South Shore Line

Monthly Ridership and Performance Report

September 2023

NICTD

Northern Indiana Commuter Transportation District

September, 2023 Monthly Performance Report

Ridership

Overall- Ridership for the month of September was up 3.2% when compared to 2022, and down 51.5% when compared to 2019. Passenger trips for the month of September were 127,676 for 2023, 123,766 for 2022, and 263,338 for 2019. August of 2022 began the expanded bussing outage area, transporting passengers around construction from Michigan City through to Gary for the Double Track NWI project.

Weekday Travel- Average weekday travel was up 7.9% when compared to September of 2022, and down 53.9% when compared to September of 2019. Average weekday trips were recorded as 5,119 in 2023, 4,746 in 2022, and 11,093 in 2019. The average peak travel was up 9.1% over 2022, but down 59.0% over 2019. Off-peak travel was up 5.4% over 2022, and down 37.8% over 2019.

Weekend Travel- September weekend ridership was down 5.5% compared to 2022, and down 39.0% compared to 2019, with an average ridership of 2,530 in 2023, 2,678 in 2022, and 4,147 in 2019.

Ridership Over Last 12 Months: October through September							
	2019/20	2020/21	% Change	2021/22	% Change	2022/23	% Change
Total	1,563,777	827,182	-47.10%	1,379,416	66.76%	1,501,441	8.85%
Weekday	1,435,326	652,020	-54.57%	1,099,386	68.61%	1,231,315	12.00%
Peak	1,040,006	389,394	-62.56%	695,304	78.56%	814,455	17.14%
Off Peak	395,320	262,626	-33.57%	404,082	53.86%	416,860	3.16%
Weekend	247,212	175,162	-29.15%	280,030	59.87%	207,627	-25.86%
South Bend	132,351	102,917	-22.24%	173,429	68.51%	161,053	-7.14%

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.

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%

Revenue

The cumulative number of tickets sold for the year through September has decreased 72.8% in 2023 compared to 2022. Ticket revenue is up 2.2% for 2023 compared to 2022. Sales from digital sources represents 78.3% of ticket sales and 80.8% of revenue in 2023.

| Total Ticket Sales: September						
	Tickets			**Revenue**		
Method of Sale	**2022**	**2023**	**% Change**	**2022**	**2023**	**% Change**
Ticket Agent	56,404	9,949	-82.4%	899,409	746,300	-17.0%
Vending Machine	123,929	37,744	-69.5%	1,671,046	1,698,812	1.7%
Conductor	98,804	23,410	-76.3%	725,155	635,327	-12.4%
Mobile App	283,895	82,254	-71.0%	3,742,350	4,108,888	9.8%
Total	**563,032**	**153,357**	**-72.8%**	**7,037,959**	**7,189,328**	**2.2%**

On Time Performance

Rush Hour- Overall, 85.3% of A.M. and P.M. rush hour trains were on time in September 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). 92.1% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 90.6% 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 79.4% compared to 80.8% in 2022. A total of 17 out of 180 westbound rush hour trains were delayed in September. Of those 17, 2 experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 33 out of 160 trains delayed in September. Of those 33, 16 experienced delays greater than 15 minutes.[1]

RANGE OF RUSH HOUR DELAYS (in minutes)				
September				
Range	**a.m.**	**p.m.**	**Total**	**Percent**
6-10	11	12	23	6.8%
11-15	4	5	9	2.6%
16-20	1	8	9	2.6%
21-30	1	7	8	2.4%
31-59	0	1	1	0.3%
60+	0	0	0	0.0%
Annulled	0	0	0	
On Time	**163**	**127**	**290**	
Total Ran	180	160	340	

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

Overall- The South Shore Line scheduled 1,040 trains in September and experienced 246 delays in excess of 5 minutes (ranging from 6-60) with median delay of 14 minutes. September of 2023 experienced 0 annulled trains. In September 2022 the South Shore Line scheduled 1,083 trains with 438 delays in excess of 5 minutes (ranging from 6-149 minutes) with a median delay of 16 minutes. September of 2022 experienced 1 annulled train.
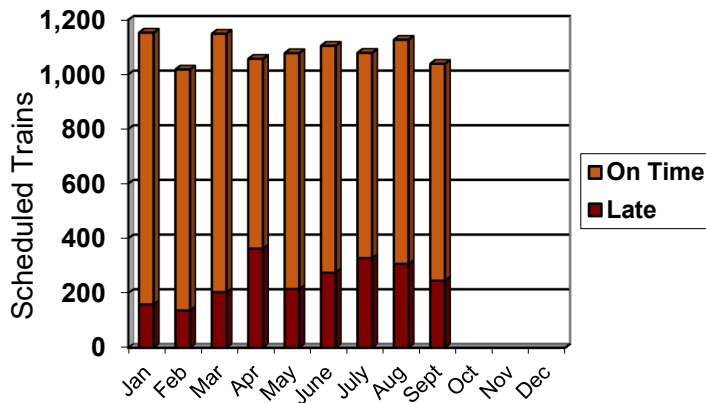
Cumulative On Time Comparison		
Thru September	**2022**	**2023**
Weekday	**76.7%**	**80.0%**
Peak	87.4%	87.5%
Off-peak	73.6%	75.0%
Weekend	**48.4%**	**62.3%**
Overall	**72.1%**	**77.1%**

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 Dealy from Power Outage
8/3	401	Anulled	Canceled for Lollapalooza
	403	Anulled	Canceled for Lollapalooza
	422	Anulled	Canceled for Lollapalooza
	424	Anulled	Canceled for Lollapalooza
8/4	401	Anulled	Canceled for Lollapalooza
	403	Anulled	Canceled for Lollapalooza
	422	Anulled	Canceled for Lollapalooza
	424	Anulled	Canceled for Lollapalooza
8/5	701	Anulled	Canceled for Lollapalooza
	703	Anulled	Canceled for Lollapalooza
8/6	701	Anulled	Canceled for Lollapalooza
	703	Anulled	Canceled for Lollapalooza

Date	Train #	Minutes	Reason
Annulled Trains or Delays in Excess of 59 Minutes			
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	Anulled	PTC outage.
	19	89	PTC delays.
	116	Anulled	PTC outage.
	218	Anulled	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.

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			
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			
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				
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				
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				
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				
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				
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

Legend: 2019, 2020, 2021, 2022, 2023, Linear (2023)

SOUTH SHORE OFF-PEAK RIDERSHIP
2019-2023

Legend: 2019, 2020, 2021, 2022, 2023, Linear (2023)

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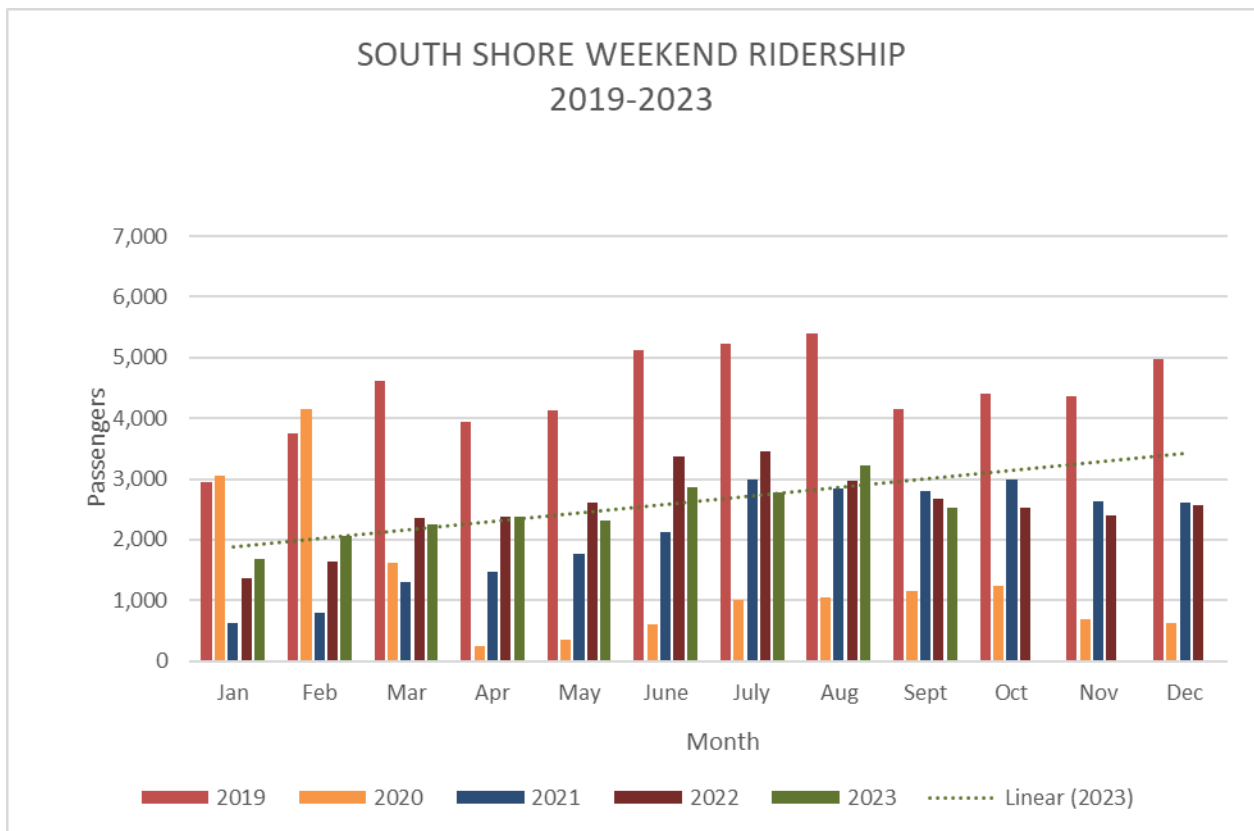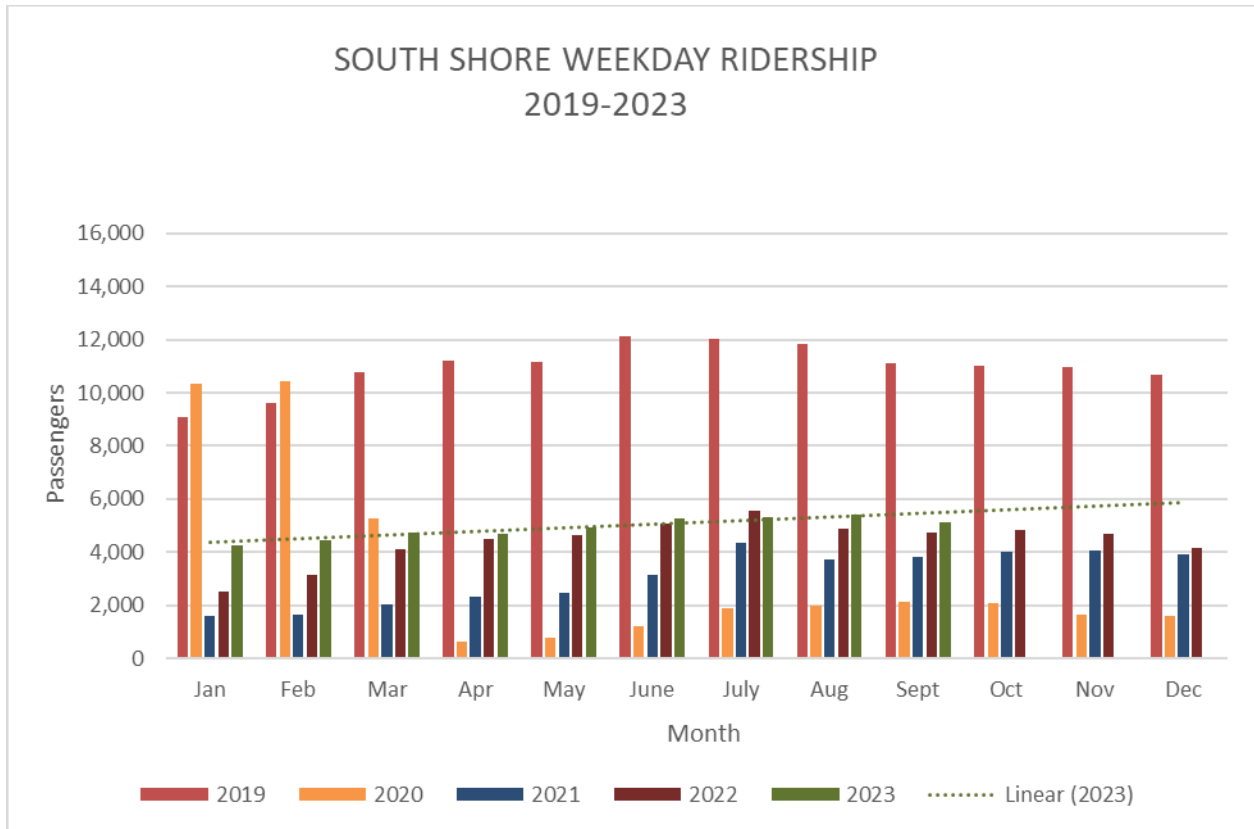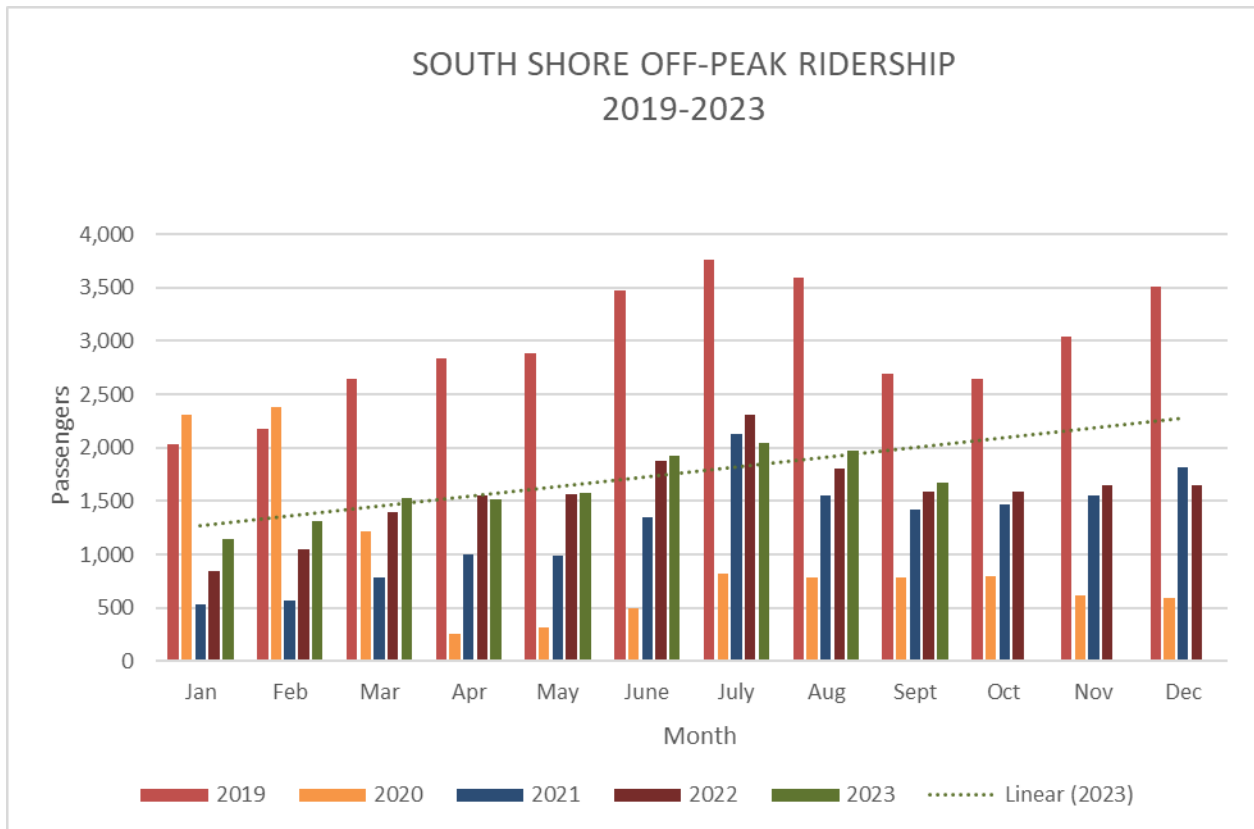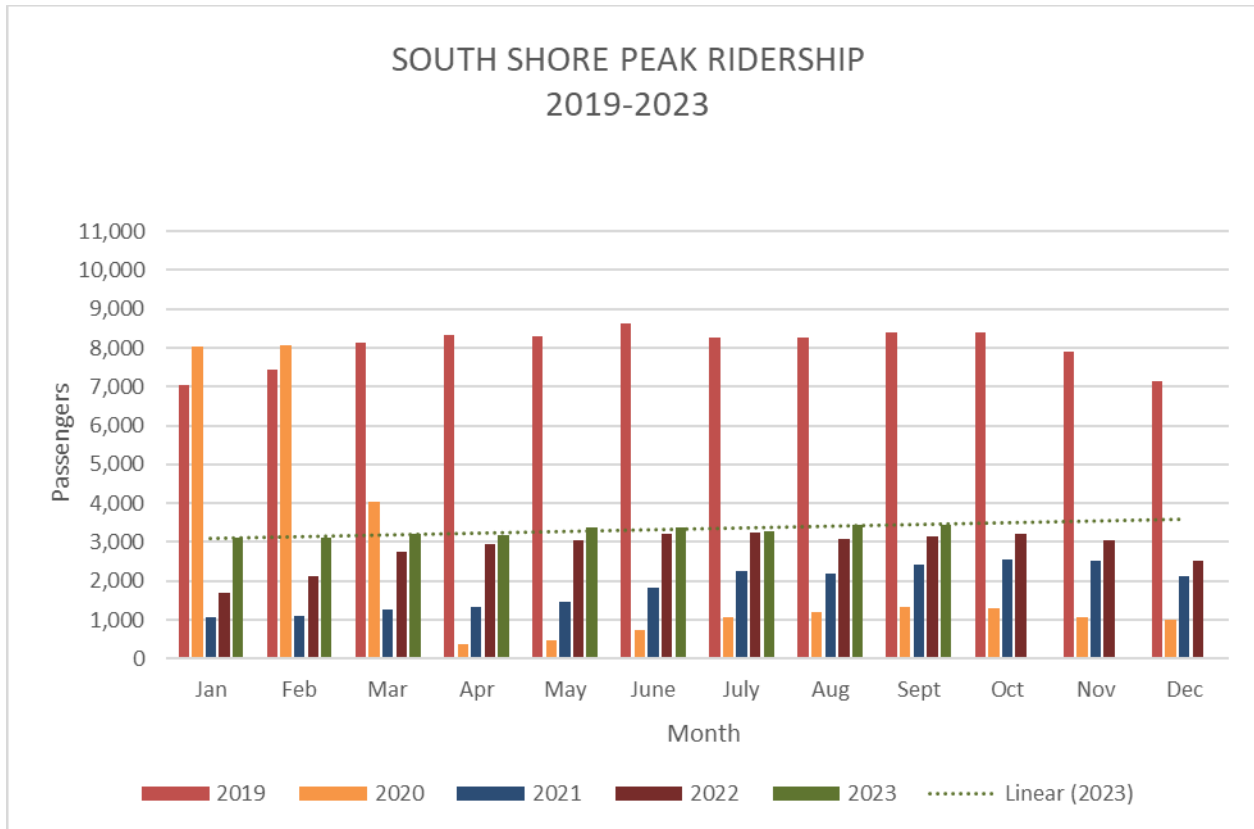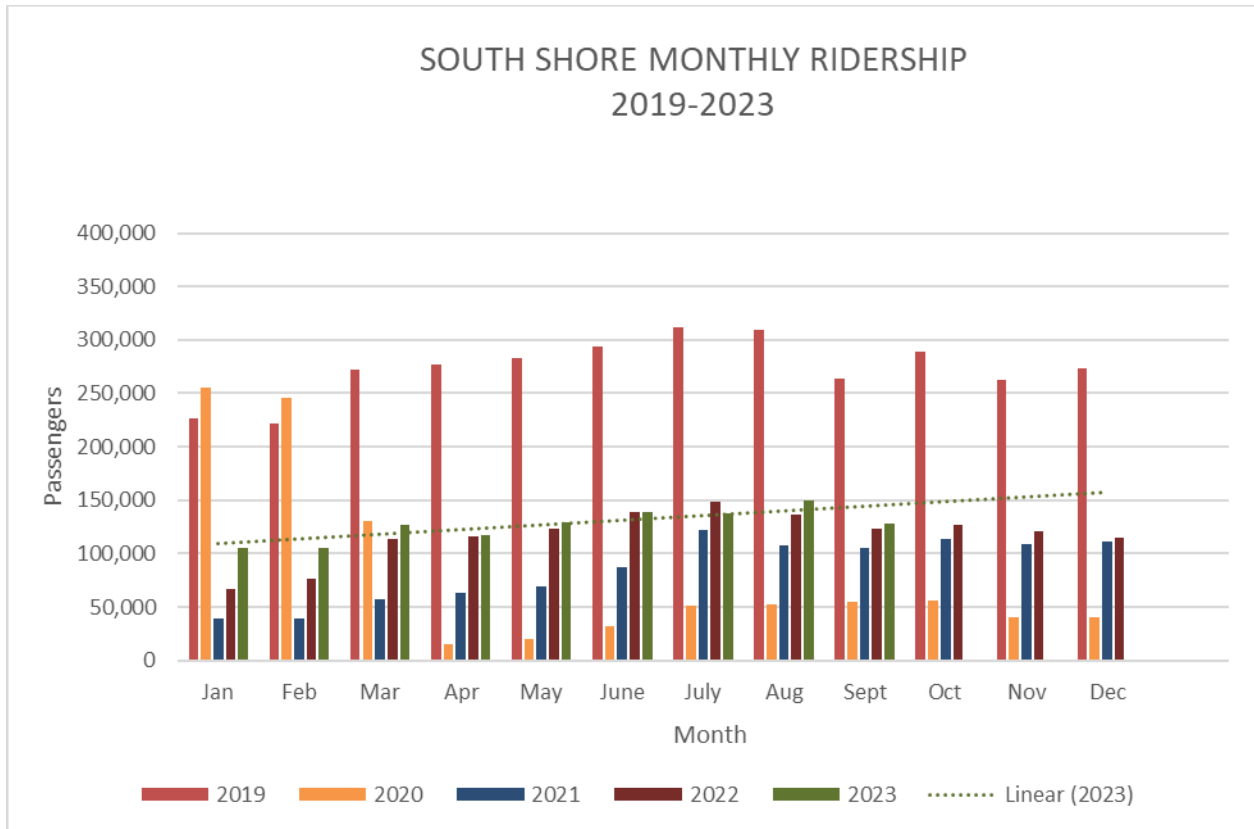
Percent on Time: September, 2023

Peak

Train	Days Late	% on Time
102	1	95.0%
104	0	100.0%
6	*9*	*55.0%*
106	*3*	*85.0%*
108	*2*	*90.0%*
110	1	95.0%
112	1	95.0%
114	0	100.0%
214	0	100.0%
11	*13*	*35.0%*
111	0	100.0%
113	0	100.0%
115	0	100.0%
17	*18*	*10.0%*
117	1	95.0%
217	1	95.0%
119	0	100.0%
Total	**50**	**85.3%**
Westbound	**17**	**90.6%**
Eastbound	**33**	**79.4%**

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

Off-Peak

Train	Days Late	% on Time
14	*5*	*75.0%*
216	*11*	*45.0%*
116	*4*	*80.0%*
218	*4*	*80.0%*
18	*20*	*0.0%*
118	3	85.0%
220	0	100.0%
20	*11*	*45.0%*
222	1	95.0%
422	1	95.0%
22	*19*	*5.0%*
424	0	100.0%
401	1	95.0%
203	1	95.0%
403	0	100.0%
205	0	100.0%
207	*6*	*70.0%*
7	*16*	*20.0%*
107	0	100.0%
9	*15*	*25.0%*
109	2	90.0%
209	2	90.0%
19	*7*	*65.0%*
121	0	100.0%
123	*4*	*80.0%*
101	0	100.0%
Total	**133**	**74.4%**
Westbound	**79**	**67.1%**
Eastbound	**54**	**80.7%**

Weekend/Holiday

Train	Days Late	% on Time
600	2	80.0%
502	2	80.0%
504	3	70.0%
606	4	60.0%
506	6	40.0%
608	1	90.0%
508	6	40.0%
610	1	90.0%
510	2	80.0%
503	10	0.0%
603	0	100.0%
605	0	100.0%
505	7	30.0%
507	7	30.0%
509	9	10.0%
511	2	80.0%
613	1	90.0%
601	0	100.0%
701	0	100.0%
703	0	100.0%
Total	**63**	**68.5%**
Westbound	**27**	**70.0%**
Eastbound	**36**	**67.3%**

September Reasons for Delays

REASONS (weekday)		
AMT	0	0.0%
CAR	2	1.1%
CAT	1	0.5%
DBS	0	0.0%
DMW	93	50.8%
DSR	2	1.1%
DSS	4	2.2%
FRR	2	1.1%
FTI	4	2.2%
HLD	5	2.7%
LMU	12	6.6%
MET	27	14.8%
OET	1	0.5%
OPR	3	1.6%
OTH	7	3.8%
PAS	2	1.1%
POL	0	0.0%
PTC	0	0.0%
PTI	15	8.2%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	1	0.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	2	1.1%
TOTAL	183	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	2	3.2%
CAT	0	0.0%
DBS	0	0.0%
DMW	33	52.4%
DSR	0	0.0%
DSS	1	1.6%
FRR	0	0.0%
FTI	0	0.0%
HLD	3	4.8%
LMU	2	3.2%
MET	11	17.5%
OET	0	0.0%
OPR	0	0.0%
OTH	1	1.6%
PAS	3	4.8%
POL	0	0.0%
PTC	1	1.6%
PTI	5	7.9%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	1	1.6%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	63	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 September, 2023

Peak

Train	Days Late	% on Time
102	4	97.9%
104	2	98.9%
6	*34*	*81.8%*
106	*21*	*88.8%*
108	*23*	*87.7%*
110	8	95.7%
112	*15*	*92.0%*
114	*11*	*94.1%*
214	8	95.7%
11	*91*	*51.3%*
111	6	96.8%
113	5	97.3%
115	4	97.9%
17	*113*	*39.6%*
117	15	92.0%
217	13	93.0%
119	6	96.8%
Total	**379**	**88.1%**
Westbound	**126**	**92.5%**
Eastbound	**253**	**83.1%**

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

Off-Peak

Train	Days Late	% on Time
14	*66*	*64.7%*
216	*75*	*59.7%*
116	26	86.1%
216	*42*	*77.5%*
18	*166*	*11.2%*
118	24	87.2%
218	13	93.0%
20	*114*	*39.0%*
220	*35*	*81.3%*
420	9	94.9%
22	*161*	*13.9%*
422	1	99.4%
401	5	97.2%
203	23	87.7%
403	8	95.5%
205	13	93.0%
207	*43*	*77.0%*
7	*102*	*45.5%*
107	1	99.5%
9	*136*	*27.3%*
109	12	93.6%
209	*35*	*81.3%*
19	*35*	*81.3%*
121	1	99.5%
123	24	87.2%
101	4	97.9%
Total	**1,174**	**75.6%**
Westbound	**732**	**67.0%**
Eastbound	**442**	**83.0%**

Weekend/Holiday

Train	Days Late	% on Time
600	16	81.2%
502	25	70.6%
504	39	54.1%
606	62	27.1%
506	57	32.9%
608	19	77.6%
508	57	32.9%
610	17	80.0%
510	16	81.2%
710	Deadhead move	
503	53	37.6%
603	0	100.0%
605	2	97.6%
505	67	21.2%
507	66	22.4%
509	53	37.6%
511	37	56.5%
613	16	81.2%
601	1	98.8%
701	1	98.8%
703	2	97.6%
Total	**606**	**64.3%**
Westbound	**308**	**59.7%**
Eastbound	**298**	**68.0%**

Cumulative Reasons for Delays Thru September, 2023

REASONS (weekday)			REASONS (weekend)			TOTAL		
AMT	0	0.0%	AMT	1	0.2%	AMT	1	0.0%
CAR	20	1.2%	CAR	16	2.7%	CAR	36	1.6%
CAT	9	0.6%	CAT	4	0.7%	CAT	13	0.6%
DBS	0	0.0%	DBS	0	0.0%	DBS	0	0.0%
DMW	625	38.7%	DMW	238	39.5%	DMW	863	38.9%
DSR	12	0.7%	DSR	3	0.5%	DSR	15	0.7%
DSS	27	1.7%	DSS	16	2.7%	DSS	43	1.9%
FRR	21	1.3%	FRR	2	0.3%	FRR	23	1.0%
FTI	86	5.3%	FTI	6	1.0%	FTI	92	4.1%
HLD	40	2.5%	HLD	14	2.3%	HLD	54	2.4%
LMU	92	5.7%	LMU	25	4.1%	LMU	117	5.3%
MET	351	21.7%	MET	200	33.2%	MET	551	24.8%
OET	5	0.3%	OET	0	0.0%	OET	5	0.2%
OPR	64	4.0%	OPR	16	2.7%	OPR	80	3.6%
OTH	33	2.0%	OTH	7	1.2%	OTH	40	1.8%
PAS	22	1.4%	PAS	22	3.6%	PAS	44	2.0%
POL	7	0.4%	POL	1	0.2%	POL	8	0.4%
PTC	1	0.1%	PTC	1	0.2%	PTC	2	0.1%
PTI	147	9.1%	PTI	24	4.0%	PTI	171	7.7%
SVS	11	0.7%	SVS	0	0.0%	SVS	11	0.5%
TOD	2	0.1%	TOD	0	0.0%	TOD	2	0.1%
TRK	22	1.4%	TRK	0	0.0%	TRK	22	1.0%
TRS	9	0.6%	TRS	3	0.5%	TRS	12	0.5%
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	9	0.6%	WTR	4	0.7%	WTR	13	0.6%
TOTAL	1,617	100.0%	TOTAL	603	100.0%	TOTAL	2,220	100.0%

AMT	Amtrak Delay		OET	Operational Efficiency Testing
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Rush Hour* Train Delays - September 2023 (minutes late)

		Fri	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Mon	Tue	Wed	Thur	Fri	Days	Days	%
Train	Arrive	1	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	Late	Ran	On Time
102	5:48a																		9			1	20	95.0%
104	6:31																					0	20	100.0%
6	6:55	6			8					7			6	7	7		7		9	6		9	20	55.0%
106	7:13					22	11												13			3	20	85.0%
108	7:35			18		12																2	20	90.0%
110	7:51			13																		1	20	95.0%
112	8:08			7																		1	20	95.0%
114	8:31																					0	20	100.0%
214	8:52																					0	20	100.0%
14	10:28					6				15					14	9				19		5	20	75.0%
Train	Depart																							
11	3:57	8		8	10	8	15	9				29				18	16	9	10	9		12	20	40.0%
111	4:02																					0	20	100.0%
113	4:28																					0	20	100.0%
115	4:57																					0	20	100.0%
117	5:10		27																			1	20	95.0%
17	5:28	8	29	12	20	17	16	17		32	23	21	11	8		30	16	19	6	28	15	18	20	10.0%
217	5:32		13																			1	20	95.0%
119	5:58																					0	20	100.0%
19	7:10		11			12		14		36	6				33	8						7	20	65.0%
High temp		82	93	86	73	67	65	71	69	72	76	69	63	82	82	83	78	75	67	68	71			
Low temp		51	73	68	62	57	65	51	48	46	49	48	49	57	62	61	53	63	63	62	54			

* 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		
WB Rush	20	180	88.9%	13	180	92.8%	17	180	90.6%									
EB Rush	43	159	73.0%	49	160	69.4%	32	160	80.0%									
Total Rush	63	339	81.4%	62	340	81.8%	49	340	85.6%									

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	**102**	3	187	98.4%
6:31	**104**	2	186	98.9%
6:55	**6**	35	187	81.3%
7:13	**106**	19	187	89.8%
7:35	**108**	21	187	88.8%
7:51	**110**	7	187	96.3%
8:08	**112**	14	187	92.5%
8:31	**114**	13	187	93.0%
8:52	**214**	8	186	95.7%
10:28	**14**	75	187	59.9%
Depart				
3:57	**11**	92	187	50.8%
4:02p	**111**	8	187	95.7%
4:28	**113**	8	187	95.7%
4:57	**115**	6	187	96.8%
5:10	**117**	16	187	91.4%
5:28	**17**	114	187	39.0%
5:32	**217**	15	186	91.9%
5:58	**119**	9	187	95.2%
7:15	**19**	32	187	82.9%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	122	1681	92.7%
EB Rush	268	1495	82.1%
Total Rush	390	3,176	87.7%

Cumulative Rush Hour Thru September

Range	TOTAL am	pm	total	PERCENTAGE am	pm	total
6-10	84	77	161	4.9%	5.0%	5.0%
11-15	39	85	124	2.3%	5.6%	3.8%
16-20	3	41	44	0.2%	2.7%	1.4%
21-30	5	35	40	0.3%	2.3%	1.2%
31-59	2	24	26	0.1%	1.6%	0.8%
60+	3	7	10	0.2%	0.5%	0.3%
Annulled	2	1	3			
Total Late	136	269	405	7.9%	17.6%	12.5%
On time	1581	1258	2839	92.1%	82.4%	87.5%
Total ran	1717	1527	3244			

Grand Total All Trains Thru September, 2023

Range	Peak WB	EB	Off	Wkend	Total	%
6-10	84	77	373	170	704	7.2%
11-15	39	85	292	150	566	5.8%
16-20	3	41	217	109	370	3.8%
21-30	5	35	198	108	346	3.5%
31-59	2	24	120	58	204	2.1%
60+	3	7	26	8	44	0.5%
Annulled	2	1	55	20	78	
Total	136	269	1226	603	2234	22.9%
On Time	1581	1258	3685	997	7521	77.1%
Total ran	1717	1527	4911	1600	9755	
%On Time	92.1%	82.4%	75.0%	62.3%	77.1%	

September 2023 Rush Hour

Range	TOTAL am	pm	total	PERCENTAGE am	pm	total
6-10	11	12	23	6.1%	7.5%	6.8%
11-15	4	5	9	2.2%	3.1%	2.6%
16-20	1	8	9	0.6%	5.0%	2.6%
21-30	1	7	8	0.6%	4.4%	2.4%
31-59	0	1	1	0.0%	0.6%	0.3%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	17	33	50	9.4%	20.6%	14.7%
On time	163	127	290	90.6%	79.4%	85.3%
Total ran	180	160	340			