

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

February 2016



NICD

FEBRUARY, 2016 MONTHLY PERFORMANCE REPORT

Ridership

February ridership declined by 1.4% compared to last year. This year we carried 257,749 passengers. In February 2015 we carried 261,449. Most of the decline can be attributed to loss of morning rush hour and morning off-peak service on February 25 when we lost NIPSCO commercial power.

Weekday Travel

Weekday travel was down 6.0% compared to February 2015. We averaged 10,547 passengers per day. With average **peak** travel declining 6.3%; and **off-peak** travel declined by 4.5% primarily in response to record low gas prices.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	Avg. 2015	Feb 2016		Avg. 2015	Feb 2016
5:48 a	37.5	34.1	3:57 p***	70.0	64.6
6:31 a	73.0	68.2	4:02 p	66.8	55.9
6:55 a***	71.7	77.8	4:28 p	86.7	86.9
7:13 a	76.9	77.2	4:57 p	98.6	91.7
7:35 a	88.5	90.1	5:10 p	79.7	75.7
7:51 a	87.8	84.8	5:28 p	69.2	61.6
8:08 a	77.0	70.5	5:32 p	69.7	70.7
8:31 a	90.9	86.0	5:58 p	78.6	70.1
8:52 a	65.9	65.6	7:10 p*	65.1	45.5
10:28 a*	66.0	53.5			

*Non rush-hour service

**Average for Tuesday thru Thursday ONLY

***New Sunrise Express introduced on March 16, 2015; 3:57p is afternoon express

Weekend

Weekend ridership declined 2.3% over February 2015. We averaged 4,532 passengers per day on weekends compared to 4,637 last year.

Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: MARCH THRU FEBRUARY							
	2012-13	2013-14	%Change	2014-15	%Change	2015-16	%Change
Total	3,634,990	3,572,532	-1.7	3,629,706	1.6	3,607,831	-0.6
Weekday	3,084,855	3,042,772	-1.4	3,066,372	0.8	3,073,912	0.2
Peak	2,183,744	2,174,255	-0.4	2,197,063	1.1	2,227,078	1.4
Off-peak	901,111	868,517	-3.6	869,309	0.1	847,083	-2.6
Weekend	550,135	529,760	-3.7	563,334	6.3	533,919	-5.2
South Bend	270,496	254,185	-6.3	252,061	-0.8	248,510	-1.4

On Time Performance

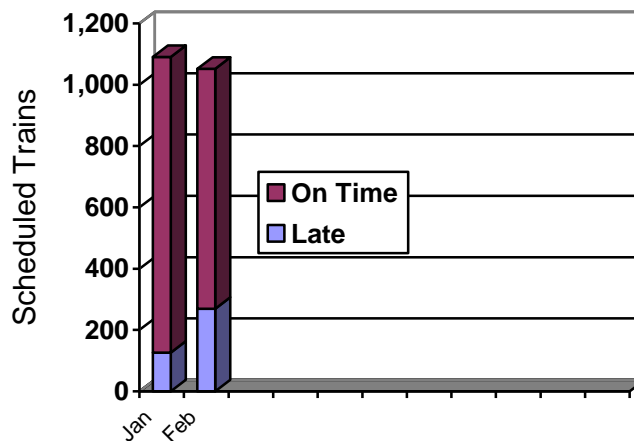
Rush hour –Overall, 80.2% of A.M. and P.M. rush hour trains were on time in February; compared to 86.5% in January. We consider a train to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard).

87.1% of all trains arrived at their terminal station within 10 minutes. 85.6% of westbound morning rush hour service was on time compared to 84.4% in January; while eastbound rush hour trains reported an average on time performance of 74.4% compared to 88.8% in January. Twenty-six out of 180 westbound trains were delayed in February ranging from 7-56 minutes. Forty-three out of 168 eastbound trains encountered delays ranging from 6-110 minutes.¹

RANGE OF RUSH-HOUR DELAYS (in minutes)								
Range	FEBRUARY, 2016				CUMULATIVE THRU 2016			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	6	18	24	6.9	15	28	43	6.3
11-15	12	11	23	6.6	21	13	34	4.9
16-20	1	5	6	1.7	7	6	13	1.9
21-30	1	7	8	2.3	3	7	10	1.5
31-59	6	0	6	1.7	8	1	9	1.3
60+	0	2	2	0.6	0	6	6	0.9
On Time	154	125	279	80.2	306	267	573	83.3
Total Ran	180	168			360	328	688	
Annulled	9	1	10		9	1	10	

Our rush hour riders experienced a particularly difficult month with more trains delayed than in any month since February 2014.

Overall - We operated 1,052 trains in February and experienced 269 delays in excess of 5 minutes (ranging from 5-110 minutes) with a median delay of 12 minutes. In January we operated 1,091 trains with 126 delays in excess of 5 minutes (ranging from 6-85 minutes) with a median delay of 11 minutes.



Cumulative On Time Comparison		
Thru Feb	2015	2016
Weekday	87.7	82.2
Peak	86.0	83.3
Off-peak	88.7	81.6
Weekend	80.8	78.6
Overall	86.5	81.6

Delays caused by railroad maintenance. Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects. Every effort is made to schedule this work during off-peak and weekends to keep the

¹ We operate 9 westbound and 8 eastbound rush-hour trains per day.

impact of delays to a minimum. We also post service bulletins in the stations and on our web site in advance of anticipated delays.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1-5	403	62	Mechanical	2-25	207	Annulled	NIPSCO
1-11	101	81	Broken rail		214	Annulled	NIPSCO
1-12	15	70	Catenary		401	Annulled	NIPSCO
	113	85	Catenary		403	Annulled	NIPSCO
	115	75	Catenary				
	117	70	Catenary				
1-31	603	80	Operational				
2-10	424	69	Late make-up				
2-19	9	77	Weather				
2-24	19	80	NIPSCO				
	22	97	NIPSCO				
	117	110	Weather				
	118	92	Mechanical				
	123	Annulled	Mechanical				
	119	64	Weather				
	217	Annulled	Mechanical				
2-25	6	Annulled	NIPSCO				
	7	Annulled	NIPSCO				
	14	Annulled	NIPSCO				
	102	Annulled	NIPSCO				
	104	Annulled	NIPSCO				
	106	Annulled	NIPSCO				
	107	Annulled	NIPSCO				
	108	Annulled	NIPSCO				
	110	Annulled	NIPSCO				
	112	Annulled	NIPSCO				
	114	Annulled	NIPSCO				
	203	Annulled	NIPSCO				
	205	Annulled	NIPSCO				

RIDERSHIP REPORT: FEBRUARY, 2016

03/25/2016

	2014	Work Days	2015	Work Days	2016	Work Days	Change 16/15
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
January	244,449	21	260,741	21	255,006	20	-2.2%
February	263,596	20	261,449	20	257,749	21	-1.4%
March	289,449	21	300,752	22			
April	310,647	22	303,792	22			
May	299,876	21	289,203	20			
June	321,333	21	333,805	22			
CUMULATIVE COMPARISON							
January	244,449	21	260,741	21	255,006	20	-2.2%
February	508,045	41	522,190	41	512,755	41	-1.8%
March	797,494	62	822,942	63			
April	1,108,141	84	1,126,734	85			
May	1,408,017	105	1,415,937	105			
June	1,729,350	126	1,749,742	127			
AVERAGE WEEKDAY RIDERSHIP							
January	10,348		10,830		10,892		0.6%
February	11,375		11,218		10,547		-6.0%
March	11,703		11,880				
April	12,258		12,081				
May	11,959		11,994				
June	12,803		13,104				
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
January	7,924		8,430		8,603		2.1%
February	8,569		8,512		7,975		-6.3%
March	8,686		8,934				
April	8,862		8,810				
May	8,677		8,747				
June	9,028		9,303				
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
January	2,424		2,399		2,289		-4.6%
February	2,805		2,706		2,585		-4.5%
March	3,017		2,946				
April	3,396		3,271				
May	3,282		3,247				
June	3,775		3,801				

RIDERSHIP REPORT: FEBRUARY, 2016

03/25/2016

	2014	Work	2015	Work	2016	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	16/15
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
January	3,017		3,332		3,379		1.4%
February	4,513		4,637		4,532		-2.3%
March	4,369		4,376				
April	5,122		4,751				
May	4,874		4,485				
June	5,830		5,689				

RIDERSHIP REPORT: FEBRUARY, 2016

03/25/2016

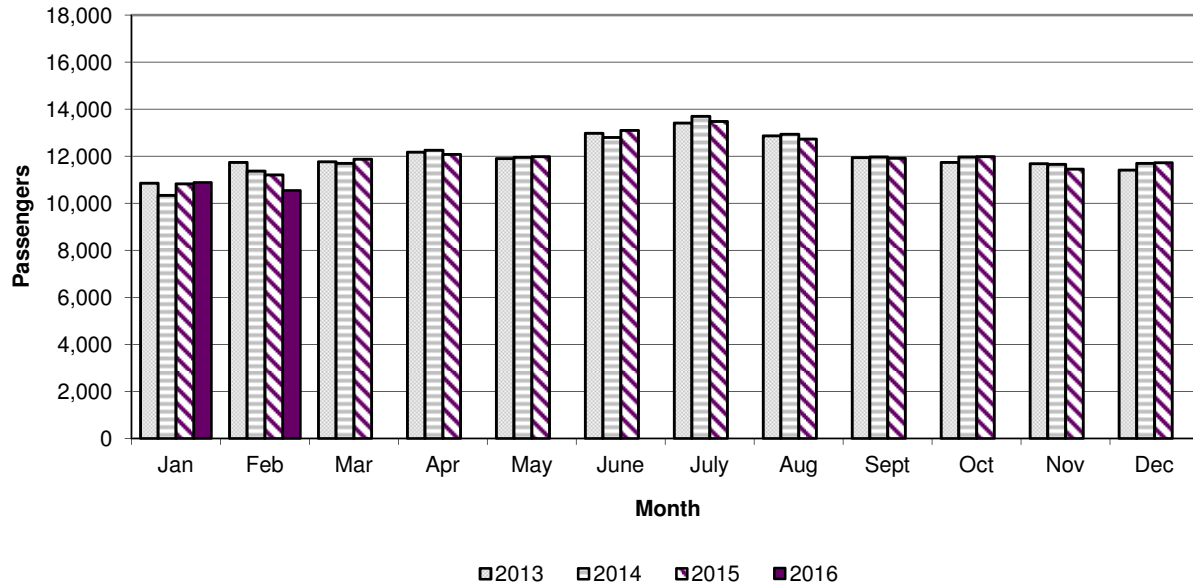
	2014	Work	2015	Work	2016	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	16/15
MONTHLY RIDERSHIP							
July	359,032	22	362,048	23			
August	335,468	21	326,279	21			
September	294,075	21	297,252	21			
October	314,204	23	305,425	22			
November	274,412	19	272,665	20			
December	308,773	22	303,855	22			
CUMULATIVE COMPARISON							
July	2,088,382	148	2,111,790	150			
August	2,423,850	169	2,438,069	171			
September	2,717,925	190	2,735,321	192			
October	3,032,129	213	3,040,746	214			
November	3,306,541	232	3,313,411	234			
December	3,615,314	254	3,617,266	256			
AVERAGE WEEKDAY RIDERSHIP							
July	13,701		13,488				
August	12,940		12,742				
September	11,977		11,918				
October	11,974		11,989				
November	11,663		11,464				
December	11,704		11,733				
Thru February	10,849	41	11,019	41	10,715	41	-2.8%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,967		8,734				
August	8,738		8,910				
September	8,920		8,865				
October	8,821		8,963				
November	8,428		8,477				
December	7,705		8,031				
Thru February	8,239	41	8,470	41	8,281	41	-2.2%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	4,734		4,754				
August	4,202		3,831				
September	3,057		3,053				
October	3,151		3,026				
November	3,235		2,987				
December	3,999		3,703				
Thru February	2,610	41	2,549	41	2,440	41	-4.3%

RIDERSHIP REPORT: FEBRUARY, 2016

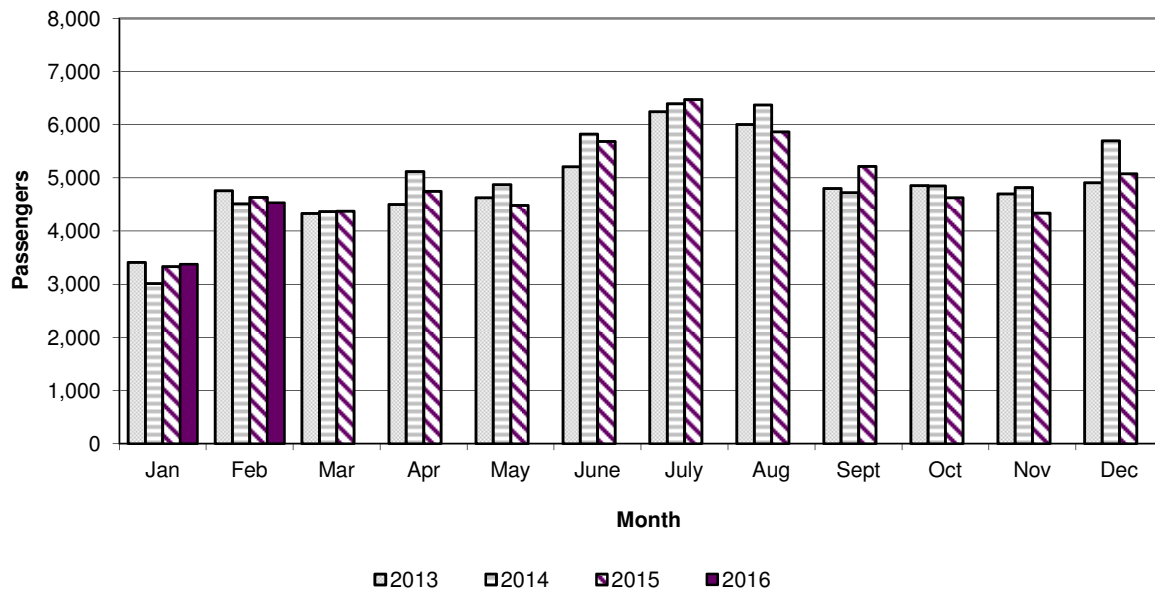
03/25/2016

	2014	Wkend	2015	Wkend	2016	Wkend	Change 16/15
	Passengers	Days	Passengers	Days	Passengers	Days	
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	6,401		6,478				
August	6,373		5,870				
September	4,728		5,218				
October	4,852		4,630				
November	4,823		4,339				
December	5,698		5,080				
Thru February	3,721	18	3,912	18	3,864	19	-1.2%

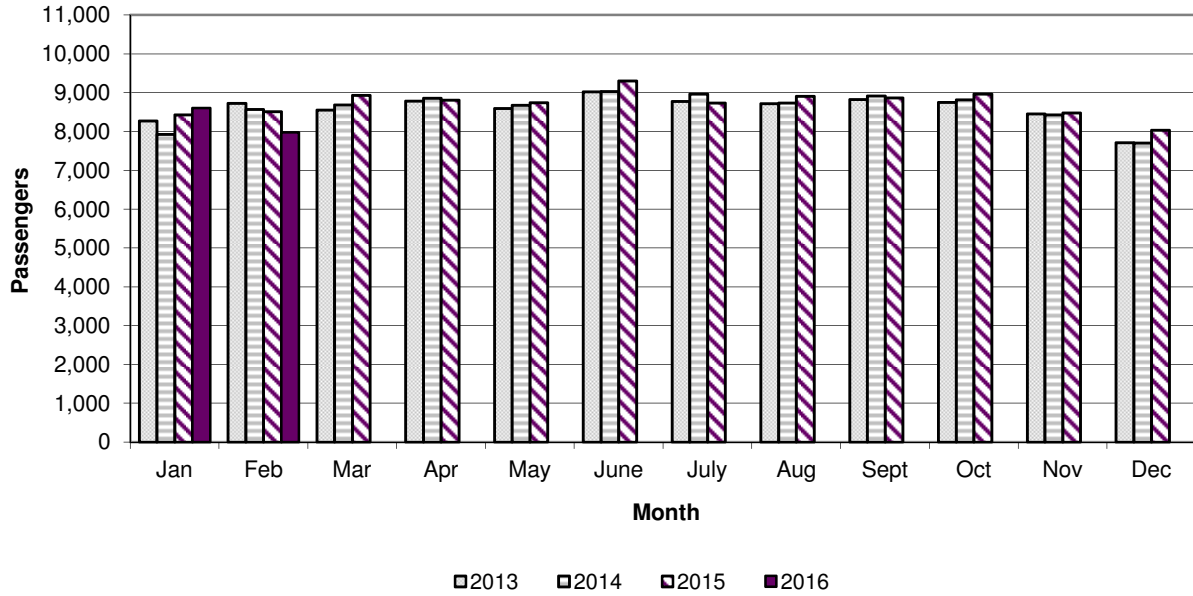
SOUTH SHORE WEEKDAY RIDERSHIP 2013-2016



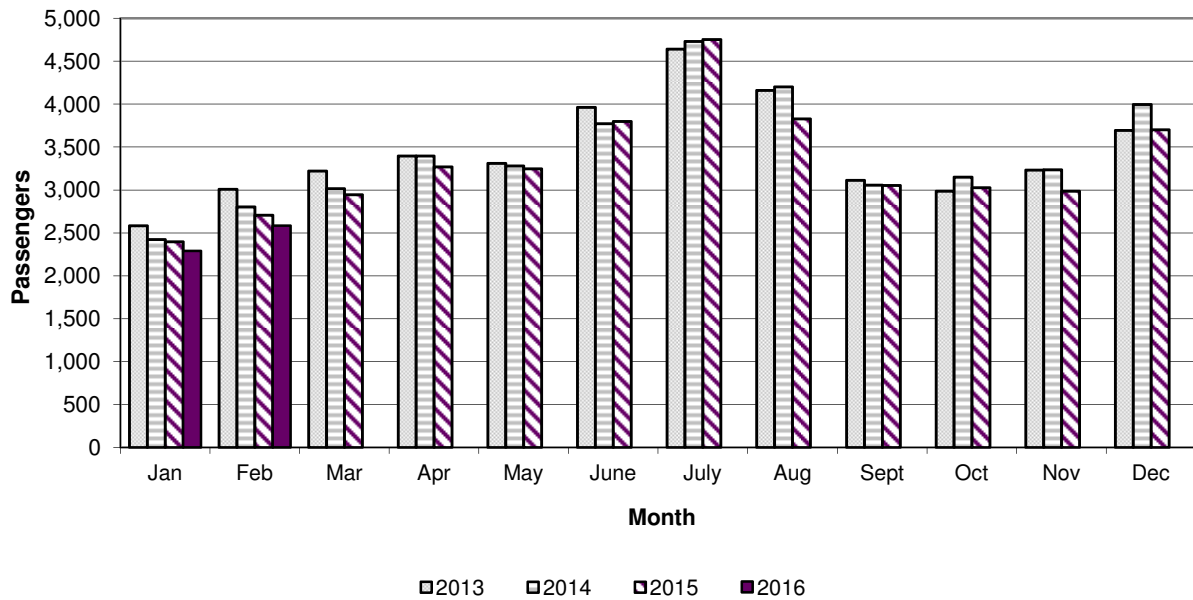
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2013-2016



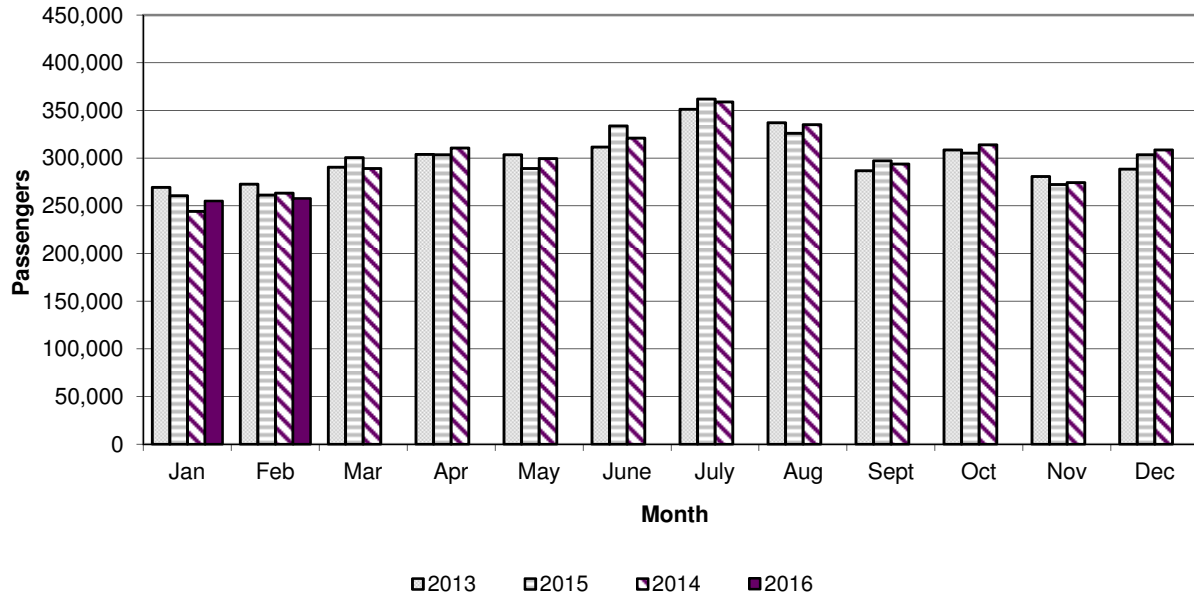
SOUTH SHORE PEAK RIDERSHIP 2013-2016



SOUTH SHORE OFF-PEAK RIDERSHIP 2013-2016



SOUTH SHORE MONTHLY RIDERSHIP 2013-2016



PERCENT ON TIME: FEBRUARY, 2016

PEAK

Train	Days Late	% on Time
102	0	100.0%
104	2	90.0%
6	3	85.0%
106	1	95.0%
108	2	90.0%
110	4	80.0%
112	3	85.0%
114	8	60.0%
214	3	85.0%
11	6	71.4%
111	3	85.7%
113	5	76.2%
115	5	76.2%
15	5	76.2%
117	11	47.6%
217	0	100.0%
119	8	61.9%
Total	69	80.1%
Westbound	26	85.6%
Eastbound	43	74.3%

OFF-PEAK

Train	Days Late	% on Time
14	6	70.0%
216	0	100.0%
116	11	47.6%
218	1	95.2%
18	9	57.1%
118	4	81.0%
220	1	95.2%
20	10	52.4%
222	0	100.0%
420	0	100.0%
22	3	85.7%
424	9	57.1%
401	0	100.0%
203	0	100.0%
403	0	100.0%
205	10	50.0%
207	3	85.0%
7	4	80.0%
107	16	20.0%
9	8	61.9%
109	12	42.9%
209	1	95.2%
19	15	28.6%
121	5	76.2%
123	9	55.0%
101	1	95.2%
Total	138	74.3%
Westbound	54	78.5%
Eastbound	84	70.6%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
600	4	50.0%
502	6	25.0%
504	1	87.5%
606	6	25.0%
506	5	37.5%
608	2	75.0%
508	3	62.5%
610	1	87.5%
510	2	75.0%
710	Cancelled*	
503	2	75.0%
603	3	62.5%
605	3	62.5%
505	5	37.5%
507	5	37.5%
509	4	50.0%
511	4	50.0%
613	0	100.0%
601	2	75.0%
701	1	87.5%
703	3	62.5%
Total	62	63.1%
Westbound	30	62.5%
Eastbound	32	63.6%

REASONS (weekday)

Reason	Days	%
CAR	9	4.3%
CAT		0.0%
DBS		0.0%
AMT	3	1.4%
DMW	4	1.9%
DSR	2	1.0%
DSS	44	21.3%
FTI	5	2.4%
HLD		0.0%
LMU	9	4.3%
MET	30	14.5%
OTH	8	3.9%
PAS	5	2.4%
POL	4	1.9%
PTI	26	12.6%
SVS	3	1.4%
TOD		0.0%
TRS	1	0.5%
WTR	20	9.7%
NIPSCO		0.0%
FRR	4	1.9%
OET	6	2.9%
TRK	22	10.6%
DDS		0.0%
OPR		0.0%
UTL	2	1.0%
VAN		0.0%
SUB		
TOTAL	207	100.0%

REASONS (weekend)

Reason	Days	%
CAR	2	3.2%
CAT		0.0%
DBS		0.0%
AMT	4	6.5%
DMW		0.0%
DSR	1	1.6%
DSS	11	17.7%
FTI	1	1.6%
HLD		0.0%
LMU	1	1.6%
MET	3	4.8%
OTH	6	9.7%
PAS	4	6.5%
POL	1	1.6%
PTI	6	9.7%
SVS	5	8.1%
TOD		0.0%
TRS		0.0%
DDS		0.0%
OPR		0.0%
WTR	2	3.2%
FRR	1	1.6%
SUB		0.0%
NIPSCO		0.0%
OET		0.0%
TRK	14	22.6%
UTL		0.0%
VAN		0.0%
TOTAL	62	100%

Trains less than 90% on time

CAR - Car or equipment failure of malfunction
 CAT - Catenary problems or power outage

DBS - Delays due to busing
 AMT - Amtrak Delay

DMW - M of W work - holding for defect repair or M of W forces to clear
 DSR - Speed restriction - all speed restrictions not listed in timetable.
 DSS - Reduced speed due to restrictive signal.

FTI - Freight train interference on NICTD owned track
 HLD - Station delays related to passengers requiring special assistance
 LMU - Late make up - includes delays from late turn of equipment.

MET - Metra delays - including switch problems and held for late METRA trains
 OTH - Other delays
 OET - Operational Efficiency Testing
 UTL - utility power outage
 SUB - Substation

OPR - Operational delay
 VAN - Vandalism
 PAS - Passenger boarding

POL - Police related delays - except road crossing or trespasser accidents
 PTI - Passenger train interference

SVS - Servicing - includes adding or subtracting equipment to or from consist
 TOD - Train order delay - not associated with train meets
 TRS - Trespasser incidents including road crossing accidents

WTR - Delays related to inclement weather
 NIPSCO - Delays caused by power utility disruption
 FRR - Freight train interference from crossing road
 TRK - Track/wayside malfunction
 DDS - Debris Strike

We follow the industry standard and defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

CUMULATIVE PERCENT ON TIME THRU FEBRUARY, 2016

PEAK

Train	Days Late	% on Time
102	3	92.5%
104	7	82.5%
6	6	85.0%
106	3	92.5%
108	4	90.0%
110	10	75.0%
112	7	82.5%
114	10	75.0%
214	4	90.0%
11	6	85.4%
111	3	92.7%
113	6	85.4%
115	9	78.0%
15	8	80.5%
117	18	56.1%
217	0	100.0%
119	11	73.2%
Total	115	83.3%
Westbound	54	85.0%
Eastbound	61	78.7%

OFF-PEAK

Train	Days Late	% on Time
14	8	80.0%
216	0	100.0%
116	14	65.9%
216	1	97.6%
18	15	63.4%
118	5	87.8%
218	1	97.6%
20	13	68.3%
220	0	100.0%
420	0	100.0%
22	4	90.2%
422	10	75.6%
401	1	97.5%
203	2	95.0%
403	1	97.5%
205	14	65.0%
207	4	90.0%
7	6	85.0%
107	27	32.5%
9	14	65.9%
109	13	68.3%
209	2	95.1%
19	20	51.2%
121	5	87.8%
123	12	70.0%
101	3	92.7%
Total	195	81.6%
Westbound	71	85.5%
Eastbound	124	78.1%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
600	5	73.7%
502	9	52.6%
504	2	89.5%
606	8	57.9%
506	5	73.7%
608	3	84.2%
508	3	84.2%
610	2	89.5%
510	2	89.5%
710	Cancelled*	
503	3	84.2%
603	5	73.7%
605	4	78.9%
505	6	68.4%
507	6	68.4%
509	6	68.4%
511	5	73.7%
513	2	89.5%
601	3	84.2%
703	1	94.7%
705	5	73.7%
Total	85	78.7%
Westbound	39	79.5%
Eastbound	46	78.0%

Trains less than 90% on time

CUMULATIVE REASONS FOR DELAYS THRU FEBRUARY, 2016

REASONS (weekday)		
CAR	18	5.8%
CAT	6	1.9%
DBS		0.0%
AMT	9	2.9%
DMW	9	2.9%
DSR	2	0.6%
DSS	50	16.1%
FTI	9	2.9%
HLD	1	0.3%
LMU	12	3.9%
MET	46	14.8%
OTH	9	2.9%
PAS	8	2.6%
POL	6	1.9%
PTI	35	11.3%
SVS	5	1.6%
TOD		0.0%
TRS	1	0.3%
WTR	23	7.4%
NIPSCO		0.0%
FRR	7	2.3%
OET	8	2.6%
UTL	2	0.6%
OPR		0.0%
DDS	1	0.3%
SUB		0.0%
TRK	43	13.9%
VAN		0.0%
TOTAL	310	100.0%

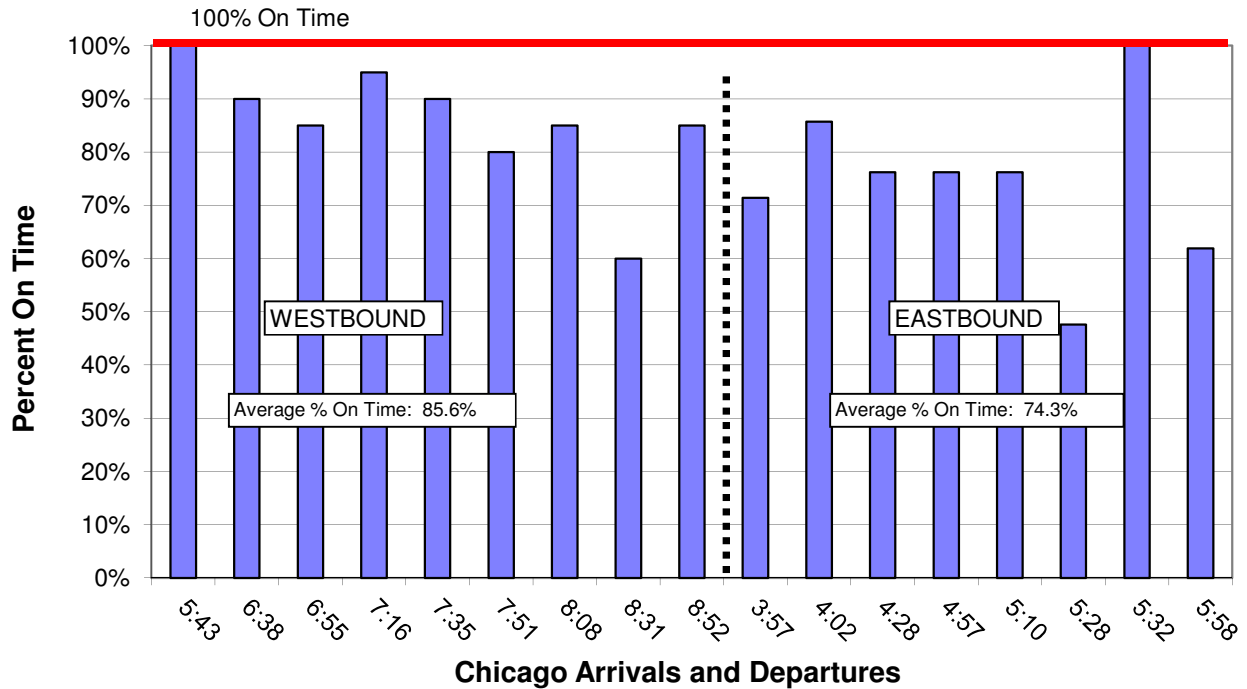
REASONS (weekend)		
CAR	3	3.5%
CAT		0.0%
DBS		0.0%
AMT	4	4.7%
DMW		0.0%
DSR	1	1.2%
DSS	15	17.6%
FTI	3	3.5%
HLD		0.0%
LMU	2	2.4%
MET	10	11.8%
OTH	8	9.4%
PAS	5	5.9%
POL	1	1.2%
PTI	6	7.1%
SVS	7	8.2%
TOD		0.0%
TRS		0.0%
WTR	3	3.5%
NIPSCO		0.0%
FRR	1	1.2%
OET		0.0%
UTL		0.0%
OPR	1	1.2%
DDS		0.0%
SUB		0.0%
TRK	15	17.6%
VAN		0.0%
TOTAL	85	100.0%

TOTAL		
CAR	21	5.3%
CAT	6	1.5%
DBS	0	0.0%
AMT	13	3.3%
DMW	9	2.3%
DSR	3	0.8%
DSS	65	16.5%
FTI	12	3.0%
HLD	1	0.3%
LMU	14	3.5%
MET	56	14.2%
OTH	17	4.3%
PAS	13	3.3%
POL	7	1.8%
PTI	41	10.4%
SVS	12	3.0%
TOD	0	0.0%
TRS	1	0.3%
WTR	26	6.6%
NIPSCO	0	0.0%
FRR	8	2.0%
OET	8	2.0%
UTL	2	0.5%
OPR	1	0.3%
DDS	1	0.3%
SUB	0	0.0%
TRK	58	14.7%
VAN	0	0.0%
TOTAL	395	100.0%

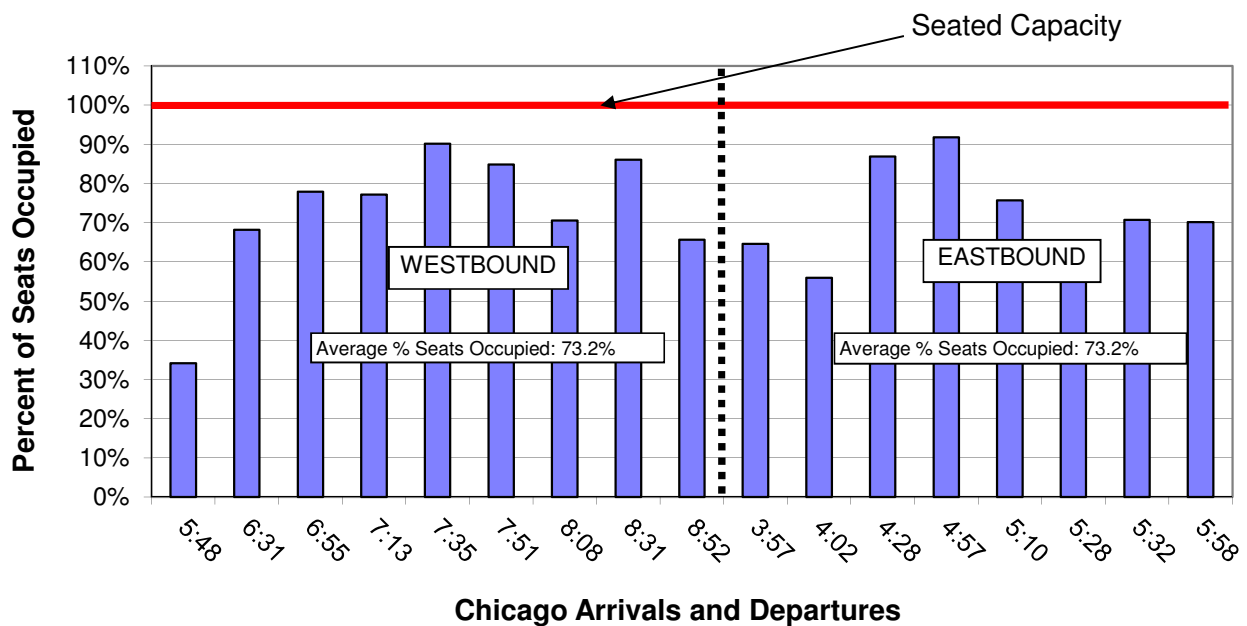
CAR - Car or equipment failure of malfunction
 CAT - Catenary problems or power outage
 DBS - Delays due to busing
 AMT - Amtrak delay
 DMW - M of W work - holding for defect repair or M of W forces to clear
 DSR - Speed restriction - all speed restrictions not listed in timetable
 DSS - Reduced speed due to restrictive signal
 FTI - Freight train interference on NICTD owned track
 HLD - Station delays related to passengers requiring special assistance
 LMU - Late make up - includes delays from late turn of equipment.
 MET - Metra delays - including switch problems and held for late METRA trains
 OTH - Other delays
 SUB - Substation
 UTL - utility power outage

PAS - Passenger boarding
 POL - Police related delays - except road crossing or trespasser accidents
 PTI - Passenger train interference
 SVS - Servicing - includes adding or subtracting equipment to or from consist
 TOD - Train order delay - not associated with train meets
 TRS - Trespasser incidents including road crossing accidents
 WTR - Delays related to inclement weather
 NIPSCO - Delays caused by power utility disruption
 FRR - Freight train interference from crossing road
 OET - Operational efficiency testing
 TRK - Track/wayside malfunction
 VAN - Vandalism

RUSH HOUR ON TIME PERFORMANCE: FEB. 2016



PERCENT OF RUSH HOUR SEATS OCCUPIED: FEB. 2016



RUSH HOUR* TRAIN DELAYS - FEBRUARY 2016 (minutes late)

Train	Arrive	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Days	Days	%	
		1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	Late	Ran	On Time	
102	5:43a																			A					20	100.0%
104	6:38									7		9								A				2	20	90.0%
6	6:55					7						16								A	6			3	20	85.0%
106	7:21												56							A				1	20	95.0%
108	7:35												47							A	31			2	20	90.0%
110	7:47											13	39							A	11			4	20	80.0%
112	8:08											14	34							A	15			3	20	85.0%
114	8:31	11		11				10				13	12	50						A	11			8	20	60.0%
214	8:52											7								A	13			3	20	85.0%
14	10:28											18	9	14	15					A	12			5	20	75.0%
Train	Depart																						Days	Days	%	
11	3:57		7												9	30	8	20	28					6	21	71.4%
111	4:02														17		10	7						3	21	85.7%
113	4:28								15					6	30				12	7				5	21	76.2%
115	4:57								19			7		15	28				20					5	21	76.2%
15	5:10								8		11		7	11	15									5	21	76.2%
117	5:32		25					6		13	6	12		7	12	22	14		110		7			11	21	47.6%
217	5:28																								21	100.0%
119	5:58		7					9		10			20		12	22			64			7		8	21	61.9%
19	7:10		10	9					36	21		15	13	8	12	40	12	10	80		15			13	21	38.1%
High temp		43	49	48	30	33	32	27	19	22	20	28	31	33	37	62	43	46	36	32	32	49				
Low temp		24	23	30	18	21	22	18	13	1	2	16	26	16	10	36	20	24	30	28	26	31				

* Includes off-peak Trains 14 and 19 for comparative purposes

Temperatures from South Bend

On time

A = Annulled

MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

	Jan			Feb			Mar			Apr			May			June		
	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time	#Late	#Ran	%On time
WB Rush	28	180	84.4%	26	180	85.6%			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
EB Rush	18	160	88.8%	43	168	74.4%			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
Total Rush	46	340	86.5%	69	348	80.2%	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
	July			Aug			Sept			Oct			Nov			Dec		
WB Rush			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
EB Rush			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!
Total Rush	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!

EXPLANATION OF DELAYS AFFECTING MULTIPLE TRAINS:

Feb 16: TOL in Michigan City streets delayed morning rush hour.

Feb 17: Gate damaged at Ohio St. snagged pantograph disabling Train 106 and causing delays to all trailing trains.

Feb 19: High winds required pinning gates, running at reduced speeds under partial activation. Gate at Lake St. contacted 2300 circuit causing severe damage to signal box.

Feb 24: High winds and snow affected evening rush

Feb 25: NIPSCO power outage cut power to signal and grade crossing warning devices forced annulment of morning rush hour

Feb 26: Train 108 experienced mechanical problems at Power delaying trailing trains.

Cumulative					
Arrive	Train #	Days Late	Days Ran	Days	% On Time
5:40a	102	3	40		92.5%
6:38	104	7	40		82.5%
6:55	6	6	40		85.0%
7:21	106	3	40		92.5%
7:35	108	4	40		90.0%
7:47	110	10	40		75.0%
8:05	112	7	40		82.5%
8:31	114	10	40		75.0%
8:52	214	4	40		90.0%
10:25	14	7	40		82.5%
Depart					
3:57	11	6	41		85.4%
4:02p	111	3	41		92.7%
4:28	113	6	41		85.4%
4:57	115	9	41		78.0%
5:10	15	8	41		80.5%
5:28	117	18	41		56.1%
5:32	217	0	41		100.0%
5:58	119	11	41		73.2%
7:15	19	18	41		56.1%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	54	360	85.0%
EB Rush	61	328	81.4%
Total Rush	115	688	83.3%

CUMULATIVE RUSH HOUR thru FEBRUARY

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	15	28	43	4.2%	8.5%	6.3%
11-15	21	13	34	5.8%	4.0%	4.9%
16-20	7	6	13	1.9%	1.8%	1.9%
21-30	3	7	10	0.8%	2.1%	1.5%
31-59	8	1	9	2.2%	0.3%	1.3%
60+	0	6	6	0.0%	1.8%	0.9%
Annulled	9	1	10			
Total Late	54	61	115	15.0%	18.6%	16.7%
On time	306	267	573	85.0%	81.4%	83.3%
Total ran	360	328	688			

Total Late and Total Ran exclude annulled trains

GRAND TOTAL ALL TRAINS thru JANUARY

Range	Peak					Total	%
	WB	EB	Off	Wkend	Total		
6-10	15	28	87	41	171	8.0%	
11-15	21	13	52	24	110	5.1%	
16-20	7	6	14	9	36	1.7%	
21-30	3	7	18	5	33	1.5%	
31-59	8	1	17	5	31	1.4%	
60+	0	6	7	1	14	0.7%	
Annulled	9	1	9	0	19		
Total	54	61	195	85	395	18.4%	
On Time	306	266	862	313	1,747	81.6%	
Total ran	360	327	1,057	398	2,142		

Total Late and Total Ran exclude annulled trains

FEBRUARY RUSH HOUR

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	6	18	24	3.3%	10.7%	6.9%
11-15	12	11	23	6.7%	6.5%	6.6%
16-20	1	5	6	0.6%	3.0%	1.7%
21-30	1	7	8	0.6%	4.2%	2.3%
31-59	6	0	6	3.3%	0.0%	1.7%
60+	0	2	2	0.0%	1.2%	0.6%
Annulled	9	1	10			
Total Late	26	43	69	14.4%	25.6%	19.8%
On time	154	125	279	85.6%	74.4%	80.2%
Total ran	180	168	348			

Total Late and Total Ran exclude annulled trains