

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

**October 2018
Monthly Performance Report**



NICTD

OCTOBER, 2018 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of October increased 0.1% when compared to October of 2017. This year 294,835 passengers traveled on the South Shore Line (SSL) while October of 2017 recorded a total of 294,415 passenger trips.

Weekday Travel

Average weekday travel increased by 0.1% with an average of 11,384 weekday passengers carried in 2018 compared to 11,369 in 2017. The average peak travel increased 2.0% to an average daily ridership of 8,563 while off-peak declined 5.0% to an average daily ridership of 2,821.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	2017	2018		2017	2018
5:48 a	37.7%	38.0%	3:57 p***	71.6%	70.2%
6:31 a	75.9	85.2	4:02 p	92.2	81.6
6:55 a***	76.0	75.8	4:28 p	88.3	89.0
7:13 a	56.8	58.2	4:57 p	91.8	97.6
7:35 a	84.9	84.2	5:10 p	92.4	86.4
7:51 a	72.0	80.8	5:28 p	72.6	71.6
8:08 a	93.4	92.3	5:32 p	56.3	57.9
8:31 a	89.2	91.8	5:58 p	69.7	77.4
8:52 a	81.6	75.9	7:10 p*	56.2	56.5
10:28 a*	59.2	46.6			

*Non rush-hour service

**Average for Tuesday thru Thursday ONLY

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

Weekend

Average weekend ridership decreased 16.2% when compared to October 2017. October 2018 averaged 4,126 passengers per day on weekends compared to 4,922 in 2017.

Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: NOVEMBER THRU OCTOBER							
	2014-2015	2015-2016	% Change	2016-2017	% Change	2017-2018	% Change
Total	3,624,178	3,498,396	-3.47%	3,489,757	-0.25%	3,410,613	-2.27%
Weekday	3,078,535	2,985,923	-3.01%	2,948,430	-1.26%	2,906,107	-1.44%
Peak	2,218,755	2,173,634	-2.03%	2,124,002	-2.28%	2,115,343	-0.41%
Off Peak	859,780	812,289	-5.52%	824,428	1.49%	790,764	-4.08%
Weekend	545,643	512,473	-6.08%	541,327	5.63%	504,506	-6.80%
South Bend	252,516	241,174	-4.49%	259,341	7.53%	247,257	-4.66%

Revenue

The number of tickets sold in 2018 are down 3.3% compared to 2017, however revenue is up 2.3%. This is due to the fare increases experienced in July of 2018. Revenue from digital sources represents 60.9% of ticket sales and 63.3% of revenue in 2018.

Total Ticket Sales: Through October						
Method of Sale	Tickets			Revenue		
	2017	2018	% Change	2017	2018	% Change
Ticket Agent	211,744	190,769	-9.9%	5,188,626	4,924,798	-5.1%
Vending Machine	478,054	447,553	-6.4%	7,496,239	7,300,415	-2.6%
Conductor	303,740	269,948	-11.1%	2,214,668	2,028,485	-8.4%
Mobile App	223,553	268,385	20.1%	3,619,389	4,687,921	29.5%
Total	1,217,091	1,176,655	-3.3%	18,518,922	18,941,618	2.3%

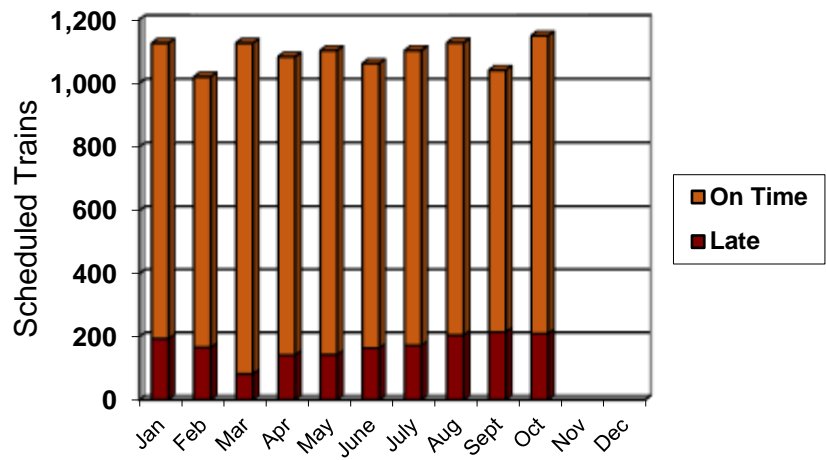
On Time Performance

Rush hour –Overall, 94.1% of A.M. and P.M. rush hour trains were on time in October; compared to 93.0% in October of 2017. 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). 97.4% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 95.2% of westbound morning rush hour service was on time compared to 98.0% in October 2017; while eastbound rush hour trains reported an average on time performance of 93.5% compared to 87.5% in October 2017. A total of 10 out of 207 westbound rush hour trains were delayed in October. Of those 10 only one experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 12 out of 184 trains delayed in October. Of those 12 only 2 experienced delays greater than 15 minutes.¹

RANGE OF RUSH HOUR DELAYS (in minutes)								
Range	October, 2018				Cumulative thru October, 2018			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	5	5	10	2.7%	45	81	126	3.5%
11-15	4	6	10	2.7%	27	47	74	2.0%
16-20	1	2	3	0.8%	8	17	25	0.7%
21-30	0	0	0	0.0%	3	9	12	0.3%
31-59	0	0	0	0.0%	6	7	13	0.4%
60+	0	0	0	0.0%	2	8	10	0.3%
Annulled	0	0	0	0.0%	0	4	4	0.1%
On Time	187	158	345		1,835	1,535	3,370	
Total Ran	197	171	368		1,926	1,708	3,634	

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

Overall – The SSL scheduled 1,149 trains in October and experienced 210 delays in excess of 5 minutes (ranging from 6-120 minutes) with a median delay of 11 minutes. October of 2018 experienced no annulled trains. In October 2017 the South Shore Line operated 1,126 trains with 151 delays in excess of 5 minutes (ranging from 6-60 minutes) with a median delay of 10 minutes. October of 2017 had one annulled train.



Cumulative On Time Comparison		
Thru Oct.	2017	2018
Weekday	87.7%	86.4%
Peak	92.3%	92.7%
Off-peak	84.7%	82.2%
Weekend	78.5%	72.1%
Overall	86.1%	84.0%

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 web site in advance of anticipated delays.

In October the maximum delay of 120 minutes due to train accident involving a pedestrian. Other notable delays were caused by a downed tree on the tracks and freight train interference.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/1	510	131	Mechanical	5/2	401	Anulled	Rail/Cat. Replacement
	701	Annulled	Weather		422	Anulled	Rail/Cat. Replacement
	703	Annulled	Weather		424	Anulled	Rail/Cat. Replacement
1/2	101	81	Late turn of Equip.	5/3	401	Anulled	Rail/Cat. Replacement
	401	Annulled	Weather		422	Anulled	Rail/Cat. Replacement
	422	Annulled	Weather		424	Anulled	Rail/Cat. Replacement
	424	Annulled	Weather	5/4	401	Anulled	Rail/Cat. Replacement
1/3	401	Annulled	Weather	5/21	401	Anulled	Catenary Replacement
	422	Annulled	Weather		422	Anulled	Catenary Replacement
	424	Annulled	Weather		424	Anulled	Catenary Replacement
1/4	401	Annulled	Weather	5/22	401	Anulled	Catenary Replacement
1/12	106	67	Signal Issue		422	Anulled	Catenary Replacement
1/14	511	84	Mechanical		424	Anulled	Catenary Replacement
1/15	9	82	METRA	5/23	401	Anulled	Catenary Replacement
1/19	18	74	Mechanical		422	Anulled	Catenary Replacement
1/22	203	Annulled	Caught in Catenary		424	Anulled	Catenary Replacement
1/29	401	Annulled	Caught in Catenary	5/24	401	Anulled	Catenary Replacement
1/31	115	Annulled	Mechanical		422	Anulled	Catenary Replacement
	17	60	Delayed by 115		424	Anulled	Catenary Replacement
	20	60	Delayed by 115	5/25	401	Anulled	Catenary Replacement
2/5	403	89	Mechanical	6/15	11	Anulled	Catenary Wires Issues
2/17	502	120	METRA - Switch Issue		17	Anulled	Equipment problems
	503	70	METRA - Switch Issue		19	Anulled	Catenary Wires Issues
	504	70	METRA - Switch Issue		22	Anulled	Catenary Wires Issues
	603	70	METRA - Switch Issue		422	Anulled	Equipment problems
3/4	510	115	METRA - Switch Issue		424	Anulled	Equipment problems
3/30	110	61	Trespasser Incident	6/16	701	Anulled	Catenary Wires Issues
4/8	510	113	Trespasser Incident		703	Anulled	Catenary Wires Issues
4/8	511	120	Trespasser Incident	6/25	401	Anulled	Catenary Replacement
4/23	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/26	401	Anulled	Catenary Replacement
4/24	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/27	401	Anulled	Catenary Replacement
4/25	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/28	401	Anulled	Catenary Replacement
4/26	401	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
	422	Annulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement	6/29	401	Anulled	Catenary Replacement
4/27	401	Annulled	Rail/Cat. Replacement	6/30	601	60	Trespasser Incident
4/30	401	Annulled	Rail/Cat. Replacement	7/1	509	120	Tree in Catenary Wires
	422	Annulled	Rail/Cat. Replacement	7/23	401	Anulled	Catenary Replacement
	424	Annulled	Rail/Cat. Replacement		422	Anulled	Catenary Replacement
5/1	401	Anulled	Rail/Cat. Replacement		424	Anulled	Catenary Replacement
	422	Anulled	Rail/Cat. Replacement				
	424	Anulled	Rail/Cat. Replacement				

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
7/24	401	Annulled	Catenary Replacement	8/28	113	114	Vehicle on Tracks
	422	Annulled	Catenary Replacement		115	150	Vehicle on Tracks
	424	Annulled	Catenary Replacement		117	155	Vehicle on Tracks
7/25	401	Annulled	Catenary Replacement		119	136	Vehicle on Tracks
	422	Annulled	Catenary Replacement		205	Annulled	Broadway Bridge Repairs
	424	Annulled	Catenary Replacement		217	131	Vehicle on Tracks
7/26	401	Annulled	Catenary Replacement		222	Annulled	Vehicle on Tracks
	422	Annulled	Catenary Replacement		424	Annulled	Vehicle on Tracks
	424	Annulled	Catenary Replacement	8/29	205	Annulled	Broadway Bridge Repairs
7/27	401	Annulled	Catenary Replacement	8/30	205	Annulled	Broadway Bridge Repairs
8/5	603	71	Trespasser Incident	8/31	205	Annulled	Broadway Bridge Repairs
8/20	401	Annulled	Catenary Replacement	9/1	511	66	Passenger train delays
	422	Annulled	Catenary Replacement	9/3	505	124	NICTD Power Outage
	424	Annulled	Catenary Replacement	9/4	19	70	Trespasser Incident
8/21	401	Annulled	Catenary Replacement	9/10	22	150	Metra Power Outage
	422	Annulled	Catenary Replacement		121	136	Metra Power Outage
	424	Annulled	Catenary Replacement		123	78	Metra Power Outage
8/22	401	Annulled	Catenary Replacement	9/12	101	80	Vehicle on Tracks
	422	Annulled	Catenary Replacement	9/15	510	110	Catenary Wire Issues
	424	Annulled	Catenary Replacement		511	90	Catenary Wire Issues
8/23	401	Annulled	Catenary Replacement	10/20	507	86	Tree down on the tracks
	422	Annulled	Catenary Replacement		508	109	Tree down on the tracks
	424	Annulled	Catenary Replacement		854	89	Tree down on the tracks
8/24	401	Annulled	Catenary Replacement	10/21	603	96	Delayed by freight train
8/27	205	Annulled	Broadway Bridge Repairs	10/23	22	120	Pedestrian hit by train
8/28	17	135	Vehicle on Tracks		121	60	Delayed by earlier accident
	20	171	Vehicle on Tracks		123	68	Delayed by earlier accident
	22	144	Vehicle on Tracks	10/27	507	90	Metra incident
	111	175	Vehicle on Tracks		610	64	Awaiting train personnel

RIDERSHIP REPORT: OCTOBER, 2018

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
January	255,006	20	243,280	21	251,990	22	3.6%
February	257,998	21	256,285	20	242,120	20	-5.5%
March	295,099	23	286,216	23	283,789	22	-0.8%
April	287,094	21	278,878	20	279,888	21	0.4%
May	289,597	21	291,326	22	288,137	22	-1.1%
June	307,307	22	315,133	22	299,010	21	-5.1%
CUMULATIVE COMPARISON							
January	255,006	20	243,280	21	251,990	22	3.6%
February	513,004	41	499,565	41	494,110	42	-1.1%
March	808,103	64	785,781	64	777,899	64	-1.0%
April	1,095,197	85	1,064,659	84	1,057,787	85	-0.6%
May	1,384,794	106	1,355,985	106	1,345,924	107	-0.7%
June	1,692,101	128	1,671,118	128	1,644,934	128	-1.6%
AVERAGE WEEKDAY RIDERSHIP							
January	10,892		10,141		10,213		0.7%
February	10,547		10,885		10,413		-4.3%
March	11,581		11,058		11,403		3.1%
April	11,822		11,553		11,490		-0.5%
May	11,570		11,439		11,375		-0.6%
June	12,161		12,208		11,989		-1.8%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
January	8,603		7,874		7,982		1.4%
February	7,975		8,211		7,914		-3.6%
March	8,642		8,350		8,214		-1.6%
April	8,760		8,520		8,588		0.8%
May	8,537		8,387		8,422		0.4%
June	8,777		8,466		8,542		0.9%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
January	2,289		2,097		2,231		6.4%
February	2,585		2,674		2,499		-6.5%
March	2,940		2,708		2,829		4.5%
April	3,061		3,033		2,902		-4.3%
May	3,039		3,053		2,953		-3.3%
June	3,384		3,743		3,481		-7.0%

RIDERSHIP REPORT: OCTOBER, 2018

	2016	Work Days	2017	Work Days	2018	Work Days	Change 18/17
	Passengers		Passengers		Passengers		
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
January	3,379		3,690		3,035		-17.8%
February	4,532		4,822		4,233		-12.2%
March	3,591		3,986		4,538		13.8%
April	4,315		4,783		4,288		-10.3%
May	4,663		4,406		4,210		-4.4%
June	4,971		5,819		5,249		-9.8%
MONTHLY SOUTH BEND RIDERSHIP							
January	14,935		14,626		15,027		2.7%
February	15,708		16,499		16,778		1.7%
March	19,040		18,235		21,230		16.4%
April	20,090		23,040		20,509		-11.0%
May	19,598		20,085		19,452		-3.2%
June	20,209		22,143		20,965		-5.3%

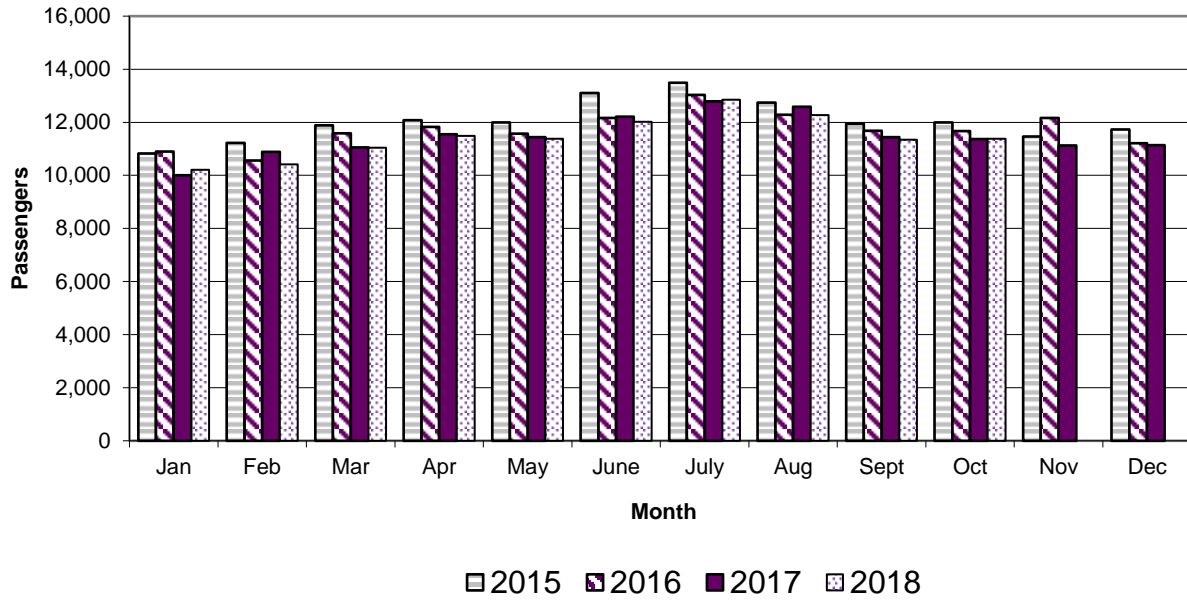
RIDERSHIP REPORT: OCTOBER, 2018

	2016	Work	2017	Work	2018	Work	Change 18/17
	Passengers	Days	Passengers	Days	Passengers	Days	
MONTHLY RIDERSHIP							
July	326,207	20	322,717	20	326,061	21	1.0%
August	321,033	23	337,910	23	329,094	23	-2.6%
September	288,198	21	281,393	20	266,558	19	-5.3%
October	294,337	21	294,294	22	294,835	23	0.2%
November	300,628	21	273,273	21			
December	281,576	21	275,137	20			
CUMULATIVE COMPARISON							
July	2,018,308	148	1,993,835	148	1,970,995	149	-1.1%
August	2,339,341	171	2,331,745	171	2,300,089	172	-1.4%
September	2,627,539	192	2,613,138	191	2,566,647	191	-1.8%
October	2,921,876	213	2,907,432	213	2,861,482	214	-1.6%
November	3,222,504	234	3,180,705	234			
December	3,504,080	255	3,455,842	254			
AVERAGE WEEKDAY RIDERSHIP							
July	13,037		12,794		12,855		0.5%
August	12,289		12,580		12,275		-2.4%
September	11,682		11,440		11,342		-0.9%
October	11,671		11,369		11,384		1.0%
November	12,159		11,131				
December	11,217		11,142				
Thru December	11,719	255	11,478	254			
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,407		8,406		8,601		2.3%
August	8,694		8,612		8,486		-1.5%
September	8,661		8,438		8,556		1.4%
October	8,704		8,398		8,563		2.0%
November	8,685		8,095				
December	7,552		7,522				
Thru December	8,500	255	8,273	254			
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	4,629		4,387		4,254		-3.0%
August	3,595		3,968		3,788		-4.5%
September	3,021		3,002		2,786		-7.2%
October	2,967		2,970		2,821		-5.0%
November	3,473		3,036				
December	3,665		3,620				
Thru December	3,221	255	3,191	254			

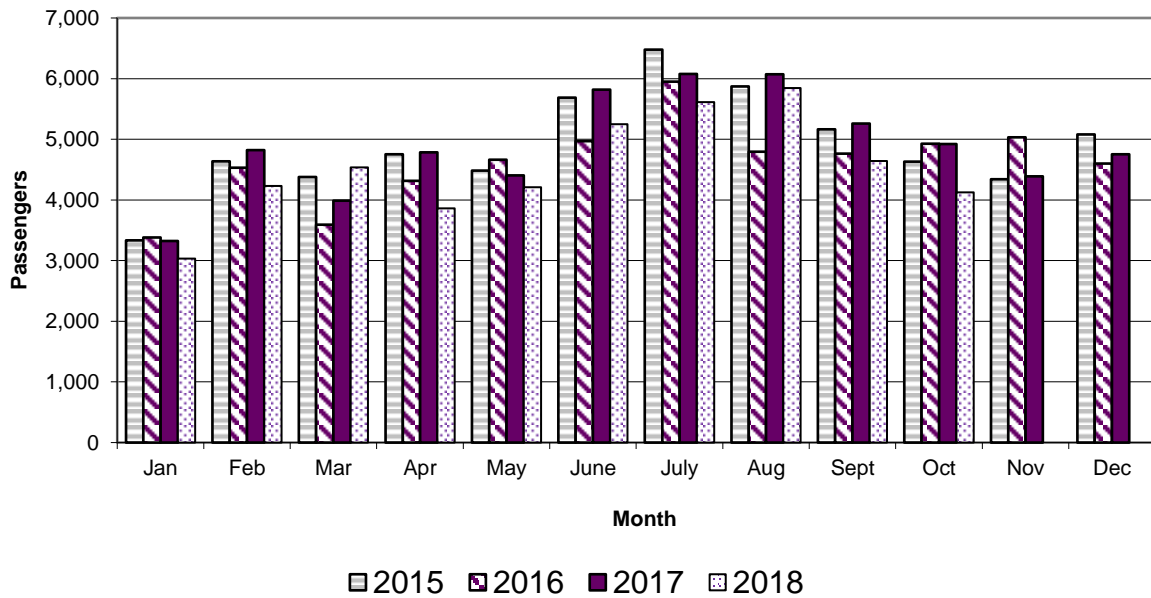
RIDERSHIP REPORT: OCTOBER, 2018

	2016	Wkend	2017	Wkend	2018	Wkend	Change
	Passengers	Days	Passengers	Days	Passengers	Days	18/17
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	5,952		6,077		5,612		-7.7%
August	4,797		6,070		5,847		-3.7%
September	4,763		5,260		4,641		-11.8%
October	4,929		4,922		4,126		-16.2%
November	5,033		4,391				
December	4,602		4,753				
Thru December	4,627	109	4,915	110			
MONTHLY SOUTH BEND RIDERSHIP							
July	26,787		27,623		25,692		-7.0%
August	21,219		22,887		22,070		-3.6%
September	20,001		23,618		20,944		-11.3%
October	21,618		25,870		18,422		-28.8%
November	21,861		21,387				
December	22,854		24,781				

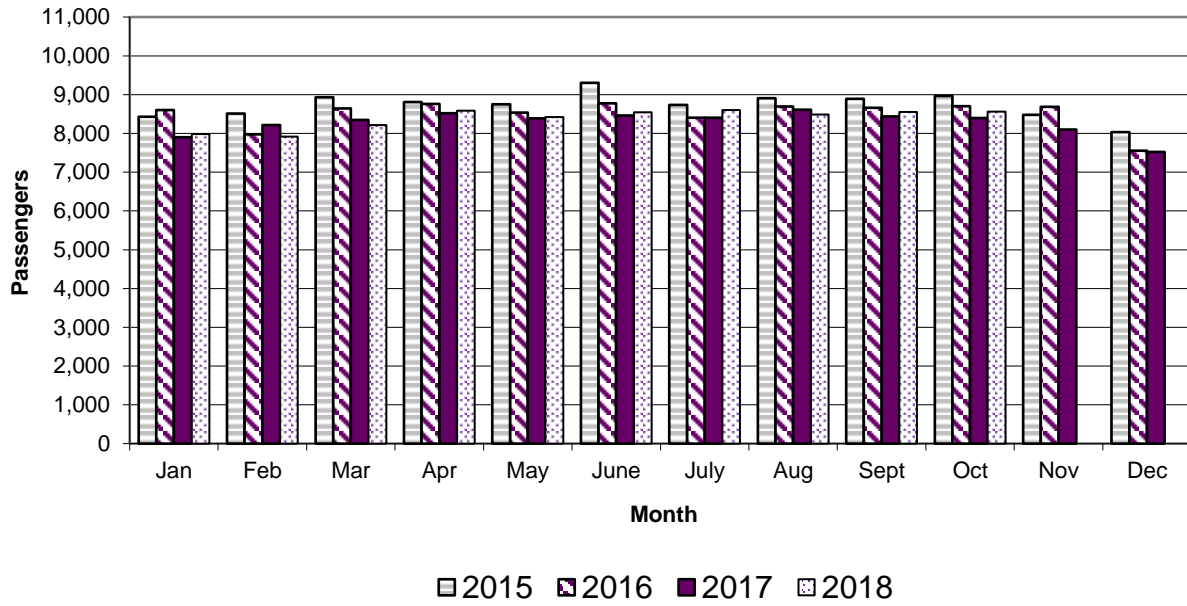
SOUTH SHORE WEEKDAY RIDERSHIP 2015-2018



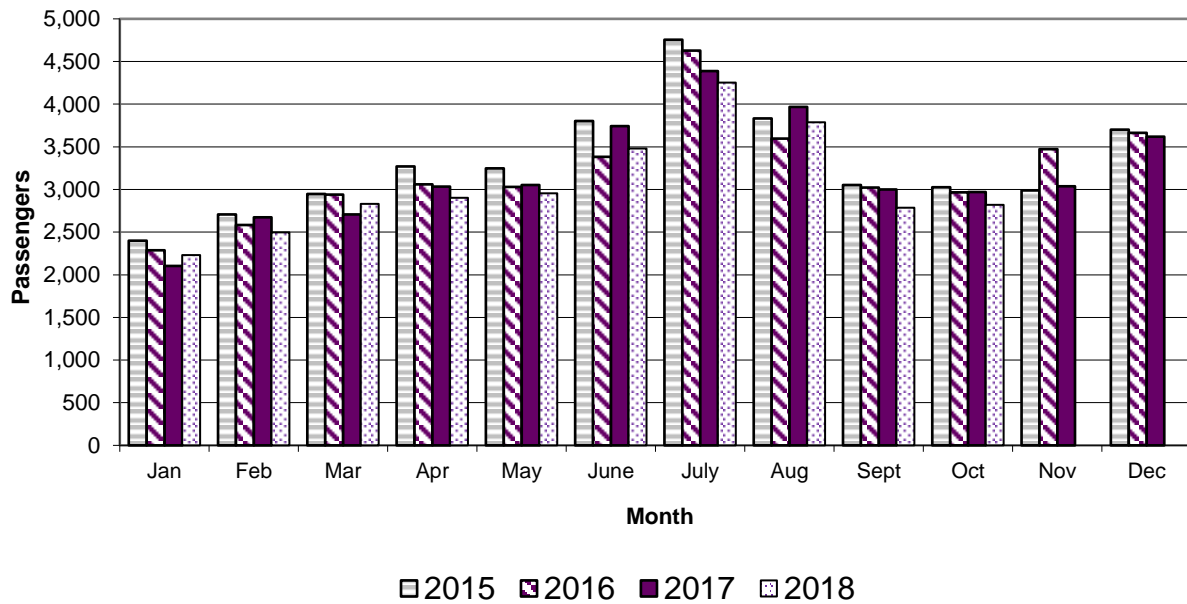
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2015-2018



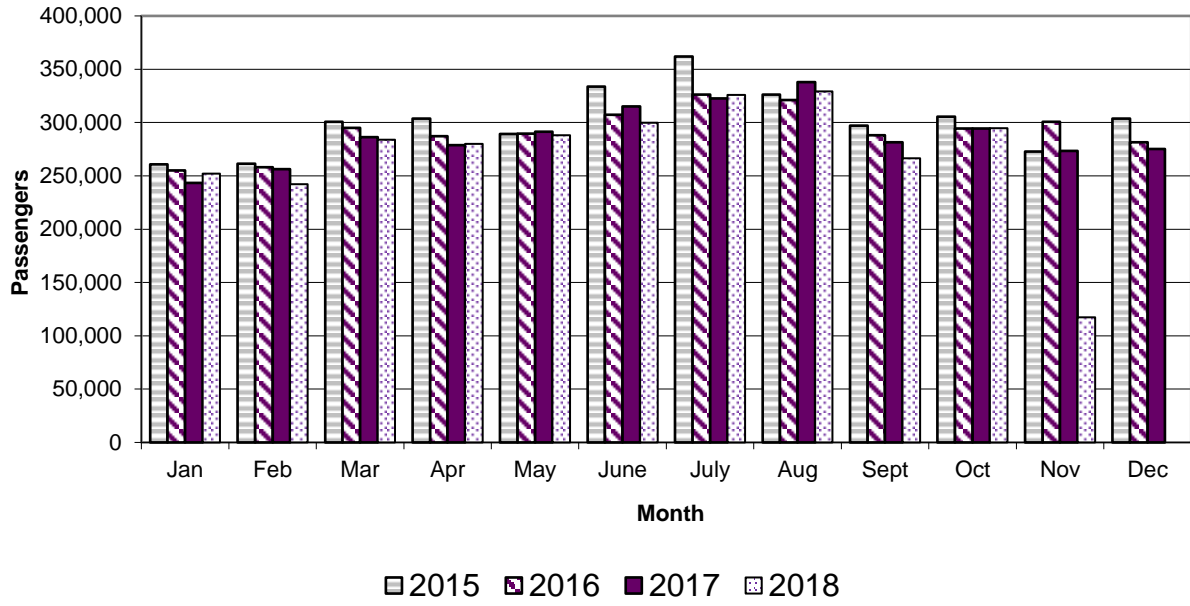
SOUTH SHORE PEAK RIDERSHIP 2015-2018



SOUTH SHORE OFF-PEAK RIDERSHIP 2015-2018



SOUTH SHORE MONTHLY RIDERSHIP 2015-2018



PERCENT ON TIME: OCTOBER, 2018

PEAK		
Train	Days Late	% on Time
102	0	100.0%
104	0	100.0%
6	5	78.3%
106	0	100.0%
108	0	100.0%
110	1	95.7%
112	0	100.0%
114	2	91.3%
214	2	91.3%
11	2	91.3%
111	1	95.7%
113	0	100.0%
115	0	100.0%
17	0	100.0%
117	9	60.9%
217	1	95.7%
119	0	100.0%
Total	23	94.1%
Westbound	10	95.2%
Eastbound	13	92.9%

OFF-PEAK		
Train	Days Late	% on Time
14	9	60.9%
216	2	91.3%
116	14	39.1%
218	3	87.0%
18	7	69.6%
118	1	95.7%
220	5	78.3%
20	6	73.9%
222	8	65.2%
420	0	100.0%
22	11	52.2%
424	1	95.7%
401	0	100.0%
203	1	95.7%
403	0	100.0%
205	0	100.0%
207	0	100.0%
7	11	52.2%
107	21	8.7%
9	8	65.2%
109	7	69.6%
209	5	78.3%
19	4	82.6%
121	3	87.0%
123	3	87.0%
101	0	100.0%
Total	130	78.3%
Westbound	67	75.7%
Eastbound	63	80.4%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	4	50.0%
502	3	62.5%
504	6	25.0%
606	4	50.0%
506	3	62.5%
608	1	87.5%
508	3	62.5%
610	1	87.5%
510	0	100.0%
710	Deadhead move	
503	3	62.5%
603	4	50.0%
605	5	37.5%
505	5	37.5%
507	4	50.0%
509	8	0.0%
511	1	87.5%
613	0	100.0%
601	0	100.0%
701	0	100.0%
703	1	87.5%
Total	56	65.0%
Westbound	25	65.3%
Eastbound	31	64.8%

95% peak and 85% off peak.

REASON FOR DELAY: OCTOBER

REASONS (weekday)		
AMT	5	3.3%
CAR	6	3.9%
CAT	0	0.0%
DBS	0	0.0%
DMW	30	19.6%
DSR	8	5.2%
DSS	1	0.7%
FRR	5	3.3%
FTI	4	2.6%
HLD	3	2.0%
LMU	2	1.3%
MET	61	39.9%
NIPSCO	0	0.0%
OET	0	0.0%
OPR	0	0.0%
OTH	3	2.0%
PAS	5	3.3%
POL	1	0.7%
PTI	9	5.9%
SUB	2	1.3%
SVS	4	2.6%
TOD	2	1.3%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	2	1.3%
TOTAL	153	100.0%

REASONS (weekend)		
AMT	1	1.8%
CAR	2	3.6%
CAT	0	0.0%
DBS	0	0.0%
DMW	1	1.8%
DSR	1	1.8%
DSS	3	5.4%
FRR	1	1.8%
FTI	0	0.0%
HLD	0	0.0%
LMU	0	0.0%
MET	24	42.9%
NIPSCO	0	0.0%
OET	0	0.0%
OPR	0	0.0%
OTH	4	7.1%
PAS	7	12.5%
POL	1	1.8%
PTI	6	10.7%
SUB	1	1.8%
SVS	1	1.8%
TOD	0	0.0%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	3	5.4%
TOTAL	56	100.0%

- AMT - Amtrak Delay
- CAR - Car or equipment failure or malfunction
- CAT - Catenary problems or power outage
- DBS - Delays due to busing
- 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.
- FRR - Freight train interference from crossing road
- 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
- NIPSCO - Delays caused by power utility disruption
- OET - Operational Efficiency Testing
- OPR - Operational Delay
- OTH - Other delays
- PAS - Passenger boarding
- POL - Police related delays - except road crossing or trespasser accidents
- PTI - Passenger train interference
- SUB - Substation
- SVS - Servicing - includes adding or subtracting equipment to or from consist
- TOD - Train order delay - not associated with train meets
- TRK - Track/wayside malfunction
- TRS - Trespasser incidents including road crossing accidents
- UTL - utility power outage
- VAN - Vandalism
- WTR - Delays related to inclement weather

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

CUMULATIVE PERCENT ON TIME THRU OCTOBER, 2018

PEAK		
Train	Days Late	% on Time
102	2	99.1%
104	5	97.7%
6	23	89.3%
106	8	96.3%
108	5	97.7%
110	7	96.7%
112	10	95.3%
114	20	90.7%
214	11	94.9%
11	35	83.5%
111	4	98.1%
113	9	95.8%
115	16	92.5%
17	19	91.1%
117	62	71.0%
217	11	94.9%
119	13	93.9%
Total	260	92.8%
Westbound	91	95.3%
Eastbound	169	90.1%

OFF-PEAK		
Train	Days Late	% on Time
14	43	79.9%
216	7	96.7%
116	69	67.8%
216	14	93.5%
18	95	55.6%
118	12	94.4%
218	23	89.3%
20	57	73.4%
220	24	88.7%
420	6	96.8%
22	52	75.6%
422	6	96.8%
401	2	98.9%
203	6	97.2%
403	16	92.5%
205	4	98.1%
207	6	97.2%
7	76	64.5%
107	110	48.6%
9	68	68.2%
109	60	72.0%
209	9	95.8%
19	45	78.8%
121	23	89.3%
123	43	79.9%
101	18	91.6%
Total	894	83.6%
Westbound	408	83.7%
Eastbound	486	83.5%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	19	78.9%
502	30	66.7%
504	49	45.6%
606	33	63.3%
506	28	68.9%
608	11	87.8%
508	32	64.4%
610	6	93.3%
510	22	75.6%
710	Deadhead move	
503	40	55.6%
603	13	85.6%
605	26	71.1%
505	27	70.0%
507	39	56.7%
509	49	45.6%
511	41	54.4%
613	9	90.0%
601	17	81.1%
701	1	98.9%
703	7	92.1%
Total	499	72.2%
Westbound	230	71.6%
Eastbound	269	72.8%

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

CUMULATIVE REASON FOR DELAYS THRU OCTOBER, 2018

REASONS (weekday)		
AMT	44	3.8%
CAR	83	7.2%
CAT	0	0.0%
DBS	14	1.2%
DMW	157	13.6%
DSR	59	5.1%
DSS	34	2.9%
FRR	37	3.2%
FTI	40	3.5%
HLD	25	2.2%
LMU	14	1.2%
MET	307	26.6%
NIPSCO	0	0.0%
OET	4	0.3%
OPR	4	0.3%
OTH	52	4.5%
PAS	38	3.3%
POL	12	1.0%
PTI	107	9.3%
SUB	2	0.2%
SVS	24	2.1%
TOD	9	0.8%
TRK	17	1.5%
TRS	23	2.0%
UTL	1	0.1%
VAN	2	0.2%
WTR	45	3.9%
TOTAL	1,154	100.0%

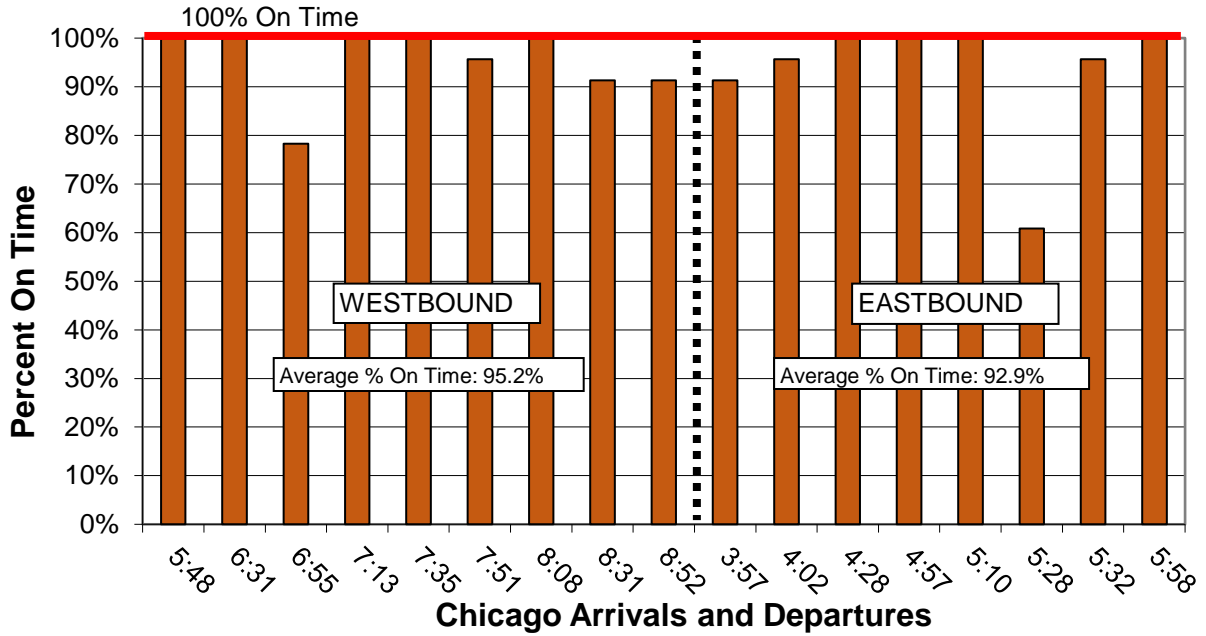
REASONS (weekend)		
AMT	4	0.8%
CAR	33	6.6%
CAT	4	0.8%
DBS	1	0.2%
DMW	8	1.6%
DSR	52	10.4%
DSS	20	4.0%
FRR	22	4.4%
FTI	15	3.0%
HLD	11	2.2%
LMU	10	2.0%
MET	136	27.2%
NIPSCO	0	0.0%
OET	0	0.0%
OPR	1	0.2%
OTH	12	2.4%
PAS	56	11.2%
POL	3	0.6%
PTI	39	7.8%
SUB	5	1.0%
SVS	23	4.6%
TOD	2	0.4%
TRK	3	0.6%
TRS	13	2.6%
UTL	2	0.4%
VAN	0	0.0%
WTR	25	5.0%
TOTAL	500	100.0%

TOTAL		
AMT	48	2.9%
CAR	116	7.0%
CAT	4	0.2%
DBS	15	0.9%
DMW	165	10.0%
DSR	111	6.7%
DSS	54	3.3%
FRR	59	3.6%
FTI	55	3.3%
HLD	36	2.2%
LMU	24	1.5%
MET	443	26.8%
NIPSCO	0	0.0%
OET	4	0.2%
OPR	5	0.3%
OTH	64	3.9%
PAS	94	5.7%
POL	15	0.9%
PTI	146	8.8%
SUB	7	0.4%
SVS	47	2.8%
TOD	11	0.7%
TRK	20	1.2%
TRS	36	2.2%
UTL	3	0.2%
VAN	2	0.1%
WTR	70	4.2%
TOTAL	1,654	100.0%

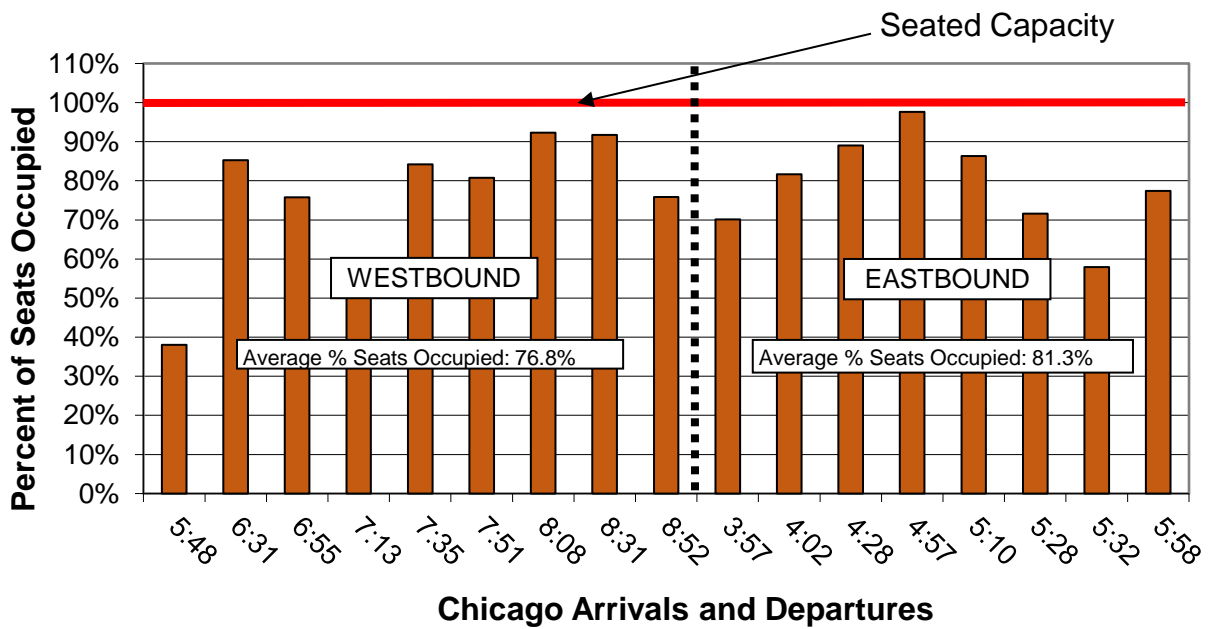
- AMT - Amtrak Delay
- CAR - Car or equipment failure of malfunction
- CAT - Catenary problems or power outage
- DBS - Delays due to busing
- DMW - M of W work - holding for defect repair or M of W forces to clear
- DSR - Speed restriction - all speed restrictions not listed in timetable.
- DSS - Reduced speed due to restrictive signal.
- FRR - Freight train interference from crossing road
- 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
- NIPSCO - Delays caused by power utility disruption
- OET - Operational Efficiency Testing
- OPR - Operational Delay
- OTH - Other delays
- PAS - Passenger boarding
- POL - Police related delays - except road crossing or trespasser accidents
- PTI - Passenger train interference
- SUB - Substation
- SVS - Servicing - includes adding or subtracting equipment to or from consist
- TOD - Train order delay - not associated with train meets
- TRK - Track/wayside malfunction
- TRS - Trespasser incidents including road crossing accidents
- UTL - utility power outage
- VAN - Vandalism
- WTR - Delays related to inclement weather

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

RUSH HOUR ON TIME PERFORMANCE: OCTOBER 2018



PERCENT OF RUSH HOUR SEATS OCCUPIED: OCT 2018



RUSH HOUR* TRAIN DELAYS - OCTOBER 2018 (minutes late)

Train	Arrive	Mon 1	Tue 2	Wed 3	Thurs 4	Fri 5	Mon 8	Tue 9	Wed 10	Thurs 11	Fri 12	Mon 15	Tue 16	Wed 17	Thurs 18	Fri 19	Mon 22	Tue 23	Wed 24	Thurs 25	Fri 26	Mon 29	Tue 30	Wed 31	Days Late	Days Ran	% On Time		
102	5:48a																									0	23	100.0%	
104	6:31																										0	23	100.0%
6	6:55			13							13		12				9		7							5	23	78.3%	
106	7:13																									0	23	100.0%	
108	7:35																									0	23	100.0%	
110	7:51												9													1	23	95.7%	
112	8:08																									0	23	100.0%	
114	8:31																	14	10							2	23	91.3%	
214	8:52						7							16												2	23	91.3%	
14	10:28					7	10	10	12			10		8						25	22	6				7	23	69.6%	
Train	Depart																												
11	3:57												20							9						2	23	91.3%	
111	4:02															8										1	23	95.7%	
113	4:28																									0	23	100.0%	
115	4:57																									0	23	100.0%	
117	5:10	15	13	13	9		14		9		11	14				10										9	23	60.9%	
17	5:28																									0	23	100.0%	
217	5:32																									0	23	100.0%	
119	5:58																									0	23	100.0%	
19	7:10	10					10										30			20						4	23	82.6%	
High temp		78	73	85	77	65	85	84	72	57	46	50	55	48	56	53	59	52	51	48	51	50	63	63					
Low temp		52	53	55	48	49	60	65	57	45	36	33	31	33	28	36	33	33	26	29	41	37	40	44					

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

Temperatures from South Bend

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	17	198	91.4%	15	180	91.7%	9	198	95.5%	3	189	98.4%	3	198	98.5%	6	210	97.1%
EB Rush	24	176	86.4%	16	160	90.0%	9	176	94.9%	15	168	91.1%	10	176	94.3%	14	187	92.5%
Total Rush	41	374	89.0%	31	340	90.9%	18	374	95.2%	18	357	95.0%	13	374	96.5%	20	397	95.0%

	July			Aug			Sept			Oct			Nov			Dec		
WB Rush	4	210	98.1%	12	230	94.8%	12	171	93.0%	10	207	95.2%						
EB Rush	18	189	90.5%	27	206	86.9%	23	151	84.8%	12	184	93.5%						
Total Rush	22	399	94.5%	39	436	91.1%	35	322	89.1%	22	391	94.4%						

On time
A = Annulled

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	2	214	99.1%
6:31	104	5	214	97.7%
6:55	6	23	214	89.3%
7:13	106	8	214	96.3%
7:35	108	5	214	97.7%
7:51	110	7	214	96.7%
8:08	112	10	214	95.3%
8:31	114	20	214	90.7%
8:52	214	11	214	94.9%
10:28	14	24	214	88.8%
Depart				
3:57	11	35	211	83.4%
4:02p	111	4	214	98.1%
4:28	113	9	214	95.8%
4:57	115	16	214	92.5%
5:10	117	62	214	71.0%
5:28	17	19	213	91.1%
5:32	217	10	214	95.3%
5:58	119	13	214	93.9%
7:15	19	32	214	85.0%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	91	1926	95.3%
EB Rush	168	1708	90.2%
Total Rush	259	3,634	92.9%

CUMULATIVE RUSH HOUR THRU OCTOBER

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	45	81	126	2.3%	4.7%	3.47%
11-15	27	47	74	1.4%	2.8%	2.04%
16-20	8	17	25	0.4%	1.0%	0.69%
21-30	3	9	12	0.2%	0.5%	0.33%
31-59	6	7	13	0.3%	0.4%	0.36%
60+	2	8	10	0.1%	0.5%	0.28%
Annulled	0	4	4			
Total Late	91	173	264	4.7%	10.1%	7.26%
On time	1,835	1,535	3,370	95.3%	89.9%	92.74%
Total ran	1,926	1,708	3,634			

OCTOBER RUSH HOUR

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	5	5	10	2.4%	2.7%	2.6%
11-15	4	6	10	1.9%	3.3%	2.6%
16-20	1	2	3	0.5%	1.1%	0.8%
21-30	0	0	0	0.0%	0.0%	0.0%
31-59	0	0	0	0.0%	0.0%	0.0%
60+	0	0	0	0.0%	0.0%	0.0%
Annulled	0	0	0			
Total Late	10	13	23	4.8%	7.1%	5.9%
On time	197	171	368	95.2%	92.9%	94.1%
Total ran	207	184	391			

GRAND TOTAL ALL TRAINS THRU OCTOBER 2018

Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	45	81	459	227	812	7.4%
11-15	27	47	195	132	401	3.6%
16-20	8	17	100	46	171	1.6%
21-30	3	9	72	50	134	1.2%
31-59	6	7	52	23	88	0.8%
60+	2	8	15	22	47	0.4%
Annulled	0	4	99	4	107	
Total	91	169	893	500	1,653	15.0%
On Time	1,835	1,539	4,572	1,300	9,353	85.0%
Total ran	1,926	1,712	5,564	1,804	11,006	
%On Time	95.3%	89.9%	82.2%	72.1%	85.0%	