

# **SOUTH SHORE LINE**

## **Monthly Ridership and Performance Report June 2023**

**NICTD**

**Northern Indiana Commuter Transportation District**

# June, 2023 Monthly Performance Report

## Ridership

**Overall-** Ridership for the month of June was up 0.3% when compared to 2022, but down 52.5% when compared to 2019. Passenger trips for the month of June were 139,216 for 2023, 138,763 for 2022, and 293,325 for 2019. August of 2022 began the expanded bussing outage area, transporting passengers around construction for the Double Track NWI project.

**Weekday Travel-** Average weekday travel was up 4.0% when compared to June of 2022, but down 56.3% when compared to June of 2019. Average weekday trips were recorded as 5,289 in 2023, 5,084 in 2022, and 12,101 in 2019. The average peak travel was up 4.9% over 2022, but down 61.0% over 2019. Off-peak travel was up 2.6% over 2022, but down 44.6% over 2019.

**Weekend Travel-** June weekend ridership was down 15.0% compared to 2022, and down 44.3% compared to 2019, with an average ridership of 2,858 in 2023, 3,364 in 2022, and 5,132 in 2019.

<b>Ridership Over Last 12 Months: July through June</b>							
	<b>2019/20</b>	<b>2020/21</b>	<b>% Change</b>	<b>2021/22</b>	<b>% Change</b>	<b>2022/23</b>	<b>% Change</b>
Total	2,408,083	650,767	-72.98%	1,305,204	100.56%	1,496,087	14.62%
Weekday	2,052,549	527,468	-74.30%	1,030,349	95.34%	1,221,615	18.56%
Peak	1,493,221	321,493	-78.47%	639,097	98.79%	803,180	25.67%
Off Peak	559,328	205,975	-63.17%	391,252	89.95%	418,435	6.95%
Weekend	355,534	123,299	-65.32%	274,855	122.92%	135,226	-50.80%
South Bend	177,594	83,481	-52.99%	169,245	102.73%	169,560	0.19%

## Bussing Ridership

Starting on February 28, 2022 through July 31, 2022, NICTD began bussing passengers between the Carroll Avenue Station and the Dune Park Station. Beginning on August 1, 2022, bussing expanded transporting passengers between the Carroll Avenue Station and the Gary Metro Station.

<b>Bussed Passengers</b>			
	<b>2023 Riders</b>	<b>Total Ridership</b>	<b>% Bussed</b>
January	40,522	105,869	38.3%
February	39,197	105,045	37.3%
March	49,734	126,910	39.2%
April	48,538	117,539	41.3%
May	49,699	129,890	38.3%
June	54,037	139,216	38.8%

## Revenue

The cumulative number of tickets sold for the year through June has increased 11.7% in 2023 compared to 2022. Ticket revenue is up 5.7% for 2023 compared to 2022. Sales from digital sources represents 77.3% of ticket sales and 79.9% of revenue in 2023.

Total Ticket Sales: June						
Method of Sale	Tickets			Revenue		
	2022	2023	% Change	2022	2023	% Change
Ticket Agent	34,150	26,865	-21.3%	559,802	498,868	-10.9%
Vending Machine	62,574	87,110	39.2%	957,456	1,022,044	6.7%
Conductor	59,069	55,248	-6.5%	432,752	391,328	-9.6%
Mobile App	168,101	192,526	14.5%	2,243,233	2,519,647	12.3%
<b>Total</b>	<b>323,894</b>	<b>361,749</b>	<b>11.7%</b>	<b>4,193,242</b>	<b>4,431,887</b>	<b>5.7%</b>

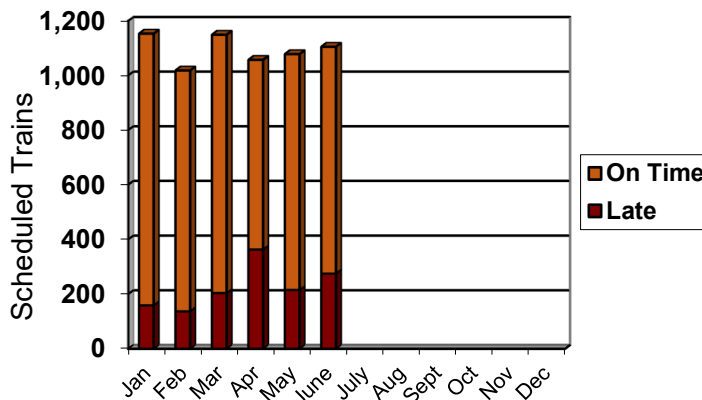
## On Time Performance

**Rush Hour-** Overall, 86.9% of A.M. and P.M. rush hour trains were on time in June 2023 compared to 85.3% in 2022. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 91.4% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 94.9% of westbound morning rush hour service was on time compared to 96.0% in 2022; while eastbound rush hour trains reported an on time performance of 77.8% compared to 73.3% in 2022. A total of 10 out of 198 westbound rush hour trains were delayed in June. Of those 10, 1 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 39 out of 176 trains delayed in June. Of those 39, 15 experienced delays greater than 15 minutes.<sup>1</sup>

RANGE OF RUSH HOUR DELAYS (in minutes)				
June				
Range	a.m.	p.m.	Total	Percent
6-10	6	11	17	4.5%
11-15	3	13	16	4.3%
16-20	1	6	7	1.9%
21-30	0	6	6	1.6%
31-59	0	3	3	0.8%
60+	0	0	0	0.0%
Annulled	0	0	0	
<b>On Time</b>	<b>188</b>	<b>137</b>	<b>325</b>	
<b>Total Ran</b>	<b>198</b>	<b>176</b>	<b>374</b>	

<sup>1</sup> Weekday rush-hour trains operate 9 westbound and 8 eastbound per day.

**Overall-** The South Shore Line scheduled 1,106 trains in June and experienced 275 delays in excess of 5 minutes (ranging from 6-241 minutes) with median delay of 15 minutes. June of 2023 experienced 1 annulled train. In June 2022 the South Shore Line scheduled 1,106 trains with 304 delays in excess of 5 minutes (ranging from 6-110 minutes) with a median delay of 18 minutes. June of 2022 experienced no annulled trains.



Cumulative On Time Comparison		
<i>Thru June</i>	<b>2022</b>	<b>2023</b>
Weekday	<b>81.2%</b>	<b>82.3%</b>
Peak	85.4%	89.4%
Off-peak	78.5%	77.6%
Weekend	<b>56.4%</b>	<b>63.2%</b>
Overall	<b>77.2%</b>	<b>79.2%</b>

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

Construction of the Double Track Northwest Indiana Project began on February 28, 2022. NICTD has contracted out bussing services in order to transport passengers around track outages necessary to facilitate construction. From February 28, 2022 through July 31, 2022, the construction outage spanned between Michigan City and Dune Park stations. Beginning on August 1, 2022, bussing of passengers expanded to span between Michigan City and the Gary Metro Station. Staff continue to monitor this service to ensure delays are kept to a minimum.

<b>Annulled Trains or Delays in Excess of 59 Minutes</b>			
Date	Train #	Minutes	Reason
1/1/2023	504	87	PTC Issues
1/24/2023	20	61	PTC Issues
2/16/2023	11	120	Weather Delays
	42	Annulled	Weather Delays
	424	Annulled	Weather Delays
2/21/2023	22	62	Delays Due to Bussing
3/3/2023	20	64	PTC/Weather Delays
	22	63	Passenger Train Delays
3/19/2023	511	62	Delays on Metra
	610	80	Delays on Metra
3/28/2023	22	62	Delays on Metra
4/5/2023	104	Annulled	Car Mechanical Issues
	205	Annulled	Car Mechanical Issues
4/6/2023	22	67	Delayed by Passenger Trains
4/7/2023	22	64	Delayed by Passenger Trains
4/11/2023	11	63	Wire Damage on Metra
	22	119	Delayed by Freight Accident
	111	60	Wire Down on Metra
	113	61	Wire Down on Metra
4/12/2023	20	61	Delayed by Bus Breakdown
4/13/2023	22	92	Delays on Metra
4/14/2023	110	162	Delayed by Train Accident
	112	102	Delayed by Train Accident
	114	80	Delayed by Train Accident
	203	Annulled	Train Struck a Car on Tracks
	205	64	Delayed by Train Accident
	214	Annulled	Delayed by Train Accident
4/22/2023	504	67	Delays on Metra
5/4/2023	9	67	Delays Due to Bussing
5/8/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/9/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/10/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.

<b>Annulled Trains or Delays in Excess of 59 Minutes</b>			
Date	Train #	Minutes	Reason
5/11/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/12/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/13/2023	701	Annulled	Rail replacement installation.
	703	Annulled	Rail replacement installation.
5/14/2023	701	Annulled	Rail replacement installation.
	703	Annulled	Rail replacement installation.
5/15/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/16/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/17/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/18/2023	22	64	Delayed by car accident on tracks.
	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
5/19/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.
6/21/2023	9	74	PTC Issues
	14	241	PTC Issues
	216	Annulled	PTC Issues

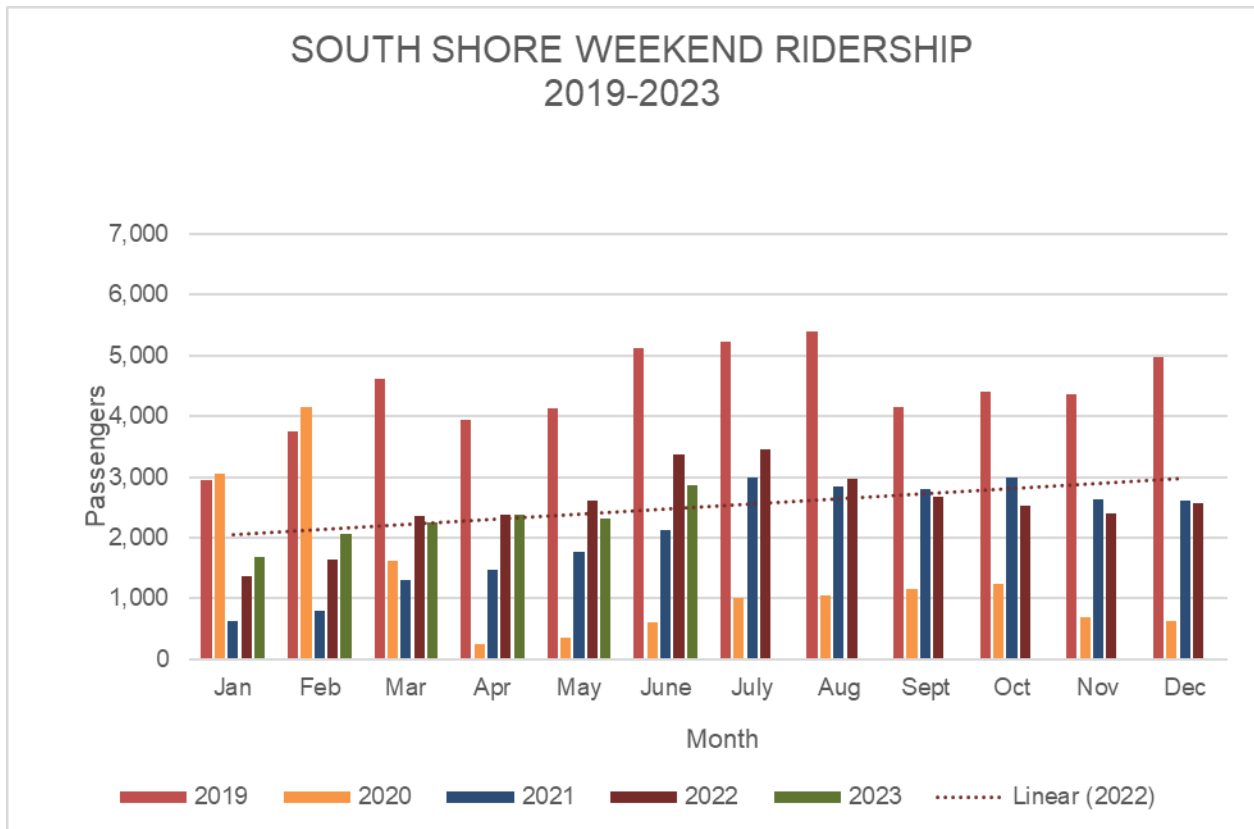
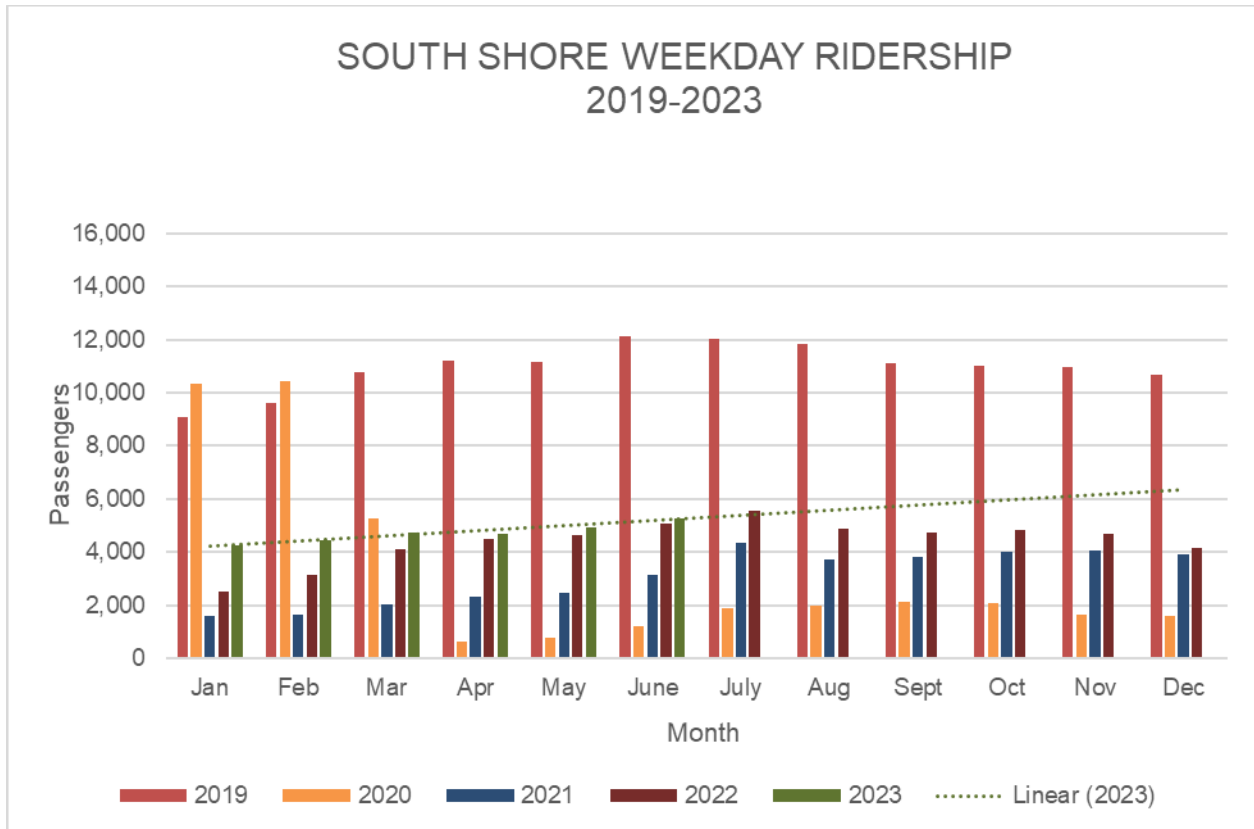
### Ridership Report

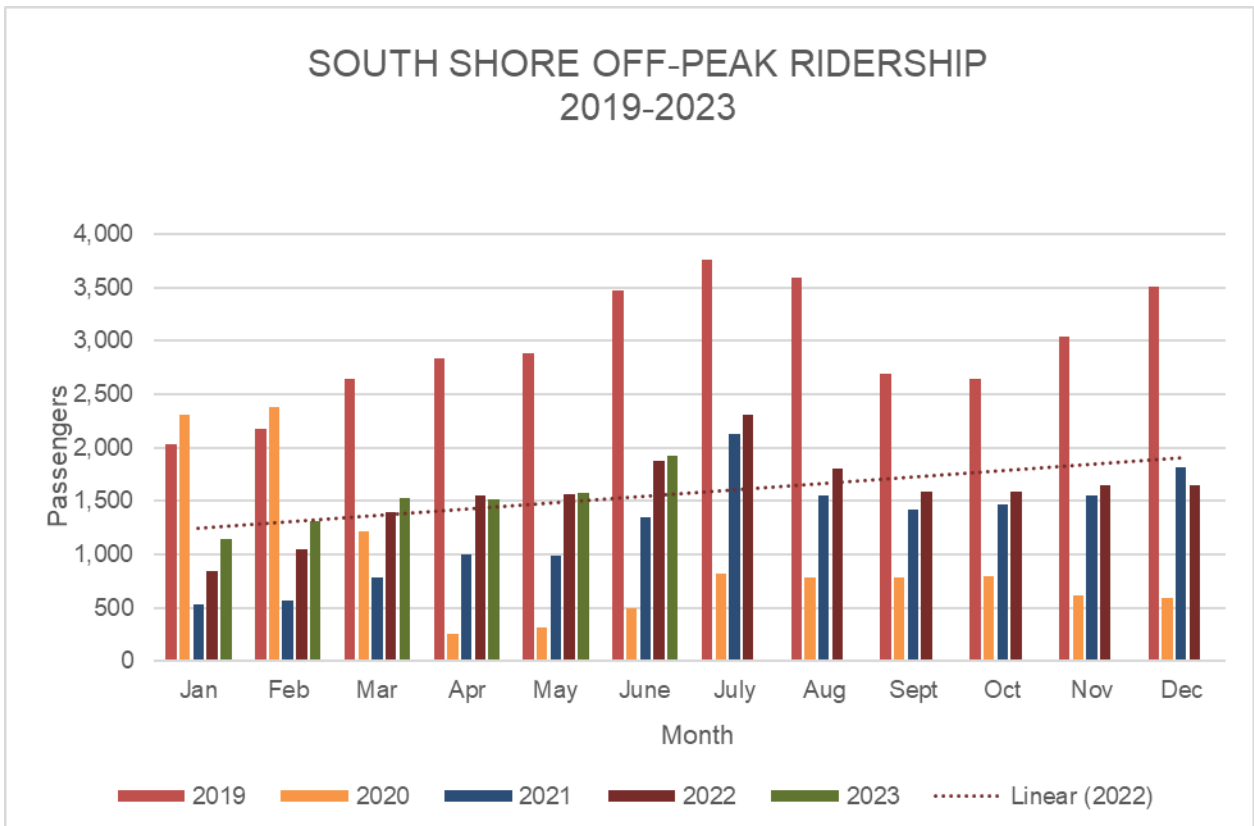
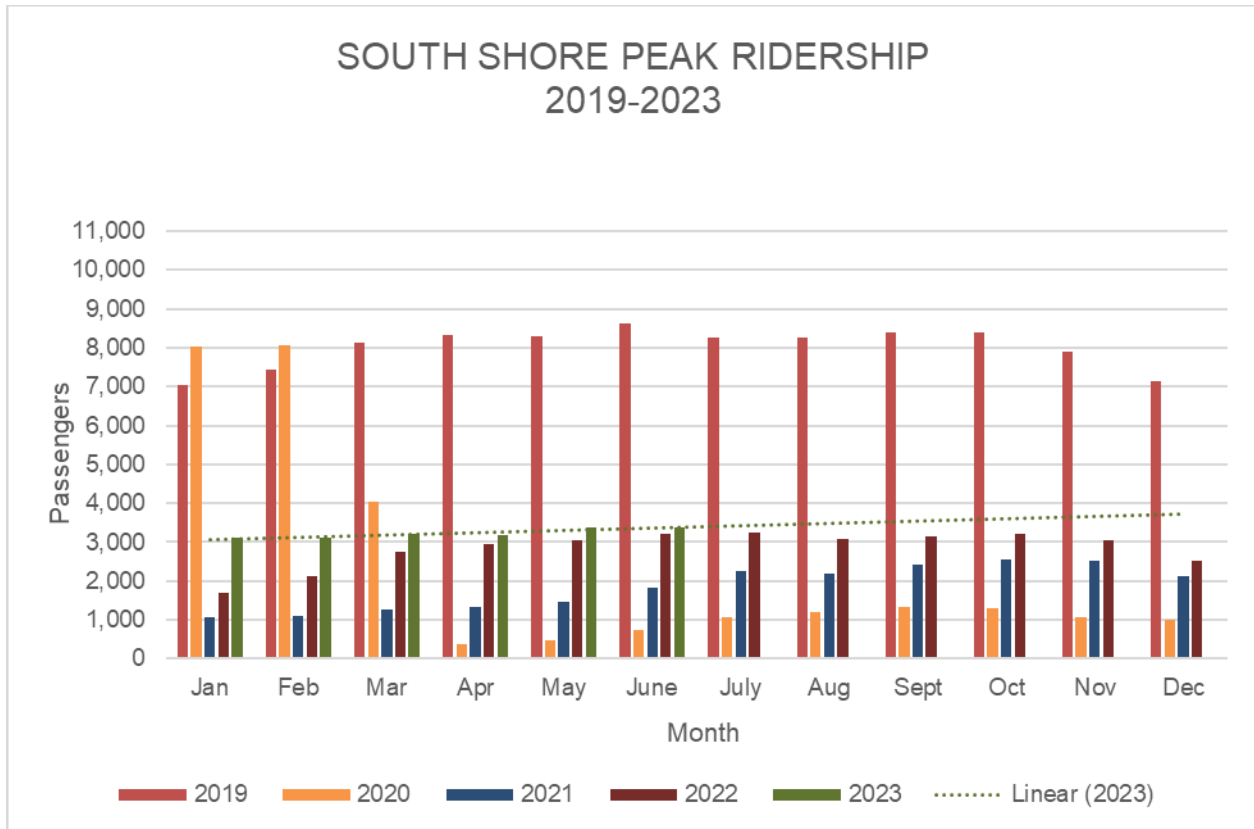
	2021	Work	2022	Work	2023	Work	Change 20/21
	Passengers	Days	Passengers	Days	Passengers	Days	
<b>Monthly Ridership</b>							
January	38,742	20	66,870	21	105,869	21	58.3%
February	39,497	20	76,350	20	105,045	20	37.6%
March	57,547	23	114,014	23	126,910	23	11.3%
April	63,138	22	115,914	21	117,539	20	1.4%
May	68,810	20	123,155	21	129,890	22	5.5%
June	86,875	22	138,763	22	139,216	22	0.3%
<b>Cumulative Comparison</b>							
January	38,742	20	66,870	21	105,869	21	58.3%
February	78,239	40	143,220	41	210,914	41	47.3%
March	135,786	63	257,234	64	337,824	64	31.3%
April	198,924	85	373,148	85	455,363	84	22.0%
May	267,734	105	496,303	106	585,253	106	17.9%
June	354,609	127	635,066	128	724,469	128	14.1%
<b>Average Weekday Ridership</b>							
January	1,589		2,539		4,243		67.1%
February	1,658		3,166		4,432		40.0%
March	2,053		4,134		4,733		14.5%
April	2,337		4,501		4,723		4.9%
May	2,465		4,624		4,957		7.2%
June	3,175		5,084		5,289		4.0%
<b>Average Weekday Peak Period Ridership</b>							
January	1,060		1,700		3,101		82.4%
February	1,088		2,121		3,115		46.9%
March	1,270		2,742		3,201		16.7%
April	1,336		2,943		3,175		7.9%
May	1,475		3,056		3,384		10.7%
June	1,826		3,208		3,364		4.9%
<b>Average Weekday Off-Peak Ridership</b>							
January	529		839		1,142		36.1%
February	570		1,045		1,317		26.0%
March	781		1,392		1,532		10.1%
April	1,001		1,558		1,549		-0.6%
May	989		1,569		1,573		0.3%
June	1,349		1,876		1,925		2.6%

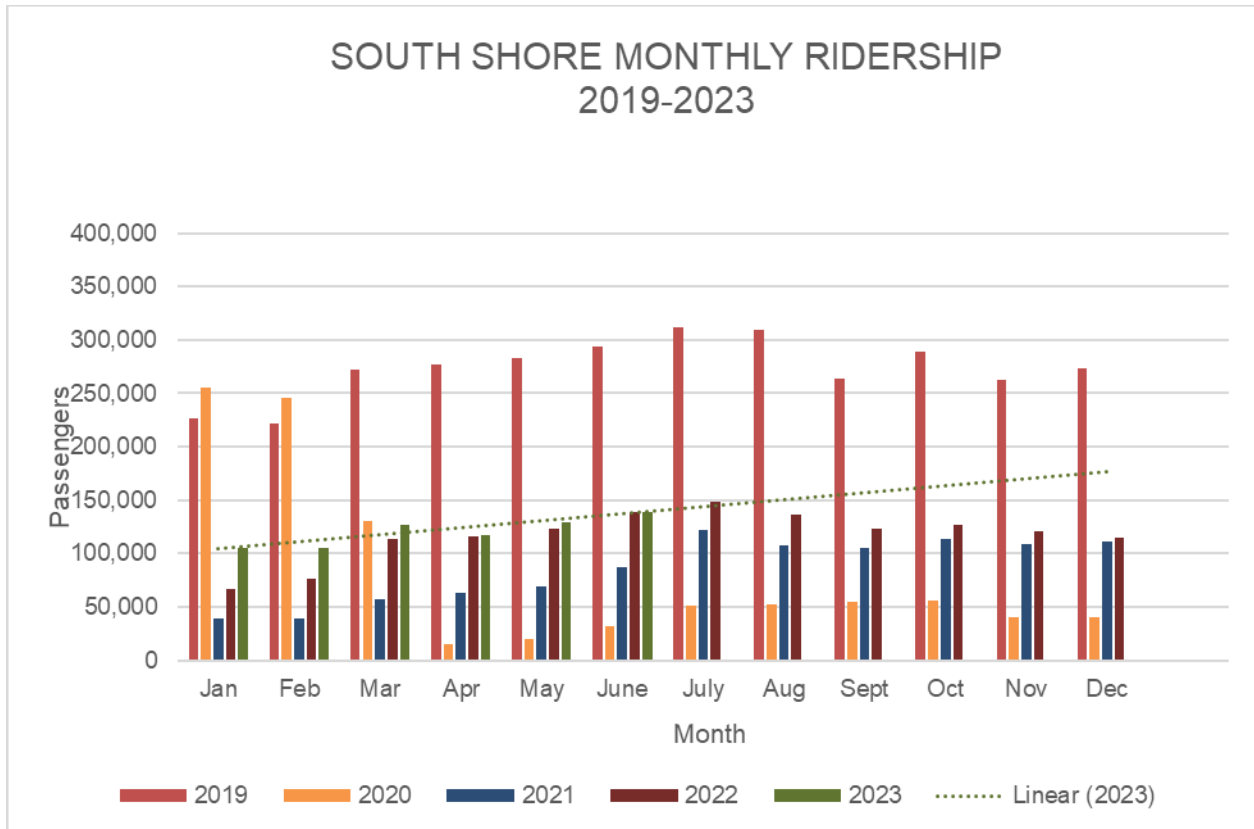
**Ridership Report**

	2021	Work Days	2022	Work Days	2023	Work Days	Change 20/21
	Passengers		Passengers		Passengers		
<b>Average Weekend/Holiday Ridership (per day)</b>							
January	633		1,355		1,864		37.6%
February	792		1,629		2,052		26.0%
March	1,296		2,366		2,256		-4.6%
April	1,465		2,376		2,306		-2.9%
May	1,774		2,605		2,314		-11.2%
June	2,128		3,364		2,858		-15.0%
<b>Monthly South Bend Ridership</b>							
January	4,618		8,972		9,775		9.0%
February	4,932		8,940		8,829		-1.2%
March	7,332		13,530		12,919		-4.5%
April	10,467		14,608		13,773		-5.7%
May	10,437		15,290		11,791		-22.9%
June	11,197		15,014		12,175		-18.9%









### Percent on Time: June, 2023

Peak		
Train	Days Late	% on Time
102	22	100.0%
104	22	100.0%
<b>6</b>	<b>22</b>	<b>90.9%</b>
<b>106</b>	<b>22</b>	<b>86.4%</b>
108	22	95.5%
110	22	95.5%
112	22	95.5%
114	22	95.5%
214	22	95.5%
<b>11</b>	<b>22</b>	<b>36.4%</b>
111	22	95.5%
113	22	95.5%
115	22	95.5%
<b>17</b>	<b>22</b>	<b>18.2%</b>
117	22	95.5%
<b>217</b>	<b>22</b>	<b>90.9%</b>
119	22	95.5%
<b>Total</b>	<b>37</b>	<b>90.1%</b>
<b>Westbound</b>	<b>14</b>	<b>92.9%</b>
<b>Eastbound</b>	<b>23</b>	<b>86.9%</b>

Off-Peak		
Train	Days Late	% on Time
<b>14</b>	<b>22</b>	<b>50.0%</b>
<b>216</b>	<b>21</b>	<b>71.4%</b>
<b>116</b>	<b>22</b>	<b>81.8%</b>
218	22	86.4%
<b>18</b>	<b>22</b>	<b>0.0%</b>
<b>118</b>	<b>22</b>	<b>81.8%</b>
220	22	95.5%
<b>20</b>	<b>22</b>	<b>22.7%</b>
<b>222</b>	<b>22</b>	<b>77.3%</b>
420	22	90.9%
<b>22</b>	<b>22</b>	<b>4.5%</b>
424	22	100.0%
401	22	95.5%
203	22	95.5%
403	22	95.5%
205	22	95.5%
<b>207</b>	<b>22</b>	<b>72.7%</b>
<b>7</b>	<b>22</b>	<b>36.4%</b>
107	22	100.0%
<b>9</b>	<b>22</b>	<b>0.0%</b>
109	22	90.9%
<b>209</b>	<b>22</b>	<b>81.8%</b>
19	22	95.5%
121	22	100.0%
<b>123</b>	<b>22</b>	<b>77.3%</b>
101	22	95.5%
<b>Total</b>	<b>103</b>	<b>80.6%</b>
<b>Westbound</b>	<b>71</b>	<b>70.9%</b>
<b>Eastbound</b>	<b>32</b>	<b>88.9%</b>

Weekend/Holiday		
Train	Days Late	% on Time
600	8	62.5%
502	8	75.0%
504	8	25.0%
606	8	25.0%
506	8	12.5%
608	8	87.5%
508	8	12.5%
610	8	75.0%
510	8	87.5%
503	8	12.5%
603	8	100.0%
605	8	100.0%
505	8	0.0%
507	8	25.0%
509	8	37.5%
511	8	25.0%
613	8	62.5%
601	8	87.5%
701	8	100.0%
703	8	100.0%
<b>Total</b>	<b>75</b>	<b>57.4%</b>
<b>Westbound</b>	<b>39</b>	<b>51.9%</b>
<b>Eastbound</b>	<b>36</b>	<b>62.1%</b>

*Trains on time less than  
95% peak and 85% off peak.*

### June Reasons For Delays

REASONS (weekday)		
AMT	0	0.0%
CAR	3	1.5%
CAT	0	0.0%
DBS	0	0.0%
DMW	87	42.6%
DSR	4	2.0%
DSS	5	2.5%
FRR	4	2.0%
FTI	7	3.4%
HLD	6	2.9%
LMU	15	7.4%
MET	42	20.6%
OET	0	0.0%
OPR	6	2.9%
OTH	4	2.0%
PAS	3	1.5%
POL	1	0.5%
PTC	0	0.0%
PTI	14	6.9%
SUB	0	0.0%
SVS	1	0.5%
TOD	0	0.0%
TRK	1	0.5%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	1	0.5%
TOTAL	204	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	2	2.8%
CAT	0	0.0%
DBS	0	0.0%
DMW	25	35.2%
DSR	0	0.0%
DSS	13	18.3%
FRR	0	0.0%
FTI	0	0.0%
HLD	1	1.4%
LMU	2	2.8%
MET	24	33.8%
OET	0	0.0%
OPR	1	1.4%
OTH	0	0.0%
PAS	2	2.8%
POL	0	0.0%
PTC	0	0.0%
PTI	1	1.4%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	71	100%

AMT	Amtrak Delay	OET	Operational Efficiency Testing
CAR	Car or Equipment Failure	OPR	Operational Delay
CAT	Catenary Problems or Power Outage	OTH	Other Delays
DBS	Delays Due to Bussing	PAS	Passenger Boarding
DDS	Debris Strike	POL	Police Related Delays
DMW	Maintenance of Way Work	PTC	Positive Train Control Delays
DSR	Speed Restriction	PTI	Passenger Train Interference
DSS	Reduced Speed Due to Restrictive Signal	SUB	Substation
FRR	Freight Train Interference From Crossing	SVS	Servicing (Adding/Removing Equipment)
FTI	Freight Train Interference on NICTD Track	TOD	Train Order Delay
HLD	Station Delay Related to Passenger Boarding	TRK	Track/Wayside Malfunction
LMU	Late Make Up (Includes Turn of Equipment	UTL	Utility Power Outage
MET	Metra Delays	VAN	Vandalism
NIPSCO	Delays Caused by Power Utility Disruption	WTR	Weather

<sup>2</sup> NICTD follows the industry standard in defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

### Cumulative Percent on Time Thru June, 2023

Peak		
Train	Days Late	% on Time
102	1	99.2%
104	1	99.2%
<b>6</b>	<b>8</b>	<b>93.7%</b>
<b>106</b>	<b>12</b>	<b>90.6%</b>
<b>108</b>	<b>16</b>	<b>87.4%</b>
110	6	95.3%
<b>112</b>	<b>13</b>	<b>89.8%</b>
<b>114</b>	<b>10</b>	<b>92.1%</b>
214	5	96.0%
<b>11</b>	<b>46</b>	<b>63.8%</b>
111	3	97.6%
113	5	96.1%
115	4	96.9%
<b>17</b>	<b>58</b>	<b>54.3%</b>
<b>117</b>	<b>13</b>	<b>89.8%</b>
<b>217</b>	<b>10</b>	<b>92.1%</b>
119	5	96.1%
<b>Total</b>	<b>216</b>	<b>90.0%</b>
<b>Westbound</b>	<b>72</b>	<b>93.7%</b>
<b>Eastbound</b>	<b>144</b>	<b>85.8%</b>

Off-Peak		
Train	Days Late	% on Time
<b>14</b>	<b>40</b>	<b>68.5%</b>
<b>216</b>	<b>42</b>	<b>66.7%</b>
116	13	89.8%
<b>216</b>	<b>32</b>	<b>74.8%</b>
<b>18</b>	<b>107</b>	<b>15.7%</b>
118	17	86.6%
218	10	92.1%
<b>20</b>	<b>76</b>	<b>40.2%</b>
<b>220</b>	<b>26</b>	<b>79.5%</b>
420	3	97.4%
<b>22</b>	<b>103</b>	<b>18.9%</b>
422	0	100.0%
401	3	97.4%
203	17	86.6%
403	7	94.0%
205	12	90.5%
<b>207</b>	<b>24</b>	<b>81.1%</b>
<b>7</b>	<b>54</b>	<b>57.5%</b>
107	1	99.2%
<b>9</b>	<b>87</b>	<b>31.5%</b>
109	5	96.1%
<b>209</b>	<b>28</b>	<b>78.0%</b>
19	13	89.8%
121	1	99.2%
123	12	90.6%
101	3	97.6%
<b>Total</b>	<b>736</b>	<b>77.4%</b>
<b>Westbound</b>	<b>469</b>	<b>68.8%</b>
<b>Eastbound</b>	<b>267</b>	<b>84.8%</b>

Weekend/Holiday		
Train	Days Late	% on Time
600	10	81.5%
502	18	66.7%
504	24	55.6%
606	45	16.7%
506	38	29.6%
608	13	75.9%
508	36	33.3%
610	12	77.8%
510	11	79.6%
710	Deadhead move	
503	23	57.4%
603	0	100.0%
605	2	96.3%
505	42	22.2%
507	43	20.4%
509	28	48.1%
511	26	51.9%
613	13	75.9%
601	1	98.1%
701	0	100.0%
703	2	96.2%
<b>Total</b>	<b>387</b>	<b>64.0%</b>
<b>Westbound</b>	<b>207</b>	<b>57.4%</b>
<b>Eastbound</b>	<b>180</b>	<b>69.5%</b>

*Trains on time less than 95% peak and 85% off peak.*

### Cumulative Reasons for Delays Thru June, 2023

REASONS (weekday)		
AMT	0	0.0%
CAR	13	1.4%
CAT	0	0.0%
DBS	0	0.0%
DMW	326	34.2%
DSR	4	0.4%
DSS	11	1.2%
FRR	16	1.7%
FTI	72	7.6%
HLD	22	2.3%
LMU	47	4.9%
MET	236	24.8%
OET	3	0.3%
OPR	48	5.0%
OTH	14	1.5%
PAS	15	1.6%
POL	6	0.6%
PTC	0	0.0%
PTI	87	9.1%
SVS	7	0.7%
TOD	2	0.2%
TRK	7	0.7%
TRS	8	0.8%
UTL	2	0.2%
VAN	0	0.0%
WTR	6	0.6%
TOTAL	952	100.0%

REASONS (weekend)		
AMT	1	0.3%
CAR	14	3.6%
CAT	0	0.0%
DBS	0	0.0%
DMW	120	31.0%
DSR	3	0.8%
DSS	14	3.6%
FRR	2	0.5%
FTI	3	0.8%
HLD	6	1.6%
LMU	18	4.7%
MET	158	40.8%
OET	0	0.0%
OPR	14	3.6%
OTH	3	0.8%
PAS	10	2.6%
POL	0	0.0%
PTC	0	0.0%
PTI	16	4.1%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	2	0.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	3	0.8%
TOTAL	387	100.0%

TOTAL		
AMT	1	0.1%
CAR	27	2.0%
CAT	0	0.0%
DBS	0	0.0%
DMW	446	33.3%
DSR	7	0.5%
DSS	25	1.9%
FRR	18	1.3%
FTI	75	5.6%
HLD	28	2.1%
LMU	65	4.9%
MET	394	29.4%
OET	3	0.2%
OPR	62	4.6%
OTH	17	1.3%
PAS	25	1.9%
POL	6	0.4%
PTC	0	0.0%
PTI	103	7.7%
SVS	7	0.5%
TOD	2	0.1%
TRK	7	0.5%
TRS	10	0.7%
UTL	2	0.1%
VAN	0	0.0%
WTR	9	0.7%
TOTAL	1,339	100.0%

AMT	Amtrak Delay	OET	Operational Efficiency Testing
CAR	Car or Equipment Failure	OPR	Operational Delay
CAT	Catenary Problems or Power Outage	OTH	Other Delays
DBS	Delays Due to Bussing	PAS	Passenger Boarding
DDS	Debris Strike	POL	Police Related Delays
DMW	Maintenance of Way Work	PTC	Positive Train Control Delays
DSR	Speed Restriction	PTI	Passenger Train Interference
DSS	Reduced Speed Due to Restrictive Signal	SUB	Substation
FRR	Freight Train Interference From Crossing	SVS	Servicing (Adding/Removing Equipment)
FTI	Freight Train Interference on NICTD Track	TOD	Train Order Delay
HLD	Station Delay Related to Passenger Boarding	TRK	Track/Wayside Malfunction
LMU	Late Make Up (Includes Turn of Equipment)	UTL	Utility Power Outage
MET	Metra Delays	VAN	Vandalism
NIPSCO	Delays Caused by Power Utility Disruption	WTR	Weather

**Rush Hour\* Train Delays - June 2023 (Minutes Late)**

		Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Days	Days	%
Train	Arrive	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	Late	Ran	On Time
102	5:48a																							0	22	100.0%
104	6:31																							0	22	100.0%
6	6:55										8											6		2	22	90.9%
106	7:13																	10	17		12		3	22	86.4%	
108	7:35							10															1	22	95.5%	
110	7:51							14															1	22	95.5%	
112	8:08																			8			1	22	95.5%	
114	8:31									13													1	22	95.5%	
214	8:52							10															1	22	95.5%	
14	10:28			15		11			16	6	16			29		241	19	19				15	10	11	22	50.0%
Train	Depart																									
11	3:57	29	20	23	17				11	10	10		10		12	15			14	13	17		10	14	22	36.4%
111	4:02	24																						1	22	95.5%
113	4:28														15									1	22	95.5%
115	4:57																	33						1	22	95.5%
117	5:10																	15						1	22	95.5%
17	5:28	10	12	14	17	7				9	29	8	31	15	29	6	18	58	19	15		24	12	18	22	18.2%
217	5:32												10					10						2	22	90.9%
119	5:58																			15				1	22	95.5%
19	7:10	9																						1	22	95.5%
High temp		88	92	82	79	75	74	77	64	64	70	78	73	87	90	91	85	83	72	69	83	87	88			
Low temp		63	59	50	56	47	44	48	53	52	55	52	53	63	60	64	63	66	63	56	51	67	67			

\* 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**

	January			February			March			April			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	9	189	95.2%	5	180	97.2%	1	207	99.5%	33	169	80.5%	14	198	92.9%	10	198	94.9%
EB Rush	13	168	92.3%	17	160	89.4%	13	184	92.9%	39	152	74.3%	23	176	86.9%	39	176	77.8%
Total Rush	22	357	93.8%	22	340	93.5%	14	391	96.4%	72	321	77.6%	37	374	90.1%	49	374	86.9%



Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	1	127	99.2%
6:31	104	1	126	99.2%
6:55	6	8	127	93.7%
7:13	106	12	127	90.6%
7:35	108	16	127	87.4%
7:51	110	6	127	95.3%
8:08	112	13	127	89.8%
8:31	114	10	127	92.1%
8:52	214	5	126	96.0%
10:28	14	40	127	68.5%
<b>Depart</b>				
3:57	11	46	127	63.8%
4:02p	111	3	127	97.6%
4:28	113	5	127	96.1%
4:57	115	4	127	96.9%
5:10	117	13	127	89.8%
5:28	17	58	127	54.3%
5:32	217	10	127	92.1%
5:58	119	5	127	96.1%
7:15	19	13	127	89.8%

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	72	1141	93.7%
EB Rush	144	1016	85.8%
Total Rush	216	2,157	90.0%

Cumulative Rush Hour Thru June						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	46	43	89	4.0%	4.2%	4.1%
11-15	31	50	81	2.7%	4.9%	3.7%
16-20	1	18	19	0.1%	1.8%	0.9%
21-30	4	15	19	0.3%	1.5%	0.9%
31-59	1	14	15	0.1%	1.4%	0.7%
60+	3	4	7	0.3%	0.4%	0.3%
Annulled	2	0	2			
Total Late	86	144	230	7.5%	14.1%	10.6%
On time	1064	880	1944	92.5%	85.9%	89.4%
Total ran	1150	1024	2174			

June 2023 Rush Hour						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	6	11	17	3.0%	6.3%	4.5%
11-15	3	13	16	1.5%	7.4%	4.3%
16-20	1	6	7	0.5%	3.4%	1.9%
21-30	0	6	6	0.0%	3.4%	1.6%
31-59	0	3	3	0.0%	1.7%	0.8%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	10	39	49	5.1%	22.2%	13.1%
On time	188	137	325	94.9%	77.8%	86.9%
Total ran	198	176	374			

Grand Total All Trains Thru June, 2023						
Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	46	43	247	103	439	6.7%
11-15	31	50	184	101	366	5.6%
16-20	1	18	124	68	211	3.2%
21-30	4	15	105	77	201	3.1%
31-59	1	14	61	34	110	1.7%
60+	3	4	15	4	26	0.4%
Annulled	2	0	44	8	54	
Total	86	144	736	387	1353	20.8%
On Time	1064	880	2548	665	5157	79.2%
Total ran	1150	1024	3284	1052	6510	
%On Time	92.5%	85.9%	77.6%	63.2%	79.2%	