

# On-Time Performance

February 2024



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This report presents an analysis of February 2024 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. Metra added one Sunday RI train on November 27.

Under these pilot and alternate schedules Metra operated 662 regularly scheduled revenue trains each weekday in February, 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 February, which is 99 percent of the 273 Saturday trains Metra operated pre-pandemic. Metra operated 186 regularly scheduled revenue trains each Sunday in February, which is three percent more than the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of the changes under these alternative and pilot schedules, Metra operated about three percent more total revenue trains in February 2024 than in February 2019, two percent fewer total revenue trains than in February 2020, 64 percent more total revenue trains than in February 2021, 21 percent more total revenue trains than in February 2022, and seven percent more total revenue trains than in February 2023.

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  
February 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	924	13	98.6%	987	22	97.8%	1,911	35	98.2%	120	4	96.7%	80	0	100.0%	2,111	39	98.2%
<b>ME-ML</b>	525	5	99.0%	882	12	98.6%	1,407	17	98.8%	168	0	100.0%	96	0	100.0%	1,671	17	99.0%
<b>ME-BI</b>	168	7	95.8%	294	4	98.6%	462	11	97.6%	32	0	100.0%	--	--	--	494	11	97.8%
<b>ME-SC</b>	<u>231</u>	<u>10</u>	95.7%	<u>651</u>	<u>13</u>	98.0%	<u>882</u>	<u>23</u>	97.4%	<u>128</u>	<u>0</u>	100.0%	<u>80</u>	<u>0</u>	100.0%	<u>1,090</u>	<u>23</u>	97.9%
<b>Subtotal</b>	924	22	97.6%	1,827	29	98.4%	2,751	51	98.1%	328	0	100.0%	176	0	100.0%	3,255	51	98.4%
<b>HC</b>	126	10	92.1%	--	--	--	126	10	92.1%	--	--	--	--	--	--	126	10	92.1%
<b>MD-N</b>	441	46	89.6%	651	40	93.9%	1,092	86	92.1%	80	0	100.0%	72	0	100.0%	1,244	86	93.1%
<b>MD-W</b>	<u>462</u>	<u>17</u>	96.3%	<u>630</u>	<u>30</u>	95.2%	<u>1,092</u>	<u>47</u>	95.7%	<u>96</u>	<u>1</u>	99.0%	<u>72</u>	<u>0</u>	100.0%	<u>1,260</u>	<u>48</u>	96.2%
<b>Subtotal</b>	903	63	93.0%	1,281	70	94.5%	2,184	133	93.9%	176	1	99.4%	144	0	100.0%	2,504	134	94.6%
<b>NCS</b>	168	18	89.3%	126	14	88.9%	294	32	89.1%	--	--	--	--	--	--	294	32	89.1%
<b>RI</b>	651	12	98.2%	1,029	34	96.7%	1,680	46	97.3%	132	1	99.2%	116	2	98.3%	1,928	49	97.5%
<b>SWS</b>	252	19	92.5%	378	33	91.3%	630	52	91.7%	--	--	--	--	--	--	630	52	91.7%
<b>UP-N</b>	462	11	97.6%	1,008	17	98.3%	1,470	28	98.1%	104	1	99.0%	72	7	90.3%	1,646	36	97.8%
<b>UP-NW</b>	735	32	95.6%	903	29	96.8%	1,638	61	96.3%	136	19	86.0%	84	1	98.8%	1,858	81	95.6%
<b>UP-W</b>	<u>546</u>	<u>55</u>	89.9%	<u>672</u>	<u>66</u>	90.2%	<u>1,218</u>	<u>121</u>	90.1%	<u>80</u>	<u>1</u>	98.8%	<u>72</u>	<u>3</u>	95.8%	<u>1,370</u>	<u>125</u>	90.9%
<b>Subtotal</b>	1,743	98	94.4%	2,583	112	95.7%	4,326	210	95.1%	320	21	93.4%	228	11	95.2%	4,874	242	95.0%
<b>System</b>	5,691	255	95.5%	8,211	314	96.2%	13,902	569	95.9%	1,076	27	97.5%	744	13	98.3%	15,722	609	96.1%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (03/25/2024) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - February 2024**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,892	88	95.3%	2,021	61	97.0%	3,913	149	96.2%	240	4	98.3%	180	3	98.3%	4,333	156	96.4%
<b>ME-ML</b>	1,075	20	98.1%	1,806	21	98.8%	2,881	41	98.6%	336	1	99.7%	216	0	100.0%	3,433	42	98.8%
<b>ME-BI</b>	344	10	97.1%	602	6	99.0%	946	16	98.3%	64	0	100.0%	--	--	--	1,010	16	98.4%
<b>ME-SC</b>	<u>473</u>	<u>16</u>	96.6%	<u>1,333</u>	<u>16</u>	98.8%	<u>1,806</u>	<u>32</u>	98.2%	<u>256</u>	<u>1</u>	99.6%	<u>180</u>	<u>0</u>	100.0%	<u>2,242</u>	<u>33</u>	98.5%
<b>Subtotal</b>	1,892	46	97.6%	3,741	43	98.9%	5,633	89	98.4%	656	2	99.7%	396	0	100.0%	6,685	91	98.6%
<b>HC</b>	258	22	91.5%	--	--	--	258	22	91.5%	--	--	--	--	--	--	258	22	91.5%
<b>MD-N</b>	903	139	84.6%	1,333	117	91.2%	2,236	256	88.6%	160	3	98.1%	162	2	98.8%	2,558	261	89.8%
<b>MD-W</b>	<u>946</u>	<u>88</u>	90.7%	<u>1,290</u>	<u>95</u>	92.6%	<u>2,236</u>	<u>183</u>	91.8%	<u>192</u>	<u>5</u>	97.4%	<u>162</u>	<u>7</u>	95.7%	<u>2,590</u>	<u>195</u>	92.5%
<b>Subtotal</b>	1,849	227	87.7%	2,623	212	91.9%	4,472	439	90.2%	352	8	97.7%	324	9	97.2%	5,148	456	91.1%
<b>NCS</b>	344	59	82.8%	258	32	87.6%	602	91	84.9%	--	--	--	--	--	--	602	91	84.9%
<b>RI</b>	1,333	46	96.5%	2,107	63	97.0%	3,440	109	96.8%	264	5	98.1%	261	10	96.2%	3,965	124	96.9%
<b>SWS</b>	516	52	89.9%	774	79	89.8%	1,290	131	89.8%	--	--	--	--	--	--	1,290	131	89.8%
<b>UP-N</b>	946	20	97.9%	2,064	59	97.1%	3,010	79	97.4%	208	1	99.5%	162	11	93.2%	3,380	91	97.3%
<b>UP-NW</b>	1,505	137	90.9%	1,849	97	94.8%	3,354	234	93.0%	272	33	87.9%	189	9	95.2%	3,815	276	92.8%
<b>UP-W</b>	<u>1,118</u>	<u>149</u>	86.7%	<u>1,376</u>	<u>129</u>	90.6%	<u>2,494</u>	<u>278</u>	88.9%	<u>160</u>	<u>8</u>	95.0%	<u>162</u>	<u>12</u>	92.6%	<u>2,816</u>	<u>298</u>	89.4%
<b>Subtotal</b>	3,569	306	91.4%	5,289	285	94.6%	8,858	591	93.3%	640	42	93.4%	513	32	93.8%	10,011	665	93.4%
<b>System</b>	11,653	846	92.7%	16,813	775	95.4%	28,466	1,621	94.3%	2,152	61	97.2%	1,674	54	96.8%	32,292	1,736	94.6%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (03/25/2024) 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-Feb	Annual
BNSF	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	90.8%	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	97.0%	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	95.0%	97.1%
	2022	98.0	97.6	98.1	97.8	95.2	96.3	97.1	95.8	97.4	97.2	97.1	97.7	97.8%	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	98.2	96.9%	96.5%
	2024	94.7	98.2											96.4%	96.4%
	<b>2019-2023 average</b>	96.7	94.3	97.6	96.5	96.3	96.1	95.7	96.3	96.8	97.1	97.0	98.3	95.5%	96.6%
ME	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	93.7%	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	97.4%	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	97.8%	98.0%
	2022	98.4	97.0	97.9	98.4	97.3	98.1	97.7	97.8	96.8	97.4	94.3	97.6	97.7%	97.4%
	2023	98.4	97.4	97.2	94.8	94.1	95.5	95.4	97.4	98.1	97.9	97.6	98.9	98.0%	96.9%
	2024	98.8	98.4											98.6%	98.6%
	<b>2019-2023 average</b>	97.9	95.7	98.4	98.2	96.9	98.0	96.8	97.8	98.1	98.2	97.1	98.4	96.8%	97.6%
HC	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	82.0%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	91.2%	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	82.5%	86.5%
	2022	84.9	84.2	87.0	92.1	84.9	85.6	90.0	84.0	91.7	87.3	92.9	89.7	84.6%	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	92.5	93.9%	91.2%
	2024	90.9	92.1											91.5%	91.5%
	<b>2019-2023 average</b>	88.6	85.5	88.9	92.2	85.5	88.1	89.1	85.7	85.8	88.9	91.8	92.8	87.1%	88.6%
MD-N	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	86.9%	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	94.4%	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	89.3%	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	93.8%	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	90.4	92.5%	91.2%
	2024	86.7	93.1											89.8%	89.8%
	<b>2019-2023 average</b>	91.8	91.1	95.7	94.7	91.7	91.8	90.1	92.4	94.5	92.5	90.9	92.5	91.4%	92.5%
MD-W	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	92.1%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	93.9%	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	89.4%	94.1%
	2022	92.7	93.9	97.0	95.2	90.3	91.8	91.6	95.7	95.7	95.6	95.5	94.1	93.3%	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	96.0	95.3%	95.0%
	2024	88.9	96.2											92.5%	92.5%
	<b>2019-2023 average</b>	94.1	91.9	96.2	96.0	93.7	95.3	94.0	95.1	95.2	95.4	94.3	94.5	93.0%	94.7%
NCS	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	89.6%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	87.6%	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	78.8%	90.4%
	2022	94.0	95.4	96.7	96.8	88.5	90.5	92.5	95.3	92.5	88.9	90.9	93.4	94.7%	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	92.9	92.7%	89.7%
	2024	80.8	89.1											84.9%	84.9%
	<b>2019-2023 average</b>	91.2	88.6	95.1	93.6	91.6	93.4	88.2	92.0	93.0	93.3	91.2	94.4	89.9%	92.1%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Feb	Annual	
RI	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	88.4%	92.0%	
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	92.3%	95.8%	
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6	96.1	95.5	97.5	94.7%	95.7%	
	2022	96.5	93.7	98.0	98.1	97.0	95.8	95.2	95.8	95.0	94.1	97.2	95.9	95.1%	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	97.1	95.7%	95.2%	
	2024	96.3	97.5												96.9%	96.9%
	<b>2019-2023 average</b>	94.1	92.4	97.1	97.3	95.1	94.7	93.5	94.3	94.5	94.6	95.0	96.5	93.3%	94.9%	
SWS	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	90.7%	93.0%	
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.9%	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	90.8%	91.0%	
	2022	91.7	92.5	92.0	94.4	93.7	93.2	95.4	93.5	89.3	90.5	96.8	95.2	92.1%	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	91.8	93.7%	91.9%	
	2024	88.0	91.7												89.8%	89.8%
	<b>2019-2023 average</b>	93.0	92.5	95.1	94.8	94.5	91.5	90.4	91.0	91.2	91.0	93.1	93.1	92.8%	92.7%	
UP-N	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	89.9%	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	98.5%	98.1%	
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9	97.1	96.2	95.4	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	96.2%	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	98.1	97.0%	96.3%	
	2024	96.8	97.8												97.3%	97.3%
	<b>2019-2023 average</b>	96.0	95.1	97.4	97.1	96.6	96.5	95.0	95.1	96.9	95.0	96.2	97.7	95.5%	96.2%	
UP-NW	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	90.1%	93.0%	
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.2%	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	93.8%	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	94.3%	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	95.9	94.9%	93.8%	
	2024	90.0	95.6												92.8%	92.8%
	<b>2019-2023 average</b>	94.4	93.3	96.4	94.6	95.9	93.2	93.1	94.3	96.5	93.5	93.0	95.1	93.9%	94.4%	
UP-W	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	84.0%	92.3%	
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.5%	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	88.2%	90.5%	
	2022	92.9	94.5	91.8	92.5	91.9	89.2	90.7	91.9	95.3	86.8	94.7	91.2	93.7%	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	94.6	93.1%	92.7%	
	2024	88.0	90.9												89.4%	89.4%
	<b>2019-2023 average</b>	92.9	89.3	94.2	94.6	92.6	93.0	90.6	91.8	93.5	92.2	91.5	93.2	91.2%	92.5%	
System excluding South Shore	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	90.1%	94.6%	
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	95.8%	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	93.8%	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	95.7%	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	96.4	95.7%	94.9%	
	2024	93.2	96.1												94.6%	94.6%
	<b>2019-2023 average</b>	95.1	93.2	96.8	96.3	95.2	95.2	94.0	95.0	95.9	95.2	94.9	96.2	94.2%	95.3%	

Delays data for most recent month is final (03/25/2024) version from TOPS.

'2019-2023 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  
February 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	919 <b>81% OT</b>	Fri, Feb 02	101	K	1HR.48M WILLOW SPRINGS, VEHICLE STUCK ON TKS. MP25.09. MP-24-00005368 (9842)
		Mon, Feb 05	7	GF	Signal at Brighton Park dropping which delayed freight cross traffic ahead. Freight train affected was NS 21W
		Thu, Feb 08	9	KW	(OBSTRUCTION ON TRACKS, WEATHER) - 919 HELD AT STATEVILLE BY UP DUE TO TORNADO WARNING.
		Wed, Feb 28	21	DE	23M SUMMIT, BNSF VBLUSD-128 (ENG. BNSF4710, 83LDS., 7067FT.) DISABLED ACROSS PLANT AT CP CANAL.
MD-N	2106 <b>76% OT</b>	Thu, Feb 01	10	U	[3] Fox Lake- waiting on orders [7] Fox Lake - Deerfield- schedule and speed restriction [3] North Glenview- ADA [2] Grayland- speed restriction
		Thu, Feb 08	0	XE	(ANNULLED) @ Lake Cook Rd. due to mechanical issues, engine #501 stuck blow down valve
		Tue, Feb 13	7	U	[4] Fox Lake [8] Fox Lake- Deerfield- schedule and speed restrictions [3] North Glenview- ADA [2] Grayland- Speed restricting
		Wed, Feb 14	8	A	[10] Fox Lake - Deerfield Schedule and speed restrictions [2] Grayland- Speed restriction
		Thu, Feb 22	10	CC	2106 (-10) Arrived CUS @ 07:16. Fox Lake to Deerfield schedule; Door problems #8608 slow closing
		Thu, Feb 01	8	GA	8 (4) Temporary Speed Restrictions (4) Talked by CP Washington into Track 5
MD-N	2118 <b>62% OT</b>	Tue, Feb 06	17	E	(-17) Mechanical problems, lost H.E.P. @ Morton Grove CAT ECU B/O
		Thu, Feb 08	25	E1	(-25) Following late trains ahead
		Tue, Feb 20	40	F	2118 (-40) Arrived CUS @ 09:10. -3" Stop signal CN X-ing, NCS x-traffic; -6" Temporary speed restrictions; -5" Stop signal Mayfair, U.P. X-traffic; -2" Temporary speed restriction Grayland (25mph); Mechanical issues engine #401, shut down @ Grayland; Tran
		Mon, Feb 26	7	CC	(-7) Temporary speed restrictions enroute; Stop signal CUS CP Canal, CP Lake
		Tue, Feb 27	10	CC	temporary speed restrictions enroute GBO 9135 MP45.0-45.2 50/35 GBO 9131 MP43.3-43.5 40/25 GBO 8159 MP32.0-32.3 40 GBO 8124 MP32.0-32.2 30/25 GBO 8145 MP28.5-28.6 50/40 GBO 8175 MP24.2-24.4 30/25 GBO 8191 MP21.1-21.2 60/40 GBO 8106 MP20.2-20.3 60/40 GBO 8
		Wed, Feb 28	7	CC	(-7) MULTIPLE temporary speed restrictions
		Thu, Feb 29	7	CC	Temporary speed restrictions; Stop signal CN X-ing; Stop signal Mayfair
		Thu, Feb 01	8	GA	8 (4) Following 2118/Trains ahead (4) Talked by CP Washington into Track 5
		Tue, Feb 06	16	E1	(-16) Following train ahead (2118)
		Thu, Feb 08	32	E1	(-31) Following late trains ahead
Tue, Feb 20	39	F1	2120 (-39) Arrived CUS @ 09:16. Following late late 2118; Made an additional stop @ Healy to accommodate 2118's passengers		
Tue, Feb 27	16	CC1	-8" Following late trains ahead (2118); -8" Stop signal CUS CP Lake, waiting on 2118		
Thu, Feb 29	8	CC1	Following train ahead (2118); Stop signal Grayland; Stop signal A-5; Stop signal CUS CP Lake		
MD-N	2135 <b>76% OT</b>	Thu, Feb 08	9	E1	9 mins late, 6 mins Cus used crew and equipment from 2142, 2 mins copying gate malfunction Racine Ave, 6 mins stop signal A-3. DUE TO CREW REST ISSUES FROM DUE TO 2106 DELAY
		Tue, Feb 13	12	E	16 mins enroute locomotives 74/75 excessive wheel slip. slipping pinion on #3 traction motor
		Thu, Feb 15	8	G	4 mins Cus late arrival of equipment bad order toggle on a3 board, 5 mins stop signal Mayfair, lost slot after late departure
		Tue, Feb 20	12	ZG	2135 arrived Fox Lake at 6:54 12 mins late, 15 mins enroute 2 separate Ptc enforcements.
		Thu, Feb 22	16	ZG	2135 arrived Fox Lake at mins 6:58 16 late, 7 mins police activity (fare issue) Western Ave depot, 3 mins Ada, 12 mins Mayfair PTC enforcement.
MD-N	2156 <b>76% OT</b>	Fri, Feb 09	51	F	51 mins late, 55 mins mechanical (battery charger reset) issues enroute Deerfield to Cus.
		Thu, Feb 15	10	DE	10 mins late, 15 mins enroute Rondout to Lake Forest following Cp-248 air hose issue [Controllable Freight]
		Mon, Feb 19	75	M1	-75", 1 Hr 23 mins late turn from 2147
		Tue, Feb 20	9	K	arrived cus @ 10:26pm 9 min. late, report of downed tree blocking 2mt @ mp 11.3 10 min en route XO 2-1 morton grove - mayfair XO back to 2 MT
		Tue, Feb 27	12	KW1	10 mins Grayslake meeting 2151 4 mins restricted speed past MP 30.01 2 mins Grayland speed restriction.
MD-W	2227 <b>81% OT</b>	Fri, Feb 02	7	K1	7 mins late, 11 mins following a late NCS 109
		Wed, Feb 07	12	VG	12 mins late, 12 mins B-17 CP-246 yarding with Ptc air issue. NOTHING FOUND AT 25TH
		Thu, Feb 15	21	J	10 mins signal issue Galewood east restricted speed, 15 mins police activity fare dispute (belligerent passenger) Itasca. MP-24-00007513 (9842)
		Mon, Feb 26	17	B1	18 mins late, 22 mins extra station stops to accommodating 2405's annulment.
MD-W	2240 <b>81% OT</b>	Fri, Feb 02	27	R	27 mins late, 29 mins Hanover Pk air brake issue CUT OUT PROCESS WITH NEW SD70'S
		Wed, Feb 07	6	I	6 mins late, 2 mins sticking door 7340, 4 mins Itasca passenger on wrong platform, 2 mins stop signal B-6, 1 min stop signal Cp Washington.
		Mon, Feb 19	6	R	-6", 12 mins brake/air issue locomotive 503 at Hanover Pk. Engineer didn't cut out air properly
		Mon, Feb 26	40	B1	40 mins late, late turn from 2217.
NCS	109 <b>76% OT</b>	Fri, Feb 02	10	K1	13 mins swapping Engineers at Sullivan's shanty due to rest issue from earlier obstruction delays
		Tue, Feb 06	13	ZD1	13 mins late, 12 mins Jct-17 meeting a late 116, 3 mins UP Deval cross traffic, 3 mins Metra (cross traffic) Grayslake.
		Wed, Feb 07	16	R	16 mins late, 3 mins stop signal A-5, 7 mins signal (dropped) issue B-12, 9 mins door issue Prairie View reverse to let passengers off.
		Tue, Feb 13	7	A	[3] CUS wait on inbound [4] A3 red [6] Deval cross traffic 7 mins late, 3 mins Cus waiting on inbound 2140, 3 mins stop signal A-3, 6 mins stop signal UP (cross traffic) Deval.
		Thu, Feb 15	11	G1	[4] Galewood E. Signal problems crossover to mt. 3 [3] Following mdw train [2] B 12 red [4] Deval Red Cross traffic [3] 25 mph at 44.3

**Table 3 (continued): Weekday Trains less than 85% On-Time  
February 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
NCS	116	Tue, Feb 06	28	ZD1	28 mins late, 8 mins late turn from 105, 5 mins restricted speed depot, 5 mins UP (freight) Deval cross traffic, 7 mins B-12 Metra west line cross traffic.
	<b>81% OT</b>	Thu, Feb 08	9	VG	9 mins late, 5 mins stop signal cross traffic UP Deval, 5 mins A-2 copying item 2 Racine Ave.
		Fri, Feb 16	8	A	[3] Grayslake stop:waiting for cross traffic [3] Wheeling:respotted the train for a passenger on the wrong side [2] B12: stop-cross traffic [2] A2: stop- cross traffic 8 mins late, 3 mins cross (2121) traffic Grayslake Metra interlocking, 3 mins wheeling
		Mon, Feb 26	66	B1	[56] Late turn off late 105. [2] Grayslake C.P.: stop- cross traffic. [5] Deval: stop-cross traffic. [3] B12: stop- cross traffic. [2] B6: stop- cross traffic. 66 mins late, late turn from 105. Used crew and equipment for 117. Inadvertent factory reset by
NCS	117	Thu, Feb 01	21	ZV	[20] River Grove stop. CN PTC failure to load waiting for CN assistance. [6] Franklin Park Belmont waiting for authority to operate PTC cut out per rule 1321
	<b>81% OT</b>	Mon, Feb 12	14	GX	[4] B-6 copying 529A directive for Harlem Ave. [4] DeVal stop. Crosstraffic [3] Prospect Heights. Electrical flash over between 7430 and 8548. Inspected connections [2] South wheeling PTC enforcement at 19 MPH
		Mon, Feb 19	6	G	[5] Gale wood east. Stop. Call B-12 on phone and copy Item 2 for River Rd. [3] River rd. Item 2 [1] DeVal. Stop cross traffic
		Mon, Feb 26	49	B1	[38] CUS: Late turn off 116 [17] Deval:stop- coal train in Emergency. 49 mins late, 38 mins Cus late turn from 116,17 mins stop signal UP-Deval coal train blocking interlocking Inadvertent factory reset by a Telecom Manager at data center causing the loss
SWS	808	Mon, Feb 05	52	ZR1	32MIN DELAY STOPPED BEHIND SW0806 AT CP 518.
	<b>81% OT</b>	Thu, Feb 08	30	GA1	(SIGNAL / SWITCH FAILURE AMTRAK) - 30MIN DELAY AT CUS AMTRAK.
		Mon, Feb 26	7	AM	Delayed at Polk St. due to congestion in depot.
		Tue, Feb 27	8	DD1	6M DELAY ASHBURN WAITING FOR SWS 803 TO CLEAR, 803 delayed at Belt Jct because dispatcher lined up freight after 806. 3M 21ST & 2M POLK FOLLOWING AMK 29
SWS	809	Thu, Feb 08	6	ZN	(PTC FOREIGN LINE ENGINEERING) - 4MIN DELAY PTC ISSUE GOING THRU NS 518. RESTRICTED SPEED UP TO CP 59TH ST. NS didn't send sync file.
	<b>81% OT</b>	Wed, Feb 21	6	ZT	5M DELAY DEPARING CUS PTC ISSUES, 4M DELAY NS518 NEED PERMISSION TO CUT OUT PTC FROM NS -Back office service maintenance
		Mon, Feb 26	0	XB	ANNULLED. Inadvertent factory reset by a Telecom Manager at data center causing the loss of connection between our two data centers and causing their databases to go out of sync.
		Tue, Feb 27	8	AM	8M DELAY 21ST ST WAITING FOR AMTRAK 302
SWS	814	Mon, Feb 05	8	ZR1	15MIN LATE DEPARTURE DUE TO BEING FLIP FROM SW0805.
	<b>71% OT</b>	Thu, Feb 08	31	GA1	(SIGNAL / SWITCH FAILURE AMTRAK) - 20MIN LATE DEPARTURE DUE TO LATE FLIP OFF SW0805.
		Fri, Feb 09	8	RF	10MIN AT CP RIDGE WAITING FOR SIGNAL FOR CROSS TRAFFIC TO TIME OUT.
		Mon, Feb 12	6	CD1	7M DELAY CHICAGO RIDGE FREIGHT I116 CSXT3464 W/33CARS 7200FT WAS LINED UP BEHIND SWS807 that took longer to clear for trackwork
		Mon, Feb 26	45	B1	Inadvertent factory reset by a Telecom Manager at data center causing the loss of connection between our two data centers and causing their databases to go out of sync.
Thu, Feb 29	8	D	5M DELAY CHICAGO RIDGE FREIGHT GA1UP8587 W/92CARS 6405FT, 2M ASHBURN DELAY PASSENGER HANDLING 3M WAITING FO . [Controllable Freight]		
SWS	818	Fri, Feb 02	7	ZR	Penalty application from increasing throttle when signal upgraded in field prior to on-board showing signal coming in. Then further delays contacting NS/Amtrak helpdesks to report penalty
	<b>81% OT</b>	Wed, Feb 21	25	ZF	(PTC MALFUNCTION LOCO HARDWARE) - 15M LATE  PTC HARDWARE ISSUES, analog speedo out. 24M TOTAL DELAY
		Mon, Feb 26	64	B1	Inadvertent factory reset by a Telecom Manager at data center causing the loss of connection between our two data centers and causing their databases to go out of sync.
		Wed, Feb 28	7	AM	7M ROOSEVELT RD., WAITING FOR AMTK #352 TO DEPART.
SWS	823	Fri, Feb 02	9	GF	11M FOREST HILL TO ASHBURN, FLAGGED BY RED SIGNALS FOREST HILL AND LANDERS DUE TO TRACK CIRCUIT OUT.
	<b>81% OT</b>	Thu, Feb 15	53	ZN	50M CP518, PTC COMM. ISSUES WITH NS DISP.
		Thu, Feb 22	8	D	(GENERAL FREIGHT INTERFERENCE) - 8M NS-CP518, NSBH10 (ENG. NS6708 W/40MTYS) SHOIVING OUT OF NS 55TH ST. YD. [Controllable Freight]
		Tue, Feb 27	16	AM	15M ROOSEVELT RD., AMTK YCS YD. JOB AHEAD.
SWS	824	Fri, Feb 02	8	GF1	8M ASHBURN-FOREST HILL, FLAGGED BY RED SIGNAL, THEN RES. SPEED TO FOREST HILL DUE TO TRACK CIRCUIT OUT.
	<b>81% OT</b>	Fri, Feb 09	16	RF	824 DELAYED 15M AT BELT JCT. DUE TO FAILED PTC INITIALIZATION W/ BRC because Belt Dispatcher failed to enter train ID
		Tue, Feb 20	27	KD1	(CAB CAR / TRL / MU MALFUNCTION) - 32M 179TH ST., SWAP EQP. & WAITING FOR SWS821 TO CLEAR SINGLE MAIN TRACK.
		Tue, Feb 27	8	AM	8M LUMBER ST., HELD FOR AMTK #307.
SWS	825	Fri, Feb 02	8	GF1	13M FOREST HILL, FLAGGED BY RED SIGNALS FOREST HILL AND LANDERS DUE TO TRACK CIRCUIT OUT.
	<b>81% OT</b>	Thu, Feb 08	17	D	(GENERAL FREIGHT INTERFERENCE) - DELAYED 19M DUE TO CN ENGINE #L53791  IC1016  66/ 42  6647FT SLOW MOVEMENT. [Controllable Freight]
		Tue, Feb 20	30	KD1	(CAB CAR / TRL / MU MALFUNCTION) - DEPARTED 21M LATE  FLIP FROM 824.
		Wed, Feb 21	10	ZD	(PTC FOREIGN LINE TRANSPORTATION) - 10M LATE. PER 825, STOOD FOR 6 TO 7M INITIALIZING TO THE PTC for the Belt.
UP-NW	651	Fri, Feb 02	0	XVE	ANNULLED due to METX130 stop loading going across Lake St. plant had to shove equipment back into the depot and transfer passengers on to M659 equipment - INSPECTED, NO ISSUES FOUND, UNIT RETURNED TO SERVICE
	<b>81% OT</b>	Tue, Feb 06	8	RO	-8" Delayed due to CY tower operator giving incorrect lineup at Mayfair. Operated on track 1 to Seeger instead of track 2
		Tue, Feb 13	10	J	-10 Delayed at Mayfair waiting for passenger removal at Park Ridge MP-24-00007145 (10773)
		Wed, Feb 21	7	A	-7", Late departure from OTC due to cross traffic & waited for M657 @ Dee Rd

**Table 3 (continued): Weekday Trains less than 85% On-Time  
February 2024**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UP-W	33 <b>81% OT</b>	Fri, Feb 02	25	D	-25" Delayed @ Vale and 25th Ave waited for the MASPR to clear into the yard. [CONTROLLABLE FREIGHT]
		Mon, Feb 05	0	DM1	ANNULLED due to AMICX struck BY a vehicle @ M.P. 24 waited for vehicle to be removed and police to clear and release tracks
		Wed, Feb 14	12	ZF1	-12", Held at Kress for M5901X-14 equipment move behind M50 (equipment swaps related to 10)
		Mon, Feb 19	0	XE	Annulled at Geneva due to PTC screen went blank, air blowing on METX 82- troubleshoot- access panel pipe leaking at air table. M35 tied on and shoved M33 to Elburn NYLON AIR LINE UNDER CAB LEAKING, AIR LINE FITTING FAILED
UP-W	35 <b>81% OT</b>	Fri, Feb 02	10	D1	-10" Delayed due to waiting on M48 to clear Kedzie. [CONTROLLABLE FREIGHT]
		Mon, Feb 05	16	D	-16" Delayed 10 minutes at Kedzie waiting for MASPR-04 going from Rockwell 2 to main track 2, delayed 6 minutes for heavy passenger unloading. [Controllable Freight]
		Thu, Feb 15	12	C	-12" Delayed at Kedzie waiting for high rail vehicle to exit from tracks
UP-W	45 <b>81% OT</b>	Mon, Feb 19	92	E1	92", Tied on to M33 and shoved to Elburn
		Wed, Feb 07	16	G1	-16" Delayed following train ahead
		Thu, Feb 15	8	I	-8" Heavy passenger unloading at Oak Park and Elmhurst
		Tue, Feb 20	9	D	OPERATED TRACK 1 KEDZIE - OAK PARK ON ACCT. FREIGHT COMING OFF ROCKWELL 1 ONTO TRACK 2 (IYCPR). [Controllable Freight]
UP-W	49 <b>81% OT</b>	Mon, Feb 26	70	K	-70" Held @ CPT, due to right of way brush fires on track 1 MP-24-00009188 (8799)
		Fri, Feb 02	34	E1	-34" Delayed due to M651 broke down in the middle of the plant blocking M49 from departing
		Mon, Feb 26	58	K	-58" Held @ CPT, due to right of way brush fires on track 1 MP-24-00009188 (8799)
		Tue, Feb 27	85	KW	-85" Delayed due to tornado warnings from CPT - Elburn
UP-W	51 <b>76% OT</b>	Wed, Feb 28	8	E1	-8" Delayed following M47
		Fri, Feb 02	15	E1	-15" Delayed due to M651 broke down in the middle of the plant blocking M49 from departing
		Thu, Feb 08	8	A	-8" Cross traffic at Western A2 and no signal at Park
		Mon, Feb 26	54	K	-54" Held @ CPT, due to right of way brush fires on track 1 MP-24-00009188 (8799)
UP-W	54 <b>81% OT</b>	Tue, Feb 27	95	KW	-95" Delayed due to tornado warnings from CPT - Elburn
		Wed, Feb 28	15	E1	-15" Delayed following trains ahead
		Mon, Feb 05	46	ZF	-46" PTC wouldn't pass a departure test at Elburn. After multiple attempts PTC passed departure test. PTC not recognizing clear signals in the field and showing a red hash box. PTC help deesl told crew to soft cut out PTC and continue east. REPLACED POWER
		Mon, Feb 19	0	E1	Annulled due to no equipment (used equipment to tie on to M33)
UP-W	55 <b>76% OT</b>	Mon, Feb 26	73	K	-36" Delayed between East of River Forest, due to right of way brush fires @ MP 5.5, MP 7.6, MP 9.2, MP 9.9 on track 1 MP-24-00009188 (8799)
		Thu, Feb 29	0	XE	Annulled @ Maywood on acct of bad order fuel pump on METX154
		Fri, Feb 02	10	E1	-10" Delayed due to following trains ahead
		Mon, Feb 19	0	E1	Annulled due to no crew or equipment
UP-W	56 <b>76% OT</b>	Mon, Feb 26	45	K1	-45" Late turn off M54, due to right of way MP-24-00009188 (8799)
		Tue, Feb 27	60	KW	-60" Delayed due to tornado warnings from CPT - Elburn
		Thu, Feb 29	0	E1	Annulled on acct. of M54 engine issues @ Maywood (M54 crew & equipment relays To M55)
		Wed, Feb 07	15	KP1	-15" Delayed following freight MG3AH-07 from Oak Park to Rockwell. THAT WAS DELAYED BY A TRESPASSER AHEAD [CONTROLLABLE FREIGHT]
UP-W	59 <b>71% OT</b>	Mon, Feb 19	10	E1	-10", ADA lift at Geneva; Heavy passenger loading and unloading due to 52 and 54 annullments
		Wed, Feb 21	31	G	(-31) Delayed at Western Ave from 17:45-18:12, due to switch failure (#47-A tie in the switch was burned out and had to be replaced)
		Mon, Feb 26	16	K	-16" Delayed between East of River Forest, due to right of way brush fires @ MP 5.5, MP 7.6, MP 9.2, MP 9.9 on track 1 MP-24-00009188 (8799)
		Thu, Feb 29	37	E1	-37" Delayed on acct. of tied onto M54 @ Maywood & shoved train to CPT, due to mechanical issues.
UP-W	61 <b>81% OT</b>	Mon, Feb 05	10	A1	-10" Delayed following a delayed M57
		Wed, Feb 07	48	K1	-48" Late turn from M56 and delayed due to car stuck on tracks at M.P. 30
		Wed, Feb 21	39	G1	(-39) Late turn off M56
		Mon, Feb 26	34	K1	-34" Late turn off M56, due to right of way brush fires MP-24-00009188 (8799)
		Tue, Feb 27	67	KW	-67" Delayed due to tornado warnings from CPT - Elburn
UP-W	64 <b>81% OT</b>	Thu, Feb 29	60	E1	-60" Late turn off M56 crew & equipment , due to M54 mechanical issues (-33); freight interference @ Kedzie-MG3AH-29 (-20); delayed east of Elburn depot, waited for M68 to clear
		Mon, Feb 05	13	D	-12" Delayed following YPR60A-05 from Kedzie to Melrose Park. [Controllable Freight]
		Wed, Feb 07	40	K1	-40" Delayed due to vehicle on track at M.P. 30, following trains ahead
		Mon, Feb 26	24	K1	-24" Delayed following trains ahead, due to right of way brush fires MP-24-00009188 (8799)
UP-W	66 <b>81% OT</b>	Tue, Feb 27	60	KW	-60" Delayed due to tornado warnings from CPT - Elburn
		Wed, Feb 07	60	KW	-60" Delayed due to tornado warnings from CPT - Elburn
		Tue, Feb 27	10	E1	-10" Late departure due to late arrival of M47
		Wed, Feb 28	10	E1	-10" Late departure due to late arrival of M47
UP-W	66 <b>81% OT</b>	Fri, Feb 02	28	D	-28" Delayed @ Grace due to Freight Interference (MALG301). [CONTROLLABLE FREIGHT]
		Mon, Feb 05	24	A1	-24" Late turn from M57 (-17) and engineer unable to maintain schedule
		Wed, Feb 07	60	K1	-60" Delayed departure due to vehicle on tracks at M.P. 30
		Tue, Feb 27	40	KW	-40" Delayed due to tornado warnings from CPT - Elburn

Data is final (03/25/2024) version from TOPS.

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

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

Effective November 1, 2021

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

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

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

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

**Table 5.a: Train Delays by Cause and Line**  
February 2024

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>9</b>	-	-	-	<b>1</b>	<b>2</b>	<b>1</b>	-	<b>1</b>	<b>7</b>	-	<b>4</b>	<b>20</b>	<b>45</b>
Freight Interference - Peak	2	-	-	-	1	1	-	-	-	3	-	3	2	12
Primary	2	-	-	-	1	1	-	-	-	2	-	2	2	10
Secondary	-	-	-	-	-	-	-	-	-	1	-	1	-	2
Freight Interference - Off-Peak	7	-	-	-	-	1	1	-	1	4	-	1	18	33
Primary	6	-	-	-	-	1	-	-	1	4	-	1	15	28
Secondary	1	-	-	-	-	-	1	-	-	-	-	-	3	5
<b>Signal/Switch Failure - Total</b>	<b>3</b>	-	<b>1</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>84</b>
Signal/Switch Failure - Metra/PSA	3	-	1	6	-	6	12	4	8	-	1	1	20	62
Primary	3	-	1	2	-	6	11	3	7	-	1	1	10	45
Secondary	-	-	-	4	-	-	1	1	1	-	-	-	10	17
Signal/Switch Failure - Foreign	-	-	-	-	2	4	-	2	-	13	-	1	-	22
Primary	-	-	-	-	2	4	-	2	-	6	-	1	-	15
Secondary	-	-	-	-	-	-	-	-	-	7	-	-	-	7
<b>Mechanical Failure - Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	-	<b>1</b>	<b>27</b>	<b>4</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>12</b>	<b>6</b>	<b>25</b>	<b>107</b>
Mechanical Failure - Metra/PSA	4	-	-	-	1	27	4	2	21	2	12	6	25	104
Non-Locomotive Equipment Issue - Metra/PSA	4	-	-	-	-	8	1	-	-	-	5	1	4	23
Primary	2	-	-	-	-	4	1	-	-	-	3	1	1	12
Secondary	2	-	-	-	-	4	-	-	-	-	2	-	3	11
Locomotive Issue - Metra/PSA	-	-	-	-	1	19	3	2	21	2	7	5	21	81
Primary	-	-	-	-	1	4	2	1	9	1	4	3	5	30
Secondary	-	-	-	-	-	15	1	1	12	1	3	2	16	51
Mechanical Failure - Foreign	-	2	1	-	-	-	-	-	-	-	-	-	-	3
<b>Passenger Train Interference - Total</b>	-	-	-	-	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	-	<b>6</b>	-	<b>3</b>	<b>4</b>	<b>21</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	1	2	-	-	-	3	4	13
Passenger Train Interference - Foreign	-	-	-	-	2	-	-	-	-	6	-	-	-	8
<b>Accident - Total</b>	-	-	-	-	-	<b>10</b>	-	-	-	-	-	-	<b>6</b>	<b>16</b>
Accident - Metra/PSA	-	-	-	-	-	10	-	-	-	-	-	-	-	10
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	6	6
<b>Track Work - Total</b>	<b>1</b>	-	-	-	-	<b>8</b>	<b>2</b>	-	-	<b>1</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>24</b>
Track Work - Metra/PSA	1	-	-	-	-	8	2	-	-	-	3	6	3	23
Track Work - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Human Error - Total</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>7</b>	-	<b>12</b>	<b>17</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>28</b>	<b>3</b>	<b>115</b>
Human Error - Metra/PSA	1	8	3	7	-	9	17	7	12	4	6	28	1	103
Human Error - Foreign	-	-	-	-	-	3	-	2	1	4	-	-	2	12
<b>PTC Related - Total</b>	<b>6</b>	-	<b>1</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>51</b>
PTC Related - Metra/PSA	5	-	1	3	1	6	1	3	2	8	4	1	5	40
PTC Related - Foreign	1	-	-	1	1	-	1	4	-	3	-	-	-	11
<b>Weather - Total</b>	<b>11</b>	-	-	-	<b>1</b>	<b>2</b>	<b>2</b>	-	-	-	<b>6</b>	<b>15</b>	<b>11</b>	<b>48</b>
Weather - Metra/PSA	11	-	-	-	1	2	2	-	-	-	6	15	11	48
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>2</b>	<b>1</b>	-	-	-	<b>5</b>	<b>5</b>	<b>1</b>	<b>3</b>	-	<b>4</b>	<b>2</b>	<b>3</b>	<b>26</b>
<b>Obstruction/Debris - Total</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>4</b>	-	<b>14</b>	<b>24</b>	<b>71</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	<b>1</b>	<b>1</b>
<b>Total Trains Delayed</b>	<b>39</b>	<b>17</b>	<b>11</b>	<b>23</b>	<b>10</b>	<b>86</b>	<b>48</b>	<b>32</b>	<b>49</b>	<b>52</b>	<b>36</b>	<b>81</b>	<b>125</b>	<b>609</b>
Total Metra/PSA Delays	29	15	10	22	4	77	46	24	47	18	36	76	97	501
Total Foreign Carrier Delays	10	2	1	1	6	9	2	8	2	34	0	5	28	108

Data for current month is final (03/25/2024) version of TOPS

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

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

**Table 5.b: Train Delays by Cause and Line**  
Average February Over Previous Five Years: 2019-2023

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>9</b>	-	-	-	<b>6</b>	<b>9</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>28</b>	<b>86</b>
Freight Interference - Peak	2	-	-	-	5	2	4	2	2	2	0	3	10	32
Primary	2	-	-	-	4	1	4	2	1	1	0	2	6	24
Secondary	1	-	-	-	0	2	0	-	1	0	-	1	4	9
Freight Interference - Off-Peak	7	-	-	-	1	6	10	2	2	4	1	3	19	53
Primary	5	-	-	-	1	4	8	1	2	3	1	2	13	39
Secondary	2	-	-	-	-	2	2	1	0	1	-	0	5	14
<b>Signal/Switch Failure - Total</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>18</b>	<b>15</b>	<b>12</b>	<b>29</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>139</b>
Signal/Switch Failure - Metra/PSA	11	7	4	3	1	17	14	1	29	0	5	5	4	100
Primary	8	5	2	3	1	11	10	1	23	0	2	3	2	72
Secondary	3	2	1	0	-	6	3	0	7	-	3	2	2	28
Signal/Switch Failure - Foreign	9	-	-	-	3	1	1	11	-	8	-	3	4	39
Primary	6	-	-	-	3	1	1	10	-	5	-	2	3	31
Secondary	3	-	-	-	0	1	0	0	-	2	-	0	1	7
<b>Mechanical Failure - Total</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>10</b>	<b>13</b>	<b>88</b>
Mechanical Failure - Metra/PSA	12	0	-	1	0	11	9	2	12	4	6	10	13	80
Non-Locomotive Equipment Issue - Metra/PSA	5	0	-	1	-	3	2	1	4	2	4	3	5	30
Primary	1	0	-	0	-	1	2	1	1	1	2	2	2	14
Secondary	4	-	-	0	-	2	1	1	3	1	2	1	3	17
Locomotive Issue - Metra/PSA	7	-	-	-	0	8	6	1	8	2	2	7	8	50
Primary	3	-	-	-	0	3	3	1	5	1	1	2	2	20
Secondary	4	-	-	-	-	5	3	0	3	1	1	5	7	29
Mechanical Failure - Foreign	-	3	0	0	-	3	0	0	-	0	-	-	-	7
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	-	-	-	<b>11</b>
Passenger Train Interference - Metra/PSA	-	-	-	0	-	3	1	1	-	-	-	-	-	6
Passenger Train Interference - Foreign	1	0	0	0	0	2	0	-	0	1	-	-	-	5
<b>Accident - Total</b>	<b>7</b>	<b>16</b>	<b>2</b>	<b>1</b>	-	<b>5</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>56</b>
Accident - Metra/PSA	7	3	0	1	-	5	1	0	4	2	4	4	4	35
Accident - Foreign	1	13	2	-	-	-	1	-	-	-	-	-	4	20
<b>Track Work - Total</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>44</b>
Track Work - Metra/PSA	6	6	1	2	1	7	2	1	4	-	4	3	3	41
Track Work - Foreign	-	-	-	-	-	0	1	0	0	1	-	0	-	3
<b>Human Error - Total</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>95</b>
Human Error - Metra/PSA	8	4	2	2	0	3	6	1	9	0	5	7	8	55
Human Error - Foreign	10	-	-	-	2	10	6	3	0	6	-	1	2	40
<b>PTC Related - Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>13</b>	<b>6</b>	<b>16</b>	<b>57</b>
PTC Related - Metra/PSA	1	1	0	1	2	4	1	1	8	0	13	6	16	53
PTC Related - Foreign	1	-	-	0	1	0	-	-	0	1	0	-	1	5
<b>Weather - Total</b>	<b>24</b>	<b>30</b>	<b>10</b>	<b>15</b>	<b>2</b>	<b>18</b>	<b>24</b>	<b>4</b>	<b>32</b>	<b>2</b>	<b>22</b>	<b>23</b>	<b>19</b>	<b>222</b>
Weather - Metra/PSA	21	30	10	15	1	17	23	4	31	2	22	22	18	215
Weather - Foreign	3	-	-	-	0	1	1	-	0	0	-	1	1	8
<b>Passenger Related - Total</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>11</b>	-	<b>8</b>	<b>6</b>	<b>13</b>	<b>65</b>
<b>Obstruction/Debris - Total</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>5</b>	<b>61</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	-	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>2</b>
<b>Other - Total</b>	-	-	-	<b>1</b>	-	<b>0</b>	-	-	<b>0</b>	<b>0</b>	-	<b>2</b>	-	<b>4</b>
<b>Total Trains Delayed</b>	<b>105</b>	<b>79</b>	<b>24</b>	<b>33</b>	<b>17</b>	<b>101</b>	<b>93</b>	<b>32</b>	<b>126</b>	<b>34</b>	<b>73</b>	<b>89</b>	<b>123</b>	<b>930</b>
Total Metra/PSA Delays	71	63	21	33	6	74	69	14	120	12	72	79	84	717
Total Foreign Carrier Delays	34	16	3	1	12	27	24	18	6	22	1	11	39	213

Data for current month is final (03/28/2023) version of TOPS

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

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

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

**Table 5.c: Train Delays by Cause and Line**  
**February 2024 Compared to Average February Over Previous Five Years: 2019-2023**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>(0)</b>	-	-	-	<b>(5)</b>	<b>(7)</b>	<b>(13)</b>	<b>(4)</b>	<b>(3)</b>	<b>2</b>	<b>(1)</b>	<b>(2)</b>	<b>(8)</b>	<b>(41)</b>
Freight Interference - Peak	(0)	-	-	-	(4)	(1)	(4)	(2)	(2)	1	(0)	-	(8)	(20)
Primary	0	-	-	-	(3)	0	(4)	(2)	(1)	1	(0)	(0)	(4)	(14)
Secondary	(1)	-	-	-	(0)	(2)	(0)	-	(1)	1	-	0	(4)	(7)
Freight Interference - Off-Peak	0	-	-	-	(1)	(5)	(9)	(2)	(1)	0	(1)	(2)	(1)	(20)
Primary	1	-	-	-	(1)	(3)	(8)	(1)	(1)	1	(1)	(1)	2	(11)
Secondary	(1)	-	-	-	-	(2)	(1)	(1)	(0)	1	-	(0)	(2)	(9)
<b>Signal/Switch Failure - Total</b>	<b>(16)</b>	<b>(7)</b>	<b>(3)</b>	<b>3</b>	<b>(2)</b>	<b>(8)</b>	<b>(3)</b>	<b>(6)</b>	<b>(21)</b>	<b>5</b>	<b>(4)</b>	<b>(6)</b>	<b>12</b>	<b>(55)</b>
Signal/Switch Failure - Metra/PSA	(8)	(7)	(3)	3	(1)	(11)	(2)	3	(21)	(0)	(4)	(4)	16	(38)
Primary	(5)	(5)	(1)	(1)	(1)	(5)	1	2	(16)	(0)	(1)	(2)	8	(27)
Secondary	(3)	(2)	(1)	4	-	(6)	(2)	1	(6)	-	(3)	(2)	8	(11)
Signal/Switch Failure - Foreign	(9)	-	-	-	(1)	3	(1)	(9)	-	5	-	(2)	(4)	(17)
Primary	(6)	-	-	-	(1)	3	(1)	(8)	-	1	-	(1)	(3)	(16)
Secondary	(3)	-	-	-	(0)	(1)	(0)	(1)	-	5	-	(0)	(1)	(0)
<b>Mechanical Failure - Total</b>	<b>(8)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>1</b>	<b>12</b>	<b>(5)</b>	<b>(1)</b>	<b>9</b>	<b>(2)</b>	<b>6</b>	<b>(4)</b>	<b>12</b>	<b>19</b>
Mechanical Failure - Metra/PSA	(8)	(0)	-	(1)	1	16	(5)	(0)	9	(2)	6	(4)	12	24
Non-Locomotive Equipment Issue - Metra/PSA	(1)	(0)	-	(1)	-	5	(1)	(1)	(4)	(2)	1	(2)	(1)	(7)
Primary	1	(0)	-	(0)	-	3	(1)	(1)	(1)	(1)	1	(1)	(1)	(2)
Secondary	(2)	-	-	(0)	-	2	(1)	(1)	(3)	(1)	-	(1)	0	(6)
Locomotive Issue - Metra/PSA	(7)	-	-	-	1	11	(3)	1	13	0	5	(2)	13	31
Primary	(3)	-	-	-	1	1	(1)	0	4	0	3	1	3	10
Secondary	(4)	-	-	-	-	10	(2)	1	9	-	2	(3)	9	22
Mechanical Failure - Foreign	-	(1)	1	(0)	-	(3)	(0)	(0)	-	(0)	-	-	-	(4)
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>2</b>	<b>(2)</b>	<b>(0)</b>	<b>1</b>	<b>(0)</b>	<b>5</b>	-	<b>3</b>	<b>4</b>	<b>10</b>
Passenger Train Interference - Metra/PSA	-	-	-	(0)	-	(0)	-	1	-	-	-	3	4	7
Passenger Train Interference - Foreign	(1)	(0)	(0)	(0)	2	(2)	(0)	-	(0)	5	-	-	-	3
<b>Accident - Total</b>	<b>(7)</b>	<b>(16)</b>	<b>(2)</b>	<b>(1)</b>	-	<b>5</b>	<b>(1)</b>	<b>(0)</b>	<b>(4)</b>	<b>(2)</b>	<b>(4)</b>	<b>(4)</b>	<b>(1)</b>	<b>(40)</b>
Accident - Metra/PSA	(7)	(3)	(0)	(1)	-	5	(1)	(0)	(4)	(2)	(4)	(4)	(4)	(25)
Accident - Foreign	(1)	(13)	(2)	-	-	-	(1)	-	-	-	-	-	2	(14)
<b>Track Work - Total</b>	<b>(5)</b>	<b>(6)</b>	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>(1)</b>	<b>(5)</b>	<b>0</b>	<b>(1)</b>	<b>2</b>	<b>(0)</b>	<b>(20)</b>
Track Work - Metra/PSA	(5)	(6)	(1)	(2)	(1)	1	-	(1)	(4)	-	(1)	3	(0)	(18)
Track Work - Foreign	-	-	-	-	-	(0)	(1)	(0)	(0)	0	-	(0)	-	(2)
<b>Human Error - Total</b>	<b>(18)</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>(2)</b>	<b>(1)</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>(7)</b>	<b>20</b>
Human Error - Metra/PSA	(7)	4	1	5	(0)	6	11	6	3	4	1	21	(7)	48
Human Error - Foreign	(10)	-	-	-	(2)	(7)	(6)	(1)	1	(2)	-	(1)	0	(28)
<b>PTC Related - Total</b>	<b>4</b>	<b>(1)</b>	<b>1</b>	<b>3</b>	<b>(0)</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>(6)</b>	<b>9</b>	<b>(9)</b>	<b>(5)</b>	<b>(11)</b>	<b>(6)</b>
PTC Related - Metra/PSA	4	(1)	1	2	(1)	2	(0)	2	(6)	8	(9)	(5)	(11)	(13)
PTC Related - Foreign	0	-	-	1	0	(0)	1	4	(0)	2	(0)	-	(1)	6
<b>Weather - Total</b>	<b>(13)</b>	<b>(30)</b>	<b>(10)</b>	<b>(15)</b>	<b>(1)</b>	<b>(16)</b>	<b>(22)</b>	<b>(4)</b>	<b>(32)</b>	<b>(2)</b>	<b>(16)</b>	<b>(8)</b>	<b>(8)</b>	<b>(174)</b>
Weather - Metra/PSA	(10)	(30)	(10)	(15)	(0)	(15)	(21)	(4)	(31)	(2)	(16)	(7)	(7)	(167)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	(0)	(0)	-	(1)	(1)	(8)
<b>Passenger Related - Total</b>	<b>(1)</b>	<b>(8)</b>	<b>(2)</b>	<b>(1)</b>	<b>(0)</b>	<b>3</b>	<b>(3)</b>	-	<b>(8)</b>	-	<b>(4)</b>	<b>(4)</b>	<b>(10)</b>	<b>(39)</b>
<b>Obstruction/Debris - Total</b>	-	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>(3)</b>	<b>(3)</b>	<b>3</b>	<b>(11)</b>	<b>1</b>	<b>(5)</b>	<b>1</b>	<b>19</b>	<b>10</b>
<b>Catenary Failure - Total</b>	-	<b>(1)</b>	-	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(2)</b>
<b>Other - Total</b>	-	-	-	<b>(1)</b>	-	<b>(0)</b>	-	-	<b>(0)</b>	<b>(0)</b>	-	<b>(2)</b>	<b>1</b>	<b>(3)</b>
<b>Total Trains Delayed</b>	<b>(66)</b>	<b>(62)</b>	<b>(13)</b>	<b>(10)</b>	<b>(7)</b>	<b>(15)</b>	<b>(45)</b>	<b>0</b>	<b>(77)</b>	<b>18</b>	<b>(37)</b>	<b>(8)</b>	<b>2</b>	<b>(321)</b>
Total Metra/PSA Delays	-42	-48	-11	-11	-2	3	-23	10	-73	6	-36	-3	13	-216
Total Foreign Carrier Delays	-24	-14	-2	0	-6	-18	-22	-10	-4	12	-1	-6	-11	-105

Data for current month is final (03/25/2024) version of TOPS

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

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

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

**Table 6.a: Train Delays by Cause and Line - YTD**  
January - February 2024

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>16</b>	-	-	-	<b>3</b>	<b>5</b>	<b>2</b>	-	<b>3</b>	<b>15</b>	<b>1</b>	<b>8</b>	<b>54</b>	<b>107</b>
Freight Interference - Peak	6	-	-	-	3	1	-	-	-	7	-	4	19	40
Primary	5	-	-	-	3	1	-	-	-	4	-	3	11	27
Secondary	1	-	-	-	-	-	-	-	-	3	-	1	8	13
Freight Interference - Off-Peak	10	-	-	-	-	4	2	-	3	8	1	4	35	67
Primary	9	-	-	-	-	2	1	-	2	5	1	4	29	53
Secondary	1	-	-	-	-	2	1	-	1	3	-	-	6	14
<b>Signal/Switch Failure - Total</b>	<b>40</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>93</b>	<b>92</b>	<b>40</b>	<b>20</b>	<b>38</b>	<b>1</b>	<b>3</b>	<b>32</b>	<b>377</b>
Signal/Switch Failure - Metra/PSA	8	2	2	7	-	18	21	6	20	8	1	1	28	122
Primary	8	2	1	3	-	15	19	5	18	5	1	1	15	93
Secondary	-	-	1	4	-	3	2	1	2	3	-	-	13	29
Signal/Switch Failure - Foreign	32	-	-	-	7	75	71	34	-	30	-	2	4	255
Primary	18	-	-	-	6	61	54	26	-	17	-	2	2	186
Secondary	14	-	-	-	1	14	17	8	-	13	-	-	2	69
<b>Mechanical Failure - Total</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>14</b>	<b>4</b>	<b>29</b>	<b>4</b>	<b>18</b>	<b>26</b>	<b>39</b>	<b>179</b>
Mechanical Failure - Metra/PSA	6	1	-	1	1	33	14	4	29	4	18	26	39	176
Non-Locomotive Equipment Issue - Metra/PSA	5	1	-	1	-	8	6	1	2	-	6	2	4	36
Primary	3	1	-	1	-	4	2	1	2	-	4	2	1	21
Secondary	2	-	-	-	-	4	4	-	-	-	2	-	3	15
Locomotive Issue - Metra/PSA	1	-	-	-	1	25	8	3	27	4	12	24	35	140
Primary	1	-	-	-	1	8	4	2	12	3	5	7	8	51
Secondary	-	-	-	-	-	17	4	1	15	1	7	17	27	89
Mechanical Failure - Foreign	-	2	1	-	-	-	-	-	-	-	-	-	-	3
<b>Passenger Train Interference - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>7</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>5</b>	<b>4</b>	<b>44</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	12	3	7	-	-	-	5	4	31
Passenger Train Interference - Foreign	-	-	-	-	2	-	1	-	-	10	-	-	-	13
<b>Accident - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>10</b>	<b>20</b>	<b>11</b>	<b>64</b>
Accident - Metra/PSA	-	-	-	-	-	10	-	-	13	-	10	20	5	58
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	6	6
<b>Track Work - Total</b>	<b>16</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>-</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>21</b>	<b>71</b>
Track Work - Metra/PSA	16	1	-	-	1	10	2	-	2	4	6	7	21	66
Track Work - Foreign	-	-	-	-	1	-	-	-	-	4	-	-	-	5
<b>Human Error - Total</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>11</b>	<b>-</b>	<b>25</b>	<b>23</b>	<b>13</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>47</b>	<b>9</b>	<b>211</b>
Human Error - Metra/PSA	20	15	4	11	-	11	18	9	20	7	8	45	6	174
Human Error - Foreign	-	-	-	-	-	14	5	4	1	8	-	2	3	37
<b>PTC Related - Total</b>	<b>7</b>	<b>-</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>19</b>	<b>4</b>	<b>5</b>	<b>21</b>	<b>106</b>
PTC Related - Metra/PSA	5	-	3	3	3	13	7	4	8	12	4	5	12	79
PTC Related - Foreign	2	-	-	1	1	-	1	6	-	7	-	-	9	27
<b>Weather - Total</b>	<b>42</b>	<b>13</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>35</b>	<b>6</b>	<b>18</b>	<b>6</b>	<b>29</b>	<b>103</b>	<b>59</b>	<b>361</b>
Weather - Metra/PSA	42	13	-	1	1	48	35	6	18	6	29	103	59	361
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>-</b>	<b>7</b>	<b>9</b>	<b>19</b>	<b>64</b>
<b>Obstruction/Debris - Total</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>41</b>	<b>28</b>	<b>133</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>11</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>19</b>
<b>Total Trains Delayed</b>	<b>156</b>	<b>42</b>	<b>16</b>	<b>33</b>	<b>22</b>	<b>261</b>	<b>195</b>	<b>91</b>	<b>124</b>	<b>131</b>	<b>91</b>	<b>276</b>	<b>298</b>	<b>1,736</b>
Total Metra/PSA Delays	106	40	15	32	8	167	115	47	120	57	90	264	222	1,283
Total Foreign Carrier Delays	50	2	1	1	14	94	80	44	4	74	1	12	76	453

Data for current month is final (03/25/2024) version of TOPS

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

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



**Table 6.b: Train Delays by Cause and Line - YTD**  
**January - February Average Over Previous Five Years: 2019-2023**

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	<b>16</b>	-	-	-	<b>10</b>	<b>17</b>	<b>27</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>11</b>	<b>47</b>	<b>157</b>
Freight Interference - Peak	3	-	-	-	8	5	9	4	2	4	1	7	16	60
Primary	2	-	-	-	7	3	8	3	1	3	1	5	10	44
Secondary	1	-	-	-	1	2	1	1	1	1	0	2	6	16
Freight Interference - Off-Peak	13	-	-	-	2	12	18	3	6	8	1	4	31	97
Primary	9	-	-	-	2	7	15	2	4	5	1	3	21	69
Secondary	4	-	-	-	-	5	3	1	2	3	1	1	10	28
<b>Signal/Switch Failure - Total</b>	<b>30</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>34</b>	<b>23</b>	<b>17</b>	<b>46</b>	<b>14</b>	<b>6</b>	<b>10</b>	<b>13</b>	<b>222</b>
Signal/Switch Failure - Metra/PSA	17	9	6	8	1	31	22	4	45	4	6	6	9	166
Primary	13	7	5	7	1	22	17	4	34	3	3	4	5	125
Secondary	3	2	2	1	-	9	4	1	11	1	3	2	3	41
Signal/Switch Failure - Foreign	13	-	-	-	6	3	1	13	1	10	0	4	5	56
Primary	9	-	-	-	5	2	1	13	1	7	-	4	4	45
Secondary	4	-	-	-	1	1	0	0	-	3	0	1	1	11
<b>Mechanical Failure - Total</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>6</b>	<b>21</b>	<b>6</b>	<b>9</b>	<b>24</b>	<b>16</b>	<b>166</b>
Mechanical Failure - Metra/PSA	24	1	1	1	0	23	24	5	21	6	9	24	16	157
Non-Locomotive Equipment Issue - Metra/PSA	11	1	1	1	-	5	4	2	5	4	5	7	6	49
Primary	3	1	0	1	-	1	3	1	2	2	3	4	3	23
Secondary	7	-	1	0	-	3	1	1	3	2	3	3	3	26
Locomotive Issue - Metra/PSA	14	-	-	-	0	19	21	4	17	2	4	17	10	108
Primary	5	-	-	-	0	7	7	2	9	1	2	5	3	42
Secondary	9	-	-	-	-	12	13	2	8	1	2	12	7	66
Mechanical Failure - Foreign	-	3	1	0	-	5	0	0	-	0	-	-	-	9
<b>Passenger Train Interference - Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	-	-	<b>0</b>	<b>25</b>
Passenger Train Interference - Metra/PSA	-	0	0	0	-	8	2	2	0	0	-	-	0	14
Passenger Train Interference - Foreign	3	0	0	1	1	4	0	-	0	3	-	-	-	12
<b>Accident - Total</b>	<b>11</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>13</b>	<b>14</b>	<b>28</b>	<b>117</b>
Accident - Metra/PSA	9	4	1	1	-	9	3	0	11	2	13	11	14	78
Accident - Foreign	2	13	2	-	1	-	1	-	-	2	-	3	13	39
<b>Track Work - Total</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>61</b>
Track Work - Metra/PSA	6	7	2	3	1	10	2	1	8	-	5	4	7	56
Track Work - Foreign	-	-	-	-	-	0	1	0	0	2	-	1	-	4
<b>Human Error - Total</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>28</b>	<b>16</b>	<b>7</b>	<b>15</b>	<b>9</b>	<b>13</b>	<b>15</b>	<b>14</b>	<b>160</b>
Human Error - Metra/PSA	12	9	3	4	1	14	9	3	15	1	12	11	12	107
Human Error - Foreign	11	-	-	-	2	15	7	4	0	8	0	5	2	54
<b>PTC Related - Total</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>14</b>	<b>5</b>	<b>23</b>	<b>9</b>	<b>26</b>	<b>105</b>
PTC Related - Metra/PSA	2	3	1	2	2	8	3	1	14	2	23	9	25	94
PTC Related - Foreign	1	0	0	0	3	1	0	1	1	3	0	-	1	11
<b>Weather - Total</b>	<b>40</b>	<b>42</b>	<b>15</b>	<b>24</b>	<b>3</b>	<b>40</b>	<b>39</b>	<b>9</b>	<b>60</b>	<b>5</b>	<b>41</b>	<b>41</b>	<b>29</b>	<b>389</b>
Weather - Metra/PSA	37	42	15	24	2	40	39	9	60	4	41	40	28	380
Weather - Foreign	3	-	-	-	0	1	1	-	0	1	-	1	1	9
<b>Passenger Related - Total</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>13</b>	<b>14</b>	<b>18</b>	<b>103</b>
<b>Obstruction/Debris - Total</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>26</b>	<b>4</b>	<b>9</b>	<b>26</b>	<b>13</b>	<b>125</b>
<b>Catenary Failure - Total</b>	-	<b>4</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>6</b>
<b>Other - Total</b>	<b>0</b>	-	<b>0</b>	<b>1</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	-	<b>9</b>
<b>Total Trains Delayed</b>	<b>170</b>	<b>115</b>	<b>37</b>	<b>56</b>	<b>32</b>	<b>200</b>	<b>165</b>	<b>58</b>	<b>227</b>	<b>66</b>	<b>136</b>	<b>170</b>	<b>211</b>	<b>1,645</b>
Total Metra/PSA Delays	120	98	34	54	9	155	127	34	217	24	133	146	142	1,295
Total Foreign Carrier Delays	50	16	3	1	23	44	39	25	10	43	4	24	69	350

Data for current month is final (03/28/2023) version of TOPS

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

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

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

**Table 6.c: Train Delays by Cause and Line - YTD**  
**January - February 2024 Compared to Average January - February Average Over Previous Five Years: 2019-2023**

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
<b>Freight Interference - Total</b>	-	-	-	-	(7)	(12)	(25)	(7)	(5)	2	(2)	(3)	7	(50)
Freight Interference - Peak	3	-	-	-	(5)	(4)	(9)	(4)	(2)	3	(1)	(3)	3	(20)
Primary	3	-	-	-	(4)	(2)	(8)	(3)	(1)	1	(1)	(2)	1	(17)
Secondary	0	-	-	-	(1)	(2)	(1)	(1)	(1)	2	(0)	(1)	2	(3)
Freight Interference - Off-Peak	(3)	-	-	-	(2)	(8)	(16)	(3)	(3)	(0)	(0)	0	4	(30)
Primary	(0)	-	-	-	(2)	(5)	(14)	(2)	(2)	-	0	1	8	(16)
Secondary	(3)	-	-	-	-	(3)	(2)	(1)	(0)	(0)	(1)	(1)	(4)	(14)
<b>Signal/Switch Failure - Total</b>	<b>10</b>	<b>(7)</b>	<b>(4)</b>	<b>(1)</b>	<b>0</b>	<b>59</b>	<b>69</b>	<b>23</b>	<b>(26)</b>	<b>24</b>	<b>(5)</b>	<b>(7)</b>	<b>19</b>	<b>155</b>
Signal/Switch Failure - Metra/PSA	(9)	(7)	(4)	(1)	(1)	(13)	(1)	2	(25)	4	(5)	(5)	19	(44)
Primary	(5)	(5)	(4)	(4)	(1)	(7)	2	1	(16)	2	(2)	(3)	10	(32)
Secondary	(3)	(2)	(1)	3	-	(6)	(2)	0	(9)	2	(3)	(2)	10	(12)
Signal/Switch Failure - Foreign	19	-	-	-	1	72	70	21	(1)	20	(0)	(2)	(1)	199
Primary	9	-	-	-	1	59	53	13	(1)	10	-	(2)	(2)	141
Secondary	10	-	-	-	0	13	17	8	-	10	(0)	(1)	1	58
<b>Mechanical Failure - Total</b>	<b>(18)</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>1</b>	<b>5</b>	<b>(11)</b>	<b>(2)</b>	<b>8</b>	<b>(2)</b>	<b>9</b>	<b>2</b>	<b>23</b>	<b>13</b>
Mechanical Failure - Metra/PSA	(18)	0	(1)	0	1	10	(10)	(1)	8	(2)	9	2	23	19
Non-Locomotive Equipment Issue - Metra/PSA	(6)	0	(1)	0	-	3	2	(1)	(3)	(4)	1	(5)	(2)	(13)
Primary	(0)	0	(0)	0	-	3	(1)	-	0	(2)	1	(2)	(2)	(2)
Secondary	(5)	-	(1)	(0)	-	1	3	(1)	(3)	(2)	(1)	(3)	0	(11)
Locomotive Issue - Metra/PSA	(13)	-	-	-	1	6	(13)	(1)	10	2	8	7	25	32
Primary	(4)	-	-	-	1	1	(3)	0	3	2	3	2	5	9
Secondary	(9)	-	-	-	-	5	(9)	(1)	7	(0)	5	5	20	23
Mechanical Failure - Foreign	-	(1)	0	(0)	-	(5)	(0)	(0)	-	(0)	-	-	-	(6)
<b>Passenger Train Interference - Total</b>	<b>(3)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>5</b>	<b>(0)</b>	<b>7</b>	<b>-</b>	<b>5</b>	<b>4</b>	<b>19</b>
Passenger Train Interference - Metra/PSA	-	(0)	-	(0)	-	4	1	5	(0)	(0)	-	5	4	17
Passenger Train Interference - Foreign	(3)	(0)	(0)	(1)	1	(4)	1	-	(0)	7	-	-	-	1
<b>Accident - Total</b>	<b>(11)</b>	<b>(17)</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(4)</b>	<b>(0)</b>	<b>2</b>	<b>(4)</b>	<b>(3)</b>	<b>6</b>	<b>(17)</b>	<b>(53)</b>
Accident - Metra/PSA	(9)	(4)	(1)	(1)	-	1	(3)	(0)	2	(2)	(3)	9	(9)	(20)
Accident - Foreign	(2)	(13)	(2)	-	(1)	-	(1)	-	-	(2)	-	(3)	(7)	(33)
<b>Track Work - Total</b>	<b>10</b>	<b>(6)</b>	<b>(2)</b>	<b>(3)</b>	<b>1</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>(7)</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>14</b>	<b>10</b>
Track Work - Metra/PSA	10	(6)	(2)	(3)	(0)	-	-	(1)	(6)	-	1	3	14	10
Track Work - Foreign	-	-	-	-	1	(0)	(1)	(0)	(0)	2	-	(1)	-	1
<b>Human Error - Total</b>	<b>(3)</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>(4)</b>	<b>(3)</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>(5)</b>	<b>32</b>	<b>(5)</b>	<b>51</b>
Human Error - Metra/PSA	8	6	1	7	(1)	(3)	9	6	5	6	(4)	34	(6)	67
Human Error - Foreign	(11)	-	-	-	(2)	(1)	(2)	0	1	0	(0)	(3)	1	(17)
<b>PTC Related - Total</b>	<b>4</b>	<b>(3)</b>	<b>2</b>	<b>2</b>	<b>(1)</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>(6)</b>	<b>14</b>	<b>(19)</b>	<b>(4)</b>	<b>(5)</b>	<b>1</b>
PTC Related - Metra/PSA	3	(3)	2	1	1	5	4	3	(6)	10	(19)	(4)	(13)	(15)
PTC Related - Foreign	1	(0)	(0)	1	(2)	(1)	1	5	(1)	4	(0)	-	8	16
<b>Weather - Total</b>	<b>2</b>	<b>(29)</b>	<b>(15)</b>	<b>(23)</b>	<b>(2)</b>	<b>8</b>	<b>(4)</b>	<b>(3)</b>	<b>(42)</b>	<b>1</b>	<b>(12)</b>	<b>62</b>	<b>30</b>	<b>(28)</b>
Weather - Metra/PSA	5	(29)	(15)	(23)	(1)	8	(4)	(3)	(42)	2	(12)	63	31	(19)
Weather - Foreign	(3)	-	-	-	(0)	(1)	(1)	-	(0)	(1)	-	(1)	(1)	(9)
<b>Passenger Related - Total</b>	<b>(3)</b>	<b>(12)</b>	<b>(2)</b>	<b>-</b>	<b>(0)</b>	<b>2</b>	<b>(5)</b>	<b>1</b>	<b>(10)</b>	<b>(1)</b>	<b>(6)</b>	<b>(5)</b>	<b>1</b>	<b>(39)</b>
<b>Obstruction/Debris - Total</b>	<b>(2)</b>	<b>(0)</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>(4)</b>	<b>(1)</b>	<b>2</b>	<b>(21)</b>	<b>5</b>	<b>(2)</b>	<b>15</b>	<b>15</b>	<b>8</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(6)</b>
<b>Other - Total</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>1</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>11</b>	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>10</b>
<b>Total Trains Delayed</b>	<b>(14)</b>	<b>(73)</b>	<b>(21)</b>	<b>(23)</b>	<b>(10)</b>	<b>61</b>	<b>30</b>	<b>33</b>	<b>(103)</b>	<b>65</b>	<b>(45)</b>	<b>106</b>	<b>87</b>	<b>91</b>
Total Metra/PSA Delays	-14	-58	-19	-22	-1	12	-12	13	-97	33	-43	118	80	-12
Total Foreign Carrier Delays	0	-14	-2	0	-9	50	41	19	-6	31	-3	-12	7	103

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

**Table 7.a: Train Delays by Cause and Month  
2024**

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 - Feb	
<b>Freight Interference - Total</b>	<b>62</b>	<b>45</b>											<b>107</b>	<b>6.2%</b>
Freight Interference - Peak	28	12											40	2.3%
Primary	17	10											27	1.6%
Secondary	11	2											13	0.7%
Freight Interference - Off-Peak	34	33											67	3.9%
Primary	25	28											53	3.1%
Secondary	9	5											14	0.8%
<b>Signal/Switch Failure - Total</b>	<b>293</b>	<b>84</b>											<b>377</b>	<b>21.7%</b>
Signal/Switch Failure - Metra/PSA	60	62											122	7.0%
Primary	48	45											93	5.4%
Secondary	12	17											29	1.7%
Signal/Switch Failure - Foreign	233	22											255	14.7%
Primary	171	15											186	10.7%
Secondary	62	7											69	4.0%
<b>Mechanical Failure - Total</b>	<b>72</b>	<b>107</b>											<b>179</b>	<b>10.3%</b>
Mechanical Failure - Metra/PSA	72	104											176	10.1%
Non-Locomotive Equipment Issue - Metra/PSA	13	23											36	2.1%
Primary	9	12											21	1.2%
Secondary	4	11											15	0.9%
Locomotive Issue - Metra/PSA	59	81											140	8.1%
Primary	21	30											51	2.9%
Secondary	38	51											89	5.1%
Mechanical Failure - Foreign	-	3											3	0.2%
<b>Passenger Train Interference - Total</b>	<b>23</b>	<b>21</b>											<b>44</b>	<b>2.5%</b>
Passenger Train Interference - Metra/PSA	18	13											31	1.8%
Passenger Train Interference - Foreign	5	8											13	0.7%
<b>Accident - Total</b>	<b>48</b>	<b>16</b>											<b>64</b>	<b>3.7%</b>
Accident - Metra/PSA	48	10											58	3.3%
Accident - Foreign	-	6											6	0.3%
<b>Track Work - Total</b>	<b>47</b>	<b>24</b>											<b>71</b>	<b>4.1%</b>
Track Work - Metra/PSA	43	23											66	3.8%
Track Work - Foreign	4	1											5	0.3%
<b>Human Error - Total</b>	<b>96</b>	<b>115</b>											<b>211</b>	<b>12.2%</b>
Human Error - Metra/PSA	71	103											174	10.0%
Human Error - Foreign	25	12											37	2.1%
<b>PTC Related - Total</b>	<b>55</b>	<b>51</b>											<b>106</b>	<b>6.1%</b>
PTC Related - Metra/PSA	39	40											79	4.6%
PTC Related - Foreign	16	11											27	1.6%
<b>Weather - Total</b>	<b>313</b>	<b>48</b>											<b>361</b>	<b>20.8%</b>
Weather - Metra/PSA	313	48											361	20.8%
Weather - Foreign	-	-											-	0.0%
<b>Passenger Related - Total</b>	<b>38</b>	<b>26</b>											<b>64</b>	<b>3.7%</b>
<b>Obstruction/Debris - Total</b>	<b>62</b>	<b>71</b>											<b>133</b>	<b>7.7%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>											<b>-</b>	<b>0.0%</b>
<b>Other - Total</b>	<b>18</b>	<b>1</b>											<b>19</b>	<b>1.1%</b>
<b>Total Trains Delayed</b>	<b>1,127</b>	<b>609</b>											<b>1,736</b>	<b>100.0%</b>
Total Metra/PSA Delays	782	501											1,283	73.9%
Total Foreign Carrier Delays	345	108											453	26.1%

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**Table 7.b: 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 - Feb	
<b>Freight Interference - Total</b>	<b>69</b>	<b>64</b>	<b>71</b>	<b>54</b>	<b>61</b>	<b>81</b>	<b>68</b>	<b>57</b>	<b>72</b>	<b>77</b>	<b>74</b>	<b>57</b>	<b>133</b>	<b>10.2%</b>
Freight Interference - Peak	25	26	29	15	12	28	22	17	24	28	32	23	51	3.9%
Primary	18	16	18	13	9	24	18	16	16	17	26	21	34	2.6%
Secondary	7	10	11	2	3	4	4	1	8	11	6	2	17	1.3%
Freight Interference - Off-Peak	44	38	42	39	49	53	46	40	48	49	42	34	82	6.3%
Primary	32	29	35	34	42	46	33	36	39	34	29	27	61	4.7%
Secondary	12	9	7	5	7	7	13	4	9	15	13	7	21	1.6%
<b>Signal/Switch Failure - Total</b>	<b>65</b>	<b>78</b>	<b>68</b>	<b>162</b>	<b>142</b>	<b>63</b>	<b>127</b>	<b>119</b>	<b>75</b>	<b>123</b>	<b>169</b>	<b>69</b>	<b>143</b>	<b>11.0%</b>
Signal/Switch Failure - Metra/PSA	56	66	63	121	98	51	107	73	62	109	135	58	122	9.4%
Primary	45	57	45	73	81	36	73	46	52	75	76	43	102	7.9%
Secondary	11	9	18	48	17	15	34	27	10	34	59	15	20	1.5%
Signal/Switch Failure - Foreign	9	12	5	41	44	12	20	46	13	14	34	11	21	1.6%
Primary	7	9	5	36	44	10	17	37	11	13	28	9	16	1.2%
Secondary	2	3	-	5	-	2	3	9	2	1	6	2	5	0.4%
<b>Mechanical Failure - Total</b>	<b>85</b>	<b>81</b>	<b>52</b>	<b>49</b>	<b>86</b>	<b>79</b>	<b>102</b>	<b>83</b>	<b>82</b>	<b>55</b>	<b>73</b>	<b>90</b>	<b>166</b>	<b>12.8%</b>
Mechanical Failure - Metra/PSA	85	75	50	48	86	79	102	80	74	55	68	85	160	12.3%
Non-Locomotive Equipment Issue - Metra/PSA	26	24	11	13	42	19	23	19	28	11	15	12	50	3.8%
Primary	12	12	5	10	18	14	14	14	16	10	11	9	24	1.8%
Secondary	14	12	6	3	24	5	9	5	12	1	4	3	26	2.0%
Locomotive Issue - Metra/PSA	59	51	39	35	44	60	79	61	46	44	53	73	110	8.5%
Primary	26	25	18	17	20	24	27	14	18	22	20	23	51	3.9%
Secondary	33	26	21	18	24	36	52	47	28	22	33	50	59	4.5%
Mechanical Failure - Foreign	-	6	2	1	-	-	-	3	8	-	5	5	6	0.5%
<b>Passenger Train Interference - Total</b>	<b>39</b>	<b>27</b>	<b>21</b>	<b>51</b>	<b>39</b>	<b>31</b>	<b>43</b>	<b>33</b>	<b>30</b>	<b>27</b>	<b>41</b>	<b>27</b>	<b>66</b>	<b>5.1%</b>
Passenger Train Interference - Metra/PSA	25	13	14	32	21	23	34	30	19	17	29	20	38	2.9%
Passenger Train Interference - Foreign	14	14	7	19	18	8	9	3	11	10	12	7	28	2.2%
<b>Accident - Total</b>	<b>90</b>	<b>25</b>	<b>29</b>	<b>67</b>	<b>147</b>	<b>29</b>	<b>14</b>	<b>135</b>	<b>22</b>	<b>50</b>	<b>39</b>	<b>33</b>	<b>115</b>	<b>8.9%</b>
Accident - Metra/PSA	61	25	24	53	38	14	1	121	12	47	29	33	86	6.6%
Accident - Foreign	29	-	5	14	109	15	13	14	10	3	10	-	29	2.2%
<b>Track Work - Total</b>	<b>19</b>	<b>44</b>	<b>74</b>	<b>64</b>	<b>131</b>	<b>215</b>	<b>147</b>	<b>37</b>	<b>74</b>	<b>124</b>	<b>96</b>	<b>37</b>	<b>63</b>	<b>4.8%</b>
Track Work - Metra/PSA	13	41	65	55	130	214	126	37	47	114	92	36	54	4.2%
Track Work - Foreign	6	3	9	9	1	1	21	-	27	10	4	1	9	0.7%
<b>Human Error - Total</b>	<b>67</b>	<b>43</b>	<b>57</b>	<b>91</b>	<b>66</b>	<b>71</b>	<b>117</b>	<b>93</b>	<b>61</b>	<b>60</b>	<b>65</b>	<b>56</b>	<b>110</b>	<b>8.5%</b>
Human Error - Metra/PSA	33	33	32	60	37	36	71	50	36	41	33	32	66	5.1%
Human Error - Foreign	34	10	25	31	29	35	46	43	25	19	32	24	44	3.4%
<b>PTC Related - Total</b>	<b>49</b>	<b>45</b>	<b>53</b>	<b>57</b>	<b>77</b>	<b>49</b>	<b>77</b>	<b>53</b>	<b>35</b>	<b>68</b>	<b>22</b>	<b>19</b>	<b>94</b>	<b>7.2%</b>
PTC Related - Metra/PSA	40	38	38	54	66	42	52	44	31	63	16	14	78	6.0%
PTC Related - Foreign	9	7	15	3	11	7	25	9	4	5	6	5	16	1.2%
<b>Weather - Total</b>	<b>44</b>	<b>108</b>	<b>42</b>	<b>128</b>	<b>32</b>	<b>8</b>	<b>242</b>	<b>70</b>	<b>13</b>	<b>111</b>	<b>49</b>	<b>13</b>	<b>152</b>	<b>11.7%</b>
Weather - Metra/PSA	44	105	42	128	32	8	241	70	13	111	46	13	149	11.5%
Weather - Foreign	-	3	-	-	-	-	1	-	-	-	3	-	3	0.2%
<b>Passenger Related - Total</b>	<b>52</b>	<b>54</b>	<b>69</b>	<b>81</b>	<b>118</b>	<b>179</b>	<b>103</b>	<b>119</b>	<b>76</b>	<b>80</b>	<b>86</b>	<b>60</b>	<b>106</b>	<b>8.2%</b>
<b>Obstruction/Debris - Total</b>	<b>65</b>	<b>72</b>	<b>84</b>	<b>70</b>	<b>80</b>	<b>114</b>	<b>124</b>	<b>185</b>	<b>94</b>	<b>87</b>	<b>55</b>	<b>98</b>	<b>137</b>	<b>10.5%</b>
<b>Catenary Failure - Total</b>	<b>1</b>	<b>9</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>10</b>	<b>0.8%</b>
<b>Other - Total</b>	<b>4</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>12</b>	<b>8</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>35</b>	<b>1</b>	<b>4</b>	<b>0.3%</b>
<b>Total Trains Delayed</b>	<b>649</b>	<b>650</b>	<b>623</b>	<b>912</b>	<b>991</b>	<b>927</b>	<b>1,197</b>	<b>985</b>	<b>646</b>	<b>888</b>	<b>805</b>	<b>560</b>	<b>1,299</b>	<b>100.0%</b>
Total Metra/PSA Delays	477	531	484	740	718	768	994	810	476	750	625	450	1,008	77.6%
Total Foreign Carrier Delays	172	119	139	172	273	159	203	175	170	138	180	110	291	22.4%

Data for current month is final (03/28/2023) version of TOPS

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

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

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

**Table 8: Train Delays by Duration  
February 2024**

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>Weekday Peak *</b>														
6-10	4	3	3	2	4	23	10	8	6	9	3	15	16	106
11-15	3	2	2	3	2	4	1	5	2	1	2	6	7	40
16-20	0	0	0	0	0	6	1	1	1	2	2	1	4	18
21+	4	0	2	4	4	10	4	3	1	7	1	7	25	72
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>19</u>
Sub-Total	13	5	7	10	10	46	17	18	12	19	11	32	55	255
<b>Weekday Off-Peak **</b>														
6-10	6	2	1	2	0	13	16	8	8	16	6	8	15	101
11-15	7	1	0	1	0	9	2	0	4	4	1	4	8	41
16-20	2	0	0	0	0	3	1	0	6	4	2	4	8	30
21+	4	4	1	2	0	11	8	6	10	8	8	10	25	97
Annulled	<u>3</u>	<u>5</u>	<u>2</u>	<u>8</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>10</u>	<u>45</u>
Sub-Total	22	12	4	13	0	40	30	14	34	33	17	29	66	314
<b>Saturday</b>														
6-10	1	0	0	0	0	0	1	0	1	0	0	1	0	4
11-15	0	0	0	0	0	0	0	0	0	0	0	2	0	2
16-20	1	0	0	0	0	0	0	0	0	0	0	1	0	2
21+	2	0	0	0	0	0	0	0	0	0	1	7	1	11
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>8</u>	<u>0</u>	<u>8</u>
Sub-Total	4	0	0	0	0	0	1	0	1	0	1	19	1	27
<b>Sunday-Holiday</b>														
6-10	0	0	0	0	0	0	0	0	2	0	3	1	1	7
11-15	0	0	0	0	0	0	0	0	0	0	2	0	1	3
16-20	0	0	0	0	0	0	0	0	0	0	1	0	0	1
21+	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	0	0	0	0	0	0	0	0	2	0	7	1	3	13
<b>February 2024 Total</b>														
6-10	11	5	4	4	4	36	27	16	17	25	12	25	32	218
11-15	10	3	2	4	2	13	3	5	6	5	5	12	16	86
16-20	3	0	0	0	0	9	2	1	7	6	5	6	12	51
21+	10	4	3	6	4	21	12	9	11	15	11	24	52	182
Annulled	<u>5</u>	<u>5</u>	<u>2</u>	<u>9</u>	<u>0</u>	<u>7</u>	<u>4</u>	<u>1</u>	<u>8</u>	<u>1</u>	<u>3</u>	<u>14</u>	<u>13</u>	<u>72</u>
TOTAL	39	17	11	23	10	86	48	32	49	52	36	81	125	609
<b>2024 Year-to-Date</b>														
6-10	36	13	7	9	6	94	62	34	54	55	21	73	84	548
11-15	48	9	3	6	6	51	32	11	16	23	11	33	53	302
16-20	24	2	0	1	1	26	10	6	13	18	9	24	37	171
21+	35	12	4	8	8	65	63	34	24	31	26	84	100	494
Annulled	<u>13</u>	<u>6</u>	<u>2</u>	<u>9</u>	<u>1</u>	<u>25</u>	<u>28</u>	<u>6</u>	<u>17</u>	<u>4</u>	<u>24</u>	<u>62</u>	<u>24</u>	<u>221</u>
TOTAL	156	42	16	33	22	261	195	91	124	131	91	276	298	1,736
<b>Share of Delays by Duration</b>														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>February 2024 Total</b>														
6-10	28.2%	29.4%	36.4%	17.4%	40.0%	41.9%	56.3%	50.0%	34.7%	48.1%	33.3%	30.9%	25.6%	35.8%
11-15	25.6%	17.6%	18.2%	17.4%	20.0%	15.1%	6.3%	15.6%	12.2%	9.6%	13.9%	14.8%	12.8%	14.1%
16-20	7.7%	0.0%	0.0%	0.0%	0.0%	10.5%	4.2%	3.1%	14.3%	11.5%	13.9%	7.4%	9.6%	8.4%
21+	25.6%	23.5%	27.3%	26.1%	40.0%	24.4%	25.0%	28.1%	22.4%	28.8%	30.6%	29.6%	41.6%	29.9%
Annulled	<u>12.8%</u>	<u>29.4%</u>	<u>18.2%</u>	<u>39.1%</u>	<u>0.0%</u>	<u>8.1%</u>	<u>8.3%</u>	<u>3.1%</u>	<u>16.3%</u>	<u>1.9%</u>	<u>8.3%</u>	<u>17.3%</u>	<u>10.4%</u>	<u>11.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2024 Year-to-Date Delays By Duration</b>														
6-10	23.1%	31.0%	43.8%	27.3%	27.3%	36.0%	31.8%	37.4%	43.5%	42.0%	23.1%	26.4%	28.2%	31.6%
11-15	30.8%	21.4%	18.8%	18.2%	27.3%	19.5%	16.4%	12.1%	12.9%	17.6%	12.1%	12.0%	17.8%	17.4%
16-20	15.4%	4.8%	0.0%	3.0%	4.5%	10.0%	5.1%	6.6%	10.5%	13.7%	9.9%	8.7%	12.4%	9.9%
21+	22.4%	28.6%	25.0%	24.2%	36.4%	24.9%	32.3%	37.4%	19.4%	23.7%	28.6%	30.4%	33.6%	28.5%
Annulled	<u>8.3%</u>	<u>14.3%</u>	<u>12.5%</u>	<u>27.3%</u>	<u>4.5%</u>	<u>9.6%</u>	<u>14.4%</u>	<u>6.6%</u>	<u>13.7%</u>	<u>3.1%</u>	<u>26.4%</u>	<u>22.5%</u>	<u>8.1%</u>	<u>12.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (03/25/2024) version from TOPS.