SOUTH SHORE LINE

Monthly Ridership and Performance Report

October 2023

Northern Indiana Commuter Transportation District

October, 2023 Monthly Performance Report

Ridership

Overall- Ridership for the month of October was up 6.0% when compared to 2022, and down 53.6% when compared to 2019. Passenger trips for the month of October were 133,937 for 2023, 126,386 for 2022, and 288,904 for 2019. Starting on October 25th the Double Track NWI project bussing outage area reduced to only require bussing from Dune Park through Gary.

Weekday Travel- Average weekday travel was up 5.7% when compared to October of 2022, and down 53.8% when compared to October of 2019. Average weekday trips were recorded as 5,093 in 2023, 4,817 in 2022, and 11,030 in 2019. The average peak travel was up 7.5% over 2022, but down 58.6% over 2019. Off-peak travel was up 2.1% over 2022, and down 38.8% over 2019.

Weekend Travel- October weekend ridership was down 3.6% compared to 2022, and down 44.7% compared to 2019, with an average ridership of 2,433 in 2023, 2,523 in 2022, and 4,401 in 2019.

Ridership Over Last 12 Months: November through October							
	2019/20	2020/21	% Change	2021/22	% Change	2022/23	% Change
Total	1,449,950	885,013	-38.96%	1,391,655	57.25%	1,508,992	8.43%
Weekday	1,227,979	689,985	-43.81%	1,116,231	61.78%	1,242,195	11.28%
Peak	876,137	413,800	-52.77%	709,759	71.52%	804,190	13.30%
Off Peak	351,842	276,185	-21.50%	406,472	47.17%	438,005	7.76%
Weekend	221,971	195,028	-12.14%	275,424	41.22%	227,003	-17.58%
South Bend	118,114	121,034	2.47%	169,209	39.80%	157,404	-6.98%

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. On October 25, 2023 bussing shifted, reducing the service area, transporting passengers between Dune Park Station and Gary Metro Station.

Bussed Passengers			
	2023 Riders	Total Ridership	% Bussed
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%
July	56,799	137,216	41.4%
August	58,087	149,901	38.8%
September	48,616	127,676	38.1%
October	52,030	133,937	38.8%

Revenue

The cumulative number of tickets sold for the year through October has increased 4.9% in 2023 compared to 2022. Ticket revenue is up 1.7% for 2023 compared to 2022. Sales from digital sources represents 78.0% of ticket sales and 80.8% of revenue in 2023.

| Total Ticket Sales: October						
	Tickets			**Revenue**		
Method of Sale	**2022**	**2023**	**% Change**	**2022**	**2023**	**% Change**
Ticket Agent	62,480	43,796	-29.9%	988,329	804,724	-18.6%
Vending Machine	139,364	163,002	17.0%	1,832,327	1,847,869	0.8%
Conductor	109,484	101,393	-7.4%	801,478	711,448	-11.2%
Mobile App	318,892	352,991	10.7%	4,140,132	4,527,152	9.3%
Total	**630,220**	**661,182**	**4.9%**	**7,762,266**	**7,891,193**	**1.7%**

On Time Performance

Rush Hour- Overall, 76.1% of A.M. and P.M. rush hour trains were on time in October 2023 compared to 69.1% 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). 88.2% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 91.4% of westbound morning rush hour service was on time compared to 58.7% in 2022; while eastbound rush hour trains reported an on time performance of 58.9% compared to 80.8% in 2022. A total of 17 out of 198 westbound rush hour trains were delayed in October. Of those 17, 2 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 72 out of 175 trains delayed in October. Of those 72, 43 experienced delays greater than 15 minutes.[1]

RANGE OF RUSH HOUR DELAYS (in minutes)				
October				
Range	**a.m.**	**p.m.**	**Total**	**Percent**
6-10	7	13	20	5.4%
11-15	8	17	25	6.7%
16-20	1	13	14	3.8%
21-30	1	14	15	4.0%
31-59	0	11	11	2.9%
60+	0	4	4	1.1%
Annulled	0	1	1	
On Time	**181**	**103**	**284**	
Total Ran	198	175	373	

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[1] Weekday rush-hour trains operate 9 westbound and 8 eastbound per day.

Overall- The South Shore Line scheduled 1,126 trains in October and experienced 366 delays in excess of 5 minutes (ranging from 6-60) with median delay of 15 minutes. October of 2023 experienced 13 annulled trains. In October 2022 the South Shore Line scheduled 1,103 trains with 471 delays in excess of 5 minutes (ranging from 6-149 minutes) with a median delay of 18 minutes. October of 2022 experienced 4 annulled trains.
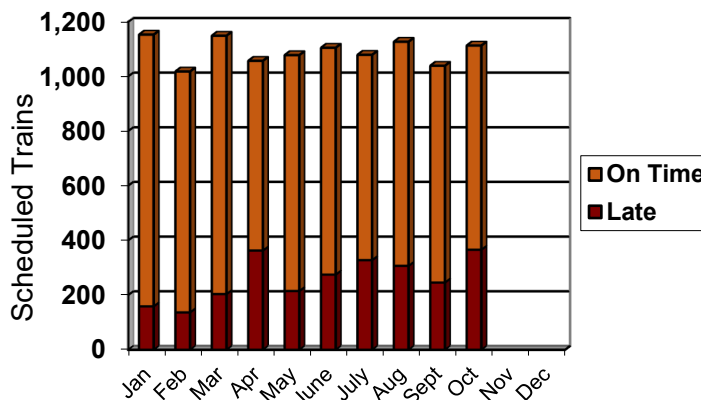
Cumulative On Time Comparison		
Thru October	**2022**	**2023**
Weekday	**75.4%**	**78.8%**
Peak	79.9%	86.3%
Off-peak	72.5%	73.8%
Weekend	**46.1%**	**62.3%**
Overall	**70.6%**	**76.1%**

Delays caused by railroad maintenance. Besides the unexpected delays, passengers may also experience delays caused by railroad construction and maintenance projects. Evert 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.

Annulled Trains or Delays in Excess of 59 Minutes

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	Railcar Mechanical Issues
	205	Annulled	Railcar 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.
5/11/2023	401	Annulled	Rail replacement installation.
	403	Annulled	Rail replacement installation.
	422	Annulled	Rail replacement installation.
	424	Annulled	Rail replacement installation.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
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
7/10/2023	22	67	Delayed by Passenger Trains
7/11/2023	217	Annulled	Railcar Mechanical Issues
7/27/2023	22	84	PTC Issues
7/29/2023	508	134	Metra System Lost Power
	509	193	Metra System Lost Power
	511	75	Compounded Delay from Power Outage
8/3	401	Annulled	Canceled for Lollapalooza
	403	Annulled	Canceled for Lollapalooza
	422	Annulled	Canceled for Lollapalooza
	424	Annulled	Canceled for Lollapalooza
8/4	401	Annulled	Canceled for Lollapalooza
	403	Annulled	Canceled for Lollapalooza
	422	Annulled	Canceled for Lollapalooza
	424	Annulled	Canceled for Lollapalooza
8/5	701	Annulled	Canceled for Lollapalooza
	703	Annulled	Canceled for Lollapalooza
8/6	701	Annulled	Canceled for Lollapalooza
	703	Annulled	Canceled for Lollapalooza

Annulled Trains or Delays in Excess of 59 Minutes

Date	Train #	Minutes	Reason
8/22	22	120	Communications dropped slowing service.
8/23	17	81	Track issues related to excessive heat.
	18	79	PTC delays.
	20	68	Track issues related to excessive heat.
	113	67	Track issues related to excessive heat.
	119	63	Delayed by prior late trains.
	218	64	Track issues related to excessive heat.
	220	65	Track issues related to excessive heat.
8/24	9	82	Track issues related to excessive heat.
	18	Annulled	PTC outage.
	19	89	PTC delays.
	116	Annulled	PTC outage.
	218	Annulled	PTC outage.
8/27	505	61	Delayed by switch issues.
8/31	22	84	Delayed by construction bussing.
9/18	18	60	Passenger loading delays.
10/10	22	98	Railcar equipment issue.
10/13	17	60	Delayed for moving equipment.
	19	Anulled	Vehicle collision with a catenary pole.
	22	Anulled	Vehicle collision with a catenary pole.
	119	Anulled	Vehicle collision with a catenary pole.
	123	Anulled	Vehicle collision with a catenary pole.
	217	228	Vehicle collision with a catenary pole.
	222	Anulled	Vehicle collision with a catenary pole.
10/14	600	Anulled	Vehicle collision with a catenary pole.
	601	Anulled	Vehicle collision with a catenary pole.
10/20	19	71	Vehicle stuck on tracks.
	22	108	Delays with bussing.
10/22	701	Annulled	Railcar equipment issue.
10/25	19	60	Delayed by a freight train.
	20	69	Delays due to construction activity.
	115	65	PTC delays.
10/26	22	72	Delays due to bussing.
	205	76	Delays due to construction activity.
10/28	511	74	NIPSCO wire down at Dune Park.
10/29	600	113	PTC delays.
	703	Anulled	PTC delays.
10/30	17	74	PTC delays.
10/31	18	73	Dealyed on Metra.

Ridership Report

	2021 Passengers	Work Days	2022 Passengers	Work Days	2023 Passengers	Work Days	Change 20/21
Monthly Ridership							
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%
Cumulative Comparison							
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%
Average Weekday Ridership							
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%
Average Weekday Peak Period Ridership							
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%
Average Weekday Off-Peak Ridership							
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 Passengers	Work Days	2022 Passengers	Work Days	2023 Passengers	Work Days	Change 20/21
Average Weekend/Holiday Ridership (per day)							
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%
Monthly South Bend Ridership							
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%

Ridership Report

	2021 Passengers	Work Days	2022 Passengers	Work Days	2023 Passengers	Work Days	Change 19/18
MONTHLY RIDERSHIP							
July	121,647	21	149,051	20	137,216	20	-7.9%
August	107,925	22	136,622	23	149,901	23	9.7%
September	105,655	21	123,766	21	127,676	20	3.2%
October	114,147	21	126,386	21	133,937	22	6.0%
November	109,403	21	120,650	22			
December	111,359	23	115,143	21			
CUMULATIVE COMPARISON							
July	476,256	148	784,117	148	861,685	148	9.9%
August	584,181	170	920,739	171	1,011,586	171	9.9%
September	689,836	191	1,044,505	192	1,139,262	191	9.1%
October	803,983	212	1,170,891	213	1,273,199	213	8.7%
November	913,386	233	1,291,541	235			
December	1,024,745	256	1,406,684	256			
AVERAGE WEEKDAY RIDERSHIP							
July	4,373		5,556		5,336		-4.0%
August	3,741		4,904		5,399		10.1%
September	3,829		4,746		5,119		7.9%
October	4,015		4,817		5,093		5.7%
November	4,083		4,713				
December	4,033		4,383				
Thru December	3,116	256	4,418	256			
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	2,249		3,243		3,293		1.5%
August	2,194		3,095		3,429		10.8%
September	2,410		3,156		3,443		9.1%
October	2,541		3,229		3,472		7.5%
November	2,536		3,064				
December	2,211		2,654				
Thru December	1,846	256	2,844	256			
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	2,124		2,314		2,043		-11.7%
August	1,547		1,809		1,970		8.9%
September	1,419		1,590		1,676		5.4%
October	1,474		1,588		1,621		2.1%
November	1,547		1,649				
December	1,904		1,729				
Thru December	1,270	256	1,574	256			

Ridership Report

	2019	Wkend	2022	Wkend	2023	Wkend	Change
	Passengers	Days	Passengers	Days	Passengers	Days	19/18
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	2,981		3,348		2,772		-17.2%
August	2,847		2,979		3,214		7.9%
September	2,805		2,678		2,530		-5.5%
October	2,983		2,523		2,433		-3.6%
November	2,629		2,409				
December	2,604		2,309				
Thru December	2,082	109	2,529	109			
MONTHLY SOUTH BEND RIDERSHIP							
July	15,889		18,102		13,964		-22.9%
August	11,650		12,335		12,291		-0.4%
September	14,806		13,613		11,767		-13.6%
October	20,259		16,039		12,390		-22.8%
November	15,419		14,639				
December	14,889		13,374				

SOUTH SHORE WEEKDAY RIDERSHIP 2019-2023

SOUTH SHORE WEEKEND RIDERSHIP 2019-2023

SOUTH SHORE PEAK RIDERSHIP
2019-2023

SOUTH SHORE OFF-PEAK RIDERSHIP
2019-2023

SOUTH SHORE MONTHLY RIDERSHIP
2019-2023
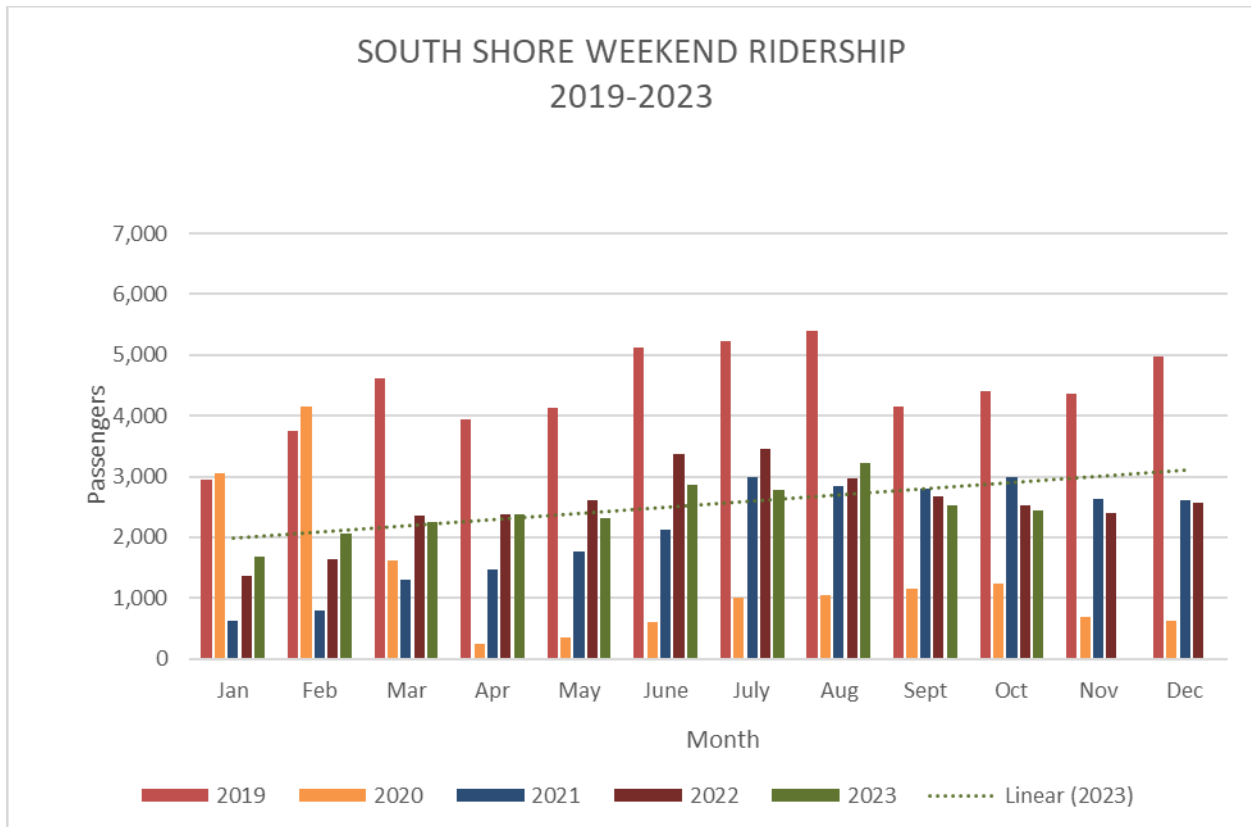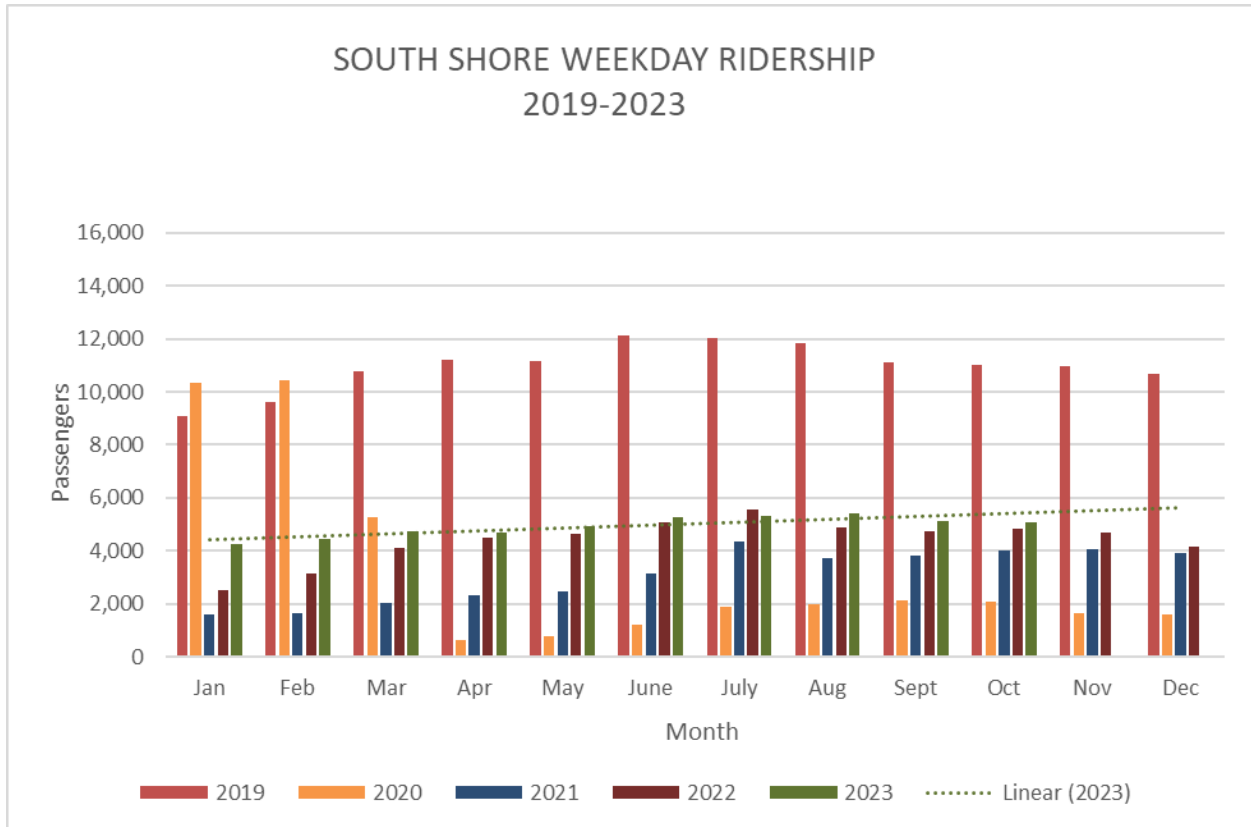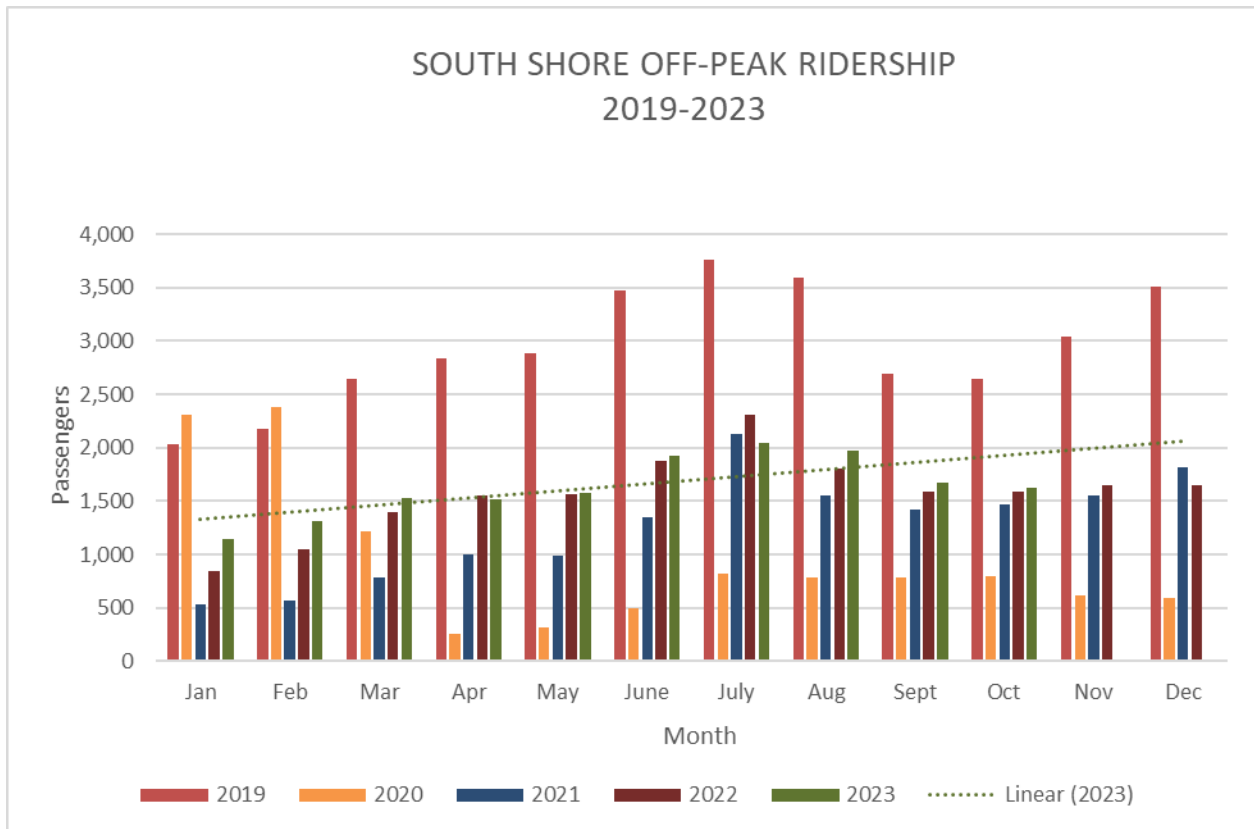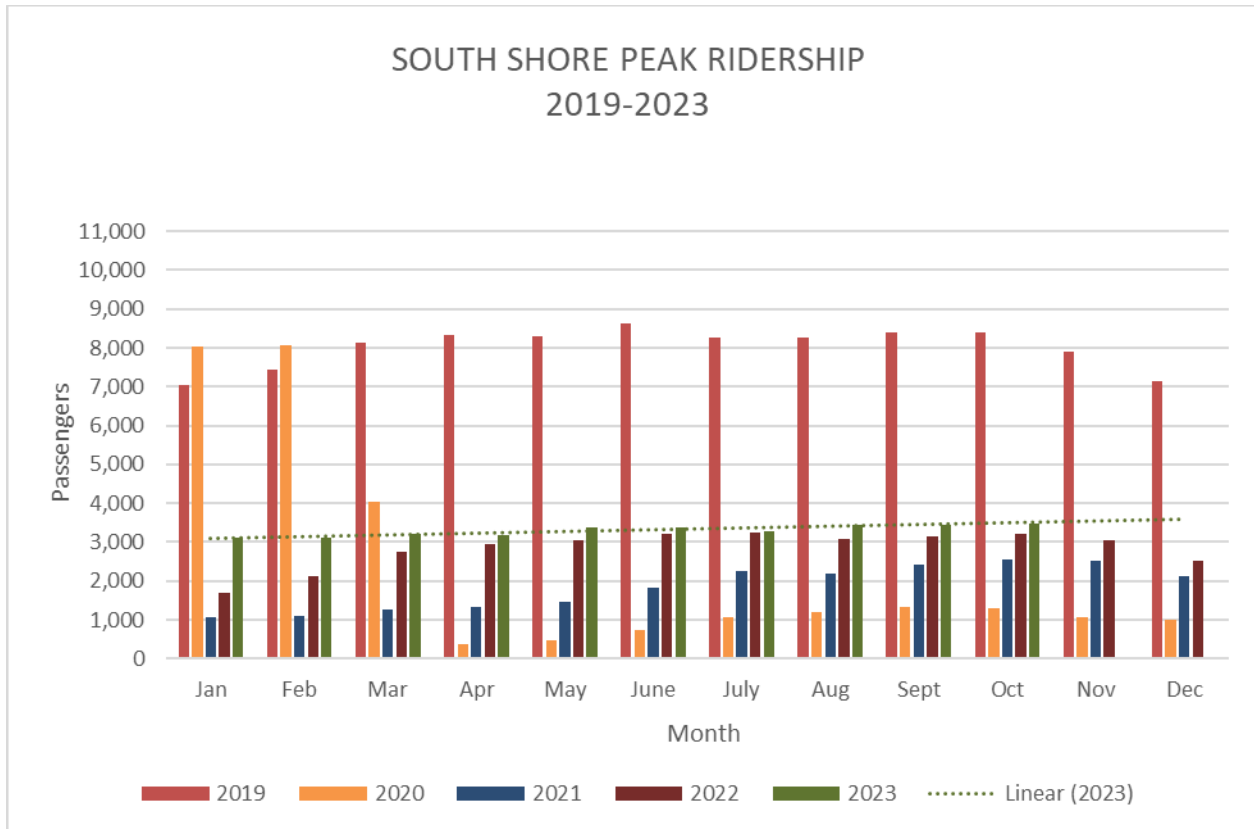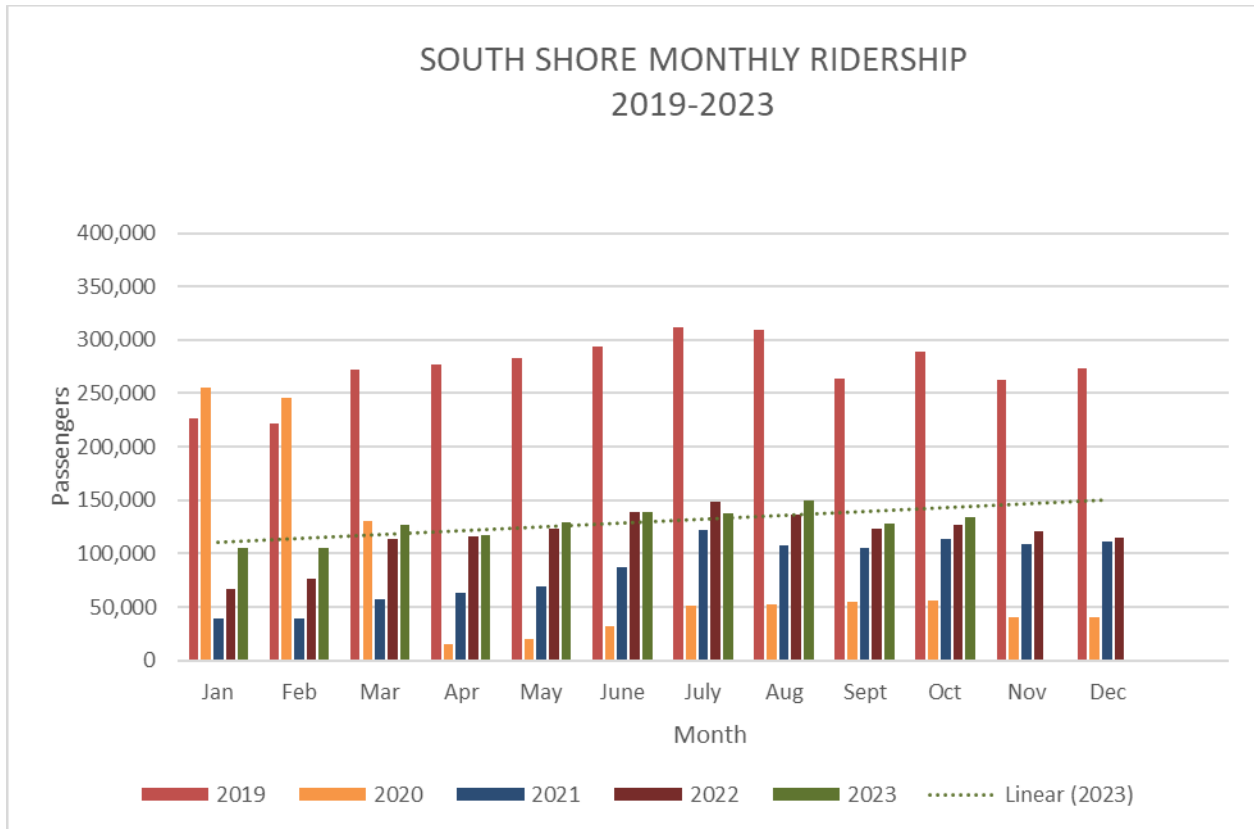
Percent on Time: October, 2023

Peak

Train	Days Late	% on Time
102	0	100.0%
104	0	100.0%
6	*5*	*77.3%*
106	*2*	*90.9%*
108	*2*	*90.9%*
110	0	100.0%
112	1	95.5%
114	*3*	*86.4%*
214	*4*	*81.8%*
11	*18*	*18.2%*
111	*7*	*68.2%*
113	*6*	*72.7%*
115	*7*	*68.2%*
17	*19*	*13.6%*
117	*4*	*81.8%*
217	*9*	*59.1%*
119	*2*	*90.5%*
Total	**89**	**76.1%**
Westbound	**17**	**91.4%**
Eastbound	**72**	**58.9%**

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

Off-Peak

Train	Days Late	% on Time
14	*13*	*40.9%*
216	*10*	*54.5%*
116	*5*	*77.3%*
218	*7*	*68.2%*
18	*22*	*0.0%*
118	*4*	*81.8%*
220	*5*	*77.3%*
20	*16*	*27.3%*
222	*5*	*76.2%*
422	0	100.0%
22	*19*	*9.5%*
424	2	90.9%
401	1	95.5%
203	*11*	*50.0%*
403	0	100.0%
205	*4*	*81.8%*
207	*10*	*54.5%*
7	*15*	*31.8%*
107	*5*	*77.3%*
9	*19*	*13.6%*
109	*5*	*77.3%*
209	*17*	*22.7%*
19	*9*	*57.1%*
121	2	90.9%
123	3	85.7%
101	2	90.9%
Total	**211**	**62.9%**
Westbound	**108**	**58.8%**
Eastbound	**103**	**66.3%**

Weekend/Holiday

Train	Days Late	% on Time
600	3	62.5%
502	3	66.7%
504	5	44.4%
606	5	44.4%
506	7	22.2%
608	2	77.8%
508	5	44.4%
610	3	66.7%
510	1	88.9%
503	6	33.3%
603	1	88.9%
605	1	88.9%
505	6	33.3%
507	7	22.2%
509	7	22.2%
511	1	88.9%
613	2	77.8%
601	1	87.5%
701	0	100.0%
703	0	100.0%
Total	**66**	**62.5%**
Westbound	**34**	**57.5%**
Eastbound	**32**	**66.7%**

October Reasons for Delays

REASONS (weekday)		
AMT	2	0.7%
CAR	4	1.3%
CAT	1	0.3%
DBS	0	0.0%
DMW	168	56.0%
DSR	5	1.7%
DSS	8	2.7%
FRR	1	0.3%
FTI	1	0.3%
HLD	1	0.3%
LMU	15	5.0%
MET	38	12.7%
OET	0	0.0%
OPR	16	5.3%
OTH	5	1.7%
PAS	2	0.7%
POL	0	0.0%
PTC	1	0.3%
PTI	22	7.3%
SUB	0	0.0%
SVS	3	1.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	3	1.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	4	1.3%
TOTAL	300	100.0%

REASONS (weekend)		
AMT	1	1.5%
CAR	0	0.0%
CAT	0	0.0%
DBS	0	0.0%
DMW	40	60.6%
DSR	0	0.0%
DSS	1	1.5%
FRR	0	0.0%
FTI	1	1.5%
HLD	0	0.0%
LMU	3	4.5%
MET	6	9.1%
OET	0	0.0%
OPR	9	13.6%
OTH	2	3.0%
PAS	0	0.0%
POL	0	0.0%
PTC	0	0.0%
PTI	2	3.0%
SUB	0	0.0%
SVS	1	1.5%
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	66	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

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 October, 2023

Peak

Train	Days Late	% on Time
102	4	98.1%
104	2	99.0%
6	*39*	*81.3%*
106	*23*	*89.0%*
108	*25*	*88.0%*
110	8	96.2%
112	*16*	*92.3%*
114	*14*	*93.3%*
214	*12*	*94.2%*
11	*109*	*47.8%*
111	*13*	*93.8%*
113	*11*	*94.7%*
115	*11*	*94.7%*
17	*132*	*36.8%*
117	*19*	*90.9%*
217	*22*	*89.4%*
119	8	96.2%
Total	**468**	**86.8%**
Westbound	**143**	**92.4%**
Eastbound	**325**	**80.5%**

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

Off-Peak

Train	Days Late	% on Time
14	*79*	*62.2%*
216	*85*	*59.1%*
116	31	85.2%
216	*49*	*76.6%*
18	*188*	*10.0%*
118	28	86.6%
218	18	91.4%
20	*130*	*37.8%*
220	*40*	*80.8%*
420	9	95.5%
22	*180*	*13.5%*
422	3	98.5%
401	6	97.0%
203	*34*	*83.7%*
403	8	96.0%
205	17	91.8%
207	*53*	*74.6%*
7	*117*	*44.0%*
107	6	97.1%
9	*155*	*25.8%*
109	17	91.9%
209	*52*	*75.1%*
19	*44*	*78.8%*
121	3	98.6%
123	27	87.0%
101	6	97.1%
Total	**1,385**	**74.3%**
Westbound	**840**	**66.2%**
Eastbound	**545**	**81.2%**

Weekend/Holiday

Train	Days Late	% on Time
600	19	79.6%
502	28	70.2%
504	44	53.2%
606	67	28.7%
506	64	31.9%
608	21	77.7%
508	62	34.0%
610	20	78.7%
510	17	81.9%
710	Deadhead move	
503	59	37.2%
603	1	98.9%
605	3	96.8%
505	73	22.3%
507	73	22.3%
509	60	36.2%
511	38	59.6%
613	18	80.9%
601	2	97.8%
701	1	98.9%
703	2	97.8%
Total	**672**	**64.1%**
Westbound	**342**	**59.5%**
Eastbound	**330**	**67.9%**

Cumulative Reasons for Delays Thru October, 2023

REASONS (weekday)			REASONS (weekend)			TOTAL		
AMT	2	0.1%	AMT	2	0.3%	AMT	4	0.2%
CAR	24	1.3%	CAR	16	2.4%	CAR	40	1.5%
CAT	10	0.5%	CAT	4	0.6%	CAT	14	0.5%
DBS	0	0.0%	DBS	0	0.0%	DBS	0	0.0%
DMW	793	41.4%	DMW	278	41.6%	DMW	1071	41.4%
DSR	17	0.9%	DSR	3	0.4%	DSR	20	0.8%
DSS	35	1.8%	DSS	17	2.5%	DSS	52	2.0%
FRR	22	1.1%	FRR	2	0.3%	FRR	24	0.9%
FTI	87	4.5%	FTI	7	1.0%	FTI	94	3.6%
HLD	41	2.1%	HLD	14	2.1%	HLD	55	2.1%
LMU	107	5.6%	LMU	28	4.2%	LMU	135	5.2%
MET	389	20.3%	MET	206	30.8%	MET	595	23.0%
OET	5	0.3%	OET	0	0.0%	OET	5	0.2%
OPR	80	4.2%	OPR	25	3.7%	OPR	105	4.1%
OTH	38	2.0%	OTH	9	1.3%	OTH	47	1.8%
PAS	24	1.3%	PAS	22	3.3%	PAS	46	1.8%
POL	7	0.4%	POL	1	0.1%	POL	8	0.3%
PTC	2	0.1%	PTC	1	0.1%	PTC	3	0.1%
PTI	169	8.8%	PTI	26	3.9%	PTI	195	7.5%
SVS	14	0.7%	SVS	1	0.1%	SVS	15	0.6%
TOD	2	0.1%	TOD	0	0.0%	TOD	2	0.1%
TRK	22	1.1%	TRK	0	0.0%	TRK	22	0.9%
TRS	12	0.6%	TRS	3	0.4%	TRS	15	0.6%
UTL	2	0.1%	UTL	0	0.0%	UTL	2	0.1%
VAN	0	0.0%	VAN	0	0.0%	VAN	0	0.0%
WTR	13	0.7%	WTR	4	0.6%	WTR	17	0.7%
TOTAL	1,917	100.0%	TOTAL	669	100.0%	TOTAL	2,586	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
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MET	Metra Delays	VAN	Vandalism
NIPSCO	Delays Caused by Power Utility Disruption	WTR	Weather

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

Rush Hour* Train Delays - October 2023 (minutes late)

Train	Arrive	Mon 2	Tue 3	Wed 4	Thur 5	Fri 6	Mon 9	Tue 10	Wed 11	Thur 12	Fri 13	Mon 16	Tue 17	Wed 18	Thur 19	Fri 20	Mon 23	Tue 24	Wed 25	Thur 26	Fri 27	Mon 30	Tue 31	Days Late	Days Ran	% On Time
102	5:48a																							0	22	100.0%
104	6:31																							0	22	100.0%
6	6:55								6				7		6	11	7							5	22	77.3%
106	7:13		17																15					2	22	90.9%
108	7:35						15	10																2	22	90.9%
110	7:51																							0	22	100.0%
112	8:08																				7			1	22	95.5%
114	8:31																	10	11	13				3	22	86.4%
214	8:52															15		30	14	11				4	22	81.8%
14	10:28			20	8	12					11	10		10	8			15	34	10	37	20	20	13	22	40.9%
Train	Depart																									
11	3:57	13	7	10			14	9		23	10	13	24	8	18		38	10	47	10	10	11	50	18	22	18.2%
111	4:02									11			18					33	26	21	9	36		7	22	68.2%
113	4:28													10	20			14	43	18			25	6	22	72.7%
115	4:57			30		15										18	30	65	25		15			7	22	68.2%
117	5:10			14									15				26	21						4	22	81.8%
17	5:28	19		37	20	20	19	11		14	60	19		29	15	42	26	35	34	26	25	74	18	19	22	13.6%
217	5:32		13			8			15	8	228						20	15		8				8	22	63.6%
119	5:58										A							17		36				2	21	90.5%
19	7:10			10	10				12		A					71		17	60	23	42	9		9	21	57.1%
High temp																										
Low temp																										

* 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%

	July			August			September			October			November			December		
	#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	20	180	88.9%	13	180	92.8%	17	180	90.6%	17	198	91.4%						
EB Rush	43	159	73.0%	49	160	69.4%	32	160	80.0%	71	175	59.4%						
Total Rush	63	339	81.4%	62	340	81.8%	49	340	85.6%	88	373	76.4%						

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	**102**	3	209	98.6%
6:31	**104**	2	208	99.0%
6:55	**6**	40	209	80.9%
7:13	**106**	21	209	90.0%
7:35	**108**	23	209	89.0%
7:51	**110**	7	209	96.7%
8:08	**112**	15	209	92.8%
8:31	**114**	16	209	92.3%
8:52	**214**	12	208	94.2%
10:28	**14**	88	209	57.9%
Depart				
3:57	**11**	110	209	47.4%
4:02p	**111**	15	209	92.8%
4:28	**113**	14	209	93.3%
4:57	**115**	13	209	93.8%
5:10	**117**	20	209	90.4%
5:28	**17**	133	209	36.4%
5:32	**217**	23	208	88.9%
5:58	**119**	11	208	94.7%
7:15	**19**	41	208	80.3%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	139	1879	92.6%
EB Rush	339	1670	79.7%
Total Rush	478	3,549	86.5%

Cumulative Rush Hour Thru October

Range	TOTAL am	TOTAL pm	TOTAL total	PERCENTAGE am	PERCENTAGE pm	PERCENTAGE total
6-10	91	90	181	4.8%	5.3%	5.0%
11-15	47	102	149	2.5%	6.0%	4.1%
16-20	4	54	58	0.2%	3.2%	1.6%
21-30	6	49	55	0.3%	2.9%	1.5%
31-59	2	35	37	0.1%	2.1%	1.0%
60+	3	11	14	0.2%	0.6%	0.4%
Annulled	2	2	4			
Total Late	153	341	494	8.0%	20.0%	13.7%
On time	1762	1361	3123	92.0%	80.0%	86.3%
Total ran	1915	1702	3617			

Grand Total All Trains Thru October, 2023

Range	Peak WB	Peak EB	Off	Wkend	Total	%
6-10	91	90	433	191	805	7.4%
11-15	47	102	336	166	651	6.0%
16-20	4	54	256	123	437	4.0%
21-30	6	49	226	116	397	3.7%
31-59	2	35	152	63	252	2.3%
60+	3	11	34	10	58	0.5%
Annulled	2	2	59	28	91	
Total	153	341	1437	669	2600	23.9%
On Time	1762	1361	4042	1103	8268	76.1%
Total ran	1915	1702	5479	1772	10868	
%On Time	92.0%	80.0%	73.8%	62.2%	76.1%	

October 2023 Rush Hour

Range	TOTAL am	TOTAL pm	TOTAL total	PERCENTAGE am	PERCENTAGE pm	PERCENTAGE total
6-10	7	13	20	3.5%	7.4%	5.4%
11-15	8	17	25	4.0%	9.7%	6.7%
16-20	1	13	14	0.5%	7.4%	3.8%
21-30	1	14	15	0.5%	8.0%	4.0%
31-59	0	11	11	0.0%	6.3%	2.9%
60+	0	4	4	0.0%	2.3%	1.1%
Annulled	0	1	1			
Total Late	17	72	89	8.6%	41.1%	23.9%
On time	181	103	284	91.4%	58.9%	76.1%
Total ran	198	175	373			