

On-Time Performance

November 2023



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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules and Special Events

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

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

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

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

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

A schedule change on March 28, 2022, resulted in an increase of five weekday BNSF revenue trains. A schedule change on April 25 resulted in 21 additional UP-NW weekday trains and four fewer UP-N weekday trains. Two ME weekday trains were added on May 23. Schedule changes on May 31 and June 20 did not change the number of scheduled revenue trains. Metra added six Saturday HC trains on July 2 under a summer promotion, which ran through September 3. On December 5 Metra added 18 UP-W weekday trains and on December 12 added 14 MD-N weekday trains, 12 MD-W weekday trains and two NCS weekday trains. On January 16, 2023, Metra added 18 SWS weekday trains, and on April 3 Metra added 12 UP-NW weekday trains. Metra added four ME-BI weekday trains on August 14. From September 9 through October 14, Metra added six Saturday HC trains for a promotion.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in November, which is 96 percent of Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in November, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in November, 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 one percent fewer total revenue trains in November 2023 than in November 2019, 65 percent more total revenue trains than in November 2020, 15 percent more total revenue trains than in November 2021, and 12 percent more total revenue trains than in November 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
November 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 | 924 | 37 | 96.0% | 987 | 36 | 96.4% | 1,911 | 73 | 96.2% | 120 | 4 | 96.7% | 100 | 1 | 99.0% | 2,131 | 78 | 96.3% |
| ME-ML | 525 | 26 | 95.0% | 882 | 13 | 98.5% | 1,407 | 39 | 97.2% | 168 | 4 | 97.6% | 120 | 1 | 99.2% | 1,695 | 44 | 97.4% |
| ME-BI | 168 | 11 | 93.5% | 294 | 4 | 98.6% | 462 | 15 | 96.8% | 32 | 0 | 100.0% | -- | -- | -- | 494 | 15 | 97.0% |
| ME-SC | <u>231</u> | <u>8</u> | 96.5% | <u>651</u> | <u>10</u> | 98.5% | <u>882</u> | <u>18</u> | 98.0% | <u>128</u> | <u>3</u> | 97.7% | <u>100</u> | <u>0</u> | 100.0% | <u>1,110</u> | <u>21</u> | 98.1% |
| Subtotal | 924 | 45 | 95.1% | 1,827 | 27 | 98.5% | 2,751 | 72 | 97.4% | 328 | 7 | 97.9% | 220 | 1 | 99.5% | 3,299 | 80 | 97.6% |
| HC | 126 | 7 | 94.4% | -- | -- | -- | 126 | 7 | 94.4% | -- | -- | -- | -- | -- | -- | 126 | 7 | 94.4% |
| MD-N | 441 | 63 | 85.7% | 651 | 59 | 90.9% | 1,092 | 122 | 88.8% | 80 | 10 | 87.5% | 90 | 5 | 94.4% | 1,262 | 137 | 89.1% |
| MD-W | <u>462</u> | <u>19</u> | 95.9% | <u>630</u> | <u>24</u> | 96.2% | <u>1,092</u> | <u>43</u> | 96.1% | <u>96</u> | <u>3</u> | 96.9% | <u>90</u> | <u>1</u> | 98.9% | <u>1,278</u> | <u>47</u> | 96.3% |
| Subtotal | 903 | 82 | 90.9% | 1,281 | 83 | 93.5% | 2,184 | 165 | 92.4% | 176 | 13 | 92.6% | 180 | 6 | 96.7% | 2,540 | 184 | 92.8% |
| NCS | 168 | 24 | 85.7% | 126 | 15 | 88.1% | 294 | 39 | 86.7% | -- | -- | -- | -- | -- | -- | 294 | 39 | 86.7% |
| RI | 651 | 47 | 92.8% | 1,029 | 37 | 96.4% | 1,680 | 84 | 95.0% | 132 | 2 | 98.5% | 140 | 2 | 98.6% | 1,952 | 88 | 95.5% |
| SWS | 252 | 19 | 92.5% | 378 | 30 | 92.1% | 630 | 49 | 92.2% | -- | -- | -- | -- | -- | -- | 630 | 49 | 92.2% |
| UP-N | 462 | 14 | 97.0% | 1,008 | 33 | 96.7% | 1,470 | 47 | 96.8% | 104 | 1 | 99.0% | 90 | 4 | 95.6% | 1,664 | 52 | 96.9% |
| UP-NW | 735 | 64 | 91.3% | 903 | 36 | 96.0% | 1,638 | 100 | 93.9% | 136 | 7 | 94.9% | 105 | 4 | 96.2% | 1,879 | 111 | 94.1% |
| UP-W | <u>546</u> | <u>54</u> | 90.1% | <u>672</u> | <u>52</u> | 92.3% | <u>1,218</u> | <u>106</u> | 91.3% | <u>80</u> | <u>5</u> | 93.8% | <u>90</u> | <u>6</u> | 93.3% | <u>1,388</u> | <u>117</u> | 91.6% |
| Subtotal | 1,743 | 132 | 92.4% | 2,583 | 121 | 95.3% | 4,326 | 253 | 94.2% | 320 | 13 | 95.9% | 285 | 14 | 95.1% | 4,931 | 280 | 94.3% |
| System | 5,691 | 393 | 93.1% | 8,211 | 349 | 95.7% | 13,902 | 742 | 94.7% | 1,076 | 39 | 96.4% | 925 | 24 | 97.4% | 15,903 | 805 | 94.9% |

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (12/18/2023) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - November 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 | 10,296 | 352 | 96.6% | 11,008 | 441 | 96.0% | 21,304 | 793 | 96.3% | 1,400 | 45 | 96.8% | 1,083 | 37 | 96.6% | 23,787 | 875 | 96.3% |
| ME-ML | 5,850 | 124 | 97.9% | 9,828 | 350 | 96.4% | 15,678 | 474 | 97.0% | 1,974 | 139 | 93.0% | 1,277 | 62 | 95.1% | 18,929 | 675 | 96.4% |
| ME-BI | 1,690 | 78 | 95.4% | 2,830 | 71 | 97.5% | 4,520 | 149 | 96.7% | 376 | 10 | 97.3% | -- | -- | -- | 4,896 | 159 | 96.8% |
| ME-SC | <u>2,574</u> | <u>85</u> | 96.7% | <u>7,254</u> | <u>169</u> | 97.7% | <u>9,828</u> | <u>254</u> | 97.4% | <u>1,504</u> | <u>76</u> | 94.9% | <u>1,060</u> | <u>24</u> | 97.7% | <u>12,392</u> | <u>354</u> | 97.1% |
| Subtotal | 10,114 | 287 | 97.2% | 19,912 | 590 | 97.0% | 30,026 | 877 | 97.1% | 3,854 | 225 | 94.2% | 2,337 | 86 | 96.3% | 36,217 | 1,188 | 96.7% |
| HC | 1,404 | 126 | 91.0% | -- | -- | -- | 1,404 | 126 | 91.0% | 36 | 3 | 91.7% | -- | -- | -- | 1,440 | 129 | 91.0% |
| MD-N | 4,914 | 537 | 89.1% | 7,258 | 599 | 91.7% | 12,172 | 1,136 | 90.7% | 953 | 58 | 93.9% | 959 | 41 | 95.7% | 14,084 | 1,235 | 91.2% |
| MD-W | <u>5,148</u> | <u>306</u> | 94.1% | <u>7,026</u> | <u>308</u> | 95.6% | <u>12,174</u> | <u>614</u> | 95.0% | <u>1,137</u> | <u>43</u> | 96.2% | <u>956</u> | <u>62</u> | 93.5% | <u>14,267</u> | <u>719</u> | 95.0% |
| Subtotal | 10,062 | 843 | 91.6% | 14,284 | 907 | 93.7% | 24,346 | 1,750 | 92.8% | 2,090 | 101 | 95.2% | 1,915 | 103 | 94.6% | 28,351 | 1,954 | 93.1% |
| NCS | 1,872 | 187 | 90.0% | 1,404 | 159 | 88.7% | 3,276 | 346 | 89.4% | -- | -- | -- | -- | -- | -- | 3,276 | 346 | 89.4% |
| RI | 7,251 | 413 | 94.3% | 11,471 | 538 | 95.3% | 18,722 | 951 | 94.9% | 1,563 | 67 | 95.7% | 1,489 | 55 | 96.3% | 21,774 | 1,073 | 95.1% |
| SWS | 2,781 | 215 | 92.3% | 4,077 | 337 | 91.7% | 6,858 | 552 | 92.0% | -- | -- | -- | -- | -- | -- | 6,858 | 552 | 92.0% |
| UP-N | 5,145 | 241 | 95.3% | 11,228 | 368 | 96.7% | 16,373 | 609 | 96.3% | 1,242 | 51 | 95.9% | 974 | 61 | 93.7% | 18,589 | 721 | 96.1% |
| UP-NW | 7,870 | 646 | 91.8% | 9,590 | 466 | 95.1% | 17,460 | 1,112 | 93.6% | 1,601 | 90 | 94.4% | 1,120 | 80 | 92.9% | 20,181 | 1,282 | 93.6% |
| UP-W | <u>6,084</u> | <u>414</u> | 93.2% | <u>7,488</u> | <u>636</u> | 91.5% | <u>13,572</u> | <u>1,050</u> | 92.3% | <u>950</u> | <u>57</u> | 94.0% | <u>962</u> | <u>46</u> | 95.2% | <u>15,484</u> | <u>1,153</u> | 92.6% |
| Subtotal | 19,099 | 1,301 | 93.2% | 28,306 | 1,470 | 94.8% | 47,405 | 2,771 | 94.2% | 3,793 | 198 | 94.8% | 3,056 | 187 | 93.9% | 54,254 | 3,156 | 94.2% |
| System | 62,879 | 3,724 | 94.1% | 90,462 | 4,442 | 95.1% | 153,341 | 8,166 | 94.7% | 12,736 | 639 | 95.0% | 9,880 | 468 | 95.3% | 175,957 | 9,273 | 94.7% |

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (12/18/2023) 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-Nov | Annual |
|------|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|---------|--------|
| BNSF | 2018 | 89.6 | 91.6 | 92.7 | 94.2 | 90.5 | 92.2 | 91.6 | 92.7 | 92.0 | 92.4 | 92.5 | 95.1 | 92.0% | 92.2% |
| | 2019 | 92.7 | 88.8 | 97.8 | 95.1 | 94.9 | 94.6 | 93.0 | 96.3 | 96.7 | 96.3 | 95.9 | 97.7 | 94.8% | 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 | 97.7% | 97.9% |
| | 2021 | 99.0 | 90.8 | 99.4 | 98.5 | 98.1 | 98.5 | 97.3 | 96.5 | 94.2 | 96.6 | 98.1 | 99.0 | 96.9% | 97.1% |
| | 2022 | 98.0 | 97.6 | 98.1 | 97.8 | 95.2 | 96.3 | 97.1 | 95.8 | 97.4 | 97.2 | 97.1 | 97.7 | 97.0% | 97.1% |
| | 2023 | 97.5 | 96.2 | 96.3 | 94.0 | 97.2 | 95.8 | 94.7 | 95.9 | 98.0 | 97.5 | 96.3 | | 96.3% | 96.3% |
| | 2018-2022 average | 94.9 | 93.3 | 96.8 | 96.5 | 94.5 | 95.2 | 94.9 | 95.6 | 95.5 | 95.9 | 96.1 | 97.6 | 95.4% | 95.6% |
| ME | 2018 | 97.7 | 97.2 | 99.1 | 99.0 | 99.2 | 97.7 | 98.2 | 98.6 | 98.6 | 98.2 | 97.7 | 95.9 | 98.3% | 98.1% |
| | 2019 | 96.4 | 90.7 | 99.6 | 99.7 | 98.6 | 99.5 | 97.1 | 98.6 | 98.9 | 99.3 | 98.7 | 98.5 | 98.0% | 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 | 98.0% | 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 | 97.4% | 97.4% |
| | 2023 | 98.4 | 97.4 | 97.2 | 94.8 | 94.1 | 95.5 | 95.4 | 97.4 | 98.1 | 97.9 | 97.6 | | 96.7% | 96.7% |
| | 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 | 89.3% | 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 | 87.2% | 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 | 88.9% | 89.6% |
| | 2021 | 90.0 | 75.0 | 88.0 | 95.5 | 76.3 | 87.5 | 87.7 | 85.6 | 82.8 | 87.0 | 91.3 | 88.9 | 86.3% | 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 | 87.6% | 87.8% |
| | 2023 | 96.8 | 90.8 | 93.5 | 91.7 | 90.2 | 89.4 | 90.8 | 87.0 | 85.4 | 92.4 | 94.4 | | 91.0% | 91.0% |
| | 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 | 87.9% | 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 | 92.6% | 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 | 91.7% | 91.9% |
| | 2020 | 93.3 | 95.7 | 97.6 | 97.0 | 95.3 | 96.7 | 96.9 | 97.4 | 95.7 | 96.3 | 94.5 | 95.0 | 95.9% | 95.8% |
| | 2021 | 91.8 | 86.7 | 96.4 | 95.1 | 93.9 | 89.3 | 91.1 | 95.7 | 94.7 | 91.6 | 94.7 | 94.0 | 92.9% | 93.0% |
| | 2022 | 94.0 | 93.5 | 95.9 | 95.5 | 90.3 | 88.3 | 89.5 | 89.2 | 93.5 | 89.8 | 89.4 | 88.2 | 91.7% | 91.4% |
| | 2023 | 92.0 | 93.0 | 94.8 | 93.1 | 86.2 | 93.4 | 86.2 | 90.1 | 93.4 | 92.2 | 89.1 | | 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 | 95.6% | 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 | 95.0% | 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 | 94.9% | 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 | 94.2% | 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 | 94.1% | 94.1% |
| | 2023 | 96.0 | 94.6 | 95.4 | 96.8 | 92.7 | 97.0 | 92.3 | 95.3 | 92.1 | 95.9 | 96.3 | | 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 | 94.8% | 94.8% |
| NCS | 2018 | 93.2 | 86.4 | 95.9 | 95.5 | 90.0 | 92.9 | 98.8 | 93.3 | 93.2 | 96.1 | 90.0 | 88.5 | 93.2% | 92.9% |
| | 2019 | 87.6 | 91.8 | 95.0 | 95.2 | 95.0 | 97.3 | 95.2 | 95.0 | 95.8 | 95.2 | 91.3 | 96.7 | 94.0% | 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 | 91.5% | 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 | 90.1% | 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 | 92.9% | 93.0% |
| | 2023 | 92.2 | 93.2 | 94.1 | 88.2 | 88.3 | 91.9 | 78.2 | 88.2 | 88.9 | 92.9 | 86.7 | | 89.4% | 89.4% |
| | 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 | 92.8% | 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-Nov | 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 | 94.8% | 94.8% |
| | 2019 | 89.8 | 87.1 | 96.7 | 95.7 | 88.9 | 94.0 | 88.2 | 92.6 | 90.1 | 94.9 | 91.4 | 94.1 | 91.8% | 92.0% |
| | 2020 | 92.0 | 92.6 | 97.4 | 99.1 | 96.4 | 93.7 | 97.9 | 95.5 | 96.0 | 97.5 | 95.2 | 98.4 | 95.5% | 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 | 95.5% | 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 | 96.0% | 96.0% |
| | 2023 | 95.4 | 96.0 | 96.8 | 96.6 | 96.3 | 95.4 | 95.0 | 91.7 | 95.6 | 91.7 | 95.5 | | 95.1% | 95.1% |
| | 2018-2022 average | 93.4 | 91.1 | 96.9 | 97.4 | 94.7 | 94.6 | 93.8 | 95.0 | 94.4 | 95.8 | 94.6 | 96.2 | 94.7% | 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 | 92.5% | 92.7% |
| | 2019 | 90.4 | 91.0 | 93.8 | 94.4 | 95.3 | 91.7 | 92.0 | 94.9 | 92.0 | 92.1 | 94.1 | 94.2 | 92.9% | 93.0% |
| | 2020 | 95.6 | 94.1 | 97.6 | 98.1 | 100.0 | 88.8 | 89.1 | 80.5 | 86.7 | 91.8 | 94.0 | 96.4 | 93.9% | 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 | 91.3% | 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 | 93.0% | 93.2% |
| | 2023 | 92.1 | 95.0 | 95.4 | 94.2 | 93.8 | 91.4 | 86.0 | 89.0 | 91.8 | 90.6 | 92.2 | | 92.0% | 92.0% |
| | 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 | 92.8% | 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 | 96.7% | 96.6% |
| | 2019 | 90.7 | 89.1 | 96.9 | 97.6 | 97.6 | 95.3 | 94.6 | 94.7 | 97.2 | 95.4 | 94.4 | 99.3 | 94.9% | 95.3% |
| | 2020 | 98.5 | 98.6 | 98.4 | 98.2 | 97.7 | 98.4 | 98.6 | 97.2 | 97.4 | 97.0 | 97.4 | 98.9 | 98.0% | 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 | 96.1% | 96.0% |
| | 2022 | 95.8 | 96.6 | 97.0 | 96.4 | 95.6 | 96.2 | 94.9 | 95.7 | 96.4 | 92.4 | 96.5 | 97.4 | 95.8% | 95.9% |
| | 2023 | 97.4 | 96.6 | 97.9 | 95.5 | 95.6 | 96.2 | 93.5 | 96.1 | 98.0 | 93.8 | 96.9 | | 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 | 96.2% | 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 | 94.9% | 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 | 96.5% | 96.7% |
| | 2021 | 97.7 | 89.6 | 98.2 | 96.9 | 97.8 | 96.1 | 95.1 | 91.3 | 95.7 | 93.6 | 95.5 | 94.9 | 95.2% | 95.2% |
| | 2022 | 94.0 | 94.6 | 95.7 | 96.3 | 95.3 | 93.2 | 96.0 | 95.4 | 95.4 | 92.9 | 93.3 | 91.3 | 94.7% | 94.4% |
| | 2023 | 94.4 | 95.4 | 95.9 | 90.5 | 95.0 | 89.2 | 89.7 | 95.0 | 97.4 | 93.9 | 94.1 | | 93.6% | 93.6% |
| | 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 | 94.7% | 94.7% |
| UP-W | 2018 | 92.3 | 89.0 | 94.4 | 92.8 | 88.9 | 93.9 | 91.6 | 89.9 | 92.9 | 92.2 | 91.2 | 88.5 | 91.7% | 91.5% |
| | 2019 | 90.4 | 77.0 | 90.7 | 94.0 | 92.9 | 95.9 | 91.1 | 95.3 | 95.0 | 95.3 | 92.3 | 95.9 | 91.9% | 92.3% |
| | 2020 | 94.9 | 98.2 | 97.8 | 99.1 | 94.8 | 96.3 | 92.2 | 93.1 | 93.8 | 92.0 | 90.1 | 93.3 | 95.0% | 94.9% |
| | 2021 | 93.6 | 82.5 | 95.8 | 97.3 | 91.7 | 89.3 | 87.6 | 86.2 | 90.6 | 93.3 | 88.5 | 90.1 | 90.5% | 90.5% |
| | 2022 | 92.9 | 94.5 | 91.8 | 92.5 | 91.9 | 89.2 | 90.7 | 91.9 | 95.3 | 86.8 | 94.7 | 91.2 | 92.0% | 91.9% |
| | 2023 | 93.0 | 93.2 | 95.2 | 92.0 | 91.9 | 93.4 | 91.3 | 91.6 | 92.6 | 92.3 | 91.6 | | 92.6% | 92.6% |
| | 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 | 94.9% | 94.8% |
| | 2019 | 91.8 | 88.2 | 96.3 | 96.1 | 95.3 | 95.8 | 93.2 | 95.3 | 95.9 | 95.7 | 93.6 | 96.7 | 94.4% | 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 | 96.4% | 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 | 95.4% | 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 | 95.4% | 95.4% |
| | 2023 | 95.8 | 95.6 | 96.3 | 94.1 | 94.0 | 94.3 | 92.3 | 94.2 | 95.8 | 94.6 | 94.9 | | 94.7% | 94.7% |
| | 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 (12/18/2023) 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
November 2023**

| Line | Train | Date | Minutes | | Delay Code | Delay Explanation |
|-------|-----------------------|-------------|---------|--|------------|--|
| | | | Late | | | |
| ME-BI | 233 81% OT | Wed, Nov 08 | 6 | | KW | 6m enroute slick rail |
| | | Tue, Nov 14 | 27 | | J1 | Following ME331 who was stopped at CP 11th Pl. for unruly passenger. |
| | | Wed, Nov 15 | 9 | | G1 | 10m late waiting on 721 to clear Kensington DELAYED BY SIGNAL ISSUES AT MCCORMICK |
| | | Mon, Nov 20 | 10 | | KW | -233 final arrival 10m: slick rail/wheel slip. |
| MD-N | 2102 81% OT | Thu, Nov 09 | 10 | | I | (-10) X/O 2MT to 1MT Lake Forest to Morton Grove, passengers on wrong side platform DUE TO FREIGHT TRAIN AHEAD, TRACC ANNOUNCEMENTS WERE MADE |
| | | Fri, Nov 17 | 7 | | N | -7", Signal/PTC issues, B/O WIU @ mp 11.72, restricted speed CAUSED BY POWER ISSUE FROM UTILITY |
| | | Wed, Nov 22 | 12 | | VE | Delayed 7 minutes at Libertyville mechanical issues. Delayed 5 minutes at Mayfair account PTC issue. HEP INSPECTED, NO ISSUE FOUND |
| | | Mon, Nov 27 | 13 | | G | -13" Left FI late due to confusion between Dispatcher, Train Crew and CAD about New DOB DUE TO SWITCH ISSUE |
| MD-N | 2106 76% OT | Thu, Nov 02 | 6 | | U | (-6) -3" Departed Fox Lake late, waiting on signal; Fox Lake to Deerfield schedule; ADA N. Glenview; Temporary speed restrictions |
| | | Thu, Nov 09 | 12 | | RF | (-12) -7" Fox Lake signal problems STACK INCORRECTLY ENTERED; ADA Fox Lake; -6" Fox Lake to Deerfield schedule; -4" ADA N. Glenview; -2" Temporary speed restriction Grayland |
| | | Tue, Nov 14 | 7 | | GT | (-7) -5" Departed Fox Lake late due to signal problems (TMDS CAD on C&M Desk had to be released and reloaded multiple times at the beginning of rush) |
| | | Fri, Nov 17 | 25 | | N | -25", -4" Fox Lake to Deerfield schedule; -12" Stop signal CN X-ing, no conflicting movement; -8" Stop signal Morton Grove to copy Madatory Directives; -6" Signal/PTC issues, B/O WIU @ mp 11.72, Com-Ed issue, three Automatic Grade Crossing Malfunction lte |
| | | Thu, Nov 30 | 8 | | ZV | 4 min late departure FL PTC issues had to reboot NEEDED TO BE RESET 2 min TSR Grayland 3 min stop A-5 |
| MD-N | 2118 81% OT | Wed, Nov 01 | 11 | | CC | (-11) -3" Door problems @ Long Lake (sticky door); -4" Stop signal CN X-ing, waiting on NCS 110; -2" Temporary speed restriction Deerfield 60mph; -2" Temporary speed restriction Grayland 25mph; -3" Stop signal CUS CP Lake, waiting on 2109 to depart |
| | | Wed, Nov 08 | 7 | | A | 4m CN Crossing stop, 3m Deerfield speed restrictions, 2m Grayland speed restrictions, 4m CUS wait on 2209. (-7) -4" Stop signal CN X-ing; -3" Temporary speed restriction Deerfield; -2" Temporary speed restriction Grayland; -4" Stop signal CUS CP Lake, wait |
| | | Fri, Nov 17 | 7 | | N | -7", -4" Stop signal CN X-ing; -6" Three Automatic Grade Crossing Malfunction Item #2's, restricting CAUSED BY POWER ISSUE FROM UTILITY |
| | | Tue, Nov 28 | 9 | | VF | 3 min stuck door Ingleside 3 min speed restrictions Deerfield 4 min did a brake test at Lake Cook Rd. Brakes smelled like burning rubber 2 min speed restrictions Grayland 2 min speed restriction Healy |
| MD-N | 2120 76% OT | Wed, Nov 01 | 7 | | CC1 | -7" Departed Lake Forest late due to late arrival/turn of 2101; -2" Snow covered signal @ Grayland, difficult to make out; -4" Stop signal CUS CP Canal, following late 2118 |
| | | Fri, Nov 17 | 12 | | N1 | (-12)", -12" Departed Lake Forest late due to late arrival/turn of 2101; Three Automatic Grade Crossing Malfunction Item #2's; -2" Stop signal A-2 CAUSED BY POWER ISSUE FROM UTILITY |
| | | Mon, Nov 20 | 8 | | GX1 | (-8) -2" Automatic Grade Crossing Malfunction Item #2 @ Devon Ave. Stop signal CUS CP Lake, waiting on 2222 light engine move |
| | | Tue, Nov 28 | 10 | | VF1 | 2 min stop A-20 freight train coming off the UP 7 min on approach Glenview to Western following 2118 2 min stop A-2 wait on UP train |
| | | Wed, Nov 29 | 7 | | G | -7" Held at A-2 or ncs 110 to cross over 3 to 2, so 3 main was clear for 2209 due to 11 switch A-5 |
| MD-N | 2126 81% OT | Wed, Nov 01 | 8 | | GM | (-8) -2" Departed Deerfield late due to turn of 2103, waiting on the signal; -3" Slow passenger loading Morton Grove; -3" Stop signal A-2, U.P. cross-traffic; -3" Automatic Grade Crossing Malfunction Green St. mp 1.05 |
| | | Fri, Nov 17 | 8 | | N1 | -8", -5" Departed Deerfield late due to late arrival/turn of 2105; Signal issues Edgebrook, restricted speed CAUSED BY POWER ISSUE FROM UTILITY |
| | | Mon, Nov 27 | 10 | | G | -10" 2 min on turn off of 2105 8 min go thru track 0 due to work on 11 switch at A-5 |
| MD-N | 2133 76% OT | Wed, Nov 29 | 8 | | G | -8" Ran thru track zero at a-5 due to 11 switch |
| | | Fri, Nov 10 | 8 | | VE | Due to swapping equipment at Cus 2133 departed at 5:00 15 mins late, at departure locomotive 73 developed a Pcs issue used equipment from 2140/2141. 2133 expressed from Glenview to Lake Forest passengers were accommodated by 2135. SPEED INDICATOR SYSTEM I |
| | | Tue, Nov 14 | 12 | | G | 12 mins late. Due to signal issues at UP Mayfair the following trains were delayed. |
| | | Mon, Nov 20 | 7 | | KW | -7" 3 min Emergency Brake Light came on at Edgebrook stopped to check it out 4 min Loco 404 would not go above 40 mph COMPENSATING FOR WHEELSLIP TO AVOID PENALTY APP |
| | | Wed, Nov 29 | 9 | | G1 | Due to signal Maintainers working on # 11 switch at A-5 the following Northline trains were delayed: 11 switch reported working as intended @ 13:30-1:30. 11 switch failed around 4:00 PM 9 mins late, following 2131. |
| | | Thu, Nov 30 | 7 | | M1 | 7 mins late. Due to 2142 striking a vehicle/box van at Caldwell Ave the following Northline outbound and inbound trains were delayed. MP-23-00069484 (9461) |

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

| Line | Train | Date | Minutes Delay | | Delay Explanation |
|-------------|---------------------------|-------------|--|-------------|---|
| | | | Late | Code | |
| MD-N | 2135 57% OT | Wed, Nov 01 | 9 | AM | 9 mins late, 3 mins 2 Ada's, 2 mins Cus waiting on leaving signal, 3 mins Grayland speed restriction, 4 mins following Amtrak 7 and 339. |
| | | Thu, Nov 02 | 6 | A | 6 mins late, 3 mins Grayland speed restriction, 5 mins stop signal Mayfair, 3 mins held Deerfield for late Amtrak 339. |
| | | Mon, Nov 06 | 12 | E | 12 mins late, 3 mins Cus late arrival of equipment (wheel lock warning on 77), 2 mins Western Ave failed attempt restart loco 77, 3 mins Grayland speed restriction, 3 mins stop signal Mayfair, 3 mins Ada #3 SPEED SENSOR CUT |
| | | Wed, Nov 08 | 23 | JM | 2m A2 stop, 3m Grayland speed restriction, 2m Morton Grove approach, 19m Glenview medical emergency, 5m CN stop. MP-23-00065721 (9842) -23" 2 min stop sign; A-2 3 min 25 mph Grayland 2 min Approach signal Morton Grove to 16.1 19 min Medical emergency Gle |
| | | Fri, Nov 10 | 8 | VE1 | 8 mins late, 13 mine enroute following 2133 and Amtrak 339. |
| | | Tue, Nov 14 | 13 | G | 13 mins late. Due to signal issues at UP Mayfair the following trains were delayed. |
| | | Mon, Nov 20 | 8 | KW1 | -8" 3 min 25 mph Grayland 3 min Approach to stop Morton Grove FOLLOWING 2133 4 min Morton Grove to Glenview on approach FOLLOWING 2133 5 min stop signal CN xing |
| | | Wed, Nov 29 | 16 | G1 | Due to signal Maintainers working on # 11 switch at A-5 the following Northline trains were delayed: 11 switch reported working as intended @ 13:30-1:30. 11 switch failed around 4:00 PM 13 mins late, 4 mins late arrival of equipment, 3 mins Grayland speed |
| | | Thu, Nov 30 | 0 | M1 | 2135/2139 . Due to 2142 striking a vehicle/box van at Caldwell Ave the following Northline outbound and inbound trains were delayed: MP-23-00069484 (9461) 11 mins late from 2139's scheduled arrival time. |
| | | MD-N | 2139 67% OT | Wed, Nov 01 | 7 |
| Mon, Nov 06 | 8 | | | E1 | 8 mins late, 2 mins Ada, 8 mins following 2135. |
| Wed, Nov 08 | 21 | | | JM1 | 3m Grayland speed restriction, 3m A2 stop, 12m Glenview wait for 2135, 4m follow 2135 -21" 3 min 25mph Grayland A-2 Wait on lineup 12 min stop short of Glenview waiting on 2135 which had a medical emergency MP-23-00065721 (9842) 4 min following 2135 |
| Fri, Nov 10 | 7 | | | VE1 | 7 mins late, 10 mins following 2135. |
| Tue, Nov 14 | 12 | | | G | 12 mins late. Due to signal issues at UP Mayfair the following trains were delayed. |
| Wed, Nov 29 | 11 | | | G1 | Due to signal Maintainers working on # 11 switch at A-5 the following Northline trains were delayed: 11 switch reported working as intended @ 13:30-1:30. 11 switch failed around 4:00 PM 11 mins late, following 2135. |
| Thu, Nov 30 | 11 | | | M1 | 2135/2139 Due to 2142 striking a vehicle/box van at Caldwell Ave the following Northline outbound and inbound trains were delayed. MP-23-00069484 (9461) |
| MD-N | 2144 62% OT | Thu, Nov 02 | 11 | AM1 | 11 mins late, 10 mins Deerfield waiting a late 2142, 3 mins following 2142, 2 mins item 2 Howard St, 2 mins Grayland speed restriction, 2 mins stop signal A-3 |
| | | Wed, Nov 08 | 14 | G1 | turn of 2123. -6" Late turn off late 2123 |
| | | Thu, Nov 09 | 10 | A | 10 mins late, 8 mins enroute following 2142, 4 mins stop signal Mayfair, 1 min Cus Lake St improper lineup. |
| | | Fri, Nov 10 | 7 | RF | 7 mins late, 6 mins Deerfield stop (had to run time) signal due to CP dispatcher giving wrong lineup, 3 mins stop signal A-5, 2 min stop signal A-2. |
| | | Thu, Nov 16 | 9 | DE1 | 9 mins late, 4 mins stop signal Mayfair, 3 mins Grayland speed restriction, 3 mins stop signal A-2 following Ncs 116 FROM LATE LJA50-16 IN EMERGENCY AT DEVAL |
| | | Mon, Nov 20 | 10 | A | tight flip causing late departure |
| | | Tue, Nov 21 | 12 | N1 | Delayed 11 minutes enroute account following MW2142 THAT WAS DELAYED MEETING OUTBOUNDS FROM A20 ISSUE, stop signal at A3, A2, and Canal Street with passenger train interference. COMED ELECTRIC METER SOCKET BAD ORDER |
| Thu, Nov 30 | 39 | M1 | 29 mins late, following 2142. Due to 2142 striking a vehicle/box van at Caldwell Ave the following Northline outbound and inbound trains were delayed. MP-23-00069484 (9461) | | |
| MD-N | 2146 52% OT | Wed, Nov 01 | 8 | A | 8 mins late, 7 mins Libertyville meeting 2125, 2 mins Grayland speed restriction, 4 mins enroute A-3 to Cus following Nirc 9. |
| | | Thu, Nov 02 | 13 | A | 13 mins late, 9 mins Libertyville meeting 2125, 4 mins stop signal Mayfair, 2 mins Grayland speed restriction, 2 mina Ada. |
| | | Tue, Nov 07 | 10 | A | 10 mins late, 9 mins Libertyville meeting 2125, 3 mins Grayland speed restriction. |
| | | Fri, Nov 10 | 7 | A | 7 mins late, 9 mins Libertyville meeting 2125. |
| | | Tue, Nov 14 | 9 | G | 9 mins late, 6 mins Libertyville meeting 2125, 10 mins Mayfair. Due to signal issues at UP Mayfair the following trains were delayed. |
| | | Fri, Nov 17 | 9 | I | -9" 9 mins late, 3 mins Libertyville meeting 2125, 5 mins heavy passenger loading enroute, 2 mins Grayland speed restriction. |
| | | Mon, Nov 20 | 10 | A | -10" 13 min late departure from Liberty waiting on 2125 |
| | | Mon, Nov 27 | 22 | GW | 24 mins late, 23 mins Libertyville siding crew had to hand-line route SNOW IN POINTS, 5 mins, 2 mins Grayland speed restriction. |
| | | Tue, Nov 28 | 34 | DD1 | 14 mins Fox Lake late turn from 2121, 22 mins Grayslake meeting a late 2125, 2 mins Grayland speed restriction. [CONTROLLABLE FREIGHT] |
| | | Thu, Nov 30 | 11 | M1 | Due to 2142 striking a vehicle/box van at Caldwell Ave the following Northline outbound and inbound trains were delayed. MP-23-00069484 (9461) 11 mins late, 9 mins late turn from 2121, 7 mins outbound meets. |
| MD-N | 2152 81% OT | Mon, Nov 20 | 8 | AM | -8" 3 min stop Lake Forest for Amtrak 340 to get by 5 min stop Mayfair and A-6 wait for Amtrak 8 to get by |
| | | Mon, Nov 27 | 13 | RF | 13 mins late, 15 mins Lake Forest waiting on a late Amtrak 340 to sashay from 1-2. |
| | | Tue, Nov 28 | 8 | RF | 10 mins stop signal Lake Forest, 2 mins stop signal Mayfair, 2 mins Grayland speed restriction. |
| | | Thu, Nov 30 | 9 | M1 | Due to 2142 striking a vehicle/box van at Caldwell Ave the following Northline outbound and inbound trains were delayed. MP-23-00069484 (9461) 9 mins late, late turn from 2141. |

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

| Line | Train | Date | Minutes Delay | | Delay Explanation |
|------|-----------------------|-------------|---------------|------|---|
| | | | Late | Code | |
| MD-N | 2154 67% OT | Thu, Nov 02 | 11 | KP1 | 11 mins late, 7 mins late turn from 2145 Grayslake, 6 mins meeting 2147 at Libertyville. |
| | | Mon, Nov 06 | 11 | A | 11 mins late, 10 mins Libertyville meeting 2147, 3 mins Grayland speed restriction. |
| | | Wed, Nov 08 | 6 | A1 | -6" Wait for 2147 at Liberty |
| | | Tue, Nov 14 | 15 | G1 | 15 mins late, 5 mins Libertyville meeting 2147, 4 mins item 2 Central Ave, 6 mins stop signal A-5. Due to signal issues at UP Mayfair the following trains were delayed. 15 mins late, 5 mins Libertyville meeting late 2147 (who needed to be flagged by Mayf |
| | | Mon, Nov 27 | 11 | A | 11 mins late, 9 mins Libertyville meeting 2151, 2 mins Grayland speed restriction, 2 mins stop signal (Maintainer working in the plant) Canal St. |
| | | Wed, Nov 29 | 6 | G1 | Due to signal Maintainers working on # 11 switch at A-5 the following Northline trains were delayed: 11 switch reported working as intended @ 13:30-1:30. 11 switch failed around 4:00 PM 6 mins late, 2 mins Libertyville meeting 2147, 2mins stop signal Mayf |
| | | Thu, Nov 30 | 25 | M1 | Due to 2142 striking a vehicle/box van at Caldwell Ave the following Northline outbound and inbound trains were delayed. MP-23-00069484 (9461) 25 mins late, 25 mins Grayslake holding for 2147. |
| MD-W | 2402 81% OT | Tue, Nov 07 | 6 | A | 6 mins late, 8 mins B-6 holding for 2144. |
| | | Thu, Nov 16 | 7 | DE1 | 7 mins late, 10 mins B-6 holding for a late Ncs 116 and 2144. FROM LJA50-16 IN EMERGENCY AT DEVAL |
| | | Wed, Nov 29 | 29 | G1 | Due to signal Maintainers working on # 11 switch at A-5 the following Northline trains were delayed: 11 switch reported working as intended @ 13:30-1:30. 11 switch failed around 4:00 PM 22 mins late, late turn from 2405. Used crew and equipment for 2247. |
| | | Thu, Nov 30 | 8 | F1 | 5mins late out of Franklin Park from door issues ON 2405 |
| NCS | 113 67% OT | Thu, Nov 02 | 11 | RF | 11 mins late, 3mins stop signal A-2, 12 mins stop (cross traffic) signal UP Deval. |
| | | Wed, Nov 08 | 8 | R | 3m CUS late arrival of equipment, 3m A3 red, 2m B6 red. -8" 3 min CUS late arrival of equipment from CUS. Train arrived at 16:57 3 min signal dropped red at A-3 2 min red signal at B-6 -ENGINEER FAILED TO FOLLOW UP WITH A2 TOWER OPERATOR |
| | | Tue, Nov 14 | 7 | G1 | 7 mins late, 4 mins train congestion B-6 following trains ahead, 3 mins CN freight Trafton. TRAINS BACKING UP FROM MAYFAIR ISSUE |
| | | Thu, Nov 16 | 9 | A | 9 mins late, 10 mins B-6 holding for inbound trains. |
| | | Mon, Nov 20 | 18 | ZW | -18" PTC issues 5 min stopped at Western Ave 4 min stopped at B-6 4 mins stopped at River Grove to reset CN PTC 5 min restricting signal Vernon Hills |
| | | Tue, Nov 21 | 18 | A | 18 5 min stop A-6 9 min Stop Deval 3 min From 3 to 1 track? |
| | | Thu, Nov 30 | 17 | RF | 113 was delayed 19 mins stop signal UP Deval. No TTR-1 |
| NCS | 115 71% OT | Thu, Nov 02 | 13 | DD | 13 mins late, 2 mins stop signal Oakley, 2 mins cross traffic UP Deval, 13 mins stop signal Lomond meeting southbound CN freight. M336 [CONTROLLABLE FREIGHT] |
| | | Thu, Nov 16 | 8 | DE1 | 8 mins late, 1 min Cus late turn DUE TO LJA50-16 IN EMERGENCY AT DEVAL, 2 mins Cus Lake St waiting on inbound, 2 mins Ptc issue Clinton St, 8 mins B-6 holding on inbound 2402. |
| | | Mon, Nov 20 | 6 | A | -7" 2 min stop at Clinton street wait for PTC to engage 2 min CUS to A-2 following trains 2 min A-5 crossover 1 to 3 10 mph 2 min stop deval, cross traffic |
| | | Mon, Nov 27 | 6 | G | 6 mins late, 2 mins Ptc issue A-2 stop signal Oakley, 3 mins stop signal B-6, 3 mins B-6 to River Grove used 3 MT. |
| | | Tue, Nov 28 | 0 | EW1 | Annulled since 116 couldn't get to CUS and turn in a reasonable time due to mechanical issue and CN CAD disruption. 117 took on their passengers from CUS. |
| | | Wed, Nov 29 | 8 | G1 | 8 mins late, 2 mins Ptc, 8 mins A-5 holding for inbounds, 2 mins Ptc enforcement. |
| NCS | 116 81% OT | Thu, Nov 16 | 13 | DE | 13 mins late, 12 mins UP Deval timing out signals DUE TO LJA50-16 IN EMERGENCY, 7 mins B-6 train (they go we go) congestion, 2 mins stop signal A-2. FREIGHT WENT INTO EMERGENCY APPROACHING CAUSING DISP TO NEED TO CHANGE LINEUP |
| | | Tue, Nov 28 | 78 | EW | 22 mins late turn from 105, 42 mins Prairie View air issues FROZEN BLOWDOWNS and CN Ptc disruption |
| | | Wed, Nov 29 | 10 | D | 10 mins late, 14 mins enroute Antioch to Lake Villa following southbound Cn freight. [CONTROLLABLE FREIGHT] |
| | | Thu, Nov 30 | 7 | M1 | 7 mins late, 8 enroute B-12 to A-2 train congestion. |
| RI | 303 67% OT | Wed, Nov 01 | 9 | CC | 4m ADA from Blue Island to Tinley Park 80th Ave. 6m speed restrictions. |
| | | Wed, Nov 08 | 7 | KD1 | 4m 16th St following RI703 (delayed LSS moving b/o equipment around). 5m speed restriction and signal dropped Bridge "B" |
| | | Thu, Nov 09 | 7 | CC | Geo car discovered issue on main 2 at CP 46th where surfacing has been in progress that would have required speed restriction for crossover moves. Current policy requires ALL trains to receive temporary restriction. |
| | | Fri, Nov 10 | 6 | CC | -8m approach signals following trains & speed restrictions |
| | | Tue, Nov 14 | 8 | J1 | 5m at 16th for freight interference, 3m speed restrictions, 9m holding behind RI432 at Mokena for police activity. |
| | | Thu, Nov 16 | 7 | E | 9m lost HEP at Blue Island with engine 425. Regained HEP at Blue Island but car 8254 still had no power per TTR1. HEP CABLES DAMAGED IN GENERATOR |
| | | Mon, Nov 20 | 8 | RD | -303 final arrival 8m: 4m late departure off a misroute from Chicago Terminal. |
| RI | 403 76% OT | Wed, Nov 01 | 12 | G | 14m, speed restrictions/Passenger handling weather/ track circuit Trk 2 35.5-Mokena. HANDTHROW SWITCH HAD LOOSE CONNECTION |
| | | Mon, Nov 06 | 6 | G1 | 10M LATE DEPARTING LSS DUE TO SYSTEM FAILURE. |
| | | Fri, Nov 10 | 19 | CC | SPEED RESTRICTIONS |
| | | Mon, Nov 13 | 13 | E | 12m, Mechanical issues #3 traction motor. FAILED AA LEAD |
| | | Mon, Nov 27 | 9 | KP | -5m delay arriving at Gresham. Speed restriction 1165 & reports of an individual close to the tracks around CP Pershing. -4m EJE waiting on signal to timeout. RI Dispatcher double stacked CN move. |

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

| Line | Train | Date | Minutes Delay | | Delay Explanation |
|-------------|----------------------|-------------|---|------|---|
| | | | Late | Code | |
| RI | 432 81% OT | Thu, Nov 09 | 11 | CC1 | 11 mins follow 632. |
| | | Fri, Nov 10 | 6 | E1 | (LOCOMOTIVE MALFUNCTION) - TRAIN RI625 STOPPED LOADING CAUSING TRAFFIC JAM & SINGLE TRACKING AT GRESHAM |
| | | Tue, Nov 14 | 7 | J | 12M STOPPED AT MOKENA ON ACCOUNT OF DISORDERLY PASSENGER/REMOVAL. MP-23-00066745 (9640) |
| | | Tue, Nov 28 | 6 | A1 | WAITING/FOLLOWING 632 TO CROSS OVER OFF THE BEVERLY TO THE MAIN AT GRESHAM. |
| RI | 512 81% OT | Fri, Nov 03 | 6 | A | meeting 629 at Blue Island |
| | | Thu, Nov 09 | 8 | CC | Delayed 7 minutes at Western waiting for RI629 to clear. Delayed 12 minutes at LaSalle account scheduled track work. |
| | | Fri, Nov 10 | 7 | E1 | (PASS. TRAIN/INTERLINE INTRFRNCE) -(LOCOMOTIVE MALFUNCTION) WAITING ON RI629 , LATE PREVIOUS TRAIN ENGINE MALFUNTION |
| | | Thu, Nov 16 | 9 | A | WAITING ON RI0629 |
| RI | 621 43% OT | Wed, Nov 01 | 11 | CC | 8m speed restriction 16th, 8.75, Gresham. 5m ADA 95th to Blue Island. |
| | | Thu, Nov 02 | 7 | I | 3m Form A Speed restrictions. 2m slow unloading @ Brainerd and 103rd. 2m Yard stop 47th Street. |
| | | Mon, Nov 06 | 8 | J | 2m yard stop, 2m speed restrictions, 4m unloading intoxicated passenger. |
| | | Tue, Nov 07 | 6 | A | 2m yard stop. 3m 10mph at Morgan street. |
| | | Thu, Nov 09 | 10 | CC | Geo car discovered issue on main 2 at CP 46th where surfacing has been in progress that would have required speed restriction for crossover moves. Current policy requires ALL trains to receive temporary restriction. |
| | | Fri, Nov 10 | 9 | CC | -7m speed restrictions, -2m yard stop, ADA stop |
| | | Tue, Nov 14 | 8 | CC | 2m yard stop, 3m speed restrictions, 1m late departure LSS. |
| | | Wed, Nov 15 | 9 | CC | 2m yard stop. 3m speed restriction. 3m held out at 99th for meet with inbound. 1m late passenger at LSS. |
| | | Thu, Nov 16 | 10 | U | 2m departed late from LSS due to late passengers. 2m Yard stop. 3m speed restrictions. 2m Red signal Gresham. 3m ADA 95th to Blue Island. |
| | | Fri, Nov 17 | 12 | CC | Departed LSS 2m late acct late passenger. 2m Yard stop. 5m speed restrictions. 3m held out 99th street for inbound train. |
| | | Mon, Nov 20 | 7 | KW | -621 final arrival 7m: 2m yard stop, 3m restrictions, 1m wheel slip/slick rail. |
| Wed, Nov 22 | 7 | CC | Delayed 3 minutes enroute account speed restrictions. Delayed 2 minutes account yard stop. Departed LaSalle Street 2 minutes late account passenger handling. | | |
| RI | 623 81% OT | Thu, Nov 02 | 6 | U | 2 ADA S AND 1 PASSENGERS ASSIST. |
| | | Thu, Nov 09 | 7 | CC | Geo car discovered issue on main 2 at CP 46th where surfacing has been in progress that would have required speed restriction for crossover moves. Current policy requires ALL trains to receive temporary restriction. |
| | | Tue, Nov 14 | 6 | CC1 | Departed LSS 2m late, 3m speed restrictions |
| RI | 632 71% OT | Mon, Nov 20 | 6 | RD | -623 final arrival 6m: 3m late departure off a misroute from Chicago Terminal. |
| | | Mon, Nov 06 | 6 | I1 | RI-623 4M DOWN GETTING INTO BLUE ISLAND. RI-632 6M LATE DEPARTING, WAITING IN 5 POCKET FOR RI-623 TO YARD. |
| | | Thu, Nov 09 | 7 | CC | Geo car discovered issue on main 2 at CP 46th where surfacing has been in progress that would have required speed restriction for crossover moves. Current policy requires ALL trains to receive temporary restriction. |
| | | Fri, Nov 10 | 8 | E1 | (LOCOMOTIVE MALFUNCTION) - TRAIN AHEAD RI625 STOPPED LOADING BLOCKING ROUTE |
| | | Wed, Nov 15 | 8 | U1 | 6m departing BI waiting on train 623 to Yard (623 LATE FROM ADA PASSENGER). 3m speed restriction. |
| | | Fri, Nov 24 | 6 | CC | Delayed 2 minutes at 47th Street account yard stop. Delayed 6 minutes enroute account speed restrictions. Delayed 3 minutes at 15th Street account stop signal and flagged by. |
| SWS | 813 67% OT | Tue, Nov 28 | 6 | A | Departed 3m late waiting on train 623 to yard. 2m held out 111th for outbound train. 2m speed restriction. |
| | | Wed, Nov 01 | 7 | DD | 8M BELT JCT., XTRAFFIC, THEN WAITING FOR SIGNAL. [CONTROLLABLE FREIGHT] |
| | | Mon, Nov 06 | 8 | AM | Delayed 7m departing CUS; red signal. |
| | | Thu, Nov 09 | 11 | JM | Delayed 11 minutes at Worth account passenger with medical emergency. |
| | | Mon, Nov 20 | 9 | CC | 2m late departure CUS for red signal, speed restrictions and slick rail. |
| | | Tue, Nov 21 | 8 | I | 5M OAK LAWN, HEAVY PASSENGER UNLOADING. platform under construction, tactile/repaving |
| | | Wed, Nov 22 | 6 | U | Delayed 6 minutes at 143rd Street and 153rd Street account ADAs. |
| SWS | 822 71% OT | Thu, Nov 30 | 7 | U | ADA PASSENGER 143RD |
| | | Mon, Nov 06 | 8 | AM1 | 5m late arrival of equipment due to flip, 3m red signal Polk. |
| | | Thu, Nov 09 | 21 | JM1 | 11M DELAY, 179TH, LATE TURN FROM 813 |
| | | Wed, Nov 15 | 10 | CC | 5m speed restrictions. 5m stopped Amtrak waiting on signal. |
| | | Mon, Nov 20 | 10 | KW1 | 5m late flip from 813, 5m slick rail/wheel slip. |
| | | Wed, Nov 22 | 8 | U1 | Departed 179th Street 5 minutes late account turn of SW813. Delayed 3 minutes at Polk Street account red signal. |
| SWS | 823 71% OT | Thu, Nov 30 | 7 | CD | Delayed 5 minutes at Belt Junction account speed restriction. |
| | | Thu, Nov 02 | 30 | DD | 23M NS-CP518, NS27G (ENG. NS4371, 6800FT.) SLOW SHOVE FROM ASHLAND TO 55TH ST.YD. [CONTROLLABLE FREIGHT] |
| | | Tue, Nov 14 | 7 | K | 5MPH DUE TO BRIDGE STRIKE 121ST. MP-23-00066748 (9640) |
| | | Mon, Nov 20 | 9 | D | -823 final arrival 9m: 8m @ Belt for freight interference. [Controllable Freight] |
| | | Tue, Nov 21 | 7 | AM | 6M CUS, RED SIGNAL. |
| | | Mon, Nov 27 | 18 | EA1 | 16M CUS, AMTK IN EMERGENCY AHEAD. |
| SWS | 826 81% OT | Tue, Nov 28 | 18 | EA1 | AMTRAK TRAIN STOPPED INFRONT OF SWS823 WITH HORN ISSUES. RED SIGNALS AT ROOSEVELT AND LUMBER. - Amtrak 307 |
| | | Fri, Nov 10 | 8 | ZD | -8m delay no PTC train ID for the Belt. |
| | | Mon, Nov 13 | 15 | GF | Delayed 15 minutes at CP 518 account NS Dispatcher having signal problems. |
| | | Mon, Nov 20 | 8 | GA | Delayed 8 minutes at Polk Street account red signal. SIGNAL ISSUE CP HARRISON |
| | | Mon, Nov 27 | 7 | AM | STOPPED AT 21ST RED SIGNAL |

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

| Line | Train | Date | Minutes | | Delay Code | Delay Explanation | |
|-------|-------|---------------|-------------|-------|------------|--|--|
| | | | Late | Delay | | | |
| UP-N | 362 | Wed, Nov 08 | 37 | | KP | -37" Delayed @ Clybourn on acct. of a report of a vehicle on the tracks @ MP1.87 by Chicago Police Department (the vehicle was on a different railroad tracks-had to wait for Chicago Police to give permission to RMCC to proceed with train movement) & late | |
| | | 81% OT | Tue, Nov 14 | 7 | | ZV | -7" Late departure from Kenosha on acct. of PTC system was slow when entering information in the system HIGH PROCESS USAGE ON SLOT 10 |
| | | | Thu, Nov 16 | 7 | | KW | -7" Delayed due to wheel slip caused by track conditions |
| | | | Thu, Nov 30 | 17 | | H | -17" Late departure from Kenosha on acct. of couldn't move the train after changing ends, due to a loose 27 pt jumper cable between cab cars 8440 & 8463 (Kenosha mechanical personnel had to fully insert the 27 pt jumper cable) |
| UP-NW | 615 | Tue, Nov 07 | 9 | | CC | -9" Delayed due to track work with form B @ M.P. 7.25-8.25 & M.P. 18-18.72 also had 25 mph speed restriction M.P. 18.55 | |
| | | 81% OT | Wed, Nov 08 | 8 | | KW | -8" Delayed due to excessive wheel slippage |
| | | | Wed, Nov 15 | 11 | | RL1 | -11" Due to the earlier no show from the engineer M614 crew had to operate M615 |
| | | | Wed, Nov 29 | 9 | | GX | -9" XH M.P. 9.68 -12.27 |
| UP-NW | 618 | Wed, Nov 01 | 11 | | DD1 | -11" Delayed following trains ahead. [CONTROLLABLE FREIGHT] | |
| | | 81% OT | Mon, Nov 06 | 8 | | ZG | -8" Delayed waited for signal @ Seeger per dispatcher signal was stacked in the CAD but did not give the signal ALSO PTC SAW UNRECOGNIZED SIGNAL FROM WIU ISSUE AT MP .4 |
| | | | Wed, Nov 15 | 14 | | RL1 | -14" Delayed following train ahead. |
| UP-NW | 651 | Wed, Nov 08 | 7 | | C | -7" 15MPH between MP 12.45 -MP13.8 | |
| | | 81% OT | Wed, Nov 15 | 8 | | CC | -8" Two 30MPH slow orders @ M.P.7.8-MP8.00 & MP 13.69-MP14.67 on main track 2 & waited for M657 to depart DesPlaines |
| | | | Thu, Nov 16 | 10 | | KW | -10" Delayed due to wheel slip caused by track conditions causing PTC to disengage |
| | | | Thu, Nov 30 | 6 | | RF | -6" Delayed behind M653 |
| UP-NW | 657 | Wed, Nov 01 | 7 | | C | -7" Operated @ restricted speed @ MP25.35 & meet with M664 | |
| | | 81% OT | Thu, Nov 02 | 15 | | RO | -15" Delayed at North West junction due to Lake Street running time on a signal that CAD had stacked in for an inbound train |
| | | | Thu, Nov 09 | 58 | | E1 | -58" Delayed on acct. of M655 mechanical issues @ Barrington |
| | | Tue, Nov 14 | 13 | | G | -13" Delayed following M655, due to signal issues @ Mayfair (track circuit on track 2) | |
| UP-W | 32 | Wed, Nov 01 | 18 | | DW1 | -18" Delayed following train ahead. [CONTROLLABLE FREIGHT] | |
| | | 71% OT | Thu, Nov 02 | 0 | | XZF | ANNULLED @ Elburn due to failed PTC Departure Test -CHANGED OUT B/O TMC |
| | | | Mon, Nov 13 | 16 | | DD | -16" Delayed due to slow passenger loading ran trk 2 University - Grace with loading from the cab car only on the crossings had the MG3AH stopped on trk 1 with a bad order engine. [Controllable Freight] |
| | | | Tue, Nov 14 | 15 | | B1 | -15" Late turn from M13 due to broken rail on trk 3 @ M.P. 17.71 outbounds had to run trk 2 Park - Grace loading on the cab car only at the crossings |
| | | | Wed, Nov 29 | 45 | | C1 | -45" Late turn off of M13 |
| | | Thu, Nov 30 | 10 | | DD | -10" Delayed due to Freight Interference from Peck -West Chicago (IG3SK) [CONTROLLABLE FREIGHT] | |
| UP-W | 34 | Wed, Nov 01 | 8 | | DW1 | -8" Delayed following trains ahead. [CONTROLLABLE FREIGHT] | |
| | | 67% OT | Thu, Nov 02 | 10 | | ZF1 | -10" Delayed due to making all stops because M32 was ANNULLED |
| | | | Wed, Nov 08 | 13 | | GM | -13" Delayed @ M.P. 25 due to form B, also XH @ M.P. 10.2 and a lift @ Oak Park |
| | | | Mon, Nov 13 | 11 | | DD | -11" Delayed due to slow passenger loading ran trk 2 University - Grace with loading from the cab car only on the crossings had the MG3AH stopped on trk 1 with a bad order engine. [Controllable Freight] |
| | | | Tue, Nov 14 | 27 | | B1 | -27" Late turn due to M10 equipment stopped @ unattended red flag left on the trk waited for trk inspector to remove the flag |
| | | | Mon, Nov 20 | 25 | | RF | -25" Delayed out of the yard @ Elburn dispatcher had the wrong signal stacked in had to wait for signal to time out also had to put train in emergency due to trespasser ran out in front of train |
| | | Wed, Nov 29 | 81 | | C1 | -81" Late turn off of M15 also stopped @ J.B tower due to freight | |
| UP-W | 36 | Thu, Nov 02 | 15 | | ZF1 | -15" Late departing Elburn due to M32 had to pull back into the clear @ Elburn yard | |
| | | 76% OT | Wed, Nov 08 | 8 | | GM1 | -8" Delayed due to following M34, also XH M.P. 10.2 |
| | | | Tue, Nov 14 | 20 | | B1 | -20" Late turn due to M10 equipment stopped @ unattended red flag left on the trk waited for trk inspector to remove the flag |
| | | | Mon, Nov 20 | 15 | | RF1 | -15" Delayed following M34 |
| | | Wed, Nov 29 | 72 | | C1 | -72" Late turn off of M5901 also stopped @ J.B tower due to freight | |
| UP-W | 41 | Thu, Nov 02 | 11 | | I | -11" Slow passenger unloading at Oak Park, Elmhurst, College Ave, and Geneva | |
| | | 76% OT | Tue, Nov 14 | 13 | | C1 | Passengers on wrong side due to broken rail |
| | | | Wed, Nov 15 | 8 | | I | -8" Slow passenger unloading en route & cross traffic @ Western Ave |
| | | | Thu, Nov 16 | 15 | | D | -15" Held at Grace from 1643 to 1650 for freight MALG3-15 to cross from 1 to 3, then followed freight to Turner. Heavy passenger unloading at Geneva [CONTROLLABLE FREIGHT] |
| | | Mon, Nov 20 | 7 | | ZW | -7" Delayed on acct. of wheelslip | |
| UP-W | 42 | Wed, Nov 08 | 10 | | D | -10" Freight train on all three tracks blocking @ Kress & cross traffic @ CN train A546 Washington St. [CONTROLLABLE FREIGHT] | |
| | | 81% OT | Wed, Nov 22 | 19 | | D | -19" Delayed due to freight interference ILCG2, also slow passenger loading, and passengers on the wrong side @ River Forest & Oak Park. [CONTROLLABLE FREIGHT] |
| | | | Fri, Nov 24 | 28 | | CF | -28" Late arrival of equipment at Elburn (8) and stopped at Villa Park due to inspected train for hot bearings. 20" HOTBOX DETECTOR MALFUNCTIONING |
| | | | Wed, Nov 29 | 49 | | C1 | -49" Late turn off of M21 |

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

| Line | Train | Date | Minutes | | Delay Code | Delay Explanation |
|------|---------------------|-------------|---------|-------|--|-------------------|
| | | | Late | Delay | | |
| UP-W | 44 76% OT | Thu, Nov 02 | 17 | G | MICRO LOCK UNIT LOCKED UP | |
| | | Thu, Nov 09 | 19 | DD | -19" Delayed due to freight interference (ZLTG2) | |
| | | Mon, Nov 13 | 15 | DD1 | -15" Late turn from M25 also had 25mph speed restriction M.P. 38.4-38.6. [Controllable Freight] | |
| | | Tue, Nov 21 | 10 | D | -10" M44 delayed 10 mins following the ZLTG2 that was stopped @ the CN Washington St. interlocking [CONTROLLABLE FREIGHT] | |
| | | Fri, Nov 24 | 10 | I | -10" Slow loading passengers at Geneva & Elmhurst | |
| UP-W | 54 81% OT | Mon, Nov 13 | 13 | DD | -13" Passengers on the wrong side College Ave DUE TO FREIGHT TRAFFIC MNPPR- Lombard ; 1 ADA lift & cross traffic @ Western Ave | |
| | | Wed, Nov 15 | 10 | U | -10" 2 ADA lifts; freight interference @ Kedzie, cross traffic @ Western Ave | |
| | | Fri, Nov 17 | 12 | I | -12", Delayed due to heavy passenger loading from West Chicago to Elmhurst | |
| | | Mon, Nov 20 | 6 | ZW | -6" PTC disengaged DUE TO WHEEL SLIP @ Glen Ellyn & cross traffic @ Western | |

Data is final (12/18/2023) 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
November 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 | 7 | - | - | - | 2 | 6 | 5 | 6 | 2 | 9 | - | 6 | 31 | 74 |
| Freight Interference - Peak | 4 | - | - | - | 2 | 1 | 1 | 3 | - | 4 | - | 3 | 14 | 32 |
| Primary | 4 | - | - | - | 2 | - | 1 | 2 | - | 4 | - | 1 | 12 | 26 |
| Secondary | - | - | - | - | - | 1 | - | 1 | - | - | - | 2 | 2 | 6 |
| Freight Interference - Off-Peak | 3 | - | - | - | - | 5 | 4 | 3 | 2 | 5 | - | 3 | 17 | 42 |
| Primary | 2 | - | - | - | - | 1 | 3 | 3 | 2 | 3 | - | 3 | 12 | 29 |
| Secondary | 1 | - | - | - | - | 4 | 1 | - | - | 2 | - | - | 5 | 13 |
| Signal/Switch Failure - Total | 42 | 13 | 3 | 2 | 1 | 34 | 8 | 7 | 12 | 10 | 12 | 21 | 4 | 169 |
| Signal/Switch Failure - Metra/PSA | 34 | 13 | 3 | 2 | - | 34 | 8 | 5 | 12 | 1 | 12 | 7 | 4 | 135 |
| Primary | 10 | 6 | - | 2 | - | 22 | 5 | 2 | 8 | 1 | 10 | 7 | 3 | 76 |
| Secondary | 24 | 7 | 3 | - | - | 12 | 3 | 3 | 4 | - | 2 | - | 1 | 59 |
| Signal/Switch Failure - Foreign | 8 | - | - | - | 1 | - | - | 2 | - | 9 | - | 14 | - | 34 |
| Primary | 6 | - | - | - | 1 | - | - | 2 | - | 8 | - | 11 | - | 28 |
| Secondary | 2 | - | - | - | - | - | - | - | - | 1 | - | 3 | - | 6 |
| Mechanical Failure - Total | 5 | 4 | - | 1 | - | 13 | 5 | 2 | 9 | 3 | 1 | 24 | 6 | 73 |
| Mechanical Failure - Metra/PSA | 5 | 2 | - | 1 | - | 13 | 5 | 2 | 9 | - | 1 | 24 | 6 | 68 |
| Non-Locomotive Equipment Issue - Metra/PSA | 3 | 2 | - | 1 | - | 2 | 3 | 1 | - | - | 1 | 1 | 1 | 15 |
| Primary | 2 | 1 | - | 1 | - | 1 | 2 | 1 | - | - | 1 | 1 | 1 | 11 |
| Secondary | 1 | 1 | - | - | - | 1 | 1 | - | - | - | - | - | - | 4 |
| Locomotive Issue - Metra/PSA | 2 | - | - | - | - | 11 | 2 | 1 | 9 | - | - | 23 | 5 | 53 |
| Primary | 1 | - | - | - | - | 7 | 1 | 1 | 4 | - | - | 4 | 2 | 20 |
| Secondary | 1 | - | - | - | - | 4 | 1 | - | 5 | - | - | 19 | 3 | 33 |
| Mechanical Failure - Foreign | - | 2 | - | - | - | - | - | - | - | 3 | - | - | - | 5 |
| Passenger Train Interference - Total | 3 | - | - | - | - | 20 | 2 | 4 | 6 | 4 | - | 2 | - | 41 |
| Passenger Train Interference - Metra/PSA | - | - | - | - | - | 15 | 2 | 4 | 6 | 4 | - | 2 | - | 29 |
| Passenger Train Interference - Foreign | 3 | - | - | - | - | 5 | - | - | - | 4 | - | - | - | 12 |
| Accident - Total | - | - | - | - | - | 22 | 3 | 1 | - | 2 | 2 | 8 | 1 | 39 |
| Accident - Metra/PSA | - | - | - | - | - | 12 | 3 | 1 | - | 2 | 2 | 8 | 1 | 29 |
| Accident - Foreign | - | - | - | - | - | 10 | - | - | - | - | - | - | - | 10 |
| Track Work - Total | 5 | 11 | - | 3 | - | 2 | 1 | - | 33 | 7 | 5 | 6 | 23 | 96 |
| Track Work - Metra/PSA | 5 | 11 | - | 3 | - | 2 | 1 | - | 32 | 4 | 5 | 6 | 23 | 92 |
| Track Work - Foreign | - | - | - | - | - | - | - | - | 1 | 3 | - | - | - | 4 |
| Human Error - Total | 2 | - | 1 | - | - | 12 | 4 | 7 | 2 | 3 | 3 | 19 | 12 | 65 |
| Human Error - Metra/PSA | 1 | - | 1 | - | - | - | 2 | 1 | 2 | 1 | 3 | 12 | 10 | 33 |
| Human Error - Foreign | 1 | - | - | - | - | 12 | 2 | 6 | - | 2 | - | 7 | 2 | 32 |
| PTC Related - Total | 1 | - | - | 1 | 1 | 1 | - | 3 | 1 | 2 | 5 | 1 | 6 | 22 |
| PTC Related - Metra/PSA | 1 | - | - | - | - | 1 | - | - | 1 | 1 | 5 | 1 | 6 | 16 |
| PTC Related - Foreign | - | - | - | 1 | 1 | - | - | 3 | - | 1 | - | - | - | 6 |
| Weather - Total | 2 | - | 4 | 1 | 1 | 3 | 5 | 4 | 3 | 2 | 13 | 6 | 5 | 49 |
| Weather - Metra/PSA | 2 | - | 4 | 1 | 1 | 3 | 5 | 4 | 3 | 2 | 13 | 6 | 2 | 46 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 |
| Passenger Related - Total | 3 | 13 | 6 | 7 | - | 6 | 3 | 1 | 15 | 6 | 5 | 9 | 12 | 86 |
| Obstruction/Debris - Total | 6 | - | - | 5 | 1 | 3 | 3 | 3 | 5 | 1 | 6 | 5 | 17 | 55 |
| Catenary Failure - Total | - | - | - | 1 | - | - | - | - | - | - | - | - | - | 1 |
| Other - Total | 2 | 3 | 1 | - | 1 | 15 | 8 | 1 | - | - | - | 4 | - | 35 |
| Total Trains Delayed | 78 | 44 | 15 | 21 | 7 | 137 | 47 | 39 | 88 | 49 | 52 | 111 | 117 | 805 |
| Total Metra/PSA Delays | 59 | 42 | 15 | 20 | 3 | 104 | 40 | 22 | 85 | 18 | 52 | 84 | 81 | 625 |
| Total Foreign Carrier Delays | 19 | 2 | 0 | 1 | 4 | 33 | 7 | 17 | 3 | 31 | 0 | 27 | 36 | 180 |

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

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

Table 5.b: Train Delays by Cause and Line
Average November 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 | 7 | - | - | - | 4 | 7 | 11 | 3 | 4 | 9 | 0 | 7 | 23 | 76 |
| Freight Interference - Peak | 2 | - | - | - | 4 | 1 | 3 | 1 | 1 | 4 | - | 5 | 7 | 28 |
| Primary | 1 | - | - | - | 4 | 1 | 3 | 1 | 1 | 3 | - | 3 | 5 | 21 |
| Secondary | 0 | - | - | - | 1 | - | 0 | 0 | 1 | 1 | - | 2 | 2 | 7 |
| Freight Interference - Off-Peak | 6 | - | - | - | - | 6 | 7 | 2 | 3 | 5 | 0 | 2 | 16 | 48 |
| Primary | 4 | - | - | - | - | 6 | 6 | 1 | 2 | 4 | - | 2 | 11 | 37 |
| Secondary | 1 | - | - | - | - | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 5 | 10 |
| Signal/Switch Failure - Total | 19 | 6 | 2 | 21 | 2 | 30 | 14 | 7 | 16 | 5 | 4 | 11 | 7 | 144 |
| Signal/Switch Failure - Metra/PSA | 13 | 6 | 2 | 21 | 0 | 24 | 11 | 4 | 16 | 2 | 4 | 9 | 6 | 120 |
| Primary | 9 | 4 | 2 | 10 | 0 | 18 | 9 | 3 | 12 | 1 | 3 | 6 | 3 | 82 |
| Secondary | 4 | 2 | 0 | 11 | - | 7 | 3 | 1 | 4 | 0 | 1 | 3 | 3 | 39 |
| Signal/Switch Failure - Foreign | 6 | - | - | - | 1 | 5 | 3 | 3 | - | 3 | - | 1 | 1 | 24 |
| Primary | 5 | - | - | - | 1 | 3 | 1 | 2 | - | 2 | - | 1 | 1 | 16 |
| Secondary | 1 | - | - | - | 0 | 3 | 1 | 1 | - | 1 | - | 1 | 0 | 8 |
| Mechanical Failure - Total | 9 | 2 | 0 | 1 | 0 | 7 | 6 | 2 | 10 | 0 | 5 | 7 | 6 | 56 |
| Mechanical Failure - Metra/PSA | 9 | 1 | 0 | 0 | 0 | 7 | 6 | 2 | 10 | 0 | 5 | 7 | 6 | 54 |
| Non-Locomotive Equipment Issue - Metra/PSA | 4 | 1 | 0 | 0 | - | 2 | 1 | 0 | 3 | - | 1 | 1 | 4 | 18 |
| Primary | 2 | 0 | - | - | - | 1 | 1 | 0 | 0 | - | 1 | 1 | 2 | 9 |
| Secondary | 2 | 0 | 0 | 0 | - | 1 | 0 | - | 3 | - | - | 0 | 2 | 9 |
| Locomotive Issue - Metra/PSA | 5 | 0 | - | - | 0 | 5 | 5 | 2 | 7 | 0 | 4 | 6 | 2 | 37 |
| Primary | 2 | - | - | - | 0 | 2 | 2 | 1 | 3 | 0 | 1 | 2 | 1 | 15 |
| Secondary | 4 | 0 | - | - | 0 | 3 | 3 | 1 | 4 | - | 3 | 4 | 1 | 22 |
| Mechanical Failure - Foreign | - | 1 | - | 1 | - | 0 | - | - | - | - | - | - | - | 2 |
| Passenger Train Interference - Total | 1 | - | - | 1 | 0 | 6 | 1 | 1 | 0 | 1 | - | - | 0 | 13 |
| Passenger Train Interference - Metra/PSA | - | - | - | 0 | - | 3 | 1 | 1 | 0 | - | - | - | 0 | 6 |
| Passenger Train Interference - Foreign | 1 | - | - | 0 | 0 | 3 | 1 | - | 0 | 1 | - | - | - | 7 |
| Accident - Total | 9 | - | 0 | - | - | 4 | 2 | 0 | 2 | - | 2 | 8 | 2 | 29 |
| Accident - Metra/PSA | 9 | - | 0 | - | - | 4 | 2 | 0 | 2 | - | 2 | 8 | 2 | 28 |
| Accident - Foreign | 1 | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 |
| Track Work - Total | 5 | 7 | 0 | 2 | 1 | 12 | 1 | 1 | 12 | 1 | 8 | 11 | 12 | 71 |
| Track Work - Metra/PSA | 5 | 7 | 0 | 2 | 0 | 10 | 1 | 1 | 12 | 1 | 8 | 10 | 12 | 69 |
| Track Work - Foreign | 0 | - | - | - | 0 | 1 | - | 0 | - | - | - | 0 | - | 2 |
| Human Error - Total | 7 | 1 | 1 | 2 | 1 | 8 | 4 | 3 | 5 | 4 | 4 | 5 | 6 | 49 |
| Human Error - Metra/PSA | 4 | 1 | 1 | 2 | 0 | 5 | 4 | 1 | 5 | 2 | 3 | 4 | 4 | 35 |
| Human Error - Foreign | 3 | - | - | - | 1 | 3 | 1 | 2 | - | 2 | 0 | 1 | 2 | 14 |
| PTC Related - Total | 2 | - | 1 | 1 | 2 | 4 | 2 | 1 | 4 | 3 | 6 | 4 | 8 | 38 |
| PTC Related - Metra/PSA | 1 | - | 1 | 1 | 0 | 3 | 2 | 1 | 4 | 1 | 6 | 4 | 8 | 31 |
| PTC Related - Foreign | 2 | - | - | - | 2 | 1 | - | 0 | - | 2 | - | 0 | - | 7 |
| Weather - Total | 8 | 12 | 6 | 5 | 1 | 12 | 17 | 2 | 19 | 0 | 24 | 37 | 13 | 156 |
| Weather - Metra/PSA | 8 | 12 | 6 | 5 | 1 | 12 | 17 | 2 | 19 | 0 | 24 | 37 | 13 | 156 |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Passenger Related - Total | 2 | 3 | 1 | 2 | 0 | 6 | 6 | 1 | 7 | - | 9 | 9 | 9 | 56 |
| Obstruction/Debris - Total | 6 | 4 | 1 | 4 | - | 4 | 6 | 2 | 11 | 2 | 6 | 6 | 9 | 61 |
| Catenary Failure - Total | - | 2 | 1 | 1 | - | - | - | - | - | - | - | - | - | 4 |
| Other - Total | 0 | 2 | 0 | 1 | 0 | 0 | 2 | - | 0 | 0 | 0 | - | 1 | 8 |
| Total Trains Delayed | 76 | 39 | 14 | 41 | 12 | 99 | 73 | 23 | 91 | 26 | 67 | 104 | 97 | 761 |
| Total Metra/PSA Delays | 55 | 39 | 14 | 39 | 3 | 79 | 58 | 15 | 86 | 9 | 67 | 95 | 71 | 629 |
| Total Foreign Carrier Delays | 20 | 1 | 0 | 1 | 9 | 20 | 15 | 8 | 5 | 17 | 0 | 10 | 26 | 133 |

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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 5.c: Train Delays by Cause and Line
November 2023 Compared to Average November 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 | (0) | - | - | - | (2) | (1) | (6) | 3 | (2) | (0) | (0) | (1) | 8 | (2) |
| Freight Interference - Peak | 2 | - | - | - | (2) | 0 | (2) | 2 | (1) | 0 | - | (2) | 7 | 4 |
| Primary | 3 | - | - | - | (2) | (1) | (2) | 1 | (1) | 1 | - | (2) | 7 | 5 |
| Secondary | (0) | - | - | - | (2) | 1 | (0) | 1 | (1) | (1) | - | - | - | (1) |
| Freight Interference - Off-Peak | (3) | - | - | - | - | (1) | (3) | 1 | (1) | (0) | (0) | 1 | 1 | (6) |
| Primary | (2) | - | - | - | - | (5) | (3) | 2 | (0) | (1) | - | 1 | 1 | (8) |
| Secondary | (0) | - | - | - | - | 3 | - | (1) | (1) | 1 | (0) | (0) | 0 | 3 |
| Signal/Switch Failure - Total | 23 | 7 | 1 | (19) | (1) | 4 | (6) | (0) | (4) | 5 | 8 | 10 | (3) | 25 |
| Signal/Switch Failure - Metra/PSA | 21 | 7 | 1 | (19) | (0) | 10 | (3) | 1 | (4) | (1) | 8 | (2) | (2) | 15 |
| Primary | 1 | 2 | (2) | (8) | (0) | 4 | (4) | (1) | (4) | (0) | 7 | 1 | (0) | (6) |
| Secondary | 20 | 5 | 3 | (11) | - | 5 | 0 | 2 | (0) | (0) | 1 | (3) | (2) | 20 |
| Signal/Switch Failure - Foreign | 2 | - | - | - | (0) | (5) | (3) | (1) | - | 6 | - | 13 | (1) | 10 |
| Primary | 1 | - | - | - | - | (3) | (1) | - | - | 6 | - | 10 | (1) | 12 |
| Secondary | 1 | - | - | - | (0) | (3) | (1) | (1) | - | - | - | 2 | (0) | (2) |
| Mechanical Failure - Total | (4) | 2 | (0) | (0) | (0) | 6 | (1) | (0) | (1) | 3 | (4) | 17 | (0) | 17 |
| Mechanical Failure - Metra/PSA | (4) | 1 | (0) | 1 | (0) | 6 | (1) | (0) | (1) | (0) | (4) | 17 | (0) | 14 |
| Non-Locomotive Equipment Issue - Metra/PSA | (1) | 1 | (0) | 1 | - | - | 2 | 1 | (3) | - | - | 0 | (3) | (3) |
| Primary | - | 1 | - | 1 | - | 0 | 1 | 1 | (0) | - | - | 0 | (1) | 2 |
| Secondary | (1) | 1 | (0) | (0) | - | (0) | 1 | - | (3) | - | - | (0) | (2) | (5) |
| Locomotive Issue - Metra/PSA | (3) | (0) | - | - | (0) | 6 | (3) | (1) | 2 | (0) | (4) | 17 | 3 | 16 |
| Primary | (1) | - | - | - | (0) | 5 | (1) | 0 | 1 | (0) | (1) | 2 | 1 | 5 |
| Secondary | (3) | (0) | - | - | (0) | 1 | (2) | (1) | 1 | - | (3) | 15 | 2 | 11 |
| Mechanical Failure - Foreign | - | 1 | - | (1) | - | (0) | - | - | - | 3 | - | - | - | 3 |
| Passenger Train Interference - Total | 2 | - | - | (1) | (0) | 14 | 1 | 3 | 6 | 3 | - | 2 | (0) | 28 |
| Passenger Train Interference - Metra/PSA | - | - | - | (0) | - | 12 | 1 | 3 | 6 | - | - | 2 | (0) | 23 |
| Passenger Train Interference - Foreign | 2 | - | - | (0) | (0) | 2 | (1) | - | (0) | 3 | - | - | - | 5 |
| Accident - Total | (9) | - | (0) | - | - | 18 | 1 | 1 | (2) | 2 | 0 | 0 | (1) | 10 |
| Accident - Metra/PSA | (9) | - | (0) | - | - | 8 | 1 | 1 | (2) | 2 | 0 | 0 | (1) | 1 |
| Accident - Foreign | (1) | - | - | - | - | 10 | - | - | - | - | - | - | (0) | 9 |
| Track Work - Total | - | 4 | (0) | 1 | (1) | (10) | (0) | (1) | 21 | 6 | (3) | (5) | 11 | 25 |
| Track Work - Metra/PSA | 0 | 4 | (0) | 1 | (0) | (8) | (0) | (1) | 20 | 3 | (3) | (4) | 11 | 23 |
| Track Work - Foreign | (0) | - | - | - | (0) | (1) | - | (0) | 1 | 3 | - | (0) | - | 2 |
| Human Error - Total | (5) | (1) | 0 | (2) | (1) | 4 | (0) | 4 | (3) | (1) | (1) | 14 | 6 | 16 |
| Human Error - Metra/PSA | (3) | (1) | 0 | (2) | (0) | (5) | (2) | - | (3) | (1) | (0) | 8 | 6 | (2) |
| Human Error - Foreign | (2) | - | - | - | (1) | 9 | 1 | 4 | - | 0 | (0) | 6 | 0 | 18 |
| PTC Related - Total | (1) | - | (1) | 0 | (1) | (3) | (2) | 2 | (3) | (1) | (1) | (3) | (2) | (16) |
| PTC Related - Metra/PSA | 0 | - | (1) | (1) | (0) | (2) | (2) | (1) | (3) | 0 | (1) | (3) | (2) | (15) |
| PTC Related - Foreign | (2) | - | - | 1 | (1) | (1) | - | 3 | - | (1) | - | (0) | - | (1) |
| Weather - Total | (6) | (12) | (2) | (4) | 0 | (9) | (12) | 2 | (16) | 2 | (11) | (31) | (8) | (107) |
| Weather - Metra/PSA | (6) | (12) | (2) | (4) | 0 | (9) | (12) | 2 | (16) | 2 | (11) | (31) | (11) | (110) |
| Weather - Foreign | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 |
| Passenger Related - Total | 1 | 10 | 5 | 5 | (0) | - | (3) | 0 | 8 | 6 | (4) | 0 | 3 | 30 |
| Obstruction/Debris - Total | 0 | (4) | (1) | 1 | 1 | (1) | (3) | 1 | (6) | (1) | 0 | (1) | 8 | (6) |
| Catenary Failure - Total | - | (2) | (1) | 0 | - | - | - | - | - | - | - | - | - | (3) |
| Other - Total | 2 | 1 | 1 | (1) | 1 | 15 | 6 | 1 | (0) | (0) | (0) | 4 | (1) | 27 |
| Total Trains Delayed | 2 | 5 | 1 | (20) | (5) | 38 | (26) | 16 | (3) | 23 | (15) | 7 | 20 | 44 |
| Total Metra/PSA Delays | 4 | 3 | 1 | -19 | 0 | 25 | -18 | 7 | -1 | 9 | -15 | -11 | 10 | -4 |
| Total Foreign Carrier Delays | -1 | 1 | 0 | 0 | -5 | 13 | -8 | 9 | -2 | 14 | 0 | 17 | 10 | 47 |

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

Table 6.a: Train Delays by Cause and Line - YTD
January - November 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 | 138 | - | - | - | 36 | 47 | 51 | 26 | 24 | 83 | 16 | 76 | 251 | 748 |
| Freight Interference - Peak | 37 | - | - | - | 36 | 13 | 17 | 10 | 4 | 28 | 7 | 43 | 63 | 258 |
| Primary | 27 | - | - | - | 35 | 7 | 13 | 9 | 3 | 25 | 7 | 23 | 42 | 191 |
| Secondary | 10 | - | - | - | 1 | 6 | 4 | 1 | 1 | 3 | - | 20 | 21 | 67 |
| Freight Interference - Off-Peak | 101 | - | - | - | - | 34 | 34 | 16 | 20 | 55 | 9 | 33 | 188 | 490 |
| Primary | 83 | - | - | - | - | 23 | 27 | 14 | 16 | 42 | 2 | 32 | 150 | 389 |
| Secondary | 18 | - | - | - | - | 11 | 7 | 2 | 4 | 13 | 7 | 1 | 38 | 101 |
| Signal/Switch Failure - Total | 119 | 92 | 38 | 87 | 16 | 244 | 125 | 58 | 118 | 117 | 25 | 80 | 72 | 1,191 |
| Signal/Switch Failure - Metra/PSA | 79 | 92 | 38 | 87 | - | 211 | 107 | 33 | 117 | 24 | 25 | 61 | 67 | 941 |
| Primary | 46 | 55 | 27 | 55 | - | 141 | 71 | 25 | 99 | 21 | 23 | 45 | 51 | 659 |
| Secondary | 33 | 37 | 11 | 32 | - | 70 | 36 | 8 | 18 | 3 | 2 | 16 | 16 | 282 |
| Signal/Switch Failure - Foreign | 40 | - | - | - | 16 | 33 | 18 | 25 | 1 | 93 | - | 19 | 5 | 250 |
| Primary | 36 | - | - | - | 15 | 30 | 17 | 22 | 1 | 76 | - | 15 | 5 | 217 |
| Secondary | 4 | - | - | - | 1 | 3 | 1 | 3 | - | 17 | - | 4 | - | 33 |
| Mechanical Failure - Total | 83 | 18 | 7 | 10 | 11 | 141 | 89 | 36 | 159 | 34 | 65 | 111 | 63 | 827 |
| Mechanical Failure - Metra/PSA | 83 | 15 | 4 | 8 | 11 | 129 | 89 | 35 | 159 | 30 | 65 | 111 | 63 | 802 |
| Non-Locomotive Equipment Issue - Metra/PSA | 29 | 15 | 4 | 8 | 4 | 21 | 22 | 8 | 29 | 9 | 17 | 37 | 28 | 231 |
| Primary | 17 | 13 | 1 | 6 | 3 | 8 | 13 | 4 | 16 | 7 | 11 | 18 | 19 | 136 |
| Secondary | 12 | 2 | 3 | 2 | 1 | 13 | 9 | 4 | 13 | 2 | 6 | 19 | 9 | 95 |
| Locomotive Issue - Metra/PSA | 54 | - | - | - | 7 | 108 | 67 | 27 | 130 | 21 | 48 | 74 | 35 | 571 |
| Primary | 24 | - | - | - | 5 | 40 | 37 | 12 | 43 | 11 | 16 | 22 | 21 | 231 |
| Secondary | 30 | - | - | - | 2 | 68 | 30 | 15 | 87 | 10 | 32 | 52 | 14 | 340 |
| Mechanical Failure - Foreign | - | 3 | 3 | 2 | - | 12 | - | 1 | - | 4 | - | - | - | 25 |
| Passenger Train Interference - Total | 18 | 7 | 1 | - | 6 | 181 | 58 | 20 | 24 | 25 | 3 | 30 | 9 | 382 |
| Passenger Train Interference - Metra/PSA | - | 4 | - | - | - | 124 | 47 | 16 | 24 | 4 | 3 | 26 | 9 | 257 |
| Passenger Train Interference - Foreign | 18 | 3 | 1 | - | 6 | 57 | 11 | 4 | - | 21 | - | 4 | - | 125 |
| Accident - Total | 80 | 4 | 2 | 10 | 4 | 89 | 54 | 21 | 125 | 23 | 76 | 86 | 73 | 647 |
| Accident - Metra/PSA | 56 | - | - | 3 | - | 24 | 19 | 5 | 120 | 8 | 76 | 84 | 30 | 425 |
| Accident - Foreign | 24 | 4 | 2 | 7 | 4 | 65 | 35 | 16 | 5 | 15 | - | 2 | 43 | 222 |
| Track Work - Total | 43 | 168 | 19 | 53 | 15 | 84 | 21 | 34 | 166 | 50 | 85 | 197 | 90 | 1,025 |
| Track Work - Metra/PSA | 43 | 168 | 19 | 53 | - | 84 | 20 | 8 | 158 | 14 | 83 | 194 | 90 | 934 |
| Track Work - Foreign | - | - | - | - | 15 | - | 1 | 26 | 8 | 36 | 2 | 3 | - | 91 |
| Human Error - Total | 96 | 24 | 9 | 19 | 10 | 145 | 53 | 42 | 59 | 48 | 44 | 169 | 73 | 791 |
| Human Error - Metra/PSA | 74 | 23 | 8 | 19 | 3 | 43 | 29 | 15 | 58 | 12 | 31 | 97 | 50 | 462 |
| Human Error - Foreign | 22 | 1 | 1 | - | 7 | 102 | 24 | 27 | 1 | 36 | 13 | 72 | 23 | 329 |
| PTC Related - Total | 29 | 20 | 9 | 29 | 13 | 63 | 38 | 38 | 49 | 71 | 60 | 84 | 82 | 585 |
| PTC Related - Metra/PSA | 25 | 18 | 8 | 28 | 5 | 55 | 35 | 23 | 48 | 17 | 58 | 83 | 81 | 484 |
| PTC Related - Foreign | 4 | 2 | 1 | 1 | 8 | 8 | 3 | 15 | 1 | 54 | 2 | 1 | 1 | 101 |
| Weather - Total | 149 | 31 | 19 | 8 | 6 | 55 | 69 | 27 | 73 | 16 | 143 | 131 | 120 | 847 |
| Weather - Metra/PSA | 146 | 31 | 19 | 8 | 6 | 55 | 69 | 27 | 73 | 16 | 143 | 131 | 116 | 840 |
| Weather - Foreign | 3 | - | - | - | - | - | - | - | - | - | - | - | 4 | 7 |
| Passenger Related - Total | 31 | 218 | 23 | 54 | - | 55 | 77 | 8 | 183 | 19 | 125 | 84 | 140 | 1,017 |
| Obstruction/Debris - Total | 79 | 42 | 18 | 61 | 11 | 108 | 74 | 34 | 91 | 61 | 63 | 222 | 166 | 1,030 |
| Catenary Failure - Total | - | 36 | 12 | 16 | - | - | - | - | - | - | - | - | - | 64 |
| Other - Total | 10 | 15 | 2 | 7 | 1 | 23 | 10 | 2 | 2 | 5 | 16 | 12 | 14 | 119 |
| Total Trains Delayed | 875 | 675 | 159 | 354 | 129 | 1,235 | 719 | 346 | 1,073 | 552 | 721 | 1,282 | 1,153 | 9,273 |
| Total Metra/PSA Delays | 624 | 662 | 151 | 344 | 37 | 911 | 576 | 206 | 1,033 | 210 | 688 | 1,105 | 826 | 7,373 |
| Total Foreign Carrier Delays | 251 | 13 | 8 | 10 | 92 | 324 | 143 | 140 | 40 | 342 | 33 | 177 | 327 | 1,900 |

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

Table 6.b: Train Delays by Cause and Line - YTD
January - November 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 | 110 | - | - | - | 64 | 94 | 118 | 39 | 38 | 99 | 13 | 66 | 286 | 927 |
| Freight Interference - Peak | 33 | - | - | - | 52 | 21 | 36 | 18 | 8 | 42 | 6 | 38 | 96 | 350 |
| Primary | 20 | - | - | - | 45 | 15 | 28 | 14 | 6 | 32 | 5 | 22 | 58 | 244 |
| Secondary | 13 | - | - | - | 7 | 6 | 8 | 4 | 2 | 10 | 2 | 16 | 38 | 106 |
| Freight Interference - Off-Peak | 77 | - | - | - | 13 | 73 | 82 | 21 | 30 | 57 | 7 | 27 | 190 | 577 |
| Primary | 63 | - | - | - | 11 | 49 | 64 | 17 | 24 | 41 | 4 | 21 | 140 | 435 |
| Secondary | 14 | - | - | - | 1 | 24 | 18 | 4 | 6 | 16 | 3 | 6 | 50 | 142 |
| Signal/Switch Failure - Total | 140 | 63 | 29 | 57 | 30 | 193 | 110 | 55 | 160 | 77 | 35 | 75 | 77 | 1,102 |
| Signal/Switch Failure - Metra/PSA | 89 | 63 | 29 | 57 | 4 | 161 | 96 | 30 | 157 | 31 | 35 | 54 | 64 | 871 |
| Primary | 64 | 49 | 23 | 36 | 4 | 109 | 77 | 24 | 124 | 21 | 23 | 37 | 41 | 631 |
| Secondary | 25 | 14 | 7 | 22 | 0 | 52 | 19 | 6 | 33 | 10 | 12 | 17 | 23 | 240 |
| Signal/Switch Failure - Foreign | 51 | - | - | - | 26 | 32 | 14 | 25 | 3 | 45 | 0 | 21 | 13 | 230 |
| Primary | 41 | - | - | - | 23 | 17 | 9 | 21 | 3 | 31 | - | 15 | 10 | 169 |
| Secondary | 10 | - | - | - | 3 | 15 | 5 | 4 | 1 | 14 | 0 | 6 | 3 | 61 |
| Mechanical Failure - Total | 137 | 12 | 5 | 5 | 4 | 131 | 79 | 27 | 118 | 24 | 84 | 85 | 96 | 807 |
| Mechanical Failure - Metra/PSA | 136 | 8 | 4 | 3 | 4 | 123 | 78 | 27 | 118 | 24 | 84 | 85 | 96 | 789 |
| Non-Locomotive Equipment Issue - Metra/PSA | 53 | 8 | 4 | 3 | 1 | 19 | 12 | 4 | 19 | 10 | 30 | 30 | 38 | 231 |
| Primary | 24 | 4 | 2 | 2 | 1 | 9 | 8 | 3 | 10 | 6 | 18 | 17 | 20 | 122 |
| Secondary | 29 | 4 | 2 | 2 | 0 | 10 | 4 | 2 | 9 | 4 | 12 | 13 | 18 | 109 |
| Locomotive Issue - Metra/PSA | 83 | 0 | - | - | 3 | 104 | 66 | 22 | 100 | 14 | 54 | 55 | 58 | 559 |
| Primary | 26 | - | - | - | 2 | 33 | 27 | 8 | 39 | 7 | 20 | 21 | 22 | 206 |
| Secondary | 57 | 0 | - | - | 1 | 70 | 38 | 14 | 60 | 7 | 35 | 34 | 36 | 352 |
| Mechanical Failure - Foreign | 2 | 4 | 1 | 2 | 0 | 8 | 1 | 1 | - | - | - | - | - | 18 |
| Passenger Train Interference - Total | 17 | 2 | 0 | 5 | 9 | 34 | 5 | 10 | 4 | 21 | 1 | 4 | 2 | 115 |
| Passenger Train Interference - Metra/PSA | 2 | 1 | 0 | 4 | 0 | 24 | 3 | 10 | 3 | 0 | 1 | 3 | 2 | 53 |
| Passenger Train Interference - Foreign | 16 | 1 | 0 | 1 | 9 | 11 | 2 | 0 | 1 | 21 | - | 0 | 0 | 62 |
| Accident - Total | 78 | 27 | 4 | 5 | 4 | 36 | 25 | 6 | 47 | 9 | 44 | 66 | 61 | 413 |
| Accident - Metra/PSA | 70 | 13 | 2 | 5 | 1 | 28 | 20 | 5 | 37 | 6 | 44 | 62 | 40 | 333 |
| Accident - Foreign | 8 | 13 | 2 | - | 3 | 8 | 5 | 1 | 10 | 4 | 0 | 4 | 21 | 80 |
| Track Work - Total | 82 | 57 | 6 | 24 | 14 | 78 | 46 | 8 | 108 | 19 | 76 | 55 | 58 | 632 |
| Track Work - Metra/PSA | 81 | 57 | 6 | 24 | 10 | 75 | 43 | 7 | 107 | 10 | 76 | 54 | 58 | 608 |
| Track Work - Foreign | 2 | 0 | - | - | 4 | 3 | 3 | 1 | 0 | 9 | - | 2 | - | 24 |
| Human Error - Total | 129 | 24 | 9 | 15 | 17 | 96 | 54 | 27 | 80 | 28 | 67 | 74 | 64 | 686 |
| Human Error - Metra/PSA | 75 | 23 | 9 | 15 | 5 | 46 | 38 | 13 | 78 | 13 | 55 | 47 | 45 | 464 |
| Human Error - Foreign | 54 | 1 | - | 0 | 12 | 51 | 16 | 15 | 1 | 15 | 12 | 27 | 19 | 222 |
| PTC Related - Total | 34 | 19 | 6 | 14 | 15 | 42 | 30 | 17 | 63 | 25 | 59 | 42 | 74 | 440 |
| PTC Related - Metra/PSA | 31 | 18 | 6 | 13 | 5 | 39 | 28 | 11 | 62 | 10 | 59 | 40 | 70 | 393 |
| PTC Related - Foreign | 3 | 1 | - | 1 | 10 | 4 | 2 | 6 | 1 | 15 | 0 | 1 | 3 | 47 |
| Weather - Total | 101 | 81 | 30 | 38 | 6 | 98 | 77 | 18 | 141 | 12 | 104 | 153 | 73 | 931 |
| Weather - Metra/PSA | 98 | 81 | 30 | 38 | 5 | 97 | 76 | 18 | 140 | 10 | 102 | 152 | 71 | 919 |
| Weather - Foreign | 3 | - | - | - | 1 | 1 | 1 | - | 1 | 2 | 2 | 1 | 1 | 12 |
| Passenger Related - Total | 61 | 66 | 15 | 14 | 1 | 68 | 74 | 7 | 104 | 4 | 97 | 94 | 127 | 731 |
| Obstruction/Debris - Total | 67 | 39 | 15 | 42 | 4 | 41 | 39 | 16 | 96 | 21 | 51 | 92 | 86 | 607 |
| Catenary Failure - Total | - | 21 | 6 | 14 | - | - | - | - | - | - | - | - | - | 40 |
| Other - Total | 11 | 3 | 2 | 4 | 1 | 4 | 9 | 1 | 6 | 2 | 2 | 7 | 2 | 54 |
| Total Trains Delayed | 969 | 413 | 128 | 237 | 170 | 916 | 664 | 231 | 966 | 341 | 634 | 812 | 1,004 | 7,486 |
| Total Metra/PSA Delays | 720 | 393 | 125 | 233 | 41 | 705 | 504 | 143 | 909 | 132 | 606 | 691 | 661 | 5,863 |
| Total Foreign Carrier Delays | 249 | 20 | 3 | 4 | 128 | 212 | 160 | 88 | 57 | 209 | 28 | 121 | 343 | 1,623 |

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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.c: Train Delays by Cause and Line - YTD
January - November 2023 Compared to Average January - November 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 | 28 | - | - | - | (28) | (47) | (67) | (13) | (14) | (16) | 3 | 10 | (35) | (179) |
| Freight Interference - Peak | 4 | - | - | - | (16) | (8) | (19) | (8) | (4) | (14) | 1 | 5 | (33) | (92) |
| Primary | 7 | - | - | - | (10) | (8) | (15) | (5) | (3) | (7) | 2 | 1 | (16) | (53) |
| Secondary | (3) | - | - | - | (6) | (0) | (4) | (3) | (1) | (7) | (2) | 4 | (17) | (39) |
| Freight Interference - Off-Peak | 24 | - | - | - | (13) | (39) | (48) | (5) | (10) | (2) | 2 | 6 | (2) | (87) |
| Primary | 20 | - | - | - | (11) | (26) | (37) | (3) | (8) | 1 | (2) | 11 | 10 | (46) |
| Secondary | 4 | - | - | - | (2) | (13) | (11) | (2) | (2) | (3) | 4 | (5) | (12) | (41) |
| Signal/Switch Failure - Total | (21) | 29 | 9 | 30 | (14) | 51 | 15 | 3 | (42) | 40 | (10) | 5 | (5) | 89 |
| Signal/Switch Failure - Metra/PSA | (10) | 29 | 9 | 30 | (4) | 50 | 11 | 3 | (40) | (7) | (10) | 7 | 3 | 70 |
| Primary | (18) | 6 | 4 | 19 | (4) | 32 | (6) | 1 | (25) | (0) | 0 | 8 | 10 | 28 |
| Secondary | 8 | 23 | 4 | 10 | (0) | 19 | 17 | 2 | (15) | (7) | (10) | (1) | (7) | 42 |
| Signal/Switch Failure - Foreign | (11) | - | - | - | (10) | 1 | 4 | (0) | (2) | 48 | (0) | (2) | (8) | 20 |
| Primary | (5) | - | - | - | (8) | 13 | 8 | 1 | (2) | 45 | - | 0 | (5) | 48 |
| Secondary | (6) | - | - | - | (2) | (12) | (4) | (1) | (1) | 3 | (0) | (2) | (3) | (28) |
| Mechanical Failure - Total | (54) | 6 | 2 | 5 | 7 | 10 | 10 | 9 | 41 | 10 | (19) | 26 | (33) | 20 |
| Mechanical Failure - Metra/PSA | (53) | 7 | - | 5 | 7 | 6 | 11 | 8 | 41 | 6 | (19) | 26 | (33) | 13 |
| Non-Locomotive Equipment Issue - Metra/PSA | (24) | 7 | - | 5 | 3 | 2 | 10 | 4 | 10 | (1) | (13) | 7 | (10) | 0 |
| Primary | (7) | 9 | (1) | 4 | 2 | (1) | 5 | 1 | 6 | 1 | (7) | 1 | (1) | 14 |
| Secondary | (17) | (2) | 1 | 0 | 1 | 3 | 5 | 2 | 4 | (2) | (6) | 6 | (9) | (14) |
| Locomotive Issue - Metra/PSA | (29) | (0) | - | - | 4 | 4 | 1 | 5 | 30 | 7 | (6) | 19 | (23) | 12 |
| Primary | (2) | - | - | - | 3 | 7 | 10 | 4 | 4 | 4 | (4) | 1 | (1) | 25 |
| Secondary | (27) | (0) | - | - | 1 | (2) | (8) | 1 | 27 | 3 | (3) | 18 | (22) | (12) |
| Mechanical Failure - Foreign | (2) | (1) | 2 | 0 | (0) | 4 | (1) | 0 | - | 4 | - | - | - | 7 |
| Passenger Train Interference - Total | 1 | 5 | 1 | (5) | (3) | 147 | 53 | 10 | 20 | 4 | 2 | 26 | 7 | 267 |
| Passenger Train Interference - Metra/PSA | (2) | 3 | (0) | (4) | (0) | 100 | 44 | 6 | 21 | 4 | 2 | 23 | 7 | 204 |
| Passenger Train Interference - Foreign | 2 | 2 | 1 | (1) | (3) | 46 | 9 | 4 | (1) | 0 | - | 4 | (0) | 63 |
| Accident - Total | 2 | (23) | (2) | 5 | 0 | 53 | 29 | 15 | 78 | 14 | 32 | 20 | 12 | 234 |
| Accident - Metra/PSA | (14) | (13) | (2) | (2) | (1) | (4) | (1) | 0 | 83 | 2 | 32 | 22 | (10) | 92 |
| Accident - Foreign | 16 | (9) | - | 7 | 1 | 57 | 30 | 15 | (5) | 11 | (0) | (2) | 22 | 142 |
| Track Work - Total | (39) | 111 | 13 | 29 | 1 | 6 | (25) | 26 | 58 | 31 | 9 | 142 | 32 | 393 |
| Track Work - Metra/PSA | (38) | 111 | 13 | 29 | (10) | 9 | (23) | 1 | 51 | 4 | 7 | 140 | 32 | 326 |
| Track Work - Foreign | (2) | (0) | - | - | 11 | (3) | (2) | 25 | 8 | 27 | 2 | 1 | - | 67 |
| Human Error - Total | (33) | 0 | (0) | 4 | (7) | 49 | (1) | 15 | (21) | 20 | (23) | 95 | 9 | 105 |
| Human Error - Metra/PSA | (1) | (0) | (1) | 4 | (2) | (3) | (9) | 2 | (20) | (1) | (24) | 50 | 5 | (2) |
| Human Error - Foreign | (32) | 0 | 1 | (0) | (5) | 51 | 8 | 12 | (0) | 21 | 1 | 45 | 4 | 107 |
| PTC Related - Total | (5) | 1 | 3 | 15 | (2) | 21 | 8 | 21 | (14) | 46 | 1 | 42 | 8 | 145 |
| PTC Related - Metra/PSA | (6) | (0) | 2 | 15 | (0) | 16 | 7 | 12 | (14) | 7 | (1) | 43 | 11 | 91 |
| PTC Related - Foreign | 1 | 1 | 1 | 0 | (2) | 4 | 1 | 9 | (0) | 39 | 2 | (0) | (2) | 54 |
| Weather - Total | 48 | (50) | (11) | (30) | (0) | (43) | (8) | 9 | (68) | 4 | 39 | (22) | 47 | (84) |
| Weather - Metra/PSA | 48 | (50) | (11) | (30) | 1 | (42) | (7) | 9 | (67) | 6 | 41 | (21) | 45 | (79) |
| Weather - Foreign | - | - | - | - | (1) | (1) | (1) | - | (1) | (2) | (2) | (1) | 3 | (5) |
| Passenger Related - Total | (30) | 152 | 8 | 40 | (1) | (13) | 3 | 1 | 79 | 15 | 28 | (10) | 13 | 286 |
| Obstruction/Debris - Total | 12 | 3 | 3 | 19 | 7 | 67 | 35 | 18 | (5) | 40 | 12 | 130 | 80 | 423 |
| Catenary Failure - Total | - | 15 | 6 | 2 | - | - | - | - | - | - | - | - | - | 24 |
| Other - Total | (1) | 12 | - | 3 | 0 | 19 | 1 | 1 | (4) | 3 | 14 | 5 | 12 | 65 |
| Total Trains Delayed | (94) | 262 | 31 | 117 | (41) | 319 | 55 | 115 | 107 | 211 | 87 | 470 | 149 | 1,787 |
| Total Metra/PSA Delays | -96 | 269 | 26 | 111 | -4 | 206 | 72 | 63 | 124 | 78 | 82 | 414 | 165 | 1,510 |
| Total Foreign Carrier Delays | 2 | -7 | 5 | 6 | -36 | 112 | -17 | 52 | -17 | 133 | 5 | 56 | -16 | 277 |

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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 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 - Nov |
| Freight Interference - Total | 69 | 64 | 71 | 54 | 61 | 81 | 68 | 57 | 72 | 77 | 74 | | 748 8.1% |
| Freight Interference - Peak | 25 | 26 | 29 | 15 | 12 | 28 | 22 | 17 | 24 | 28 | 32 | | 258 2.8% |
| Primary | 18 | 16 | 18 | 13 | 9 | 24 | 18 | 16 | 16 | 17 | 26 | | 191 2.1% |
| Secondary | 7 | 10 | 11 | 2 | 3 | 4 | 4 | 1 | 8 | 11 | 6 | | 67 0.7% |
| Freight Interference - Off-Peak | 44 | 38 | 42 | 39 | 49 | 53 | 46 | 40 | 48 | 49 | 42 | | 490 5.3% |
| Primary | 32 | 29 | 35 | 34 | 42 | 46 | 33 | 36 | 39 | 34 | 29 | | 389 4.2% |
| Secondary | 12 | 9 | 7 | 5 | 7 | 7 | 13 | 4 | 9 | 15 | 13 | | 101 1.1% |
| Signal/Switch Failure - Total | 65 | 78 | 68 | 162 | 142 | 63 | 127 | 119 | 75 | 123 | 169 | | 1,191 12.8% |
| Signal/Switch Failure - Metra/PSA | 56 | 66 | 63 | 121 | 98 | 51 | 107 | 73 | 62 | 109 | 135 | | 941 10.1% |
| Primary | 45 | 57 | 45 | 73 | 81 | 36 | 73 | 46 | 52 | 75 | 76 | | 659 7.1% |
| Secondary | 11 | 9 | 18 | 48 | 17 | 15 | 34 | 27 | 10 | 34 | 59 | | 282 3.0% |
| Signal/Switch Failure - Foreign | 9 | 12 | 5 | 41 | 44 | 12 | 20 | 46 | 13 | 14 | 34 | | 250 2.7% |
| Primary | 7 | 9 | 5 | 36 | 44 | 10 | 17 | 37 | 11 | 13 | 28 | | 217 2.3% |
| Secondary | 2 | 3 | - | 5 | - | 2 | 3 | 9 | 2 | 1 | 6 | | 33 0.4% |
| Mechanical Failure - Total | 85 | 81 | 52 | 49 | 86 | 79 | 102 | 83 | 82 | 55 | 73 | | 827 8.9% |
| Mechanical Failure - Metra/PSA | 85 | 75 | 50 | 48 | 86 | 79 | 102 | 80 | 74 | 55 | 68 | | 802 8.6% |
| Non-Locomotive Equipment Issue - Metra/PSA | 26 | 24 | 11 | 13 | 42 | 19 | 23 | 19 | 28 | 11 | 15 | | 231 2.5% |
| Primary | 12 | 12 | 5 | 10 | 18 | 14 | 14 | 14 | 16 | 10 | 11 | | 136 1.5% |
| Secondary | 14 | 12 | 6 | 3 | 24 | 5 | 9 | 5 | 12 | 1 | 4 | | 95 1.0% |
| Locomotive Issue - Metra/PSA | 59 | 51 | 39 | 35 | 44 | 60 | 79 | 61 | 46 | 44 | 53 | | 571 6.2% |
| Primary | 26 | 25 | 18 | 17 | 20 | 24 | 27 | 14 | 18 | 22 | 20 | | 231 2.5% |
| Secondary | 33 | 26 | 21 | 18 | 24 | 36 | 52 | 47 | 28 | 22 | 33 | | 340 3.7% |
| Mechanical Failure - Foreign | - | 6 | 2 | 1 | - | - | - | 3 | 8 | - | 5 | | 25 0.3% |
| Passenger Train Interference - Total | 39 | 27 | 21 | 51 | 39 | 31 | 43 | 33 | 30 | 27 | 41 | | 382 4.1% |
| Passenger Train Interference - Metra/PSA | 25 | 13 | 14 | 32 | 21 | 23 | 34 | 30 | 19 | 17 | 29 | | 257 2.8% |
| Passenger Train Interference - Foreign | 14 | 14 | 7 | 19 | 18 | 8 | 9 | 3 | 11 | 10 | 12 | | 125 1.3% |
| Accident - Total | 90 | 25 | 29 | 67 | 147 | 29 | 14 | 135 | 22 | 50 | 39 | | 647 7.0% |
| Accident - Metra/PSA | 61 | 25 | 24 | 53 | 38 | 14 | 1 | 121 | 12 | 47 | 29 | | 425 4.6% |
| Accident - Foreign | 29 | - | 5 | 14 | 109 | 15 | 13 | 14 | 10 | 3 | 10 | | 222 2.4% |
| Track Work - Total | 19 | 44 | 74 | 64 | 131 | 215 | 147 | 37 | 74 | 124 | 96 | | 1,025 11.1% |
| Track Work - Metra/PSA | 13 | 41 | 65 | 55 | 130 | 214 | 126 | 37 | 47 | 114 | 92 | | 934 10.1% |
| Track Work - Foreign | 6 | 3 | 9 | 9 | 1 | 1 | 21 | - | 27 | 10 | 4 | | 91 1.0% |
| Human Error - Total | 67 | 43 | 57 | 91 | 66 | 71 | 117 | 93 | 61 | 60 | 65 | | 791 8.5% |
| Human Error - Metra/PSA | 33 | 33 | 32 | 60 | 37 | 36 | 71 | 50 | 36 | 41 | 33 | | 462 5.0% |
| Human Error - Foreign | 34 | 10 | 25 | 31 | 29 | 35 | 46 | 43 | 25 | 19 | 32 | | 329 3.5% |
| PTC Related - Total | 49 | 45 | 53 | 57 | 77 | 49 | 77 | 53 | 35 | 68 | 22 | | 585 6.3% |
| PTC Related - Metra/PSA | 40 | 38 | 38 | 54 | 66 | 42 | 52 | 44 | 31 | 63 | 16 | | 484 5.2% |
| PTC Related - Foreign | 9 | 7 | 15 | 3 | 11 | 7 | 25 | 9 | 4 | 5 | 6 | | 101 1.1% |
| Weather - Total | 44 | 108 | 42 | 128 | 32 | 8 | 242 | 70 | 13 | 111 | 49 | | 847 9.1% |
| Weather - Metra/PSA | 44 | 105 | 42 | 128 | 32 | 8 | 241 | 70 | 13 | 111 | 46 | | 840 9.1% |
| Weather - Foreign | - | 3 | - | - | - | - | 1 | - | - | - | 3 | | 7 0.1% |
| Passenger Related - Total | 52 | 54 | 69 | 81 | 118 | 179 | 103 | 119 | 76 | 80 | 86 | | 1,017 11.0% |
| Obstruction/Debris - Total | 65 | 72 | 84 | 70 | 80 | 114 | 124 | 185 | 94 | 87 | 55 | | 1,030 11.1% |
| Catenary Failure - Total | 1 | 9 | - | 38 | - | - | 6 | - | 9 | - | 1 | | 64 0.7% |
| Other - Total | 4 | - | 3 | - | 12 | 8 | 27 | 1 | 3 | 26 | 35 | | 119 1.3% |
| Total Trains Delayed | 649 | 650 | 623 | 912 | 991 | 927 | 1,197 | 985 | 646 | 888 | 805 | | 9,273 100.0% |
| Total Metra/PSA Delays | 477 | 531 | 484 | 740 | 718 | 768 | 994 | 810 | 476 | 750 | 625 | | 7,373 79.5% |
| Total Foreign Carrier Delays | 172 | 119 | 139 | 172 | 273 | 159 | 203 | 175 | 170 | 138 | 180 | | 1,900 20.5% |

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

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

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

| Top 2 causes for each month and year-to-date are shaded | | | | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------------------|
| Cause Category | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Nov |
| Freight Interference - Total | 67 | 62 | 80 | 90 | 79 | 69 | 95 | 93 | 47 | 100 | 46 | 63 | 828 11.5% |
| Freight Interference - Peak | 26 | 18 | 35 | 42 | 45 | 27 | 29 | 28 | 21 | 46 | 20 | 24 | 337 4.7% |
| Primary | 20 | 16 | 30 | 34 | 41 | 24 | 24 | 18 | 15 | 31 | 15 | 23 | 268 3.7% |
| Secondary | 6 | 2 | 5 | 8 | 4 | 3 | 5 | 10 | 6 | 15 | 5 | 1 | 69 1.0% |
| Freight Interference - Off-Peak | 41 | 44 | 45 | 48 | 34 | 42 | 66 | 65 | 26 | 54 | 26 | 39 | 491 6.8% |
| Primary | 31 | 36 | 37 | 43 | 31 | 35 | 44 | 50 | 24 | 40 | 23 | 29 | 394 5.5% |
| Secondary | 10 | 8 | 8 | 5 | 3 | 7 | 22 | 15 | 2 | 14 | 3 | 10 | 97 1.3% |
| Signal/Switch Failure - Total | 92 | 101 | 46 | 55 | 137 | 150 | 86 | 94 | 87 | 124 | 197 | 109 | 1,169 16.2% |
| Signal/Switch Failure - Metra/PSA | 76 | 90 | 42 | 48 | 121 | 133 | 72 | 83 | 67 | 112 | 174 | 77 | 1,018 14.1% |
| Primary | 62 | 67 | 39 | 40 | 92 | 101 | 42 | 68 | 59 | 77 | 108 | 58 | 755 10.5% |
| Secondary | 14 | 23 | 3 | 8 | 29 | 32 | 30 | 15 | 8 | 35 | 66 | 19 | 263 3.6% |
| Signal/Switch Failure - Foreign | 16 | 11 | 4 | 7 | 16 | 17 | 14 | 11 | 20 | 12 | 23 | 32 | 151 2.1% |
| Primary | 10 | 10 | 4 | 4 | 13 | 11 | 7 | 10 | 17 | 10 | 12 | 21 | 108 1.5% |
| Secondary | 6 | 1 | - | 3 | 3 | 6 | 7 | 1 | 3 | 2 | 11 | 11 | 43 0.6% |
| Mechanical Failure - Total | 55 | 74 | 52 | 56 | 79 | 58 | 75 | 51 | 52 | 103 | 64 | 78 | 719 10.0% |
| Mechanical Failure - Metra/PSA | 55 | 72 | 48 | 56 | 79 | 58 | 73 | 48 | 52 | 103 | 64 | 77 | 708 9.8% |
| Non-Locomotive Equipment Issue - Metra/PSA | 10 | 23 | 9 | 15 | 20 | 17 | 16 | 16 | 18 | 27 | 14 | 27 | 185 2.6% |
| Primary | 7 | 15 | 7 | 11 | 12 | 13 | 15 | 10 | 11 | 13 | 6 | 17 | 120 1.7% |
| Secondary | 3 | 8 | 2 | 4 | 8 | 4 | 1 | 6 | 7 | 14 | 8 | 10 | 65 0.9% |
| Locomotive Issue - Metra/PSA | 45 | 49 | 39 | 41 | 59 | 41 | 57 | 32 | 34 | 76 | 50 | 50 | 523 7.2% |
| Primary | 25 | 17 | 19 | 19 | 26 | 25 | 23 | 18 | 14 | 29 | 19 | 22 | 234 3.2% |
| Secondary | 20 | 32 | 20 | 22 | 33 | 16 | 34 | 14 | 20 | 47 | 31 | 28 | 289 4.0% |
| Mechanical Failure - Foreign | - | 2 | 4 | - | - | - | 2 | 3 | - | - | - | 1 | 11 0.2% |
| Passenger Train Interference - Total | 4 | 1 | 2 | 4 | 4 | 8 | 13 | 12 | 12 | 10 | 17 | 32 | 87 1.2% |
| Passenger Train Interference - Metra/PSA | 2 | - | - | 3 | 4 | 4 | 10 | 7 | 10 | 6 | 9 | 26 | 55 0.8% |
| Passenger Train Interference - Foreign | 2 | 1 | 2 | 1 | - | 4 | 3 | 5 | 2 | 4 | 8 | 6 | 32 0.4% |
| Accident - Total | 81 | 30 | 11 | 26 | 106 | 43 | 87 | 45 | 67 | 48 | 55 | 80 | 599 8.3% |
| Accident - Metra/PSA | 66 | 30 | 5 | 25 | 99 | 37 | 61 | 44 | 61 | 34 | 55 | 80 | 517 7.2% |
| Accident - Foreign | 15 | - | 6 | 1 | 7 | 6 | 26 | 1 | 6 | 14 | - | - | 82 1.1% |
| Track Work - Total | 12 | 59 | 30 | 42 | 60 | 85 | 54 | 128 | 51 | 74 | 36 | 24 | 631 8.7% |
| Track Work - Metra/PSA | 11 | 57 | 26 | 42 | 54 | 70 | 51 | 124 | 46 | 73 | 34 | 22 | 588 8.2% |
| Track Work - Foreign | 1 | 2 | 4 | - | 6 | 15 | 3 | 4 | 5 | 1 | 2 | 2 | 43 0.6% |
| Human Error - Total | 31 | 24 | 42 | 43 | 69 | 50 | 63 | 78 | 49 | 69 | 36 | 83 | 554 7.7% |
| Human Error - Metra/PSA | 22 | 10 | 29 | 33 | 47 | 24 | 43 | 54 | 25 | 40 | 20 | 49 | 347 4.8% |
| Human Error - Foreign | 9 | 14 | 13 | 10 | 22 | 26 | 20 | 24 | 24 | 29 | 16 | 34 | 207 2.9% |
| PTC Related - Total | 34 | 43 | 38 | 55 | 55 | 72 | 63 | 51 | 39 | 63 | 41 | 26 | 554 7.7% |
| PTC Related - Metra/PSA | 23 | 38 | 36 | 50 | 47 | 65 | 54 | 44 | 34 | 53 | 26 | 21 | 470 6.5% |
| PTC Related - Foreign | 11 | 5 | 2 | 5 | 8 | 7 | 9 | 7 | 5 | 10 | 15 | 5 | 84 1.2% |
| Weather - Total | 141 | 84 | 28 | 15 | 20 | 99 | 43 | 31 | 17 | 127 | 70 | 100 | 675 9.4% |
| Weather - Metra/PSA | 141 | 83 | 28 | 15 | 20 | 98 | 43 | 31 | 17 | 127 | 70 | 99 | 673 9.3% |
| Weather - Foreign | - | 1 | - | - | - | 1 | - | - | - | - | - | 1 | 2 0.0% |
| Passenger Related - Total | 21 | 38 | 44 | 31 | 50 | 60 | 79 | 88 | 54 | 71 | 47 | 65 | 583 8.1% |
| Obstruction/Debris - Total | 33 | 71 | 81 | 30 | 58 | 71 | 36 | 49 | 70 | 65 | 63 | 88 | 627 8.7% |
| Catenary Failure - Total | - | - | 14 | - | 2 | - | 10 | 1 | 38 | 4 | 10 | 2 | 79 1.1% |
| Other - Total | 1 | 1 | 8 | 2 | 23 | 18 | 5 | 1 | 17 | 5 | 28 | 6 | 109 1.5% |
| Total Trains Delayed | 572 | 588 | 476 | 449 | 742 | 783 | 709 | 722 | 600 | 863 | 710 | 756 | 7,214 100.0% |
| Total Metra/PSA Delays | 451 | 490 | 361 | 335 | 604 | 638 | 537 | 574 | 491 | 693 | 600 | 612 | 5,774 80.0% |
| Total Foreign Carrier Delays | 121 | 98 | 115 | 114 | 138 | 145 | 172 | 148 | 109 | 170 | 110 | 144 | 1,440 20.0% |

Data for current month is final (12/15/2022) 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
November 2023**

| <i>Minutes</i> | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | System |
|---|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|
| Weekday Peak * | | | | | | | | | | | | | | |
| 6-10 | 11 | 10 | 7 | 4 | 4 | 41 | 8 | 10 | 36 | 13 | 14 | 28 | 19 | 205 |
| 11-15 | 4 | 9 | 2 | 0 | 1 | 13 | 3 | 5 | 7 | 1 | 0 | 11 | 13 | 69 |
| 16-20 | 6 | 3 | 0 | 1 | 0 | 2 | 5 | 4 | 0 | 3 | 0 | 4 | 8 | 36 |
| 21+ | 15 | 3 | 2 | 3 | 2 | 5 | 2 | 4 | 2 | 2 | 0 | 13 | 13 | 66 |
| Annulled | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>1</u> | <u>1</u> | <u>2</u> | <u>0</u> | <u>0</u> | <u>8</u> | <u>1</u> | <u>17</u> |
| Sub-Total | 37 | 26 | 11 | 8 | 7 | 63 | 19 | 24 | 47 | 19 | 14 | 64 | 54 | 393 |
| Weekday Off-Peak ** | | | | | | | | | | | | | | |
| 6-10 | 7 | 5 | 2 | 5 | 0 | 34 | 10 | 6 | 28 | 17 | 15 | 12 | 21 | 162 |
| 11-15 | 7 | 1 | 0 | 2 | 0 | 15 | 2 | 1 | 6 | 4 | 5 | 7 | 12 | 62 |
| 16-20 | 8 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 3 | 0 | 3 | 2 | 4 | 28 |
| 21+ | 11 | 3 | 1 | 1 | 0 | 7 | 10 | 7 | 0 | 4 | 6 | 13 | 15 | 78 |
| Annulled | <u>3</u> | <u>2</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>5</u> | <u>4</u> | <u>2</u> | <u>0</u> | <u>19</u> |
| Sub-Total | 36 | 13 | 4 | 10 | 0 | 59 | 24 | 15 | 37 | 30 | 33 | 36 | 52 | 349 |
| Saturday | | | | | | | | | | | | | | |
| 6-10 | 3 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 16 |
| 11-15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 6 |
| 16-20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 21+ | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| Annulled | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>6</u> |
| Sub-Total | 4 | 4 | 0 | 3 | 0 | 10 | 3 | 0 | 2 | 0 | 1 | 7 | 5 | 39 |
| Sunday-Holiday | | | | | | | | | | | | | | |
| 6-10 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 12 |
| 11-15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 6 |
| 16-20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 21+ | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| Annulled | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> |
| Sub-Total | 1 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 2 | 0 | 4 | 4 | 6 | 24 |
| November 2023 Total | | | | | | | | | | | | | | |
| 6-10 | 22 | 19 | 9 | 12 | 4 | 79 | 19 | 16 | 66 | 30 | 30 | 45 | 44 | 395 |
| 11-15 | 12 | 11 | 2 | 2 | 1 | 29 | 5 | 6 | 15 | 5 | 6 | 21 | 28 | 143 |
| 16-20 | 14 | 5 | 0 | 2 | 0 | 5 | 6 | 5 | 3 | 3 | 4 | 7 | 13 | 67 |
| 21+ | 26 | 6 | 3 | 4 | 2 | 19 | 14 | 11 | 2 | 6 | 8 | 28 | 28 | 157 |
| Annulled | <u>4</u> | <u>3</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>5</u> | <u>3</u> | <u>1</u> | <u>2</u> | <u>5</u> | <u>4</u> | <u>10</u> | <u>4</u> | <u>43</u> |
| TOTAL | 78 | 44 | 15 | 21 | 7 | 137 | 47 | 39 | 88 | 49 | 52 | 111 | 117 | 805 |
| 2023 Year-to-Date | | | | | | | | | | | | | | |
| 6-10 | 302 | 384 | 94 | 179 | 54 | 644 | 369 | 162 | 576 | 262 | 260 | 367 | 421 | 4,074 |
| 11-15 | 170 | 117 | 20 | 56 | 25 | 270 | 130 | 57 | 183 | 105 | 134 | 225 | 210 | 1,702 |
| 16-20 | 93 | 63 | 10 | 18 | 15 | 112 | 60 | 31 | 76 | 45 | 71 | 137 | 116 | 847 |
| 21+ | 206 | 89 | 33 | 69 | 26 | 176 | 127 | 81 | 152 | 102 | 186 | 473 | 339 | 2,059 |
| Annulled | <u>104</u> | <u>22</u> | <u>2</u> | <u>32</u> | <u>9</u> | <u>33</u> | <u>33</u> | <u>15</u> | <u>86</u> | <u>38</u> | <u>70</u> | <u>80</u> | <u>67</u> | <u>591</u> |
| TOTAL | 875 | 675 | 159 | 354 | 129 | 1,235 | 719 | 346 | 1,073 | 552 | 721 | 1,282 | 1,153 | 9,273 |
| Share of Delays by Duration | | | | | | | | | | | | | | |
| <i>Minutes</i> | BNSF | ME-ML | ME-BI | ME-SC | HC | MD-N | MD-W | NCS | RI | SWS | UP-N | UP-NW | UP-W | System |
| November 2023 Total | | | | | | | | | | | | | | |
| 6-10 | 28.2% | 43.2% | 60.0% | 57.1% | 57.1% | 57.7% | 40.4% | 41.0% | 75.0% | 61.2% | 57.7% | 40.5% | 37.6% | 49.1% |
| 11-15 | 15.4% | 25.0% | 13.3% | 9.5% | 14.3% | 21.2% | 10.6% | 15.4% | 17.0% | 10.2% | 11.5% | 18.9% | 23.9% | 17.8% |
| 16-20 | 17.9% | 11.4% | 0.0% | 9.5% | 0.0% | 3.6% | 12.8% | 12.8% | 3.4% | 6.1% | 7.7% | 6.3% | 11.1% | 8.3% |
| 21+ | 33.3% | 13.6% | 20.0% | 19.0% | 28.6% | 13.9% | 29.8% | 28.2% | 2.3% | 12.2% | 15.4% | 25.2% | 23.9% | 19.5% |
| Annulled | <u>5.1%</u> | <u>6.8%</u> | <u>6.7%</u> | <u>4.8%</u> | <u>0.0%</u> | <u>3.6%</u> | <u>6.4%</u> | <u>2.6%</u> | <u>2.3%</u> | <u>10.2%</u> | <u>7.7%</u> | <u>9.0%</u> | <u>3.4%</u> | <u>5.3%</u> |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| 2023 Year-to-Date Delays By Duration | | | | | | | | | | | | | | |
| 6-10 | 34.5% | 56.9% | 59.1% | 50.6% | 41.9% | 52.1% | 51.3% | 46.8% | 53.7% | 47.5% | 36.1% | 28.6% | 36.5% | 43.9% |
| 11-15 | 19.4% | 17.3% | 12.6% | 15.8% | 19.4% | 21.9% | 18.1% | 16.5% | 17.1% | 19.0% | 18.6% | 17.6% | 18.2% | 18.4% |
| 16-20 | 10.6% | 9.3% | 6.3% | 5.1% | 11.6% | 9.1% | 8.3% | 9.0% | 7.1% | 8.2% | 9.8% | 10.7% | 10.1% | 9.1% |
| 21+ | 23.5% | 13.2% | 20.8% | 19.5% | 20.2% | 14.3% | 17.7% | 23.4% | 14.2% | 18.5% | 25.8% | 36.9% | 29.4% | 22.2% |
| Annulled | <u>11.9%</u> | <u>3.3%</u> | <u>1.3%</u> | <u>9.0%</u> | <u>7.0%</u> | <u>2.7%</u> | <u>4.6%</u> | <u>4.3%</u> | <u>8.0%</u> | <u>6.9%</u> | <u>9.7%</u> | <u>6.2%</u> | <u>5.8%</u> | <u>6.4%</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 (12/18/2023) version from TOPS.