	11,993	510	95.7%
ME-BI	1,018	45	95.6%	1,646	52	96.8%	2,664	97	96.4%	240	9	96.3%		--		2,904	106	96.3%
ME-SC	<u>1,628</u>	<u>61</u>	96.3%	<u>4,588</u>	<u>122</u>	97.3%	<u>6,216</u>	<u>183</u>	97.1%	<u>960</u>	<u>65</u>	93.2%	<u>680</u>	<u>19</u>	97.2%	<u>7,856</u>	<u>267</u>	96.6%
Subtotal	6,346	182	97.1%	12,450	450	96.4%	18,796	632	96.6%	2,460	183	92.6%	1,497	68	95.5%	22,753	883	96.1%
HC	888	72	91.9%		--		888	72	91.9%		--			--		888	72	91.9%
MD-N	3,108	344	88.9%	4,588	378	91.8%	7,696	722	90.6%	610	32	94.8%	612	27	95.6%	8,918	781	91.2%
MD-W	<u>3,256</u>	<u>191</u>	94.1%	<u>4,440</u>	<u>204</u>	95.4%	<u>7,696</u>	<u>395</u>	94.9%	<u>727</u>	<u>17</u>	97.7%	<u>612</u>	<u>42</u>	93.1%	<u>9,035</u>	<u>454</u>	95.0%
Subtotal	6,364	535	91.6%	9,028	582	93.6%	15,392	1,117	92.7%	1,337	49	96.3%	1,224	69	94.4%	17,953	1,235	93.1%
NCS	1,184	115	90.3%	888	101	88.6%	2,072	216	89.6%		--			--		2,072	216	89.6%
RI	4,588	188	95.9%	7,252	296	95.9%	11,840	484	95.9%	1,000	40	96.0%	954	36	96.2%	13,794	560	95.9%
SWS	1,749	133	92.4%	2,529	183	92.8%	4,278	316	92.6%		--			--		4,278	316	92.6%
UP-N	3,252	158	95.1%	7,106	246	96.5%	10,358	404	96.1%	790	26	96.7%	623	29	95.3%	11,771	459	96.1%
UP-NW	4,860	443	90.9%	5,892	340	94.2%	10,752	783	92.7%	1,023	63	93.8%	714	58	91.9%	12,489	904	92.8%
UP-W	<u>3,848</u>	<u>230</u>	94.0%	<u>4,736</u>	<u>408</u>	91.4%	<u>8,584</u>	<u>638</u>	92.6%	<u>606</u>	<u>31</u>	94.9%	<u>614</u>	<u>29</u>	95.3%	<u>9,804</u>	<u>698</u>	92.9%
Subtotal	11,960	831	93.1%	17,734	994	94.4%	29,694	1,825	93.9%	2,419	120	95.0%	1,951	116	94.1%	34,064	2,061	93.9%
System	39,591	2,297	94.2%	56,837	2,906	94.9%	96,428	5,203	94.6%	8,116	423	94.8%	6,315	323	94.9%	110,859	5,949	94.6%

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

Delays data for most recent month is final (08/15/2023) 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-Jul	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	91.7%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	93.9%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.5%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2	96.6	98.1	99.0	97.5%	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	97.1%	97.1%
	2023	97.5	96.2	96.3	94.0	97.2	95.8	94.7						96.0%	96.0%
2018-2022 average		94.9	93.3	96.8	96.5	94.5	95.2	94.9	95.6	95.5	95.9	96.1	97.6	95.2%	95.6%
ME	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.5%	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	98.2%	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	97.8%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4						96.1%	96.1%
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	97.9%	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	88.1%	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	86.5%	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	90.4%	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	86.0%	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	87.0%	87.8%
	2023	96.8	90.8	93.5	91.7	90.2	89.4	90.8						91.9%	91.9%
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	87.6%	88.3%
MD-N	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.7%	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	91.3%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	95.8%	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	92.1%	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	92.4%	91.4%
	2023	92.0	93.0	94.8	93.1	86.2	93.4	86.2						91.2%	91.2%
2018-2022 average		91.7	90.3	95.8	94.3	93.2	92.0	92.1	93.5	94.2	92.5	91.1	93.4	92.8%	92.8%
MD-W	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.7%	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	95.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.3%	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	93.2%	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	93.2%	94.1%
	2023	96.0	94.6	95.4	96.8	92.7	97.0	92.3						95.0%	95.0%
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	94.7%	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	93.3%	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	93.9%	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	86.6%	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	93.5%	93.0%
	2023	92.2	93.2	94.1	88.2	88.3	91.9	78.2						89.6%	89.6%
2018-2022 average		91.6	87.1	95.5	95.1	91.9	93.6	93.4	93.2	93.9	94.2	91.7	93.0	92.6%	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-Jul	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	94.5%	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	95.2%	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	95.3%	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	96.4%	96.0%
	2023	95.4	96.0	96.8	96.6	96.3	95.4	95.0						95.9%	95.9%
	2018-2022 average	93.4	91.1	96.9	97.4	94.7	94.6	93.8	95.0	94.4	95.8	94.6	96.2	94.6%	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	91.9%	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	92.7%	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	91.9%	91.0%
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	93.2%	93.2%
	2023	92.1	95.0	95.4	94.2	93.8	91.4	86.0						92.6%	92.6%
	2018-2022 average	93.4	91.4	94.1	95.1	94.0	90.0	92.2	92.2	92.1	92.0	93.4	94.1	93.0%	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	97.0%	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	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.4%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	96.7%	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%	96.1%
	2018-2022 average	96.0	94.5	97.3	97.5	97.1	96.7	96.0	95.2	96.8	95.6	95.6	97.0	96.4%	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	94.7%	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	92.8%	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	96.9%	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	96.0%	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	95.0%	94.4%
	2023	94.4	95.4	95.9	90.5	95.0	89.2	89.7						92.8%	92.8%
	2018-2022 average	94.7	92.3	96.4	96.5	96.1	94.0	94.6	94.4	95.9	94.4	92.5	94.8	94.9%	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	91.9%	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	96.3%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6	93.3	88.5	90.1	91.2%	90.5%
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	91.9%	91.9%
	2023	93.0	93.2	95.2	92.0	91.9	93.4	91.3						92.9%	92.9%
	2018-2022 average	92.8	88.4	94.0	94.8	91.8	93.1	90.7	91.4	93.6	92.2	91.5	91.8	92.2%	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	94.8%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	93.9%	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	96.6%	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	95.5%	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						94.6%	94.6%
	2018-2022 average	94.8	92.5	96.7	96.8	95.3	95.3	94.8	95.2	95.8	95.4	94.6	95.8	95.2%	95.3%

Delays data for most recent month is final (08/15/2023) 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
July 2023**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1291 80% OT	Wed, Jul 05	18	KW	Multiple flash flood warnings
		Wed, Jul 12	23	T1	FREIGHT TRAIN BEING BROKEN INTO AND SUBSEQUENT POLICE ACTIVITY
		Fri, Jul 14	35	KW	HIGH WIND WARNING RESTRICTIONS
		Fri, Jul 28	22	KW	high wind warning
BNSF	1293 80% OT	Wed, Jul 05	0	FW1	Doors on train would not close/open on their own
		Fri, Jul 07	16	I	assisting ADA passenger that lost purse
		Fri, Jul 14	9	KW	HIGH WIND WARNING RESTRICTIONS
		Fri, Jul 28	29	KW	high wind warning
BNSF	1298 80% OT	Wed, Jul 05	34	KW	Flash flood warnings on Chicago Subdivision
		Wed, Jul 12	40	T	FREIGHT TRAIN BEING BROKEN INTO AND SUBSEQUENT POLICE ACTIVITY
		Fri, Jul 14	41	KW	HIGH WIND WARNING RESTRICTIONS
		Fri, Jul 28	20	KW	high wind warning
BNSF	1302 80% OT	Wed, Jul 05	16	KW1	Late flip from 1298/ Multiple flash flood warnings
		Wed, Jul 12	45	L	12:28 police summary entry, emergency application to avoid hitting trespasser, trespasser reported climbing on/under train. Police contacted.
		Fri, Jul 14	22	KW	HIGH WIND WARNING RESTRICTIONS
		Fri, Jul 28	31	KW	high wind warning
ME-BI	224 80% OT	Mon, Jul 03	7	G	4m SW failure at 11th Pl., 3m passenger handling
		Wed, Jul 12	6	GW1	7 DOWN OUT OF BLUE ISLAND DUE TO LATE TURN
		Thu, Jul 13	10	RD	Delayed 10 minutes at 69th Street waiting for ME332 to clear. Dispatcher pulled off assignment due to multiple mark offs had not worked 2nd shift on that section for an extended period of time.
		Mon, Jul 24	20	DM	WIRES DOWN TRACK 3 AND 4, MP 6.65/6.67 DUE TO CN CRANE (SEE 648 POLICE LOG ENTRY)
ME-ML	105 65% OT	Mon, Jul 03	7	CC	Speed restrictions -2" @ Van Buren- 1" @ 11th - 2" @ McCormick
		Wed, Jul 05	9	CC	2m Randolph Congestion. 4m Speed restrictions. 3m Matteson waiting on ME710 to clear main.
		Fri, Jul 07	6	I	3m Passenger Handling, -3m waiting at Richton for ME710 to clear Main.
		Mon, Jul 10	7	CC	Delayed 7 minutes enroute account speed restrictions. (CONGESTION WAITING FOR ME712 TO CLEAR THE SINGLE MAIN)
		Wed, Jul 12	6	A	WAITING FOR ME0710 AT RICHTON YARD; ME710 DEPARTED -5M WAITING ON DH7121
		Thu, Jul 13	7	A	Delayed 7 minutes at Richton waiting for DH7121 to clear.
ME-ML	111 60% OT	Mon, Jul 03	6	I	Volleyball show at McCormick Place
		Wed, Jul 05	7	I	Passenger handling volleyball tournament
		Thu, Jul 06	7	I	HEAVY PASSENGER LOADING AT MCCORMICK
		Fri, Jul 07	7	I	7m at UP for Passenger Handling VOLLEYBALL PASSENGERS
		Tue, Jul 11	10	ZG	WIU at MP 10.27 on MT2 on the UP sub is down. Unknown signals on PTC; Signal is an intermediate, trains will not need to accept an automatic PSS but will be held to restricted speed to the next signal.
		Wed, Jul 12	6	IW	2 MIN WAITING FOR SIGNAL 6 MIN PASSENGER HANDLING passengers waiting in stations during rain
ME-ML	116 65% OT	Mon, Jul 17	27	O	(METR/PSA SIG/SWX MALFCN-SIG DEPT) - SWITCH 41 KENSINGTON FAILED NORMAL. AND RED SIGNALS FROM MP 14.94 TO CP 19.89
		Wed, Jul 19	6	ZG	WIU issues between Richton and HW causing them to run restricted speed.
		Wed, Jul 05	13	VF	APS Fault light Richards Park waiting on approval to departs 8M FAULT LIGHT -inspected, no defect found
		Thu, Jul 06	17	CC	(SCHEDULED TRACK WORK) - 18M GROUNDLOADING ALL STOPS BETWEEN 107TH AND 75TH DUE TO SCHEDULED TRACK WORK
		Fri, Jul 07	12	CC	(SCHEDULED TRACK WORK) - GROUND LOADING, KENSINGTON TO 69TH
		Tue, Jul 11	10	ZG1	LATE FLIP FROM THE 111 THAT EXPERIENCED SIGNAL ISSUES ON TRK 2 SOUTH TO THE KENSINGTON.
MD-N	2108 80% OT	Fri, Jul 14	10	CC	GROUND LOADING FROM KENSINGTON TO 69TH INTERLOCKER
		Mon, Jul 17	20	O1	LATE TURN
		Wed, Jul 19	12	ZG	WIU issues between Richton and HW causing them to run restricted speed.
		Wed, Jul 12	12	A	(-12) -2" Fox Lake to Round Lake schedule; -2" Temporary speed restriction mp 28.8 35mph; -3" Stop signal Mayfair, U.P. cross-traffic; -2" Temporary speed restriction mp 8.3-7.8 25mph; -2" Stop signal A-2, U.P. cross-traffic; -5" Stop signal CUS Lake St. w
		Mon, Jul 17	8	RF	-8" Stop signal Mayfair, U.P. cross-traffic
		Tue, Jul 25	6	CC	(-6) -4" Temporary speed restrictions; -2" Stop signal Mayfair; -3" Stop signal A-2
MD-N	2118 70% OT	Thu, Jul 27	8	E1	(-8) -4" Temporary speed restrictions; -2" Stop signal A-2; -2" Stop signal CUS CP Canal
		Thu, Jul 06	9	A	(-9) Stop signal CUS CP Lake, waiting on 2116 to vacate track 15
		Mon, Jul 10	9	B1	(-9) -7" Stop signal CUS CP Lake, waiting on 2116 to clear station track 15, & 2209 (door light)
		Wed, Jul 12	6	ZA1	(-8) Following late 2116; Temporary speed restrictions
		Thu, Jul 13	7	E1	(-8) Made additional stops Deerfield & Northbrook to accommodate 2116's passengers (94/96 LOCO ON 2116); Slow/heavy passenger loading, expressed from Morton Grove to Western Ave HEP TLC WIRING (2116 NOT REPORTABLE)
		Fri, Jul 21	10	AM	-12" Stop signal Rondout, waiting on late Amtrak 330
Mon, Jul 31	6	CC	(-6) -2" Stop signal CN X-ing; -2" Temporary speed restriction Lake Forest; -2 Following train ahead (2116 -5M LATE AT GLENVIEW), operating on approach signals; -2" Temporary speed restriction Grayland; -2" Stop signal Western Ave., U.P. cross-traffic		

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-N	2131 75% OT	Wed, Jul 05	40	KD1	42 mins late. Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed.
		Tue, Jul 11	9	G	9 mins late, 3 mins Grayland speed restriction, 6 mins stop signal Mayfair, 2 mins Ada Glenview.
		Thu, Jul 13	9	A	9 mins late, 3 mins stop signal A-3, 3 mins Grayland speed restriction, 4 mins stop signal Mayfair, 2 mins Ada.
		Thu, Jul 20	15	GM	Due to signal issues at A-5 starting at 3:45 and two item 1's at Belvidere Rd and Deerfield pedestrian crossing the following North line trains were delayed. Impacting both outbound trains and their inbound turns: 15 mins late, 3 mins stop signal A-2, 5 m
		Thu, Jul 27	6	U	6 mins late, 3 enroute Cus-A-4 following trains ahead, 2 mins Grayland speed restriction, 6 mins 2 Ada's North Glen.
MD-N	2135 70% OT	Wed, Jul 05	35	KD1	36 mins late. Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed.
		Fri, Jul 07	13	RA	-13" 5 Min wait for Amtrak 339 3 min wait TRR 7.8-8.3 5 Min cross traffic Mayfair 660
		Mon, Jul 10	15	E	15 mins late, 6 mins late departure Cus loco 97 lost Hep, 18 mins Western Ave station loco lost Hep again crew and Wacy mechanical forces started second loco and engaged Hep from the 94, 3 mins Grayland speed restriction, 3 mins Ada Libertyville. CAT NETW
		Wed, Jul 12	17	E1	17 mins late, 17 mins Cus late (blocked by Nirc11/2113 A-2) equipment from Wacy, 3 mins Garyland speed restriction, 2 mins stop signal Mayfair.
		Thu, Jul 20	15	G1	Due to signal issues at A-5 starting at 3:45 and two item 1's at Belvidere Rd and Deerfield pedestrian crossing the following North line trains were delayed. Impacting both outbound trains and their inbound turns: 4 mins enroute A-4 to A-5 following train
		Mon, Jul 31	7	C	7 mins late, 3 mins Cus open PCS, 5 mins 10mph 6.7 MT 1 EMERGENCY MAINTENANCE ON FROG, 4 mins Grayland speed restriction, 5 mins stop signal Mayfair.
		MD-N	2139	Wed, Jul 05	31
MD-N	2139 65% OT	Fri, Jul 07	9	RA1	-9" 10 min following 2135 CUS to FL
		Mon, Jul 10	14	E1	15 mins late, 8 mins enroute A-2-A-5 sashaying around a disabled 2135, 10 mins A-5 holding for a reenergized 2135.
		Wed, Jul 12	24	E1	Due to mechanical (locomotives) failures, rescue (Nirc 11/2113) equipment blocking A-2 and a switch (Cus) failure the following North line, West line, North Central Service and Heritage trains were delayed. 24 mins late, 8 mins late turn from 2142, speed
		Thu, Jul 20	33	E	Due to signal issues at A-5 starting at 3:45 and two item 1's at Belvidere Rd and Deerfield pedestrian crossing the following North line trains were delayed. Impacting both outbound trains and their inbound turns: 33 mins late, 35 mins enroute loco 421 st
		Wed, Jul 26	13	GW	13 mins late, 15 mins following Amtrak 339.
		Mon, Jul 31	7	C1	7 mins late, 3 mins stop signal A-3, 3 mins 10mph 6.7 MT 1 EMERGENCY MAINTENANCE ON FROG, 3 mins Grayland speed restriction, mins 6 mins stop signal Mayfair.
MD-N	2140 75% OT	Wed, Jul 05	22	KD1	(-32); -2 at Grand Ave- track inspector; -7 M.P. 30.2 to 28.5 Restricted Speed; -25 Stopped at A-6, train blocking A-2
		Tue, Jul 11	9	B1	19 mins late, 19 mins Grayslake waiting on a late 2119.
		Fri, Jul 14	6	CC1	(-6) 2140 arrived CUS at 16:38/4:38 16 mins late, 6 mins Grayslake waiting on 2119 to clear, 3 mins passenger loading, 4 mins Healy ADA car in the wrong (had to re-spot train) spot, 3 mins stuck ADA lift, 3 mins stop signal A-2.
		Tue, Jul 18	9	G	2140 arrived Cus at 16:41 4:41 19 mins late, 16 mins track circuit A-20, 3 mins Grayland speed restriction, 2 mins stop signal Canal St.
		Fri, Jul 21	8	DE	-8", 5 mins stop signal CN, 12 mins Morton Grove waiting on Amtrak 7 and 337 to sashaying around a disabled Cpkc freight (CP 641) that lost its air between Grayland and Mayfair, 3 mins Grayland speed restrictions, 2 mi
MD-N	2141 55% OT	Wed, Jul 05	31	KD1	23 mins late. Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed.
		Mon, Jul 10	14	E1	14 mins late, 16 enroute following 2139
		Wed, Jul 12	18	E1	Due to mechanical (locomotives) failures, rescue (Nirc 11/2113) equipment blocking A-2 and a switch (Cus) failure the following North line, West line, North Central Service and Heritage trains were delayed. 18 mins late, 5 mins waiting on 2139 to depart,
		Fri, Jul 14	13	E	(-13) 2141 with locos 103-422 arrived Lake Forest at 18:41/6:41 13 mins late, 8 mins locomotive issues enroute engine 422 died twice, 5 mins door issues 8202-8248. ENGINE OVERSPEED FAULTS -FPCRX RELAY
		Tue, Jul 18	10	G1	2141 arrived Lake Forest at 18:38 6:38 10 mins late, 10 mins following 2139 to Mayfair, 4 mins Ada.
		Thu, Jul 20	22	E1	following 2139 A-2 to Mayfair, 2 mins stop signal mayfair, 18 mins following 2139 Morton Grove to Lake Forest.
		Fri, Jul 21	8	GX	-8", 6 mins enroute following 2139 A-2 to Mayfair, 4 mins copying and complying with item 2 Central Ave.
		Wed, Jul 26	6	GW	7 mins late, 3 mins near miss Green St, 3 mins Grayland speed restriction, 5 mins enroute Cus to Mayfair following 2139.
		Mon, Jul 31	9	C	9 mins late, 5 mins 10 mph 6.7 MT 1 EMERGENCY MAINTENANCE ON FROG, 4 mins Grayland speed restriction, 4 mins following 2139.

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-N	2142 55% OT	Wed, Jul 05	24	KD1	Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed: 24 mins late, used crew and equipmen
		Thu, Jul 06	6	A	6 mins late, 4 mins stop signal Mayfair, 3 mins Grayland speed restriction, 2 mins approach (Ncs 116) signal A-5, 2 mins enroute following Ncs 116 to Cus.
		Tue, Jul 11	14	RF	14 mins late, 4 mins stop signal Grayslake, 5 mins stop signal Libertyville meeting 2121, speed restrictions Rondout to Deerfield, 4 mins stop signal Mayfair, 10 mins item 1 Rockland Rd, used crew and equipment for 2143.
		Wed, Jul 12	14	E1	Due to mechanical (locomotives) failures, rescue (Nirc 11/2113) equipment blocking A-2 and a switch (Cus) failure the following North line, West line, North Central Service and Heritage trains were delayed; 14 mins late, 4 ins stop signal Grayslake, 5 min
		Thu, Jul 13	7	A	7mins late, 4 mins stop signal Grayslake, 5 mins stop signal Libertyville meeting 2121, Grayland speed restriction, 3 mins stop signal A-3.
		Tue, Jul 18	10	G1	2142 arrived Cus at 17:22 5:22 10 mins late, 15 mins Libertyville siding meeting a late 2121, expressed 2142 from Lake Cook Rd Station-Western Ave passengers were accommodated by 2144, 3 mins stop signal Mayfair, 3 mins Grayland speed restriction.
		Thu, Jul 20	20	G1	Due to signal issues at A-5 starting at 3:45 and two item 1's at Belvidere Rd and Deerfield pedestrian crossing the following North line trains were delayed. Impacting both outbound trains and their inbound turns: 20 mins late, 4 mins Grayslake waiting on
		Tue, Jul 25	10	ZN1	10 mins late, 5 mins stop signal CN waiting on a late Ncs 116, 16 mins stop (track circuit) signal Lake Forest west restricted speed, expressed from Lake Cook Rd station to Western Ave, 5 mins following HC 919 to Cus.
		Wed, Jul 26	6	GW	6 mins late, 4 mins Grayslake waiting on 2121, 10 mins copying and complying with item 1 Conway Rd, expressed from Lake Cook Rd station to Western Ave.
		MD-N	2144 50% OT	Mon, Jul 03	6
Wed, Jul 05	30			KD1	Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed: 34 mins late. expressed from Deerfie
Tue, Jul 11	10			RF1	7 mins late, 10 mins Deerfield meeting a 2142 and following 2142.
Wed, Jul 12	9			E1	6 mins late, 12 mins following a 2142.
Thu, Jul 13	7			A1	6 mins late, 10 mins following a 2142.
Tue, Jul 18	16			G1	2144 arrived Cus at 17:44 5:44 16 mins late, 16 mins Deerfield holding for a late 2142.
Thu, Jul 20	13			GX1	Due to signal issues at A-5 starting at 3:45 and two item 1's at Belvidere Rd and Deerfield pedestrian crossing the following North line trains were delayed. Impacting both outbound trains and their inbound turns: 13 mins late, 4 mins waiting on a late 21
Tue, Jul 25	21			ZN1	21 mins late, 12 mins Deerfield meeting a late 2142, 10 mins following 2142 and making extra station stop for 2142's express, 3 mins Grayland speed restriction.
Wed, Jul 26	18			GW	18 mins late, 10 mins Deerfield meeting a late 2142, 10 mins following 2142 and making extra station stop for 2142's express, 3 mins Grayland speed restriction, signal issues Augusta to A-2.
Mon, Jul 31	7			U	7 mins late, 3 mins Ada, 2 mins stop signal Mayfair, 3 mins Grayland speed restriction.
MD-N	2146 45% OT	Wed, Jul 05	12	KD1	Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed. 11 mins late, meeting 2123 at Deerfi
		Mon, Jul 10	8	A	8 mins late, 2 mins stop signal CN, 7 mins meeting 2125 at Libertyville, 3 mins Grayland speed restriction.
		Tue, Jul 11	14	G1	14 mins late, 17 mins Fox Lake late turn from 2121, 3 Grayland speed restriction.
		Wed, Jul 12	7	E1	Due to mechanical (locomotives) failures, rescue (Nirc 11/2113) equipment blocking A-2 and a switch (Cus) failure the following North line, West line, North Central Service and Heritage trains were delayed: 8 mins late, 8 mins meeting 2125 at Libertyville
		Thu, Jul 13	6	A	6 mins late, 8 mins meeting 2125 at Libertyville, 3 Grayland speed restriction.
		Fri, Jul 14	14	I	(-14) 2146 arrived CUS at 18:25/6:25 14 minutes late, 9 mins meeting 2125 at Libertyville, 10 mins heavy passenger loading enroute, 3 mins Grayland speed restriction.
		Mon, Jul 17	11	A1	11 mins late, 10 mins meeting 2125 at Libertyville, 3 mins Grayland speed restriction.
		Tue, Jul 18	11	G1	2146 arrived Cus at 18:22 6:22 11 mins late, 22 mins Fox Lake late turn from 2121, 6 mins meeting 2125 at Libertyville, expressed 2146 from Morton Grove to Western Ave passengers were accommodated 2148, 3mins Grayland speed restriction.
		Thu, Jul 20	16	GX	Due to signal issues at A-5 starting at 3:45 and two item 1's at Belvidere Rd and Deerfield pedestrian crossing the following North line trains were delayed. Impacting both outbound trains and their inbound turns: 16 mins late, 10 mins Libertyville meetin
		Wed, Jul 26	22	GW	22 mins late, 10 mins Libertyville meeting 2125, 5 mins item 1 Conway Rd, 8 mins enroute dark signal Augusta restricted speed to A-2.
		Thu, Jul 27	17	KD1	17 mins late, 10 mins Libertyville meeting 2125 (THAT STRUCK OBJECT AND WAS INSPECTING), 5 mins copying and complying with item 2 Old Mill Rd. 3 mins Grayland speed restriction.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MD-N	2148	Wed, Jul 05	30	KD1	Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed: 29 mins late, late turn from 2127.	
		80% OT	Wed, Jul 12	0	E1	ANNULLED due to equipment swap turning 2111 as 2134 due to loco issue on 2113 (METX 423)
		Thu, Jul 20	8	G1	8 mins late, 6 mins late turn from 2127, 3 mins Deerfield Crossing.	
		Wed, Jul 26	10	GW	10 mins late, late turn from 2127, signal issues Augusta.	
MD-N	2150	Wed, Jul 05	30	KD1	Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed: 29 mins late, late turn from 2133.	
		80% OT	Tue, Jul 18	11	R	2150 arrived CUS at 19:19 7:19 11 mins late, 8 mins Rondout recapturing air, 3 mins Grayland speed restriction. ENGINEER DIDN'T FOLLOW PROCEDURE
		Thu, Jul 20	14	GM1	14 mins late, late turn from 2133, item 1 Deerfield, and Grayland speed restriction.	
		Wed, Jul 26	8	GW	7 mins late, 12 mins enroute A-4 restricted speed to A-2.	
MD-N	2152	Wed, Jul 05	39	KD1	Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed: 20 mins late, turn from 2141.	
		25% OT	Mon, Jul 10	9	E1	9 mins late, 10 mins Rondout late turn from 2141.
		Wed, Jul 12	20	E1	Due to mechanical (locomotives) failures, rescue (Nirc 11/2113) equipment blocking A-2 and a switch (Cus) failure the following North line, West line, North Central Service and Heritage trains were delayed. 19 mins late, late turn from 2141.	
		Thu, Jul 13	9	AM	9 mins late, 3 mins late turn from 2141, 7 mins Rondout waiting on Amtrak 340 to clear.	
		Fri, Jul 14	32	E1	(-32) 2152 arrived CUS at 20:16/8:16 32 mins late, 29 mins Lake Forest late turn from 2141, 4 mins enroute intermittent door issues.	
		Mon, Jul 17	6	A1	6 mins late' mins late, 4 mins Rondout late tune 2141, 2 mins Glenview loading Bicycle, 3 mins Grayland speed restriction 2 mins stop signal A-2	
		Tue, Jul 18	14	G1	2152 arrived Cus at 19:58 7:58 14 mins late' mins late, 12 mins Rondout late tune 2141, 3 mins Grayland speed restriction.	
		Thu, Jul 20	16	E1	16 mins late, late turn from 2141.	
		Fri, Jul 21	13	GX1	-13", 4 min stop (Amtrak) signal Rondout, 10 late turn from 2141.	
		Mon, Jul 24	8	A	8 mins late, 8 min Rondout late turn from 2141, 2 mins Grayland speed restriction, 3 mins stop signal A-2.	
		Tue, Jul 25	8	C	8 mins late, 8 min Rondout late turn from 2141, 3 mins 10 mph 29.9. 29.72 rough track, 3 mins Grayland speed restriction.	
		Wed, Jul 26	15	GW	16 mins late, 12 min Rondout late turn from 2141, 3 mins 3 mins Grayland speed restriction, 5 mins dark signal Augusta restricted speed.	
		Thu, Jul 27	8	GW1	8 mins late, 7 min Rondout tight flip from 2141, 3 mins Grayland speed restriction.	
		Fri, Jul 28	12	AM	12 mins late, 7 min Rondout late turn from 2141, 3 mins Rondout waiting on Amtrak 340 to clear, 2 mins Grayland speed restriction.	
Mon, Jul 31	10	C1	10 mins late, 10 min Rondout late turn from 2141, 2 mins Grayland speed restriction.			
MD-N	2154	Wed, Jul 05	18	KD1	18 mins late, late turn from 2145. Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed.	
		70% OT	Wed, Jul 12	74	GA1	14 mins late, 15 mins Grayslake late turn from 2145,
		Wed, Jul 26	14	K	14 mins late, 6 mins Libertyville meeting 2147, 8 mins Glenview inspecting equipment for possible strike near Chestnut Ave.	
		Thu, Jul 27	10	I	10 late, 4 mins Grayslake waiting for passengers on wrong platform, 2 mins Libertyville meeting 2147, 4 mins passenger loading enroute, 2 mins Grayland speed restriction.	
		Fri, Jul 28	15	N	15 mins late, 12 mins signal and Ptc issues leaving Libertyville, 4 mins stop signal A-5. comed issue	
		Mon, Jul 31	10	A1	10 mins late, 6 mins Libertyville meeting 2147 (WHO WAS 9M LATE), 3 mins passenger loading, 3 mins Grayland speed restriction.	
MD-N	2156	Wed, Jul 05	7	KD1	6 mins late, 9 mins meeting 21512 at Libertyville: Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains	
		70% OT	Thu, Jul 06	8	RF1	8 mins late, 6 mins Grayslake meeting 2151 waiting on lineup at CN diamond, 3 mins Grayland speed restriction
		Wed, Jul 12	21	D	20 mins late, 22 mins Cpkc freight 730-006 hanging out at A-20 TRAIN ON HOLD BY UNION PACIFIC [CONTROLLABLE FREIGHT]	
		Fri, Jul 14	18	KD	(-18) 2156 arrived CUS at 22:35/10:35 18 mins late, 7 mins Libertyville meeting 2151, 13 mins Forest Glen inspecting equipment after striking a fallen tree 2 MT MP 10.7.	
		Tue, Jul 25	7	C	7 mins late, 10 mins Libertyville meeting 2151.	
		Fri, Jul 28	10	N	10 mins late, 15 mins signal issues Libertyville to Rondout.comed issue	
MD-W	2217	Wed, Jul 12	7	ZT	PTC issues Morgan St.; Stop signal A-2, X/O 2MT	
		80% OT	Tue, Jul 25	10	U	(-10) -2" PTC disengaged while departed CUS; -2" Accommodating passengers, luggage; -3" ADA load/unload; -4" Slow loading engine #88
		Wed, Jul 26	8	GW	-12" Signal problems B-12, flagged by, restricted speed; PTC issues verifying switches	
		Fri, Jul 28	7	GX	8" -3" Departed CUS late due to CUS station congestion (late amtrak) then copying grand ave	

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
MD-W	2227	Mon, Jul 03	9	G	Due to a switch failure affecting 1-2 main tracks at B-12 the following West line and North Central Service trains were delayed up to 20 minutes. 8 mins late, 5 mins following Ncs 109 to B-12, 12 mins B-12.	
		80% OT	Wed, Jul 05	35	KD1	35 mins late. Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed.
		Fri, Jul 21	10	A	-10", 5 mins following Ncs 109, 6 mins B-12 waiting on Ncs 116, 4 mins Ada.	
		Tue, Jul 25	18	ZN1	18 mins late, 4 mins following Ncs 109 to A-3, 15 mins B-12 held for a late Ncs 116, 3 mins Ada. CN GLOBAL BOS ISSUE	
MD-W	2232	Thu, Jul 13	11	J	(-11)-12" Police activity @ Franklin Park, passenger removed by Metra P.D. for trespassing, smoking,	
		80% OT	Fri, Jul 14	18	E1	FLIP FROM 2209 FROM MECHANICAL ISSUES -10" Two Automatic Grade Crossing Malfunctions Item #1's @ Highland Ave, & Chicago St.; -5" Stop signal B-17, freight interference (246)
		Wed, Jul 26	25	G	(-25) -3" Signal problems, flagged by Franklin Park West, restricted speed; -4" Automatic Grade Crossing Malfunction Item #1 25th Ave.; -4" PTC issues verifying switch position East of B-12 CARD ISSUE AT B12, flagged by, restricted speed; -5" PTC issues v	
		Fri, Jul 28	7	U	(-7) ADA Franklin Park; Automatic Grade Crossing Malfunction Item #3 @ Grand Ave.; Accommodating passengers	
MD-W	2244	Wed, Jul 05	49	KD1	29 mins late, used crew and equipment for 2239/2252: Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor tra	
		70% OT	Wed, Jul 12	23	G1	23 mins late, 25 mins following trains A-5 to Cus and waiting on 2237 to make reverse move from 3 MT-2 MT at Morgan St, used crew and equipment for 2239,
		Fri, Jul 14	11	A1	(-11) 2244 arrived CUS at 17:51/5:51 11 mins late, 10 mins following 2402.	
		Wed, Jul 19	6	AM	6 mins late, 5 mins stop signal B-6, 6 mins enroute A-2 to Cus following Amtrak 8.	
		Wed, Jul 26	13	GW	13 mins late, 10 mins signal issues A-5 to A-2 and following late 2144, 2143 and Ncs 117 from Western Ave	
MD-W	2402	Mon, Jul 03	7	G1	Due to a switch failure affecting 1-2 main tracks at B-12 the following West line and North Central Service trains were delayed up to 20 minutes. 10 mins late, 13 mins late turn from 2405.	
		35% OT	Wed, Jul 05	45	KD1	45 mins late, late turn from 2405, used crew and equipment for 2243. Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Herita
		Mon, Jul 10	6	A	6 mins late, 7 mins B-6 holding for 2144 (2144 11m late going by western)	
		Wed, Jul 12	13	G1	13 mins late, following trains ahead A-2 to Cus. Used crew and equipment for 2247.	
		Thu, Jul 13	13	A	13 mins late, following trains ahead A-2 to Cus. Used crew and equipment for 2247.	
		Fri, Jul 14	16	A1	(-16) 2402 arrived CUS at 17:47/5:47 16 mins late, stop signal B-6 waiting on a late 2144 and NCS 115.	
		Mon, Jul 17	10	A1	9 mins late, stop signal B-6 waiting on a late 2144 and Ncs 116.	
		Fri, Jul 21	9	A	-9", 12 mins B-6 holding for 2144.	
		Mon, Jul 24	9	A	9 mins late, 12 mins B-6 holding for 2144. (2144 12 mins late at a5)	
		Wed, Jul 26	6	GW	6 mins late, 10 mins stop signal B-6.	
		Thu, Jul 27	6	A	6 mins late, 10 mins stop signal B-6. waiting for 2144	
		Fri, Jul 28	10	A	10 mins late, 10 mins stop signal B-6.	
		Mon, Jul 31	14	A	14 mins late, 10 mins stop signal B-6 holding for a late 2144 and 116.	
		NCS	105	Tue, Jul 11	8	CC
80% OT	Thu, Jul 13			20	CC1	20 mins late, 3 mins Ada, 12 mins stop (cross traffic) signal Deval LATE NW TRAIN, 3 mins Metra Grayslake crossing, 2 mins slow orders.
Fri, Jul 14	14			RF	(-14) 105 arrived Antioch at 17:19/5:19 14 mins late, 15 mins stop signal UP Deval cross traffic.	
Tue, Jul 18	10			RF	105 arrived Antioch at 15:15 3:15 10 mins late, 3 mins enroute slow orders, 10 mins UP Deval cross traffic	
NCS	108	Wed, Jul 05	8	A	(-8) -6" Stop signal Galewood; Following train 2216 ahead, operating on approach signals to A-5; X/O A-5 to 3MT (10mph)	
		60% OT	Fri, Jul 07	7	GX	(-7) -3" Slow loading Buffalo Grove (luggage); Stop signal B-12 to copy Mandatory Directive; -2" Automatic Grade Crossing Malfunction Item #2 Grand Ave. GATE STRIKE
		Wed, Jul 12	10	CD	(-10) -6" Automatic Grade Crossing Malfunction 529(A) DUE TO CN TRACK WORK@ mp 53.72 Lake Shore Dr.; -2" Temporary speed restriction mp 25.2-24.6; -2" Slow passenger loading	
		Wed, Jul 19	10	RF	(-10) -6" Stop signal Deval, W/B U.P. cross-traffic; -4" Temporary speed restrictions; -3" Stop signal A-2	
		Fri, Jul 21	10	E	-7" Departed Antioch late due to mechanical problems, lost H.E.P. engine #123/96; -3" Temporary speed restrictions - TLC WIRING LOCO 96	
		Tue, Jul 25	9	CD	(-9) -4" CN X-ing temporary speed restrictions; -3" Stop signal Deval, U.P. cross-traffic; -4" Stop signal A-2, U.P. cross-traffic	
		Wed, Jul 26	20	ZN	(-9) -8" Antioch depot PTC disengaged; -5" Stop signal Deval, U.P. cross-traffic; -4" Temporary speed restrictions; -2" Waiting to pass Eastbound Metra @ Mars; -3" Stop signal A-2, U.P. cross-traffic' -2" Stop signal CUS CP Washington	
NCS	112	Mon, Jul 03	29	KP	(-28) -34" Stopped East of Vernon Hills due to Police @ Prairie View	
		80% OT	Thu, Jul 13	9	CD	(-9) -4" Temporary speed restrictions; -4" Difficulties contacting Foreman Delgado; -4" Stop signal Deval, U.P. cross-traffic
		Wed, Jul 26	74	KW	(-74) PTC issues syncing to the CN; -56" Stop signal Deval, severe weather warning on U.P. UNION PACIFIC MISINTERPRETING WEATHER POLICY AND HOLDING TRAINS THAT DONT OPERATE ON UP TRACKAGE	
		Thu, Jul 27	18	CD	delayed by CN speed restrictions	

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
NCS	113 50% OT	Wed, Jul 05	51	KD1	No TTR-1 Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor trains were delayed.
		Wed, Jul 12	0	XZV	Due to the failure of locomotive 93 near Paulina St 113 was annulled at Western Ave station. Switch crew with Nirc 11 pulled equipment and passengers to Western where they boarded a late 117.
		Thu, Jul 13	18	RF	18 mins late, 2 mins restricted signal Elmwood Pk, 16 mins cross traffic UP Deval.
		Mon, Jul 17	25	RF	25 mins late, 4 mins A-5 cross traffic, 20 mins cross traffic UP Deval, 2 mins Metra Grayslake cross traffic.
		Tue, Jul 18	7	G1	113 arrived Antioch at 18:35 6:35 7 mins late, 5 mins A-5 cross traffic, 2 mins enroute 30 mph restriction 24.6-26.6.
		Thu, Jul 20	11	CD	11 mins late, 4 mins stop signal A-2, 6 mins enroute 3 speed restrictions, MP 24.6-25.2, 26.6-27.0, 53.50-53.90. 2 mins trespasser.
		Fri, Jul 21	18	RF	-18", 5 mins stop signal A-5, 4 mins item 12 Elm St, 10 mins stop (cross traffic) signal UP Deval
		Mon, Jul 24	7	GX	7 mins late, 5 mins stop (inbound train) signal A-5, 5 mins COPYING GRADE CROSSING, B-6 restricting, 2 mins complying with item 2 River Rd.
		Tue, Jul 25	7	ZN1	7 mins late, 4 mins stop (inbound train) signal A-5, 3 mins Rosemont Ptc disengaged.CN GLOBAL BOS ISSUE
		Wed, Jul 26	21	GW	21 mins late, 8 mins stop (inbound train) signal A-5, 14 mins stop signal UP Deval, 2 mins 2 30 mph speed restrictions.
NCS	114 70% OT	Mon, Jul 03	48	KP1	(-48) -40" Departed Antioch late due to late arrival of equipment/turn 101; ADA Lake Villa
		Thu, Jul 13	8	CD	(-8) -5" Departing Antioch yard late due to planned work, Foreman Poppy; -3" Stop signal Oakley, restricting
		Mon, Jul 17	13	GM1	(-13) -10" Departed Antioch late due to late arrival/turn of 101; -3" Temporary speed restrictions; -2" Stop signal A-2; Stop signal CUS CP Lake St. routed around 2215's light engine on 2MT
		Wed, Jul 19	8	CD	15 minute flip at Antioch, delayed coming in and departing getting through temporary speed restriction on CN
		Fri, Jul 21	9	ZT1	-9, Departed Antioch late due to late arrival/turn of 101; Temporary speed restrictions
		Wed, Jul 26	20	KW	(-20)-2" Temporary speed restrictions; -14" stop signal Deval; Operating on restricting signal from A-5 to A-2, dark signal mp 2.041 UNION PACIFIC MISINTERPRETING WEATHER POLICY AND HOLDING TRAINS THAT DONT OPERATE ON UP TRACKAGE
NCS	115 65% OT	Wed, Jul 05	9	KD1	9 mins late, used equipment from 113's Wacy equipment. Due to a disabled Union Pacific set of equipment blocking both CUS-D outbound, inbound passenger and yard equipment. The following North line, West line, North Central Service and Heritage Corridor tr
		Mon, Jul 10	13	E1	8 mins late, 10 mins following 2139 to A-5.
		Tue, Jul 11	11	CC	11 mins late, 2 mins Washington St. inbound trains, 2 mins following trains, 4 mins crossing over at A-5, 3 mins 10 mph MP 53.7
		Wed, Jul 12	69	KW1	1Hr 9 mins late, 5 mins Cus, 25 mins following trains ahead, 33 mins Deval Tornado warning, 6 mins stop signal Trafton.
		Fri, Jul 14	10	RF1	(-10) 115 arrived Antioch at 19:25/7:25 10 mins late, 6 mins CUS late turn from 116, 4 mins approach/diverging clear Galewood.
		Tue, Jul 25	14	ZN1	14 mins late, 10 mins Cus late turn from 116, 7 mins enroute A-2 to River Grove 3-1 MT, 3 mins stop signal UP Deval.CN GLOBAL BOS ISSUE
NCS	116 40% OT	Mon, Jul 03	14	G	Due to a switch failure affecting 1-2 main tracks at B-12 the following West line and North Central Service trains were delayed up to 20 minutes: 14 mins late, 11 mins B-12, 5 mins A-2 to Cus following 2143.
		Fri, Jul 07	9	A	-9" 3 Min X traffic at Grayslake 4 min Stop signal B-12 4 Min stop A2 4 Min Stop Canal st Traffic at CUS
		Tue, Jul 11	8	CC	8 mins late, 8 mins enroute speed restrictions and 529-A's MP 55.3 53.7.
		Wed, Jul 12	15	CD1	15 mins late, 10 mins passengers on wrong platform Antioch, 5 mins following equipment from Wacy.
		Thu, Jul 13	37	CD1	15 mins late, 10 min leaving Antioch yard unable to contact Foreman Poppy, 5 mins cross traffic Metra Grayslake crossing, 20 mins cross traffic Deval, used crew and equipment for 117.
		Fri, Jul 14	18	RF	(-18) 116 arrived CUS at 17:34/5:34 17 mins late, 6 min passenger loading, 8 mins approach-stop Deval, 2 mins ADA.
		Mon, Jul 17	9	RF	9 late, 8 mins approach stop Deval
		Mon, Jul 24	9	CD	9 mins late, 10 mins speed restrictions enroute.
		Tue, Jul 25	19	ZN	21 mins late, mins 10 mins Antioch Ptc (CN) issues, speed restrictions enroute. CN GLOBAL BOS ISSUE
		Wed, Jul 26	8	GW	8 mins late, 4 mins stopped short of track workers MP4.5, 6 mins dark signal Augusta restricted speed.
		Fri, Jul 28	7	CD	CN speed restrictions
		Mon, Jul 31	24	CD	24 mins late, 6 mins Metra Grayslake meeting 2117, 6 mins enroute speed restrictions, 9 mins UP Deval cross traffic, 7 mins B-6 following 2144, 3 mins following equipment A-2 to Cus.
RI	301 80% OT	Mon, Jul 03	11	U	5m ADA BI, 3m slow orders, 2m yard stop, 2m passenger handling
		Mon, Jul 17	7	U	Delayed 1 minute at 35th Street account passenger handling. Delayed 1 minutes at 47th Street account yard stop. Delayed 1 minute at Robbins account flag stop. Delayed 2 minutes at Blue Island and 80th Avenue account ADA passenger. Delayed 2 minutes at LaS
		Thu, Jul 27	9	U	1m each for stops at 35th, 47th Yard and Robbins. 2m 95th Gate Malfunction. 1m each for speed restrictions at 1139, 1140 and 1143. 2m ADA BI to 80th.
RI	511 80% OT	Mon, Jul 31	20	U	ADA BI, OAK FOREST, AND 80TH MISSED EMPLOYEE STOP, HAD TO MAKE REVERSE MOVE
		Mon, Jul 17	8	E1	(LOCOMOTIVE MALFUNCTION) - DEPARTED LSS 19M LATE ACCT ENGINE 409 LOSING HEP SO PROTECTOR ENGINE 209 WAS ADDED TO CONSIST
		Tue, Jul 25	6	A1	FLIP FROM 512
		Thu, Jul 27	15	I	(PASSENGER HANDLING, RUNNING TIME) - DUE TO PASSENGER LOADING
		Mon, Jul 31	17	GT1	LATE TURN FROM 512

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
RI	512 60% OT	Wed, Jul 05	6	GW	SIGNALS LOST POWER DUE TO RAIN/FLOODING
		Thu, Jul 06	9	G1	- WAITING ON RIO629
		Fri, Jul 07	7	I	HEAVY LOADING - WHITE SOX
		Mon, Jul 17	9	E	(LOCOMOTIVE MALFUNCTION) - 12M STOPPED FOR HEP ISSUES.
		Tue, Jul 25	7	A	HELD AT WESTERN FOR 629 TO GO INTO YARD FIRST (629 ARRIVED 3M EARLY)
		Thu, Jul 27	7	I	(PASSENGER HANDLING, RUNNING TIME) - HEAVY LOADING
		Fri, Jul 28	8	I	Passenger Loading Sox Game
		Mon, Jul 31	7	GT1	7MIN DELAY WAITING ON LATE TRAINS 627 AND 629 GETTING IN AND YARDING TRAINS AT BLUE ISLAND
RI	515 80% OT	Thu, Jul 06	11	G	Delayed 9 minutes from MP 3.00 to CP Pershing account OPEN CONTACT CAUSING PTC issue. Delayed 5 minutes from 35th St to Joliet account heavy loading/unloading (Sox game).
		Fri, Jul 07	8	I	TINLEY 80TH AND MOKENA FRONT HEAVY UNLOADING
		Thu, Jul 27	10	J	Delayed 8 minutes at 103rd Street account police activity. Delayed 5 minutes enroute account passenger loading (White Sox game).
		Fri, Jul 28	10	I	(PASSENGER HANDLING, RUNNING TIME) - LOADING SOX PASSENGERS
RI	621 80% OT	Thu, Jul 13	7	U	Departed LaSalle 3 minutes late account ADA on wrong train. Delayed 2 minutes at 95th Street account ADA. Delayed 2 minutes at Gresham account speed restriction.
		Tue, Jul 18	7	I	Delayed 2 minutes at 47th Street account yard stop. Delayed 2 minutes at Gresham account speed restrictions. Delayed 3 minutes at 103rd Street account 630 delayed waiting for a passenger to board
		Mon, Jul 24	7	U	ADA UNLOADING 111TH
		Mon, Jul 31	12	G	12MIN DELAY DUE TO ITEM 1 GROVE ST. PINCHED BOND WIRE
SWS	809 80% OT	Fri, Jul 14	9	D	(GENERAL FREIGHT INTERFERENCE) - 12M FOREST HILL FREIGHT I169 12200FT [CONTROLLABLE FREIGHT]
		Mon, Jul 17	12	GF	(GATE XING / SIG / SWITCH FOREIGN) - 6M BELT JCT WAITING FOR SWS816 TO CLEAR, 7M DELAY FLAGGED BY CHICAGO RIDGE SIGNAL ISSUES. csx work
		Wed, Jul 19	6	GF	6M 21ST ST RED SIGNAL WAITING ON TRAINS 6M FOREST HILL FLAGGED BY SIGNAL ACCOUNT TRACK CIRCUIT.
		Mon, Jul 24	16	KP	CP518 ACCOUNT MOTERCADE VPOTUS
SWS	811 70% OT	Mon, Jul 03	10	RA1	Amtrak mis-lined departing CUS; needed to reverse and re-route.
		Wed, Jul 05	8	K	9M AMTK-21ST., BRIDGE LIFT. BOAT TRAFFIC
		Fri, Jul 07	14	E1	(LOCOMOTIVE MALFUNCTION) - 14M BELT JCT. THRU ASHBURN, RED SIGNAL DUE TO SWS818 ISSUES AND AWAITING INSTRUCTIONS FROM NS-LANDERS OPR.
		Thu, Jul 13	13	ZN1	Delayed 7 minutes at Belt Junction waiting for SW818 to clear. Delayed 5 minutes at Cicero Avenue account gate malfunction.
		Tue, Jul 18	8	GF	7MIN AT RIDGE, SIGNAL STATUS UNKNOWN.FLAGGED PAST RESTRICTED SPEED TO WORTH.
		Tue, Jul 25	8	CG	METRA CREWS WORKING ON CROSSING WEST OF CP518 HIT A TRK WIRE, TRKS LIGHTS ON FROM CP 518 TO 74TH CAUSING DELAY.
SWS	813 70% OT	Fri, Jul 07	32	E1	(LOCOMOTIVE MALFUNCTION) - 30M CUS, WAITING FOR ENGINE # 117 TO BE TAKEN OFF CONSIST.
		Wed, Jul 12	11	D	8M NS-CP518, NS27G (ENG. NS4128, 47 CARS, 8929FT.) TAKING HEAD ROOM, SLOW SHOVE TO CLEAR. [CONTROLLABLE FREIGHT]
		Thu, Jul 13	10	ZN	Departed CUS 2 minutes late account stop signal. Delayed 4 minutes at Forest Hill account PTC. Delayed 3 minutes at Chicago Ridge account PTC. Delayed 1 minute at Palos Hill account passenger assistance.
		Mon, Jul 24	22	KP	VPOTUS MOTERCADE , ALL TRAFFIC STOPPED 21ST TO CP518 -22MIN DELAY
		Wed, Jul 26	13	CC	SPEED RESTRICTIONS UPTO CP RIDGE, RESTRICTED SPEED.. -10MIN
		Fri, Jul 28	30	ZD	BRC PTC NOT WORKING , BRC DISPATCH ANFD CADS WORKING ON ISSUE
SWS	818 75% OT	Mon, Jul 03	13	RA	Misrouted by CUS South
		Fri, Jul 07	58	E	(LOCOMOTIVE MALFUNCTION) - 58M PALOS HTS. TO ASHBURN, ENGINE # 117 FAILURE.
		Thu, Jul 13	18	ZN	Delayed 18 minutes enroute, MP 8 and Belt Junction account PTC.
		Mon, Jul 17	9	AM	(AMTRAK CAUSED DELAY) - PER CREW WAITED FOR AMTRAK TO CLEAR BELT ON BRC - 9MIN - held at Polk street for late amtrak
SWS	822 70% OT	Thu, Jul 20	20	GA	0M POLK ST., RED SIGNAL, CONGESTION. sw 48 harrison
		Fri, Jul 07	30	E1	(LOCOMOTIVE MALFUNCTION) - 34M 179TH ST., LATE TURN AS SWS813.
		Mon, Jul 24	35	KP1	INBOUND EQUIPMENT LATE DUE TO VPOTUS MOTERCADE...
		Tue, Jul 25	15	RF	9m BRC waiting on signal. SWS unable to contact BRC Disp. Called BRC Chief and signal was given at this time. BRC Chief informed dispatcher walk away from desk. 6m Item 1 at Central.
		Wed, Jul 26	6	CC1	LATE EQUIPMENT FLIP DUE TO SPEED RESTRICTIONS AND ADA.
		Fri, Jul 28	50	ZD1	METRA PTC NOT WORKING GOING EAST ON FLIP... CADS MGR IS IWORKING ON ISSUE
SWS	823 65% OT	Mon, Jul 31	8	D1	NS LANDERS WAS SINGLE TRACKING DUE TO FREIGHT MOVE AT ASHBURN, SWS822 DELAYED BY WESTBOUND SWS817 TO CLEAR CP RIDGE [CONTROLLABLE FREIGHT]
		Thu, Jul 06	9	GF	4M BELT JCT., PTC DROPPED. CREW HAD TO REINITIALIZE. RES. SPEED TO FOREST HILL.
		Tue, Jul 11	12	ZN	14M IHB-CP RIDGE, PTC RED FENCE, RES. SPEED CHICAGO RIDGE TO WORTH.
		Wed, Jul 12	79	KW	73M CUS. SEVERE WEATHER WARNING IN EFFECT.
		Tue, Jul 18	10	AM	10 MIN DELAY OUT OF CUS DUE TO AMTK 50 RUNNING LATE AHEAD OF SW0823. RED AT CP LUMBER AND RESTRICTED SPEED 23RD ST T
		Tue, Jul 25	28	K	CAR STUCK ON TRKS 87TH & PULASKI PER LANDERS.
		Wed, Jul 26	7	D	CROSS TRAFFIC FORREST HILL [CONTROLLABLE FREIGHT]
		Fri, Jul 28	14	ZD1	Train 823 arrived 1956-14m late. Late flip from Train 822.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
SWS	824 75% OT	Thu, Jul 06	7	RA1	BAD MEET WITH SWS819 THAT DEPARTED CUS LATE DUE TO BEING HELD BY CUS SOUTH FOR BNSF TRAFFIC
		Wed, Jul 12	40	KW	40M NS-CP518, SEVERE WEATHER WARNING IN EFFECT.
		Thu, Jul 13	30	E1	Departed 179th Street 30 minutes late.
		Mon, Jul 24	12	KP1	LATE FLIP SW817 DUE TO SWS815 PTC ISSUES DOWN TOWN. -12MIN
		Fri, Jul 28	8	ZD1	LATE EQUIPMENT DUE TO RIPPLE EFFECT OF LATE 813/822DUE TO BRC PTC AND METRA PTC NOT WORKING
SWS	826 75% OT	Thu, Jul 06	14	D	Departed 179th 4 minutes late turn of SW823. Delayed 3 minutes at Belt Junction account PTC issues. Delayed 11 minutes at 21st Street account freight traffic (CN L537, IC1026, 110 cars, 6,343 feet).[CONTROLLABLE FREIGHT]
		Wed, Jul 12	43	KW1	DEPARTED 61M LATE DUE TO LATE FLIP FROM 823.
		Wed, Jul 19	24	CH	STOPPED 16M AT 21ST BRIDGE (INOPERABLE).contractor doing maintenance caused issue
		Tue, Jul 25	13	K1	DEPARTING LATE, DUE TO LATE EQUIPMENT DUE TO CAR STUCK ON TRKS AT PULASKI & 87TH.
		Fri, Jul 28	8	D	CROSS TRAFFIC AT CP ASHBURN [CONTROLLABLE FREIGHT]
SWS	827 80% OT	Wed, Jul 05	7	ZN	4m Belt PTC issues, 2m crossover Palos, 2m restricting signals 518.
		Tue, Jul 11	7	ZN	STOPPED FOR RED FENCE AT CP RIDGE, CLEAR IN THE FIELD RED ONBOARD. PTC ISSUE
		Wed, Jul 12	38	KW1	LATE FLIP
		Fri, Jul 14	40	KW	80MPH WINDS IN NS518 TERRITORY LIMITS UNABLE TO MOVE UNTIL 2215
UP-N	361 75% OT	Tue, Jul 11	9	E	-9" Slow loading engine (METX75) TURBO ISSUE -B/O MDEC HARNESS, CHANGED OUT
		Thu, Jul 13	14	CC1	-14" Late turn off M656 crew, due to single tracking & slow passenger unloading (-4)
		Fri, Jul 14	18	CC1	(-18) Late turn off M656 crew operated M656
		Thu, Jul 20	0	E1	Annulled on acct. of no crew, due to M656 crew delayed @ Arlington Park on acct. of M633 traction motor on fire @ MP 19
		Tue, Jul 25	18	C1	-18" Delayed out of CPT, due to late turn off M656 crew on acct of Harvard Sub single track @ Woodstock
UP-N	363 60% OT	Tue, Jul 11	10	D	-10" Delayed @ Winthrop Harbor (red signal), could not reach Dispatcher 342, waited for LBU54-11 to clear (-06); train meets (-04) [CONTROLLABLE FREIGHT]
		Wed, Jul 12	59	KW	-59" Delayed on acct of tornado warnings MP 1-MP52
		Thu, Jul 13	13	CC1	-13" 60 MPH between MP12.25-MP12.33; 30MPH between MP14.3-MP14.4; waited for M361 to crossover @ Highland Park; METC
		Fri, Jul 14	13	CC1	(-13) Following train ahead (M361)
		Mon, Jul 17	13	RF	-13" Dispatcher 342 gave M364 the wrong line up at Highland Park for their crossover move. Causing M363 to have a 19 minute delay at Highland Park
		Wed, Jul 19	13	RF	Dispatcher 342 gave M 364 the wrong line up at Highland Park for their crossover move. Causing M 363 to have a 19 minute delay at Highland Park.
		Thu, Jul 20	20	E1	-20" Delayed on acct. of made all stops to Kenosha to accommodate passenger, due to M361 annulment
UP-NW	618 75% OT	Wed, Jul 12	10	GM	-10" Delayed due to XH @ M.P. 20.13 & M.P. 10.13
		Fri, Jul 14	7	D	(-7) Delayed at Deval waited for the CVTOK to clear [CONTROLLABLE FREIGHT]
		Mon, Jul 17	20	GM	-20" Delayed @ Deval had 4 XH crossing protection orders due to a wide band failure
		Tue, Jul 18	12	D1	Delayed following trains ahead due to M610 freight delay [CONTROLLABLE FREIGHT]
		Fri, Jul 28	12	U	-12" ADA lift @ Edison Park also waited for a signal @ CN Barrington and slow line up into CPT on the plant @ Lake St.
UP-NW	624 80% OT	Wed, Jul 12	6	GM1	-6" Delayed @ Mayfair following trains ahead
		Thu, Jul 13	10	GX	-10" Delayed @ M.P. 10.31 due to XH
		Mon, Jul 17	17	GM1	-17" Delayed following trains ahead also @ Deval had a 4 XH crossing protections orders due to a wide band failure
		Wed, Jul 26	0	XRL	Annulled on acct. of no engineer (CMTS error-CMTS automatic phone system released the engineer from the assignment that he was further noticed on)
UP-NW	629 80% OT	Mon, Jul 03	15	CC	-35" Delayed @ MP55.7, waited for M656 to clear
		Wed, Jul 05	10	CC	-30" Delayed outside of Cary, waited for M654 to clear, due to single track
		Tue, Jul 11	15	G	-35" Delayed @ Mayfair (-13), due to signal issues (short in the wires @ Mayfair); stopped @ Woodstock (-7), due to single track ; 15 MPH from MP 60-MP62.82 (-15)
		Thu, Jul 13	15	CC	-35" Delayed due to single tracking MP 42.5-MP 32.4 (tie work)
UP-NW	633 80% OT	Thu, Jul 13	25	CC	-25" Delayed on acct. of M631 ahead, waiting on M656 to clear, due to single track MP 42.5-MP32.4 (tie work)
		Fri, Jul 14	20	CC	(-20) Delayed at Barrington waiting on M656 due to single tracking with speed restrictions Pingree-Fox River Grove.
		Thu, Jul 20	0	XH	Annulled @ MP 19 on acct. of METX167 traction motor on fire #1 TRACTION MOTOR BODY LEAD CAUGHT FIRE
UP-NW	641 80% OT	Wed, Jul 05	50	KD1	-50" Late arrival of equipment from Cal Ave, due to M45 mechanical issues blocking Western Ave Plant (M45 coach car 7203 had a bad order vent valve)
		Tue, Jul 11	27	CF	-27" Delayed (-20) @ Crystal Lake, waited for M660 to clear, delayed following M637 & 30 MPH slow orders.
		Thu, Jul 20	68	H1	-68" Delayed on acct. of M633 engine (METX167) traction motor on fire
		Tue, Jul 25	30	RF	-30" The engineer had air engine issues @ M19A (PCS light on) received assistance on correcting the problem from another engineer (-5), which caused M651 engine (METX75) & two other engines to go first @ M19A to Cal AVE, once METX75 arrived @ Kedzie, the
UP-NW	647 75% OT	Wed, Jul 05	32	KD1	-32" Late departure on acct. of M45 mechanical issues blocking Western Ave Plant
		Wed, Jul 12	62	K	-62" Delayed (-6) cross traffic @ Deval (NC 109); stopped @ MP45 for a vehicle on the tracks (-56)
		Thu, Jul 20	70	H1	-70" Delayed on acct. of M633 engine (METX167) traction motor on fire
		Fri, Jul 21	0	XF	ANNULLED due to METX 74 kept shutting down (CAUSED BY MU ISSUE ON 8459) had to shove equipment back into yard CHANGED OUT RUN STOP SWITCH
		Tue, Jul 25	24	RF1	-24" Delayed following M643 Palatine -Crystal Lake (-4); delayed short of Harvard, waited for M668 to depart (-20)

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	655 75% OT	Wed, Jul 05	68	KD1	-68" Late departure on acct. of M45 mechanical issues blocking Western Ave Plant	
		Wed, Jul 12	73	KW	-73" Delayed (-12) @ Mayfair for a dark signal & (-61) for tornado warnings	
		Thu, Jul 13	88	KW	-88" Delayed @ MP61, due to tornado warnings between MP59-MP66	
		Fri, Jul 14	43	G	(-43) Delayed leaving the yard due to switch (27) failure @ Western, also PTC would not initialize @ OTC	
		Thu, Jul 20	67	H1	-67" Delayed on acct. of M633 engine (METX167) traction motor on fire	
UP-NW	656 80% OT	Thu, Jul 13	10	CC	-19" Delayed out of Crystal Lake, waited for a track permit to be released (-13) & single track between MP 42.5-MP32.4	
		Thu, Jul 20	66	H1	-76" Delayed on acct. of M633 engine (METX167) traction motor on fire	
		Tue, Jul 25	15	CC	-30" Delayed on acct. of single track (MP55.8-MP45.6) & ADA lifts	
		Wed, Jul 26	15	CC	-30" Single track MP 55.8-MP 45.6	
UP-NW	657 65% OT	Wed, Jul 05	65	KD1	-65" Late departure on acct. of M45 mechanical issues blocking Western Ave Plant	
		Tue, Jul 11	15	GF	-15" Delayed (-8) @ CN Barrington (the signal dropped in front of the train); wheelslip Clybourn- Irving Park (-3); slow passenger loading /unloading en-route (-4)	
		Wed, Jul 12	94	KW	-94" Delayed @ Barrington on acct. of tornado warnings	
		Thu, Jul 13	16	KW	-16" Delayed (-5) @ Barrington, waited for M653 to yard, operated restricted speed from Barrington -Fox River Grove (-5), followed M655; waited for M656 to clear Crystal Lake Junction, before getting lined onto the McHenry Sub by the switch tender (-6)	
		Fri, Jul 14	33	G	(-33) Delayed leaving the yard due to switch (27) failure @ Western.	
		Thu, Jul 20	80	H1	-80" Delayed on acct. of M633 engine (METX167) traction motor on fire	
		Mon, Jul 31	7	I	-7" Slow passenger loading @ Clybourn & meet M666 @ Cary	
UP-NW	659 75% OT	Wed, Jul 05	39	KD1	-39" Late departure on acct. of M45 mechanical issues blocking Western Ave Plant	
		Wed, Jul 12	120	KW	-120" Delayed on acct. of tornado warnings in effect from MP1-MP45	
		Fri, Jul 14	64	CC1	(-64) Late turn off of M656.	
		Thu, Jul 20	57	H1	-57" Delayed on acct. of M633 engine (METX167) traction motor on fire	
		Tue, Jul 25	14	ZV	-14" Delayed out of CPT on acct. of PTC issues (PTC was not initializing -had to reset @ departure time) & 2 ADA lifts	
UP-NW	660 60% OT	Tue, Jul 11	63	CF	-63" Late departure (-10) from Harvard (could not get the signal off the Chemung Lead, due to maintainance -of-way on track 2 @ Harvard headed south towards Crystal Lake) delayed; (-53) @ Woodstock on acct. of MOW ahead going to Crystal Lake; clearing tra	
		Wed, Jul 12	16	CC	-16" Delayed due to single tracking, waited for M631 to clear	
		Thu, Jul 13	19	CC	-19" 15MPH MP 38-MP32.4 (-15) due to track construction (tie work)	
		Fri, Jul 14	31	CC1	(-31) Delayed @ Barrington waiting on M633 to clear.	
		Mon, Jul 17	16	CC	-16" Delayed on acct. of 15 MPH between MP 46.35 - MP 43 (track construction)	
		Tue, Jul 18	21	CC	15 MPH between M.P. 48- M.P. 45.50, due to track work (M.P. 43.3- M.P. 51.5)	
		Thu, Jul 20	27	H1	-26" Delayed on acct. of M633 engine (METX167) traction motor on fire	
		Thu, Jul 27	11	CC	-26" Delayed due to single track MP62.4-MP45.6 & 2 ADA lifts	
UP-NW	661 70% OT	Wed, Jul 05	47	KD1	-47" Late departure on acct. of M45 mechanical issues blocking Western Ave Plant	
		Wed, Jul 12	105	KW	-105" Delayed on acct. of tornado warnings MP 1-MP45 & late departure, due to late arrival of equipment from Cal Ave (Western Ave was slow lining trains, due to NC 113 mechanical issues)	
		Thu, Jul 13	80	KW	-80" Delayed @ Woodstock for tornado warnings between MP59-MP66	
		Tue, Jul 18	10	RF	Delayed on acct. of Disp 342 gave a signal to M663 ahead @ CPT031 (had to wait for the signal to time out)	
		Thu, Jul 20	74	H1	-74" Delayed on acct. of M633 engine (METX167) traction motor on fire	
		Tue, Jul 25	10	ZV1	-10" Trains ahead	
UP-NW	663 80% OT	Wed, Jul 05	28	KD1	-28" Late departure on acct. of M45 mechanical issues blocking Western Ave Plant	
		Wed, Jul 12	74	KW	-74" Delayed on acct. of tornado warnings in effect from MP1-MP45	
		Tue, Jul 18	13	RF1	Delayed on acct. of waited for the signal to time out & M661 to be lined first @ CPT031, due to Disp 342 out-of-order lineup	
		Thu, Jul 20	44	H1	-44" Delayed on acct. of M633 engine (METX167) traction motor on fire	
UP-NW	664 80% OT	Wed, Jul 05	8	KD1	-10" Late departure, waited for late M643 to go on the McHenry Sub	
		Wed, Jul 12	68	KW	-70" Delayed @ Cumberland on acct of tornado warnings	
		Fri, Jul 14	13	CC	(-13) Delayed due to speed restriction MP 38-34 15 MPH.	
		Thu, Jul 20	28	H1	-30" Late turn off M635, due to M633 engine (METX167) traction motor on fire	
UP-NW	665 70% OT	Wed, Jul 05	0	XH	Annulled on acct. of cab car 8430 battery not charging - missing procedure to correct charger issue CHANGED BATTERY CHARGER CHECK PROCEDURE	
		Wed, Jul 12	100	KW	-100" Delayed on acct. of tornado warnings from MP1-MP45	
		Thu, Jul 13	60	KW	-60" Delayed @ Pingree Rd, due to tornado warnings between MP47-MP66	
		Tue, Jul 18	10	F	Delayed @ Barrington on acct. of coach car door 7231 door stuck open (mechanical personnel wedged the door closed) REPLACED LOADING DOOR UPPER TRACK	
		Thu, Jul 20	60	H1	-60" Delayed on acct. of M633 engine (METX167) traction motor on fire	
		Mon, Jul 24	13	F1	-13" Late departure from CPT on acct. of used M358 equipment, due to M45 mechanical issues (original equipment did not arrive from Cal Ave on time)	
UP-NW	667 70% OT	Wed, Jul 05	10	H1	-10" Delayed due to making all stops to Harvard to accommodate annulled M665 passengers, due to mechanical issues	
		Wed, Jul 12	80	KW	-80" Delayed on acct. of tornado warnings from MP1-MP45	
		Thu, Jul 13	48	KW	-40" Delayed behind M665 @ Pingree Rd, due to tornado warnings MP 47-MP66	
		Thu, Jul 20	50	H1	-50" Delayed on acct. of M633 engine (METX167) traction motor on fire	
		Mon, Jul 24	10	F1	-10" Late departure from CPT on acct. of used M665 equipment from Cal Ave, due to M45 mechanical issues (used M667 original equipment to operate as M61-M61 crew operated M665 equipment from Cal Ave to CPT, due to M45 equipment with additional mechanical i	
		Tue, Jul 25	13	RF1	-13" Delayed @ Barrington, waited for M663 to yard (-17), due to M663 had to wait for M670 to clear	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-NW	668 75% OT	Wed, Jul 05	20	KD1	-20" Late turn off M641	
		Wed, Jul 12	73	KW	-73" Stopped @ MP46 from 18:44-19:30, due to tornado warnings & stopped @ HV032 from 20:08-20:20, due to CN cross traffic	
		Thu, Jul 20	72	H1	-72" Late turn off M641, due to M633 engine (METX167) traction motor on fire	
		Tue, Jul 25	25	RF1	-25" Late turn off M641 & 15 MPH between MP50.75-MP48.0	
		Thu, Jul 27	10	CC	-10" 60 MPH between MP55.00-MP51.50 & 25 MPH between NP 51.50-MP49.50	
UP-NW	670 75% OT	Wed, Jul 05	14	KD1	-14" Late turn off M659	
		Wed, Jul 12	140	KW	-140" Delayed due to tornado warnings & freight interference @ Deval (MALG3-11/15 minutes)	
		Fri, Jul 14	26	CC1	(-26) Late turn off of M659.	
		Thu, Jul 20	84	H1	-84" Late turn off M659, due to M633 engine (METX167) traction motor on fire	
		Thu, Jul 25	14	RF1	-14" Late departure from HV043, waited for M668 to pass	
UP-NW	672 80% OT	Wed, Jul 05	43	KD1	-43" Late turn off M655	
		Wed, Jul 12	90	KW	-90" Delayed due to tornado warnings & freight interference @ Deval (MALG3-11/15 minutes)	
		Thu, Jul 13	90	KW1	-90" Late turn off M655, due to tornado warnings	
		Thu, Jul 20	53	H1	-53" Late turn off M655, due to M633 engine (METX167) traction motor on fire	
UP-NW	674 75% OT	Wed, Jul 05	23	KD1	-23" Late turn off M667	
		Wed, Jul 12	45	KW	-45" Delayed on acct. of tornado warnings from MP1-MP45	
		Fri, Jul 14	120	KW	(-120) Delay due to tornado warnings from MP 0 to MP 38; car stuck on the tracks at Dee Road.	
		Thu, Jul 20	20	H1	-20" Late turn off M667, due to M633 engine (METX167) traction motor on fire	
		Mon, Jul 24	20	J	-20" Delayed @ Des Plaines (-30), waited for police to arrive & remove 3 unruly passengers that refused to pay & playing with the PA system throughout the train	
UP-NW	676 75% OT	Wed, Jul 12	60	KW	-60" Delayed on acct. of tornado warnings from MP1-MP45	
		Thu, Jul 13	30	KW1	-30" Late turn off M655, due to tornado warnings	
		Fri, Jul 14	70	KW	(-70) Delay due to tornado warnings from MP 0 to MP 38; car stuck on the tracks at Dee Road.	
		Thu, Jul 20	10	H1	-10" Late turn off M665, due to M633 engine (METX167) traction motor on fire	
		Fri, Jul 28	40	KW	-40" Stopped @ Jefferson Park Station at 22:54 due to High Wind Warnings (HW procedures) from Clybourn to Barrington - on the move at 23:32	
UP-NW	678 80% OT	Wed, Jul 05	25	KD1	-25" Late turn from M673	
		Wed, Jul 12	0	XKW	Annulled on acct. of tornado warnings from MP1-MP45	
		Fri, Jul 14	0	XKW	Annulled due to tornado warnings from MP 0 to MP 38; car stuck on the tracks at Dee Road.	
		Fri, Jul 28	20	KW	-20" Late turn off M673 due to stopped at Barrington Station at 22:39 due to High Wind Warnings (HW procedures) from Clybourn to Barrington - on the move at 23:27	
UP-W	25 70% OT	Wed, Jul 05	10	G	-10" Delayed @ Park due to signal issues @ Grace St. Plant	
		Mon, Jul 10	15	DE1	-15" Held @ Kress waited for M42 to clear due to MG3AH stopped in emergency @ Peck	
		Thu, Jul 13	15	D	-15" Delayed @ Winfield due to following freight (2COKNA11) who was stopped @ Washington St. due to C/N cross traffic	
		Mon, Jul 17	15	D	-15" M25 delayed 12 mins behind ZG2LT that was stopped @ the CN Washington St interlocking waiting for cross traffic to clear, Also delayed following the ZG2LT University - Peck	
		Tue, Jul 25	12	D	-12" Delayed waiting for the IG3SK to clear @ Kedzie (10 Mins) also had a 15 mph M.P. 36.2-36.5 [CONTROLLABLE FREIGHT]	
UP-W	31 80% OT	Wed, Jul 26	85	KW	-85" Delayed @ Geneva due to High Wind Warning M.P. 33-48 & delayed (-30) @ Park, due to lightning strike hit the plant, causing signal issues	
		Mon, Jul 10	18	DE1	-18" M31 held @ Park waited for the MG3AH to clear on trk 1 (-14) also waited for cross traffic to clear @ CN Washington St. interlocking (-6)	
		Wed, Jul 12	19	JM	-19" Delayed @ OTC due to passenger medical emergency, had to shove back into track after they already departed	
		Mon, Jul 17	9	ZG	-9" PTC issues @ Vale (red hash box-could not proceed pass signal-talked with the help desk, who gave permission to do a soft cutout to get through Vale, cut PTC back in & it reset in the middle of Vale plant -did restricted speed to the next signal @ 25t	
		Wed, Jul 26	40	GW	-40" Late departure from M38 crew, waited for a signal @ Western Ave (-2) & delayed (-24) from CPY012-MP 16.5 (operated restricted speed, due to signal issues @ Park from lightning strike	
UP-W	32 70% OT	Fri, Jul 14	12	J	(-12) Delayed @ Wheaton, waited for police to remove unruly passenger	
		Tue, Jul 18	8	J	(-8) Delayed due to Metra Police Activity also had heavy passenger loading (police log 8:28)	
		Thu, Jul 20	10	I	-10" Heavy Passenger loading enroute (PICKING UP ON WRONGSIDE)	
		Mon, Jul 24	10	R	-10" Delayed due to poor communication between conductor and brakeman. Brakeman had radio volume turned down when no door light was given to close doors. Brakeman did not respond to radio or intercom communication to close doors in car. Brakeman was worki	
		Thu, Jul 27	10	F	-10" Delayed due to door light issues on car #7789 -REPLACED DOOR, ADJUSTED DOOR TRACK	
UP-W	35 75% OT	Mon, Jul 31	7	KD	-7" Delayed due to door issues with car #7320 B end door cable head was missing	
		Wed, Jul 12	12	R	-22" Engineer started equipment while still blue flagged	
		Thu, Jul 13	10	D	-10" Delayed @ Berkeley, waited for M50 to clear, due to freight on track 1 (ZLTG2)	
		Mon, Jul 17	10	VE	-10" Delayed (-2) due to flagged @ Western Ave Plant; delayed (-1) operated restricted speed Western Ave- Kedzie; delayed (-7) slow loading engine (METX76)	
		Wed, Jul 26	58	KW	-58" Late turn off M44 crew, due to high wind warnings & signal issues @ Park	
Thu, Jul 27	13	F1	-13" Late departure from CPT (door light override switch was cut out-had to cut it back in); no door light Kedzie - Elburn, had to cut out the door light override switch @ Kedzie (the engine will not load, without door light)			

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	44 60% OT	Mon, Jul 10	25	DE1	-25" Late turn from M25 also had PTC issues PTC would not initialize @ Elburn
		Thu, Jul 13	20	D1	-20" Late turn off of M25, also heavy and slow passenger loading
		Mon, Jul 17	7	D1	-7" Late turn from M25
		Tue, Jul 25	8	D1	-8" Late turn from M25 [CONTROLLABLE FREIGHT]
		Wed, Jul 26	110	KW1	-110" Late turn off M25, due to high wind warnings & signal issues @ Park
		Thu, Jul 27	15	D	-15" Delayed due to following Freight (IG3SK 27) from Elburn - West Chicago [CONTROLLABLE FREIGHT]
		Fri, Jul 28	10	R	DELAYED DEPARTING ELBURN, CREW ISSUE CHANGING ENDS CAUSING EMERGENCY APPLICATION AND PCS LIGHT
		Mon, Jul 31	7	D1	-17" Late turn from M25 (10mins) also delayed @ CN Washington St waited for a signal (5 mins) no cross traffic [CONTROLLABLE FREIGHT]
UP-W	50 80% OT	Mon, Jul 03	10	D	-10" Delayed @ 25th Ave, due to freight IYCPR shoving into yard 2 [CONTROLLABLE FREIGHT]
		Thu, Jul 06	10	I	-10" Heavy passenger loading @ Villa Park & Elmhurst
		Mon, Jul 24	10	CH	-10" Delayed due to single tracking Kress-Peck on trk 1 due to a humped track (12ft in length 3 1/2 inches in width) on trk 2 M.P. 36.6 caused by contractors working on 3 rail between Kress - Peck
UP-W	52 80% OT	Wed, Jul 26	45	GW	-45" Late turn off M31, due to earlier high wind warnings & signal issues @ Park
		Mon, Jul 03	6	D	-6" Delayed due to freight train interference @ Winfield (MG3AH) [CONTROLLABLE FREIGHT]
		Thu, Jul 20	10	D	-10" Delayed on acct. of freight interference @ Park (ZSCG2-19-6 min delay) & delayed en route, due to slow engine (METX151-4 min delay) [controllable freight]
		Wed, Jul 26	37	GW	-37" Late turn off M33, due to signal issues @ Park
UP-W	54 70% OT	Thu, Jul 27	37	ZT	-37" PTC failure @ Melrose Park (red hash box, waited for the PTC help desk to answer & assist), operated restricted speed to the next signal
		Thu, Jul 06	7	GX	-7" XH @ MP 18.24 slow approach
		Fri, Jul 07	20	GX	-20" Delayed due to XG @ M.P. 17.71, also 10 MPH speed restriction M.P. 17.00-17.3
		Thu, Jul 20	18	D	-18" Delayed (-10) due to freight interference @ Park (ZBRG2-18); delayed due to unloading/loading on track 2 @ Villa Park & Elmhurst (-8) [controllable freight]
		Wed, Jul 26	53	KW1	-53" Late turn off M35; stopped @ CN @ West Chicago (-7), due to freight interference (U75971-26)
		Thu, Jul 27	8	D	-8" Delayed on acct. of passengers on the wrong side @ Oak Park, waited for passengers to crossover, operated southside M&M-Kedzie, due to M41 & M43 operating northside Kedzie - M&M, on acct of UEAWX2 on track 2 going onto Rockwell 2 [CONTROLLABLE FREIGHT]
UP-W	63 75% OT	Fri, Jul 28	50	ZP	-50" Delayed due to PTC disengaged @ M.P. 32 had to run restricted speed the rest of the trip called PTC help desk had to wait 20 plus minutes for them to respond the first time and they weren't able to help due to equipment was put in backwards by disp.
		Wed, Jul 12	80	KW	-80" Delayed on acct. of tornado warnings in effect from MP1-MP19
		Thu, Jul 20	19	E	-19" Late departure from CPT on acct. of swapped equipment at departure time, due to engine issues (METX76 MB motor not switching over fully) CHANGED OUT MB MOTOR
		Mon, Jul 24	9	F1	-9" Late departure from CPT on acct. of M5908 (double-headed) equipment was blocking M63 Track (1) from departing had to park M5908 on a different track, due to earlier equipment swaps from M45 mechanical delay (CPT MIC had to remove the lead unit off the
		Wed, Jul 26	10	F	-10" Sticking loading doors. Crew could not be reached to get car numbers -REPLACED WOOD IN CHANNEL EDGE AND DOOR SEAL
	Fri, Jul 28	33	KW	-33" Delayed @ West Chicago due to Tornado Warning	

Data is final (08/15/2023) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective November 1, 2021

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

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

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

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

Table 5.a: Train Delays by Cause and Line
July 2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	10	-	-	-	2	2	-	-	3	12	3	7	29	68
Freight Interference - Peak	2	-	-	-	2	-	-	-	2	5	2	5	4	22
Primary	2	-	-	-	2	-	-	-	2	5	2	3	2	18
Secondary	-	-	-	-	-	-	-	-	-	-	-	2	2	4
Freight Interference - Off-Peak	8	-	-	-	-	2	-	-	1	7	1	2	25	46
Primary	7	-	-	-	-	2	-	-	-	6	-	2	16	33
Secondary	1	-	-	-	-	-	-	-	1	1	1	-	9	13
Signal/Switch Failure - Total	7	10	5	1	1	28	17	7	21	9	2	14	5	127
Signal/Switch Failure - Metra/PSA	2	10	5	1	-	25	17	7	21	-	2	13	4	107
Primary	2	6	4	1	-	11	13	5	17	-	2	8	4	73
Secondary	-	4	1	-	-	14	4	2	4	-	-	5	-	34
Signal/Switch Failure - Foreign	5	-	-	-	1	3	-	-	-	9	-	1	1	20
Primary	4	-	-	-	1	1	-	-	-	9	-	1	1	17
Secondary	1	-	-	-	-	2	-	-	-	-	-	-	-	3
Mechanical Failure - Total	9	2	-	-	-	31	7	2	19	8	11	4	9	102
Mechanical Failure - Metra/PSA	9	2	-	-	-	31	7	2	19	8	11	4	9	102
Non-Locomotive Equipment Issue - Metra/PSA	5	2	-	-	-	-	1	-	5	-	-	4	6	23
Primary	3	2	-	-	-	-	1	-	3	-	-	2	3	14
Secondary	2	-	-	-	-	-	-	-	2	-	-	2	3	9
Locomotive Issue - Metra/PSA	4	-	-	-	-	31	6	2	14	8	11	-	3	79
Primary	2	-	-	-	-	7	3	1	4	3	4	-	3	27
Secondary	2	-	-	-	-	24	3	1	10	5	7	-	-	52
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	4	-	-	-	18	14	2	2	3	-	-	-	43
Passenger Train Interference - Metra/PSA	-	2	-	-	-	15	13	2	2	-	-	-	-	34
Passenger Train Interference - Foreign	-	2	-	-	-	3	1	-	-	3	-	-	-	9
Accident - Total	-	4	2	7	-	-	-	1	-	-	-	-	-	14
Accident - Metra/PSA	-	-	-	-	-	-	-	1	-	-	-	-	-	1
Accident - Foreign	-	4	2	7	-	-	-	-	-	-	-	-	-	13
Track Work - Total	2	24	1	2	3	16	-	18	6	9	31	34	1	147
Track Work - Metra/PSA	2	24	1	2	-	16	-	4	6	5	31	34	1	126
Track Work - Foreign	-	-	-	-	3	-	-	14	-	4	-	-	-	21
Human Error - Total	16	3	1	-	-	20	2	10	4	7	4	47	3	117
Human Error - Metra/PSA	12	3	1	-	-	10	1	1	4	-	1	35	3	71
Human Error - Foreign	4	-	-	-	-	10	1	9	-	7	3	12	-	46
PTC Related - Total	3	4	1	4	2	8	8	8	4	16	3	7	9	77
PTC Related - Metra/PSA	3	4	1	4	1	4	7	2	4	3	3	7	9	52
PTC Related - Foreign	-	-	-	-	1	4	1	6	-	13	-	-	-	25
Weather - Total	58	2	4	1	1	13	22	6	8	6	34	48	39	242
Weather - Metra/PSA	58	2	4	1	1	13	22	6	8	6	34	48	38	241
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Passenger Related - Total	2	24	1	4	-	5	12	-	25	-	12	7	11	103
Obstruction/Debris - Total	2	9	2	1	2	24	16	7	5	14	8	21	13	124
Catenary Failure - Total	-	4	2	-	-	-	-	-	-	-	-	-	-	6
Other - Total	2	11	-	7	-	7	-	-	-	-	-	-	-	27
Total Trains Delayed	111	101	19	27	11	172	98	61	97	84	108	189	119	1,197
Total Metra/PSA Delays	92	95	17	20	4	150	95	32	94	36	102	169	88	994
Total Foreign Carrier Delays	19	6	2	7	7	22	3	29	3	48	6	20	31	203

Data for current month is final (08/15/2023) 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 July Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	12	-	-	-	6	11	12	3	2	8	2	9	36	101
Freight Interference - Peak	3	-	-	-	4	2	3	1	1	4	1	5	12	34
Primary	1	-	-	-	4	1	2	1	0	3	0	3	7	22
Secondary	2	-	-	-	0	1	1	-	0	1	0	1	5	12
Freight Interference - Off-Peak	9	-	-	-	2	9	9	2	2	5	1	4	25	67
Primary	7	-	-	-	2	5	7	2	2	3	1	4	16	46
Secondary	1	-	-	-	0	4	2	0	0	2	0	1	9	21
Signal/Switch Failure - Total	12	7	4	5	2	22	8	3	17	10	2	5	7	105
Signal/Switch Failure - Metra/PSA	6	7	4	5	0	20	7	2	17	5	2	5	6	86
Primary	5	6	3	2	0	11	6	2	14	2	1	3	5	60
Secondary	1	2	1	3	0	9	2	0	3	2	1	2	2	26
Signal/Switch Failure - Foreign	7	-	-	-	2	2	1	1	0	5	-	1	1	19
Primary	6	-	-	-	1	1	0	0	0	3	-	1	0	14
Secondary	1	-	-	-	1	1	0	0	0	2	-	-	0	5
Mechanical Failure - Total	14	0	1	-	0	11	4	3	14	1	9	5	9	71
Mechanical Failure - Metra/PSA	13	0	1	-	0	11	4	3	14	1	9	5	9	71
Non-Locomotive Equipment Issue - Metra/PSA	5	0	1	-	-	1	1	1	2	1	2	1	3	18
Primary	3	0	1	-	-	1	1	0	1	1	2	1	3	13
Secondary	2	0	-	-	-	0	0	1	0	-	-	-	1	5
Locomotive Issue - Metra/PSA	8	-	-	-	0	10	3	2	12	0	8	4	5	52
Primary	4	-	-	-	0	4	2	1	4	0	3	2	3	23
Secondary	4	-	-	-	-	6	1	1	8	-	5	2	2	30
Mechanical Failure - Foreign	0	-	-	-	-	0	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	5	-	-	0	1	3	1	2	0	3	-	0	-	16
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	0	2	0	-	-	0	-	5
Passenger Train Interference - Foreign	5	-	-	0	1	1	0	-	-	3	-	-	-	10
Accident - Total	3	3	-	-	-	3	1	-	7	-	9	5	9	40
Accident - Metra/PSA	2	3	-	-	-	2	1	-	1	-	9	5	4	27
Accident - Foreign	1	-	-	-	-	1	-	-	6	-	-	-	5	13
Track Work - Total	8	10	-	4	0	7	8	1	14	2	5	10	5	76
Track Work - Metra/PSA	8	10	-	4	0	7	8	1	14	1	5	9	5	75
Track Work - Foreign	0	-	-	-	0	-	-	-	-	0	-	1	-	1
Human Error - Total	17	4	2	2	2	9	2	2	8	2	11	9	9	79
Human Error - Metra/PSA	10	4	2	2	1	5	2	1	8	0	7	3	6	51
Human Error - Foreign	7	0	-	0	2	4	1	2	-	2	4	6	2	28
PTC Related - Total	4	1	1	1	1	6	3	2	10	3	4	7	8	51
PTC Related - Metra/PSA	4	1	1	1	0	5	3	0	10	1	4	7	8	46
PTC Related - Foreign	-	-	-	-	0	1	1	2	-	2	-	0	1	6
Weather - Total	8	9	3	3	1	6	3	1	3	0	3	6	0	45
Weather - Metra/PSA	8	9	3	3	1	6	3	1	3	0	3	6	0	45
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	10	9	2	1	-	10	10	1	13	0	12	13	19	100
Obstruction/Debris - Total	5	6	2	5	0	3	3	0	12	3	4	7	6	57
Catenary Failure - Total	-	1	-	1	-	-	-	-	-	-	-	-	-	3
Other - Total	-	0	-	0	0	-	1	-	0	-	0	-	-	3
Total Trains Delayed	99	52	13	23	13	91	55	19	102	32	62	77	109	746
Total Metra/PSA Delays	67	51	13	22	3	71	41	12	93	12	56	60	64	567
Total Foreign Carrier Delays	32	0	0	0	10	19	14	7	9	20	5	17	45	179

Data for current month is final (08/15/2022) 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
July 2023 Compared to Average July Over Previous Five Years: 2018-2022

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(2)	-	-	-	(4)	(9)	(12)	(3)	1	4	1	(2)	(7)	(33)
Freight Interference - Peak	(1)	-	-	-	(2)	(2)	(3)	(1)	1	1	1	0	(8)	(12)
Primary	1	-	-	-	(2)	(1)	(2)	(1)	2	2	2	(0)	(5)	(4)
Secondary	(2)	-	-	-	(0)	(1)	(1)	-	(0)	(1)	(0)	1	(3)	(8)
Freight Interference - Off-Peak	(1)	-	-	-	(2)	(7)	(9)	(2)	(1)	2	-	(2)	0	(21)
Primary	(0)	-	-	-	(2)	(3)	(7)	(2)	(2)	3	(1)	(2)	0	(13)
Secondary	(0)	-	-	-	(0)	(4)	(2)	(0)	1	(1)	1	(1)	(0)	(8)
Signal/Switch Failure - Total	(5)	3	1	(4)	(1)	6	9	4	4	(1)	-	9	(2)	22
Signal/Switch Failure - Metra/PSA	(4)	3	1	(4)	(0)	5	10	5	4	(5)	-	8	(2)	21
Primary	(3)	0	1	(1)	(0)	-	7	3	3	(2)	1	5	(1)	13
Secondary	(1)	2	0	(3)	(0)	5	2	2	1	(2)	(1)	3	(2)	8
Signal/Switch Failure - Foreign	(2)	-	-	-	(1)	1	(1)	(1)	(0)	4	-	0	0	1
Primary	(2)	-	-	-	-	(0)	(0)	(0)	(0)	6	-	0	1	3
Secondary	-	-	-	-	(1)	1	(0)	(0)	-	(2)	-	-	(0)	(2)
Mechanical Failure - Total	(5)	2	(1)	-	(0)	20	3	(1)	5	7	2	(1)	0	31
Mechanical Failure - Metra/PSA	(4)	2	(1)	-	(0)	20	3	(1)	5	7	2	(1)	0	31
Non-Locomotive Equipment Issue - Metra/PSA	(0)	2	(1)	-	-	(1)	(0)	(1)	3	(1)	(2)	3	3	5
Primary	0	2	(1)	-	-	(1)	-	(0)	2	(1)	(2)	1	0	1
Secondary	(0)	(0)	-	-	-	(0)	(0)	(1)	2	-	-	2	2	4
Locomotive Issue - Metra/PSA	(4)	-	-	-	(0)	21	3	-	2	8	3	(4)	(2)	27
Primary	(2)	-	-	-	(0)	3	1	0	(0)	3	1	(2)	-	4
Secondary	(2)	-	-	-	-	18	2	(0)	2	5	2	(2)	(2)	22
Mechanical Failure - Foreign	(0)	-	-	-	-	(0)	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	(5)	4	-	(0)	(1)	15	13	-	2	-	-	(0)	-	27
Passenger Train Interference - Metra/PSA	-	2	-	-	-	12	13	-	2	-	-	(0)	-	29
Passenger Train Interference - Foreign	(5)	2	-	(0)	(1)	2	1	-	-	-	-	-	-	(1)
Accident - Total	(3)	1	2	7	-	(3)	(1)	1	(7)	-	(9)	(5)	(9)	(26)
Accident - Metra/PSA	(2)	(3)	-	-	-	(2)	(1)	1	(1)	-	(9)	(5)	(4)	(26)
Accident - Foreign	(1)	4	2	7	-	(1)	-	-	(6)	-	-	-	(5)	0
Track Work - Total	(6)	14	1	(2)	3	9	(8)	17	(8)	7	26	24	(4)	71
Track Work - Metra/PSA	(6)	14	1	(2)	(0)	9	(8)	3	(8)	4	26	25	(4)	51
Track Work - Foreign	(0)	-	-	-	3	-	-	14	-	4	-	(1)	-	20
Human Error - Total	(1)	(1)	(1)	(2)	(2)	11	(0)	8	(4)	5	(7)	38	(6)	38
Human Error - Metra/PSA	2	(1)	(1)	(2)	(1)	5	(1)	0	(4)	(0)	(6)	32	(3)	20
Human Error - Foreign	(3)	(0)	-	(0)	(2)	6	0	7	-	5	(1)	6	(2)	18
PTC Related - Total	(1)	3	-	3	1	2	5	6	(6)	13	(1)	(0)	1	26
PTC Related - Metra/PSA	(1)	3	-	3	1	(1)	4	2	(6)	2	(1)	-	1	6
PTC Related - Foreign	-	-	-	-	1	3	0	4	-	11	-	(0)	(1)	19
Weather - Total	50	(7)	1	(2)	0	7	19	5	5	6	31	42	39	197
Weather - Metra/PSA	50	(7)	1	(2)	0	7	19	5	5	6	31	42	38	196
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Passenger Related - Total	(8)	15	(1)	3	-	(5)	2	(1)	12	(0)	(0)	(6)	(8)	3
Obstruction/Debris - Total	(3)	3	-	(4)	2	21	13	7	(7)	11	4	14	7	67
Catenary Failure - Total	-	3	2	(1)	-	-	-	-	-	-	-	-	-	3
Other - Total	2	11	-	7	(0)	7	(1)	-	(0)	-	(0)	-	-	24
Total Trains Delayed	12	49	6	4	(2)	81	43	42	(5)	52	46	112	10	451
Total Metra/PSA Delays	25	44	4	-2	1	79	54	20	1	24	46	109	24	427
Total Foreign Carrier Delays	-13	6	2	7	-3	3	-11	22	-6	28	1	3	-14	24

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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.

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 - July 2023**

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	107	-	-	-	18	32	31	16	19	38	14	53	140	468
Freight Interference - Peak	28	-	-	-	18	10	10	5	3	13	6	32	32	157
Primary	19	-	-	-	18	5	8	5	2	13	6	18	22	116
Secondary	9	-	-	-	-	5	2	-	1	-	-	14	10	41
Freight Interference - Off-Peak	79	-	-	-	-	22	21	11	16	25	8	21	108	311
Primary	64	-	-	-	-	17	19	9	12	20	2	20	88	251
Secondary	15	-	-	-	-	5	2	2	4	5	6	1	20	60
Signal/Switch Failure - Total	64	57	22	65	6	167	73	35	59	63	7	43	44	705
Signal/Switch Failure - Metra/PSA	39	57	22	65	-	140	57	23	59	13	7	40	40	562
Primary	30	33	17	47	-	95	39	18	53	12	7	26	33	410
Secondary	9	24	5	18	-	45	18	5	6	1	-	14	7	152
Signal/Switch Failure - Foreign	25	-	-	-	6	27	16	12	-	50	-	3	4	143
Primary	23	-	-	-	6	25	15	12	-	40	-	3	4	128
Secondary	2	-	-	-	-	2	1	-	-	10	-	-	-	15
Mechanical Failure - Total	50	8	4	5	9	105	56	19	110	29	37	68	34	534
Mechanical Failure - Metra/PSA	50	8	4	5	9	97	56	19	110	28	37	68	34	525
Non-Locomotive Equipment Issue - Metra/PSA	23	8	4	5	3	13	11	3	21	7	11	31	18	158
Primary	12	8	1	4	2	2	7	2	11	5	6	13	12	85
Secondary	11	-	3	1	1	11	4	1	10	2	5	18	6	73
Locomotive Issue - Metra/PSA	27	-	-	-	6	84	45	16	89	21	26	37	16	367
Primary	13	-	-	-	4	28	28	7	32	11	9	12	13	157
Secondary	14	-	-	-	2	56	17	9	57	10	17	25	3	210
Mechanical Failure - Foreign	-	-	-	-	-	8	-	-	-	1	-	-	-	9
Passenger Train Interference - Total	13	6	1	-	3	111	48	12	6	16	3	24	8	251
Passenger Train Interference - Metra/PSA	-	4	-	-	-	69	38	9	6	3	3	22	8	162
Passenger Train Interference - Foreign	13	2	1	-	3	42	10	3	-	13	-	2	-	89
Accident - Total	44	4	2	10	1	67	47	18	27	6	46	65	64	401
Accident - Metra/PSA	20	-	-	3	-	12	12	2	27	-	46	65	29	216
Accident - Foreign	24	4	2	7	1	55	35	16	-	6	-	-	35	185
Track Work - Total	21	138	18	49	8	50	12	32	61	22	61	175	47	694
Track Work - Metra/PSA	21	138	18	49	-	50	12	8	57	9	61	174	47	644
Track Work - Foreign	-	-	-	-	8	-	-	24	4	13	-	1	-	50
Human Error - Total	74	19	7	13	6	94	28	27	35	31	27	114	37	512
Human Error - Metra/PSA	59	18	6	13	2	27	12	11	35	8	18	69	24	302
Human Error - Foreign	15	1	1	-	4	67	16	16	-	23	9	45	13	210
PTC Related - Total	22	15	4	23	11	40	16	18	39	56	38	72	53	407
PTC Related - Metra/PSA	18	13	3	23	4	32	15	9	38	13	38	72	52	330
PTC Related - Foreign	4	2	1	-	7	8	1	9	1	43	-	-	1	77
Weather - Total	142	28	14	6	2	25	45	15	33	9	91	99	95	604
Weather - Metra/PSA	139	28	14	6	2	25	45	15	33	9	91	99	94	600
Weather - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	1	4
Passenger Related - Total	15	160	13	37	-	36	55	7	116	9	74	47	87	656
Obstruction/Debris - Total	50	31	11	39	8	46	42	16	54	34	45	144	89	609
Catenary Failure - Total	-	32	9	13	-	-	-	-	-	-	-	-	-	54
Other - Total	4	12	1	7	-	8	1	1	1	3	16	-	-	54
Total Trains Delayed	606	510	106	267	72	781	454	216	560	316	459	904	698	5,949
Total Metra/PSA Delays	413	501	101	260	25	542	345	120	536	129	436	800	504	4,712
Total Foreign Carrier Delays	193	9	5	7	47	239	109	96	24	187	23	104	194	1,237

Data for current month is final (08/15/2023) 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 - July Average Over Previous Five Years: 2018-2022

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	69	-	-	-	40	61	80	24	25	60	8	45	176	588
Freight Interference - Peak	23	-	-	-	32	16	24	11	6	25	3	26	59	225
Primary	14	-	-	-	28	11	19	9	4	19	2	14	35	156
Secondary	10	-	-	-	4	5	4	2	2	6	1	12	24	69
Freight Interference - Off-Peak	46	-	-	-	8	45	56	13	19	35	5	19	118	363
Primary	37	-	-	-	7	28	44	11	15	24	3	14	87	270
Secondary	9	-	-	-	0	17	12	2	4	11	2	5	30	93
Signal/Switch Failure - Total	92	43	21	29	22	117	74	36	104	53	21	49	46	706
Signal/Switch Failure - Metra/PSA	53	43	21	29	3	98	66	18	102	19	21	31	36	539
Primary	38	34	15	20	3	66	53	14	81	13	14	22	24	397
Secondary	15	9	6	9	0	33	13	4	21	6	7	9	11	142
Signal/Switch Failure - Foreign	39	-	-	-	18	19	8	19	3	34	0	18	11	168
Primary	31	-	-	-	16	10	5	17	2	22	-	13	8	123
Secondary	8	-	-	-	2	8	3	2	1	12	0	5	3	44
Mechanical Failure - Total	90	7	4	3	2	91	57	20	74	16	50	57	66	536
Mechanical Failure - Metra/PSA	89	4	3	2	1	84	56	20	74	16	50	57	66	522
Non-Locomotive Equipment Issue - Metra/PSA	34	4	3	2	0	9	7	3	11	8	19	23	26	151
Primary	15	2	2	1	0	5	5	2	6	5	11	13	14	80
Secondary	19	2	2	1	-	5	2	1	5	4	7	10	12	71
Locomotive Issue - Metra/PSA	55	-	-	-	1	74	49	16	63	8	32	34	40	371
Primary	18	-	-	-	1	23	18	6	26	4	13	13	16	137
Secondary	37	-	-	-	0	52	31	10	37	4	19	21	24	235
Mechanical Failure - Foreign	1	3	1	0	0	7	0	1	-	-	-	-	-	13
Passenger Train Interference - Total	13	1	0	1	5	21	2	6	1	17	-	1	1	70
Passenger Train Interference - Metra/PSA	2	0	0	0	0	16	1	6	0	0	-	1	1	28
Passenger Train Interference - Foreign	11	1	0	1	5	5	1	0	0	17	-	0	-	42
Accident - Total	46	23	3	4	2	18	17	5	29	6	31	38	45	268
Accident - Metra/PSA	41	10	1	4	0	16	14	4	21	3	31	34	24	205
Accident - Foreign	5	13	2	-	2	2	3	1	8	3	-	4	21	63
Track Work - Total	43	33	3	15	10	49	30	7	59	10	38	29	24	348
Track Work - Metra/PSA	42	32	3	15	8	47	28	6	59	4	38	28	24	333
Track Work - Foreign	1	0	-	-	2	2	2	1	-	6	-	1	-	15
Human Error - Total	89	17	6	10	10	65	33	17	51	15	40	50	42	445
Human Error - Metra/PSA	50	16	6	9	3	34	22	9	50	5	34	31	30	300
Human Error - Foreign	39	0	-	0	7	32	11	8	1	11	6	18	12	145
PTC Related - Total	22	16	5	10	10	27	17	11	43	13	41	26	53	295
PTC Related - Metra/PSA	21	16	5	10	4	25	16	6	42	6	41	25	51	265
PTC Related - Foreign	1	1	-	1	7	2	1	4	1	8	0	1	2	30
Weather - Total	86	58	21	28	4	72	52	12	98	9	52	65	43	599
Weather - Metra/PSA	83	58	21	28	4	71	52	12	97	8	52	64	41	589
Weather - Foreign	3	-	-	-	1	1	1	-	1	2	-	1	1	9
Passenger Related - Total	40	40	8	6	0	39	48	5	67	3	55	64	83	460
Obstruction/Debris - Total	38	25	9	25	3	25	27	10	65	11	32	61	58	388
Catenary Failure - Total	-	9	2	8	-	-	-	-	-	-	-	-	-	19
Other - Total	5	1	1	2	1	3	3	1	4	2	1	6	1	29
Total Trains Delayed	630	273	84	141	109	589	440	153	620	216	370	489	637	4,750
Total Metra/PSA Delays	462	254	81	139	27	458	333	95	581	77	355	400	414	3,676
Total Foreign Carrier Delays	168	18	3	2	82	130	107	58	39	139	15	88	223	1,074

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

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	38	-	-	-	(22)	(29)	(49)	(8)	(6)	(22)	6	8	(36)	(120)
Freight Interference - Peak	5	-	-	-	(14)	(6)	(14)	(6)	(3)	(12)	3	6	(27)	(68)
Primary	5	-	-	-	(10)	(6)	(11)	(4)	(2)	(6)	4	4	(13)	(40)
Secondary	(1)	-	-	-	(4)	(0)	(2)	(2)	(1)	(6)	(1)	2	(14)	(28)
Freight Interference - Off-Peak	33	-	-	-	(8)	(23)	(35)	(2)	(3)	(10)	3	2	(10)	(52)
Primary	27	-	-	-	(7)	(11)	(25)	(2)	(3)	(4)	(1)	6	1	(19)
Secondary	6	-	-	-	(0)	(12)	(10)	-	0	(6)	4	(4)	(10)	(33)
Signal/Switch Failure - Total	(28)	14	1	36	(16)	50	(1)	(1)	(45)	10	(14)	(6)	(2)	(1)
Signal/Switch Failure - Metra/PSA	(14)	14	1	36	(3)	42	(9)	5	(43)	(6)	(14)	9	4	23
Primary	(8)	(1)	2	27	(3)	29	(14)	4	(28)	(1)	(7)	4	9	13
Secondary	(6)	15	(1)	9	(0)	12	5	1	(15)	(5)	(7)	5	(4)	10
Signal/Switch Failure - Foreign	(14)	-	-	-	(12)	8	8	(7)	(3)	16	(0)	(15)	(7)	(25)
Primary	(8)	-	-	-	(10)	15	10	(5)	(2)	18	-	(10)	(4)	5
Secondary	(6)	-	-	-	(2)	(6)	(2)	(2)	(1)	(2)	(0)	(5)	(3)	(29)
Mechanical Failure - Total	(40)	1	(0)	2	7	14	(1)	(1)	36	13	(13)	11	(32)	(2)
Mechanical Failure - Metra/PSA	(39)	4	1	3	8	13	(0)	(1)	36	12	(13)	11	(32)	3
Non-Locomotive Equipment Issue - Metra/PSA	(11)	4	1	3	3	4	4	(0)	10	(1)	(8)	8	(8)	7
Primary	(3)	6	(1)	3	2	(3)	2	-	5	0	(5)	0	(2)	5
Secondary	(8)	(2)	(1)	(0)	1	6	2	(0)	5	(2)	(2)	8	(6)	2
Locomotive Issue - Metra/PSA	(28)	-	-	-	5	10	(4)	(0)	26	13	(6)	3	(24)	(4)
Primary	(5)	-	-	-	3	5	10	1	6	7	(4)	(1)	(3)	20
Secondary	(23)	-	-	-	2	4	(14)	(1)	20	6	(2)	4	(21)	(25)
Mechanical Failure - Foreign	(1)	(3)	(1)	(0)	(0)	1	(0)	(1)	-	1	-	-	-	(4)
Passenger Train Interference - Total	0	5	1	(1)	(2)	90	46	6	5	(1)	3	23	7	181
Passenger Train Interference - Metra/PSA	(2)	4	-	(0)	(0)	53	37	3	6	3	3	21	7	134
Passenger Train Interference - Foreign	2	1	1	(1)	(2)	37	9	3	(0)	(4)	-	2	-	47
Accident - Total	(2)	(19)	(1)	6	(1)	49	30	13	(2)	0	15	27	19	133
Accident - Metra/PSA	(21)	(10)	(1)	(1)	(0)	(4)	(2)	(2)	6	(3)	15	31	5	11
Accident - Foreign	19	(9)	-	7	(1)	53	32	15	(8)	3	-	(4)	14	122
Track Work - Total	(22)	105	15	34	(2)	1	(18)	25	2	12	23	146	23	346
Track Work - Metra/PSA	(21)	106	15	34	(8)	3	(16)	2	(2)	5	23	146	23	311
Track Work - Foreign	(1)	(0)	-	-	6	(2)	(2)	23	4	7	-	(0)	-	35
Human Error - Total	(15)	2	1	3	(4)	29	(5)	10	(16)	16	(13)	64	(5)	67
Human Error - Metra/PSA	9	2	(0)	4	(1)	(7)	(10)	2	(15)	3	(16)	38	(6)	2
Human Error - Foreign	(24)	1	1	(0)	(3)	35	5	8	(1)	12	3	27	1	65
PTC Related - Total	-	(1)	(1)	13	1	13	(1)	7	(4)	43	(3)	46	0	112
PTC Related - Metra/PSA	(3)	(3)	(2)	13	0	7	(1)	3	(4)	7	(3)	47	1	65
PTC Related - Foreign	3	1	1	(1)	0	6	(0)	5	(0)	35	(0)	(1)	(1)	47
Weather - Total	56	(30)	(7)	(22)	(2)	(47)	(7)	3	(65)	(0)	39	34	52	5
Weather - Metra/PSA	56	(30)	(7)	(22)	(2)	(46)	(7)	3	(64)	1	39	35	53	11
Weather - Foreign	0	-	-	-	(1)	(1)	(1)	-	(1)	(2)	-	(1)	(0)	(5)
Passenger Related - Total	(25)	120	5	31	(0)	(3)	7	2	49	6	19	(17)	4	196
Obstruction/Debris - Total	12	6	2	14	5	21	15	6	(11)	23	13	83	31	221
Catenary Failure - Total	-	23	7	5	-	-	-	-	-	-	-	-	-	35
Other - Total	(1)	11	(0)	5	(1)	5	(2)	0	(3)	1	15	(6)	(1)	25
Total Trains Delayed	(24)	237	22	126	(37)	192	14	63	(60)	100	89	415	61	1,199
Total Metra/PSA Delays	-49	247	20	121	-2	84	12	25	-45	52	81	400	90	1,036
Total Foreign Carrier Delays	25	-9	2	5	-35	109	2	38	-15	48	8	16	-29	163

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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 - Jul
Freight Interference - Total	69	64	71	54	61	81	68						468 7.9%
Freight Interference - Peak	25	26	29	15	12	28	22						157 2.6%
Primary	18	16	18	13	9	24	18						116 1.9%
Secondary	7	10	11	2	3	4	4						41 0.7%
Freight Interference - Off-Peak	44	38	42	39	49	53	46						311 5.2%
Primary	32	29	35	34	42	46	33						251 4.2%
Secondary	12	9	7	5	7	7	13						60 1.0%
Signal/Switch Failure - Total	65	78	68	162	142	63	127						705 11.9%
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107						562 9.4%
Primary	45	57	45	73	81	36	73						410 6.9%
Secondary	11	9	18	48	17	15	34						152 2.6%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20						143 2.4%
Primary	7	9	5	36	44	10	17						128 2.2%
Secondary	2	3	-	5	-	2	3						15 0.3%
Mechanical Failure - Total	85	81	52	49	86	79	102						534 9.0%
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102						525 8.8%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23						158 2.7%
Primary	12	12	5	10	18	14	14						85 1.4%
Secondary	14	12	6	3	24	5	9						73 1.2%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79						367 6.2%
Primary	26	25	18	17	20	24	27						157 2.6%
Secondary	33	26	21	18	24	36	52						210 3.5%
Mechanical Failure - Foreign	-	6	2	1	-	-	-						9 0.2%
Passenger Train Interference - Total	39	27	21	51	39	31	43						251 4.2%
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34						162 2.7%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9						89 1.5%
Accident - Total	90	25	29	67	147	29	14						401 6.7%
Accident - Metra/PSA	61	25	24	53	38	14	1						216 3.6%
Accident - Foreign	29	-	5	14	109	15	13						185 3.1%
Track Work - Total	19	44	74	64	131	215	147						694 11.7%
Track Work - Metra/PSA	13	41	65	55	130	214	126						644 10.8%
Track Work - Foreign	6	3	9	9	1	1	21						50 0.8%
Human Error - Total	67	43	57	91	66	71	117						512 8.6%
Human Error - Metra/PSA	33	33	32	60	37	36	71						302 5.1%
Human Error - Foreign	34	10	25	31	29	35	46						210 3.5%
PTC Related - Total	49	45	53	57	77	49	77						407 6.8%
PTC Related - Metra/PSA	40	38	38	54	66	42	52						330 5.5%
PTC Related - Foreign	9	7	15	3	11	7	25						77 1.3%
Weather - Total	44	108	42	128	32	8	242						604 10.2%
Weather - Metra/PSA	44	105	42	128	32	8	241						600 10.1%
Weather - Foreign	-	3	-	-	-	-	1						4 0.1%
Passenger Related - Total	52	54	69	81	118	179	103						656 11.0%
Obstruction/Debris - Total	65	72	84	70	80	114	124						609 10.2%
Catenary Failure - Total	1	9	-	38	-	-	6						54 0.9%
Other - Total	4	-	3	-	12	8	27						54 0.9%
Total Trains Delayed	649	650	623	912	991	927	1,197						5,949 100.0%
Total Metra/PSA Delays	477	531	484	740	718	768	994						4,712 79.2%
Total Foreign Carrier Delays	172	119	139	172	273	159	203						1,237 20.8%

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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 - Jul
Freight Interference - Total	67	62	80	90	79	69	95	93	47	100	46	63	542 12.5%
Freight Interference - Peak	26	18	35	42	45	27	29	28	21	46	20	24	222 5.1%
Primary	20	16	30	34	41	24	24	18	15	31	15	23	189 4.4%
Secondary	6	2	5	8	4	3	5	10	6	15	5	1	33 0.8%
Freight Interference - Off-Peak	41	44	45	48	34	42	66	65	26	54	26	39	320 7.4%
Primary	31	36	37	43	31	35	44	50	24	40	23	29	257 6.0%
Secondary	10	8	8	5	3	7	22	15	2	14	3	10	63 1.5%
Signal/Switch Failure - Total	92	101	46	55	137	150	86	94	87	124	197	109	667 15.4%
Signal/Switch Failure - Metra/PSA	76	90	42	48	121	133	72	83	67	112	174	77	582 13.5%
Primary	62	67	39	40	92	101	42	68	59	77	108	58	443 10.3%
Secondary	14	23	3	8	29	32	30	15	8	35	66	19	139 3.2%
Signal/Switch Failure - Foreign	16	11	4	7	16	17	14	11	20	12	23	32	85 2.0%
Primary	10	10	4	4	13	11	7	10	17	10	12	21	59 1.4%
Secondary	6	1	-	3	3	6	7	1	3	2	11	11	26 0.6%
Mechanical Failure - Total	55	74	52	56	79	58	75	51	52	103	64	78	449 10.4%
Mechanical Failure - Metra/PSA	55	72	48	56	79	58	73	48	52	103	64	77	441 10.2%
Non-Locomotive Equipment Issue - Metra/PSA	10	23	9	15	20	17	16	16	18	27	14	27	110 2.5%
Primary	7	15	7	11	12	13	15	10	11	13	6	17	80 1.9%
Secondary	3	8	2	4	8	4	1	6	7	14	8	10	30 0.7%
Locomotive Issue - Metra/PSA	45	49	39	41	59	41	57	32	34	76	50	50	331 7.7%
Primary	25	17	19	19	26	25	23	18	14	29	19	22	154 3.6%
Secondary	20	32	20	22	33	16	34	14	20	47	31	28	177 4.1%
Mechanical Failure - Foreign	-	2	4	-	-	-	2	3	-	-	-	1	8 0.2%
Passenger Train Interference - Total	4	1	2	4	4	8	13	12	12	10	17	32	36 0.8%
Passenger Train Interference - Metra/PSA	2	-	-	3	4	4	10	7	10	6	9	26	23 0.5%
Passenger Train Interference - Foreign	2	1	2	1	-	4	3	5	2	4	8	6	13 0.3%
Accident - Total	81	30	11	26	106	43	87	45	67	48	55	80	384 8.9%
Accident - Metra/PSA	66	30	5	25	99	37	61	44	61	34	55	80	323 7.5%
Accident - Foreign	15	-	6	1	7	6	26	1	6	14	-	-	61 1.4%
Track Work - Total	12	59	30	42	60	85	54	128	51	74	36	24	342 7.9%
Track Work - Metra/PSA	11	57	26	42	54	70	51	124	46	73	34	22	311 7.2%
Track Work - Foreign	1	2	4	-	6	15	3	4	5	1	2	2	31 0.7%
Human Error - Total	31	24	42	43	69	50	63	78	49	69	36	83	322 7.5%
Human Error - Metra/PSA	22	10	29	33	47	24	43	54	25	40	20	49	208 4.8%
Human Error - Foreign	9	14	13	10	22	26	20	24	24	29	16	34	114 2.6%
PTC Related - Total	34	43	38	55	55	72	63	51	39	63	41	26	360 8.3%
PTC Related - Metra/PSA	23	38	36	50	47	65	54	44	34	53	26	21	313 7.2%
PTC Related - Foreign	11	5	2	5	8	7	9	7	5	10	15	5	47 1.1%
Weather - Total	141	84	28	15	20	99	43	31	17	127	70	100	430 10.0%
Weather - Metra/PSA	141	83	28	15	20	98	43	31	17	127	70	99	428 9.9%
Weather - Foreign	-	1	-	-	-	1	-	-	-	-	-	1	2 0.0%
Passenger Related - Total	21	38	44	31	50	60	79	88	54	71	47	65	323 7.5%
Obstruction/Debris - Total	33	71	81	30	58	71	36	49	70	65	63	88	380 8.8%
Catenary Failure - Total	-	-	14	-	2	-	10	1	38	4	10	2	26 0.6%
Other - Total	1	1	8	2	23	18	5	1	17	5	28	6	58 1.3%
Total Trains Delayed	572	588	476	449	742	783	709	722	600	863	710	756	4,319 100.0%
Total Metra/PSA Delays	451	490	361	335	604	638	537	574	491	693	600	612	3,416 79.1%
Total Foreign Carrier Delays	121	98	115	114	138	145	172	148	109	170	110	144	903 20.9%

Data for current month is final (08/15/2022) 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
July 2023

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	14	5	2	0	3	26	12	15	8	11	10	17	18	141
11-15	10	2	1	4	1	12	5	5	5	6	14	10	2	77
16-20	3	2	0	1	2	5	1	3	1	3	4	5	2	32
21+	10	1	2	1	4	12	10	7	7	9	2	46	10	121
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>14</u>
Sub-Total	40	10	5	6	11	56	29	31	21	30	32	82	32	385
Weekday Off-Peak **														
6-10	14	30	10	3	0	39	27	13	35	22	17	9	25	244
11-15	11	9	1	1	0	23	14	4	8	14	3	12	10	110
16-20	11	3	1	0	0	13	8	5	6	4	7	14	9	81
21+	18	5	1	4	0	19	8	8	3	14	24	45	32	181
Annulled	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>5</u>	<u>9</u>	<u>1</u>	<u>27</u>
Sub-Total	58	47	14	8	0	97	59	30	54	54	56	89	77	643
Saturday														
6-10	1	11	0	1	0	7	0	0	5	0	3	2	0	30
11-15	0	5	0	2	0	2	2	0	2	0	0	1	0	14
16-20	0	3	0	0	0	1	0	0	0	0	0	0	0	4
21+	0	8	0	4	0	3	0	0	0	0	4	8	3	30
Annulled	<u>2</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>11</u>
Sub-Total	3	33	0	9	0	13	2	0	7	0	8	11	3	89
Sunday-Holiday														
6-10	2	9	0	3	0	2	7	0	7	0	4	2	1	37
11-15	1	1	0	1	0	1	0	0	3	0	5	0	2	14
16-20	1	0	0	0	0	1	1	0	2	0	1	2	1	9
21+	4	1	0	0	0	2	0	0	1	0	2	3	0	13
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>7</u>
Sub-Total	10	11	0	4	0	6	8	0	15	0	12	7	7	80
July 2023 Total														
6-10	31	55	12	7	3	74	46	28	55	33	34	30	44	452
11-15	22	17	2	8	1	38	21	9	18	20	22	23	14	215
16-20	15	8	1	1	2	20	10	8	9	7	12	21	12	126
21+	32	15	3	9	4	36	18	15	11	23	32	102	45	345
Annulled	<u>11</u>	<u>6</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>8</u>	<u>13</u>	<u>4</u>	<u>59</u>
TOTAL	111	101	19	27	11	172	98	61	97	84	108	189	119	1,197
2023 Year-to-Date														
6-10	215	298	64	139	34	393	234	111	305	147	140	233	246	2,559
11-15	116	81	11	47	10	169	90	32	99	67	87	159	121	1,089
16-20	63	44	8	13	12	78	31	19	44	30	48	103	74	567
21+	140	73	22	48	14	118	81	43	83	59	138	352	207	1,378
Annulled	<u>72</u>	<u>14</u>	<u>1</u>	<u>20</u>	<u>2</u>	<u>23</u>	<u>18</u>	<u>11</u>	<u>29</u>	<u>13</u>	<u>46</u>	<u>57</u>	<u>50</u>	<u>356</u>
TOTAL	606	510	106	267	72	781	454	216	560	316	459	904	698	5,949
Share of Delays by Duration														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
July 2023 Total														
6-10	27.9%	54.5%	63.2%	25.9%	27.3%	43.0%	46.9%	45.9%	56.7%	39.3%	31.5%	15.9%	37.0%	37.8%
11-15	19.8%	16.8%	10.5%	29.6%	9.1%	22.1%	21.4%	14.8%	18.6%	23.8%	20.4%	12.2%	11.8%	18.0%
16-20	13.5%	7.9%	5.3%	3.7%	18.2%	11.6%	10.2%	13.1%	9.3%	8.3%	11.1%	11.1%	10.1%	10.5%
21+	28.8%	14.9%	15.8%	33.3%	36.4%	20.9%	18.4%	24.6%	11.3%	27.4%	29.6%	54.0%	37.8%	28.8%
Annulled	<u>9.9%</u>	<u>5.9%</u>	<u>5.3%</u>	<u>7.4%</u>	<u>9.1%</u>	<u>2.3%</u>	<u>3.1%</u>	<u>1.6%</u>	<u>4.1%</u>	<u>1.2%</u>	<u>7.4%</u>	<u>6.9%</u>	<u>3.4%</u>	<u>4.9%</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%
2023 Year-to-Date Delays By Duration														
6-10	35.5%	58.4%	60.4%	52.1%	47.2%	50.3%	51.5%	51.4%	54.5%	46.5%	30.5%	25.8%	35.2%	43.0%
11-15	19.1%	15.9%	10.4%	17.6%	13.9%	21.6%	19.8%	14.8%	17.7%	21.2%	19.0%	17.6%	17.3%	18.3%
16-20	10.4%	8.6%	7.5%	4.9%	16.7%	10.0%	6.8%	8.8%	7.9%	9.5%	10.5%	11.4%	10.6%	9.5%
21+	23.1%	14.3%	20.8%	18.0%	19.4%	15.1%	17.8%	19.9%	14.8%	18.7%	30.1%	38.9%	29.7%	23.2%
Annulled	<u>11.9%</u>	<u>2.7%</u>	<u>0.9%</u>	<u>7.5%</u>	<u>2.8%</u>	<u>2.9%</u>	<u>4.0%</u>	<u>5.1%</u>	<u>5.2%</u>	<u>4.1%</u>	<u>10.0%</u>	<u>6.3%</u>	<u>7.2%</u>	<u>6.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (08/15/2023) version from TOPS.