MONTHLY RIDERSHIP AND PERFORMANCE REPORT

September 2020

SOUTH SHORE LINE

NICTD

SEPTEMBER, 2020 MONTHLY PERFORMANCE REPORT

Ridership

Ridership for the month of September 2020 decreased 80.5% when compared to September of 2019. This year 55,018 passengers traveled on the South Shore Line (SSL) while September of 2019 recorded a total of 181,059 passenger trips. The SSL continues to experience reduce ridership as a result of the COVID-19 pandemic. Indiana and Illinois continue to urge people to quarantine and socially distance to their best ability.

Weekday Travel

Average weekday travel was down 80.9% overall for September of 2020 when compared to September of 2019. Peak ridership was down 84.0% and off peak ridership was down 71.0%.

Weekend

Average weekend ridership in September decreased by 72.0% with an average of 1,160 passengers carried per weekend day in 2020 compared to 4,147 carried in 2019. In response to the pandemic stay at home orders and limited crowd sizes have kept local businesses, recreation spots, and sporting events closed or limiting attendance.

Analysis over last 12 months:

Ridership Over Last 12 Months: October through September							
	2016/17	2017/18	% Change	2018/19	% Change	2019/20	% Change
Total	3,489,679	3,410,193	-2.28%	3,291,596	-3.48%	1,682,538	-48.88%
Weekday	2,943,395	2,894,394	-1.66%	2,801,532	-3.21%	1,435,326	-48.77%
Peak	2,122,012	2,103,168	-0.89%	2,052,519	-2.41%	1,040,006	-49.33%
Off Peak	821,383	791,226	-3.67%	749,013	-5.34%	395,320	-47.22%
Weekend	546,284	515,799	-5.58%	490,064	-4.99%	247,212	-49.56%
South Bend	255,089	254,705	-0.15%	234,326	-8.00%	66,473	-71.63%

Revenue

The number of tickets sold for the year has decreased 67.4% through September of 2020 compared to 2019. Ticket revenue is down 65.7% for 2020 compared to 2019. Sales from digital sources represents 66.9% of ticket sales and 69.8% of revenue in 2020. Monthly passes purchased in September were also good for use in October. In addition all westbound one way rides were free.

| Total Ticket Sales: Through September						
	Tickets			Revenue		
Method of Sale	2019	2020	% Change	2019	2020	% Change
Ticket Agent	130,418	42,552	-67.4%	3,734,703	1,241,132	-66.8%
Vending Machine	354,426	96,778	-72.7%	6,110,497	1,871,304	-69.4%
Conductor	214,970	66,598	-69.0%	1,643,771	504,842	-69.3%
Mobile App	310,564	123,373	-60.3%	5,386,416	2,168,564	-59.7%
Total	1,010,378	329,301	-67.4%	16,875,386	5,785,842	-65.7%

On Time Performance

Rush hour – Overall, 92.7% of A.M. and P.M. rush hour trains were on time in September 2020; compared to 90.6% in September of 2019. 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). 96.9% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 95.8% of westbound morning rush hour service was on time compared to 96.7% in September 2019; while eastbound rush hour trains reported an on time performance of 89.3% compared to 83.8% in September 2019. A total of eight out of 189 westbound rush hour trains were delayed in September. Of those eight, two experienced delays greater than 15 minutes. The eastbound rush hour trains had a total of 18 out of 168 trains delayed in September. Of those 18, one experienced delays greater than 15 minutes.[1]

RANGE OF RUSH HOUR DELAYS (in minutes)				
September				
Range	a.m.	p.m.	Total	Percent
6-10	3	12	15	4.2%
11-15	3	5	8	2.2%
16-20	0	0	0	0.0%
21-30	2	1	3	0.8%
31-59	0	0	0	0.0%
60+	0	0	0	0.0%
Annulled	0	0	0	
On Time	181	150	331	92.7%
Total Ran	189	168	357	

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[1] Weekday rush-hour trains operate 9 westbound and 8 eastbound per day however on March 23rd a temporary reduced schedule was utilized providing 4 peak trains in each direction per day which was maintained by the April 1st revision.

Overall – The SSL scheduled 1083 trains in September and experienced 92 delays in excess of 5 minutes (ranging from 6-43 minutes) with a median delay of 9 minutes. September of 2020 experienced no annulled trains. In September 2019 the South Shore Line scheduled 1,060 trains with 231 delays in excess of 5 minutes (ranging from 6-56 minutes) with a median delay of 10 minutes. September of 2019 experienced no annulled trains.
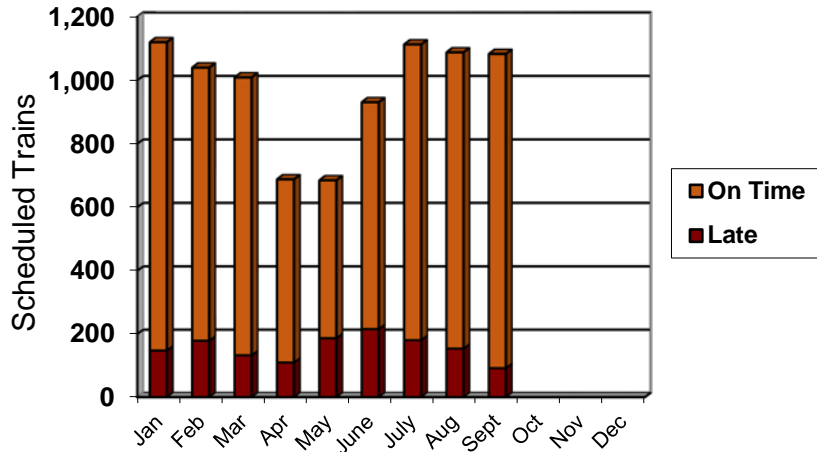
Cumulative On Time Comparison		
Thru Sept.	**2019**	**2020**
Weekday	**86.6%**	**85.1%**
Peak	92.6%	88.4%
Off-peak	82.6%	83.0%
Weekend	**72.8%**	**79.2%**
Overall	**90.5%**	**84.0%**

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.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1/2	102	Anulled	Car caught in wire.	6/8	101	Anulled	Chicago protests
	203	Anulled	Anulled due to 102 issues		401	Anulled	Construction & Maintenance
1/6	104	Anulled	Equipment issues		422	Anulled	Construction & Maintenance
	205	Anulled	Anulled due to 104 issues		424	Anulled	Construction & Maintenance
1/19	701	Anulled	Weather	6/9	401	Anulled	Construction & Maintenance
	703	Anulled	Weather		422	Anulled	Construction & Maintenance
1/23	214	98	Fire alarm at arrival station		424	Anulled	Construction & Maintenance
2/22	600	72	Derailment	6/10	401	Anulled	Construction & Maintenance
3/3	7	82	Equipment issues		422	Anulled	Construction & Maintenance
	107	69	Equipment issues		424	Anulled	Construction & Maintenance
	216	Anulled	Car caught in wire.	6/11	401	Anulled	Construction & Maintenance
3/7	606	104	Metra power outage		422	Anulled	Construction & Maintenance
	613	135	Metra power outage		424	Anulled	Construction & Maintenance
	504	154	Metra power outage	6/12	401	Anulled	Construction & Maintenance
	603	Anulled	Metra power outage	6/21	506	74	Equipment issues
3/10	110	62	Equipment issues	6/29	11	65	Construction & Maintenance
3/21	502	60	Equipment issues		17	103	Construction & Maintenance
4/16	507	60	Train collision w/ car		96	19	Construction & Maintenance
5/29	610	68	Late turn of equipment.		20	122	Construction & Maintenance
6/1	ALL	Anulled	Chicago protests		109	95	Construction & Maintenance
6/2	ALL	Anulled	Chicago protests		111	102	Construction & Maintenance
6/3	510	Anulled	Chicago protests		113	115	Construction & Maintenance
	601	Anulled	Chicago protests		115	98	Construction & Maintenance
	613	Anulled	Chicago protests		117	99	Construction & Maintenance
6/4	510	Anulled	Chicago protests		118	Anulled	Construction & Maintenance
	601	Anulled	Chicago protests		119	85	Construction & Maintenance
	613	Anulled	Chicago protests		217	84	Construction & Maintenance
6/5	510	Anulled	Chicago protests	6/30	11	70	Power Outage
	601	Anulled	Chicago protests		17	107	Power Outage
	613	Anulled	Chicago protests		22	80	Power Outage
6/6	510	Anulled	Chicago protests		116	81	Power Outage
	601	Anulled	Chicago protests		217	Anulled	Power Outage
	613	Anulled	Chicago protests		218	60	Power Outage
6/7	510	Anulled	Chicago protests		222	Anulled	Power Outage
	601	Anulled	Chicago protests		422	85	Power Outage
	613	Anulled	Chicago protests				

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
7/1	110	62	Power outage.	7/24	17	67	Delays on Metras line
	112	60	Power outage.		20	80	Delays on Metras line
	114	65	Power outage.		401	Anulled	Cat wire replacement
	203	60	Power outage.	7/27	101	123	Delays on Metras line
	207	70	Power outage.	8/3	19	62	Delays on Metra's line
7/13	401	Anulled	Cat wire replacement	8/8	508	159	Trespasser on the rail
	422	Anulled	Cat wire replacement		509	125	Trespasser on the rail
	424	Anulled	Cat wire replacement		511	60	Trespasser on the rail
7/14	401	Anulled	Cat wire replacement		610	70	Trespasser on the rail
	422	Anulled	Cat wire replacement	8/10	11	197	Power outage from storm
	424	Anulled	Cat wire replacement		17	160	Power outage from storm
7/15	401	Anulled	Cat wire replacement		111	183	Power outage from storm
	422	Anulled	Cat wire replacement		113	142	Power outage from storm
	424	Anulled	Cat wire replacement		115	112	Power outage from storm
7/16	401	Anulled	Cat wire replacement		117	175	Power outage from storm
	422	Anulled	Cat wire replacement		119	113	Power outage from storm
	424	Anulled	Cat wire replacement		217	Anulled	Power outage from storm
7/17	401	Anulled	Cat wire replacement		222	Anulled	Power outage from storm
	422	Anulled	Cat wire replacement		401	Anulled	Catenary wire replacement
	424	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
7/18	701	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
	703	Anulled	Cat wire replacement	8/11	401	Anulled	Catenary wire replacement
7/19	701	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
	703	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
7/20	401	Anulled	Cat wire replacement	8/12	401	Anulled	Catenary wire replacement
	422	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
	424	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
7/21	401	Anulled	Cat wire replacement	8/13	401	Anulled	Catenary wire replacement
	422	Anulled	Cat wire replacement		422	Anulled	Catenary wire replacement
	424	Anulled	Cat wire replacement		424	Anulled	Catenary wire replacement
7/22	401	Anulled	Cat wire replacement	8/14	401	Anulled	Catenary wire replacement
	422	Anulled	Cat wire replacement	8/27	109	60	Equipment mechanical issue
	424	Anulled	Cat wire replacement				
7/23	401	Anulled	Cat wire replacement				
	422	Anulled	Cat wire replacement				
	424	Anulled	Cat wire replacement				

Ridership Report

	2018 Passengers	Work Days	2019 Passengers	Work Days	2020 Passengers	Work Days	Change 19/20
Monthly Ridership							
January	251,990	22	226,385	22	254,857	22	12.6%
February	242,120	20	222,250	20	246,095	20	10.7%
March	283,789	22	272,150	21	130,362	22	-52.1%
April	279,888	21	277,549	22	15,714	22	-94.3%
May	288,137	22	282,752	22	19,614	20	-93.1%
June	299,731	21	293,325	20	32,249	22	-89.0%
Cumulative Comparison							
January	251,990	22	226,385	22	254,857	22	12.6%
February	494,110	42	448,635	42	500,952	42	11.7%
March	777,899	64	720,785	63	631,314	64	-12.4%
April	1,057,787	85	998,334	85	647,028	86	-35.2%
May	1,345,924	107	1,281,086	107	666,642	106	-48.0%
June	1,645,655	128	1,574,411	127	698,891	128	-55.6%
Average Weekday Ridership							
January	10,213		9,086		10,336		13.8%
February	10,413		10,121		10,437		3.1%
March	11,043		10,761		5,267		-51.1%
April	11,490		11,182		627		-94.4%
May	11,375		11,167		787		-93.0%
June	12,023		12,101		1,900		-84.3%
Average Weekday Peak Period Ridership							
January	7,982		7,052		8,028		13.8%
February	7,914		7,833		8,057		2.9%
March	8,214		8,116		4,051		-50.1%
April	8,588		8,344		375		-95.5%
May	8,422		8,285		468		-94.4%
June	8,542		8,627		1,084		-87.4%
Average Weekday Off-Peak Ridership							
January	2,231		2,034		2,309		13.5%
February	2,499		2,288		2,381		4.0%
March	2,829		2,645		1,215		4.0%
April	2,902		2,839		252		4.0%
May	2,953		2,881		320		4.0%
June	3,481		3,473		816		4.0%

Ridership Report

	2018 Passengers	Work Days	2019 Passengers	Work Days	2020 Passengers	Work Days	Change 19/20
Average Weekend/Holiday Ridership (per day)							
January	3,035		2,943		3,051		3.7%
February	4,233		3,744		4,150		10.8%
March	4,538		4,617		1,611		-65.1%
April	4,288		3,943		239		-93.9%
May	4,210		4,121		352		-91.5%
June	5,249		5,132		997		-80.6%
Monthly South Bend Ridership							
January	15,027		14,125		15,044		6.5%
February	16,778		12,881		15,748		22.3%
March	21,230		20,397		8,640		-57.6%
April	20,509		20,180		1,903		-90.6%
May	19,452		19,127		2,929		-84.7%
June	20,965		20,088		3,854		-80.8%

Ridership Report

	2018 Passengers	Work Days	2019 Passengers	Work Days	2020 Passengers	Work Days	Change 19/20
Monthly Ridership							
July	326,061	21	311,676	22	51,689	23	-83.4%
August	329,094	23	309,343	22	52,105	21	-83.2%
September	266,558	19	263,338	20	55,018	21	-79.1%
October	294,835	23	288,904	23			
November	272,648	21	262,528	20			
December	265,346	20	273,403	21			
CUMULATIVE COMPARISON							
July	1,971,716	149	1,886,087	149	750,580	151	-60.2%
August	2,300,810	172	2,195,430	171	802,685	172	-63.4%
September	2,567,368	191	2,458,768	191	857,703	193	-65.1%
October	2,862,203	214	2,747,672	214			
November	3,134,851	235	3,010,200	234			
December	3,400,197	255	3,283,603	255			
AVERAGE WEEKDAY RIDERSHIP							
July	12,855		12,026		1,900		-84.2%
August	12,275		11,853		1,986		-83.2%
September	11,342		11,093		2,123		-80.9%
October	11,384		11,030				
November	10,935		10,948				
December	10,549		10,654				
Thru December	11,325	255	11,002	255			
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,601		8,261		1,084		-86.9%
August	8,486		8,259		1,196		-85.5%
September	8,556		8,399		1,340		-84.0%
October	8,563		8,384				
November	7,981		7,908				
December	7,188		7,141				
Thru December	8,253	255	8,051	255			
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	4,254		3,765		816		-78.3%
August	3,788		3,595		790		-78.0%
September	2,786		2,694		782		-71.0%
October	2,821		2,647				
November	2,954		3,041				
December	3,361		3,513				
Thru December	3,072	255	2,951	255		0	

Ridership Report

	2018 Passengers	Work Days	2019 Passengers	Work Days	2020 Passengers	Work Days	Change 19/20
Average Weekend/Holiday Ridership (per day)							
July	5,612		5,233		997		-80.9%
August	5,847		5,397		1,040		-80.7%
September	4,641		4,147		1,160		-72.0%
October	4,126		4,401				
November	4,779		4,357				
December	4,942		4,968				
Thru December	4,625	111	4,417	110			
MONTHLY SOUTH BEND RIDERSHIP							
July	25,692		23,571		5,847		-75.2%
August	22,070		20,433		6,293		-69.2%
September	20,944		19,530		6,151		-68.5%
October	18,422		20,997				
November	22,997		22,150				
December	22,575		22,795				

SOUTH SHORE WEEKDAY RIDERSHIP 2017-2020
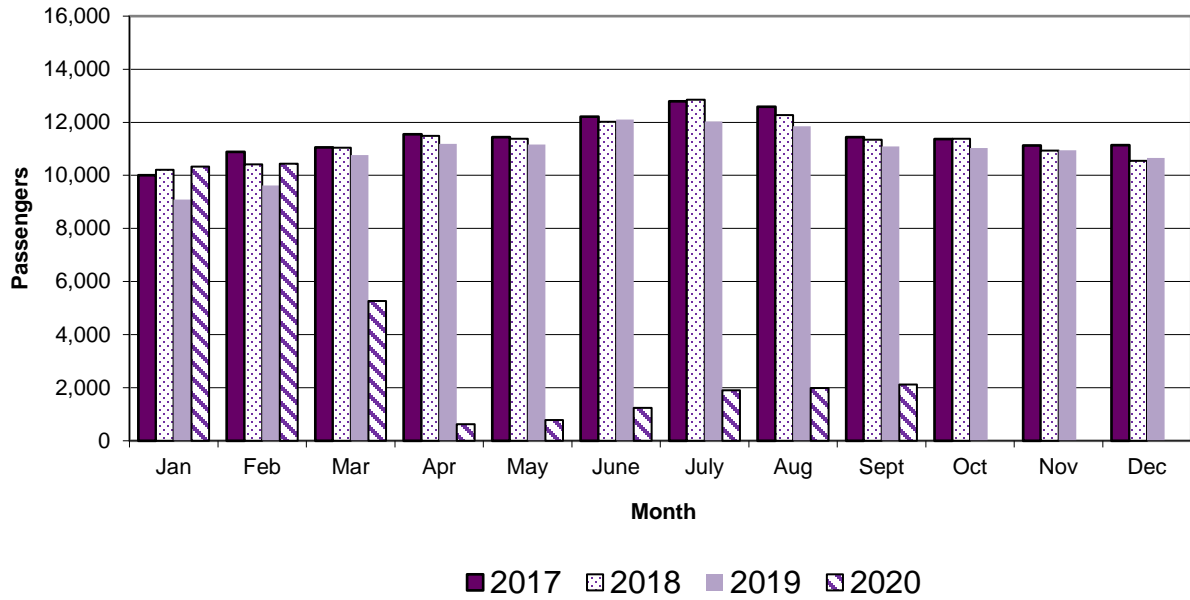
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2017-2020
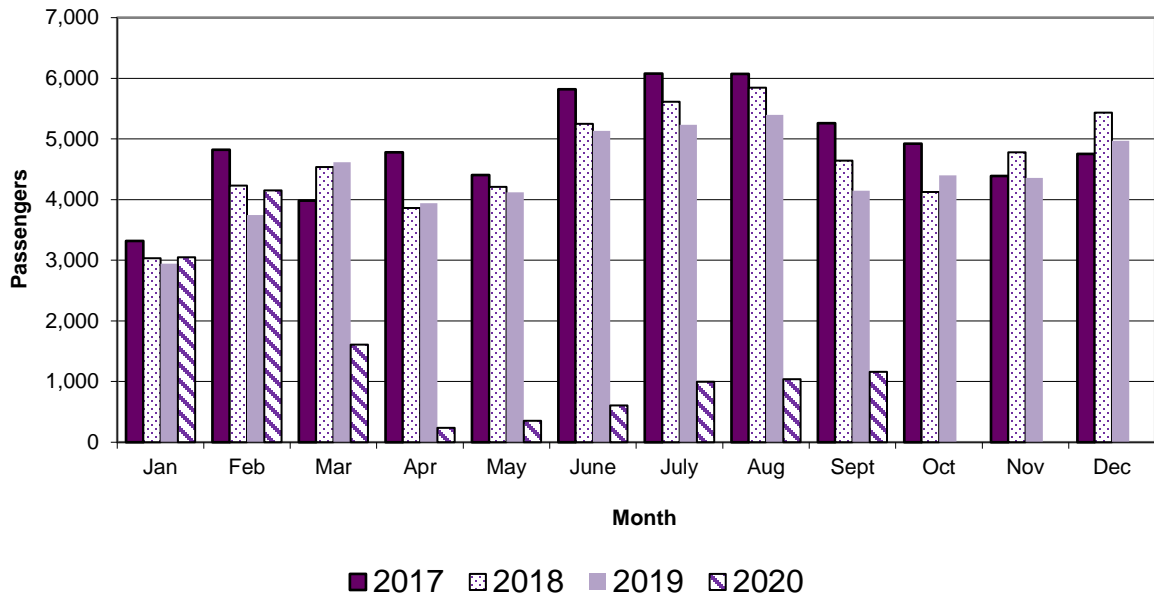
SOUTH SHORE PEAK RIDERSHIP 2017-2020
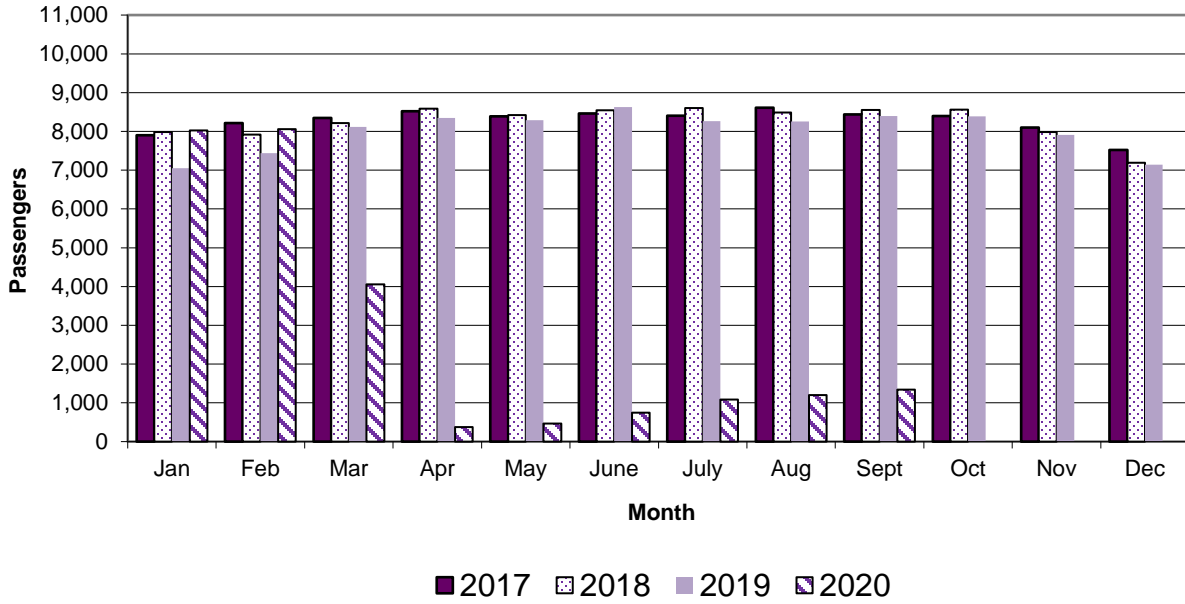
SOUTH SHORE OFF-PEAK RIDERSHIP 2017-2020
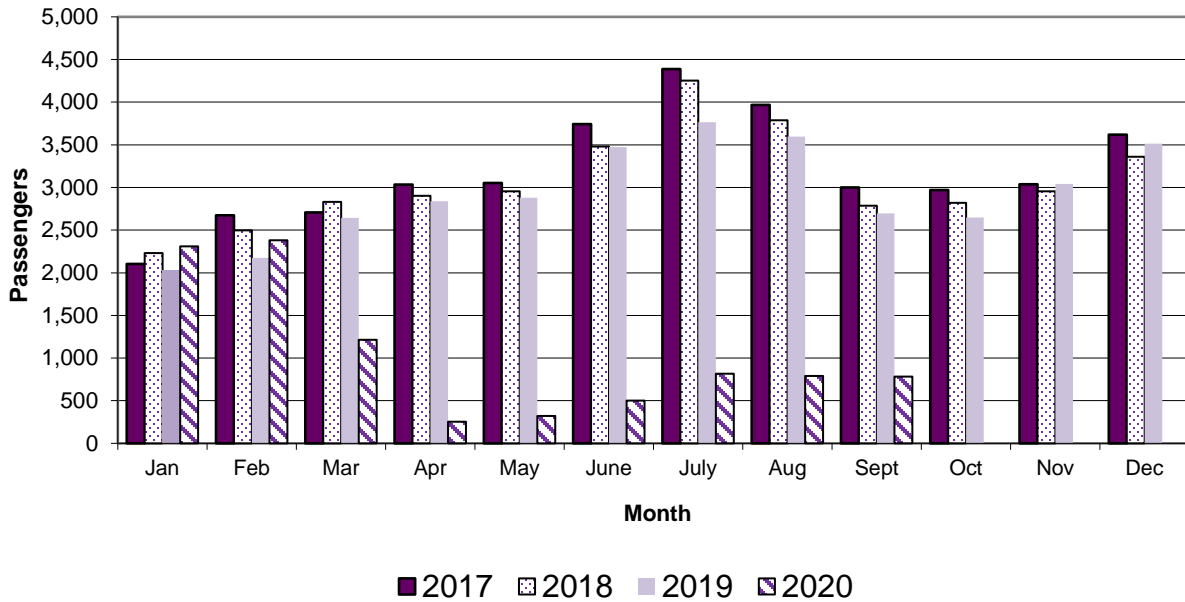
SOUTH SHORE MONTHLY RIDERSHIP 2017-2020
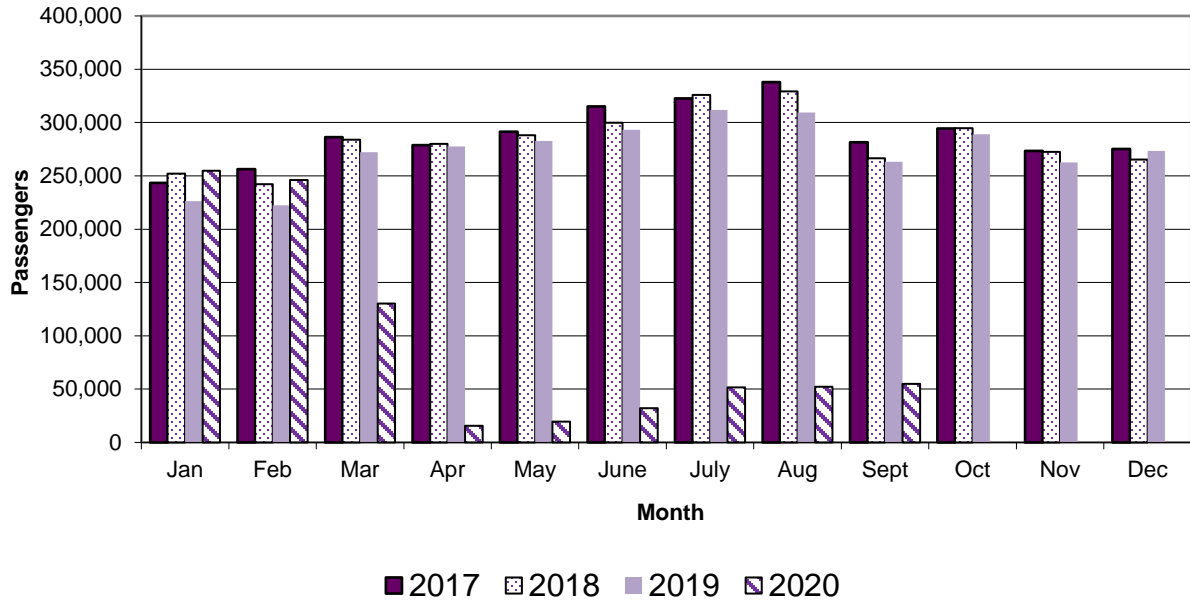
Percent on Time: September 2020

Peak		
Train	Days Late	% on Time
102	1	95.2%
104	0	100.0%
6	0	100.0%
106	0	100.0%
108	*2*	*90.5%*
110	1	95.2%
112	*2*	*90.5%*
114	0	100.0%
214	*2*	*90.5%*
11	*13*	*38.1%*
111	0	100.0%
113	1	95.2%
115	0	100.0%
17	*3*	*85.7%*
117	1	95.2%
217	0	100.0%
119	0	100.0%
Total	26	92.7%
Westbound	8	95.8%
Eastbound	18	89.3%

Off-Peak		
Train	Days Late	% on Time
14	2	90.5%
216	0	100.0%
116	*6*	*71.4%*
218	1	95.2%
18	*5*	*76.2%*
118	3	85.7%
220	1	95.2%
20	0	100.0%
222	1	95.2%
420	0	100.0%
22	3	85.7%
424	0	100.0%
401	0	100.0%
203	0	100.0%
403	2	90.5%
205	0	100.0%
207	0	100.0%
7	*11*	*47.6%*
107	*5*	*76.2%*
9	*6*	*71.4%*
109	1	95.2%
209	1	95.2%
19	2	90.5%
121	2	90.5%
123	1	95.2%
101	2	90.5%
Total	55	89.9%
Westbound	22	91.3%
Eastbound	33	88.8%

Weekend/Holiday		
Train	Days Late	% on Time
600	1	88.9%
502	0	100.0%
504	2	77.8%
606	0	100.0%
506	0	100.0%
608	1	88.9%
508	2	77.8%
610	0	100.0%
510	1	88.9%
710	Deadhead Move	
503	0	100.0%
603	0	100.0%
605	0	100.0%
505	1	88.9%
507	0	100.0%
509	2	77.8%
511	0	100.0%
613	0	100.0%
601	1	88.9%
701	0	100.0%
703	0	100.0%
Total	11	93.9%
Westbound	7	91.4%
Eastbound	4	96.0%

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

Reason for Delay: September

Reasons (weekday)		
AMT	2	2.5%
CAR	3	3.7%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	12	14.8%
DSR	1	1.2%
DSS	3	3.7%
FRR	4	4.9%
FTI	2	2.5%
HLD	1	1.2%
LMU	0	0.0%
MET	16	19.8%
OET	0	0.0%
OPR	14	17.3%
OTH	2	2.5%
PAS	4	4.9%
POL	3	3.7%
PTC	0	0.0%
PTI	9	11.1%
SUB	0	0.0%
SVS	5	6.2%
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	81	100.0%

Reasons (weekend)		
AMT	0	0.0%
CAR	3	27.3%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	0	0.0%
DSS	0	0.0%
FRR	1	9.1%
FTI	2	18.2%
HLD	0	0.0%
LMU	1	9.1%
MET	1	9.1%
OET	0	0.0%
OPR	1	9.1%
OTH	0	0.0%
PAS	1	9.1%
POL	0	0.0%
PTC	0	0.0%
PTI	1	9.1%
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	11	100%

AMT-Amtrak delay
CAR-Car or equipment failure
DBS-Delays due to busing
DDS-Debris strike
DMW-Maintenance of Way work
DSR-Speed Restriction
DSS-Reduced speed due to restrictive signal
FRR-Freight train interference from crossing
FTI-Freight train interference on NICTD track
HLD-Station delay related to passenger
    boarding
LMU-Late make up(includes turn of equipment)
MET-Metra delays
OET-Operational efficiency testing

OPR-Operational delay
OTH-Other delays
PAS-Passenger boarding
PTC-Positive train control delays
PTI-Passenger train interference
SUB-Substation
SVS-Servicing (adding/removing equipment)
TOD-Train order delay
TRK-Track/wayside malfunction
TRS-Trespasser on incident.
UTL-Utility power outage
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, 2020

Peak

Train	Days Late	% on Time
102	6	95.7%
104	4	97.1%
6	8	94.2%
106	12	91.4%
108	8	94.2%
110	9	93.5%
112	8	94.2%
114	9	93.5%
214	7	95.0%
502	15	69.4%
600	5	89.8%
802	7	85.7%
804	12	75.5%
11	57	59.0%
111	4	97.1%
113	13	90.6%
115	8	94.2%
17	30	78.4%
117	24	82.7%
217	11	92.0%
119	11	92.1%
507	6	87.8%
509	10	79.6%
801	18	63.3%
803	17	65.3%
Total	319	88.4%
Westbound	110	92.4%
Eastbound	209	84.0%

Off-Peak

Train	Days Late	% on Time
14	10	92.8%
216	18	87.0%
116	43	69.1%
216	9	93.5%
18	53	61.9%
118	28	79.7%
218	9	93.5%
20	35	74.8%
220	11	92.0%
420	7	94.3%
22	27	80.6%
422	5	95.9%
504	14	71.4%
506	20	59.2%
508	10	79.6%
510	9	81.6%
606	15	69.4%
608	7	85.7%
610	20	59.2%
401	8	93.3%
203	4	97.1%
403	14	89.9%
205	0	100.0%
207	19	86.3%
7	55	60.4%
107	65	53.2%
9	50	64.0%
109	31	77.7%
209	11	92.1%
19	26	81.3%
121	8	94.2%
123	16	88.5%
101	13	90.6%
503	11	59.3%
505	16	67.3%
511	4	91.8%
601	6	87.8%
603	16	67.3%
605	20	59.2%
613	3	93.9%
701	1	97.7%
703	5	88.6%
Total	752	82.5%
Westbound	350	82.3%
Eastbound	402	82.8%

Weekend/Holiday

Train	Days Late	% on Time
600	15	79.5%
502	17	76.7%
504	25	65.8%
606	17	76.7%
506	24	67.1%
608	9	87.5%
508	19	73.6%
610	8	88.9%
510	15	79.2%
710	Deadhead move	
503	17	76.7%
603	4	94.4%
605	33	54.8%
505	14	80.8%
507	15	79.2%
509	26	63.9%
511	18	75.0%
613	6	91.7%
601	6	91.7%
701	6	91.4%
703	10	85.7%
Total	304	78.9%
Westbound	149	77.2%
Eastbound	155	80.4%

Cumulative Reasons for Delays Thru September, 2020

REASONS (weekday)			REASONS (weekend)			TOTAL		
AMT	14	1.3%	AMT	5	1.6%	AMT	19	1.4%
CAR	44	4.1%	CAR	23	7.1%	CAR	67	4.8%
CAT	1	0.1%	CAT	0	0.0%	CAT	1	0.1%
DBS	0	0.0%	DBS	1	0.3%	DBS	1	0.1%
DDS	1	0.1%	DDS	0	0.0%	DDS	1	0.1%
DMW	111	10.3%	DMW	9	2.8%	DMW	120	8.6%
DSR	30	2.8%	DSR	7	2.2%	DSR	37	2.6%
DSS	12	1.1%	DSS	6	1.9%	DSS	18	1.3%
FRR	16	1.5%	FRR	6	1.9%	FRR	22	1.6%
FTI	43	4.0%	FTI	17	5.3%	FTI	60	4.3%
HLD	19	1.8%	HLD	4	1.2%	HLD	23	1.6%
LMU	22	2.0%	LMU	8	2.5%	LMU	30	2.1%
MET	254	23.6%	MET	82	25.5%	MET	336	24.0%
OET	6	0.6%	OET	0	0.0%	OET	6	0.4%
OPR	133	12.3%	OPR	31	9.6%	OPR	164	11.7%
OTH	32	3.0%	OTH	8	2.5%	OTH	40	2.9%
PAS	26	2.4%	PAS	24	7.5%	PAS	50	3.6%
POL	8	0.7%	POL	2	0.6%	POL	10	0.7%
PTC	8	0.7%	PTC	0	0.0%	PTC	8	0.6%
PTI	134	12.4%	PTI	45	14.0%	PTI	179	12.8%
SUB	2	0.2%	SUB	0	0.0%	SUB	2	0.1%
SVS	13	1.2%	SVS	15	4.7%	SVS	28	2.0%
TOD	6	0.6%	TOD	0	0.0%	TOD	6	0.4%
TRK	17	1.6%	TRK	4	1.2%	TRK	21	1.5%
TRS	3	0.3%	TRS	6	1.9%	TRS	9	0.6%
UTL	30	2.8%	UTL	2	0.6%	UTL	32	2.3%
VAN	3	0.3%	VAN	1	0.3%	VAN	4	0.3%
WTR	89	8.3%	WTR	16	5.0%	WTR	105	7.5%
TOTAL	1,077	100.0%	TOTAL	322	100.0%	TOTAL	1,399	100.0%

AMT-Amtrak delay
CAR-Car or equipment failure
DBS-Delays due to busing
DDS-Debris strike
DMW-Maintenance of Way work
DSR-Speed Restriction
DSS-Reduced speed due to restrictive signal
FRR-Freight train interference from crossing
FTI-Freight train interference on NICTD track
HLD-Station delay related to passenger
    boarding
LMU-Late make up(includes turn of equipment)
MET-Metra delays
OET-Operational efficiency testing
OPR-Operational delay
OTH-Other delays

PAS-Passenger boarding
PTC-Positive train control delays
PTI-Passenger train interference
SUB-Substation
SVS-Servicing (adding/removing equipment)
TOD-Train order delay
TRK-Track/wayside malfunction
TRS-Trespasser on incident.
UTL-Utility power outage
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.

Weekday peak trains were on time 92.7% of the time. The remaining 7.3% are made up of 26 trains reporting delays beyond 5 minutes and 59 seconds. Those delays are represented in the below chart depicting the various length of the delay reported.

Peak Train Delay (in minutes)

- 21-30: 3
- 11-15: 8
- 6-10: 15

RUSH HOUR* TRAIN DELAYS - September 2020 (minutes late)

		Tues	Wed	Thu	Fri	Tues	Wed	Thu	Fri	Mon	Tues	Wed	Thu	Fri	Mon	Tues	Wed	Thu	Fri	Mon	Tues	Wed	Days	Days	%
Train	Arrive	1	2	3	4	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	Late	Ran	On Time
102	5:48a				10																		1	21	95.2%
104	6:31																						0	21	100.0%
6	6:55																						0	21	100.0%
106	7:13																						0	21	100.0%
108	7:35			15						27													2	21	90.5%
110	7:51									15													1	21	95.2%
112	8:08			21						10													2	21	90.5%
114	8:31																						0	21	100.0%
214	8:52					13				8													2	21	90.5%
14	10:28		9								8												2	21	90.5%
Train	Depart																								
11	3:57		7			12	25	13	10	9	10	8	7	12	6		11			8			13	21	38.1%
111	4:02																						0	21	100.0%
113	4:28																	6					1	21	95.2%
115	4:57																						0	21	100.0%
117	5:10													9									1	21	95.2%
17	5:28						9						9								11		3	21	85.7%
217	5:32																						0	21	100.0%
119	5:58																						0	21	100.0%
19	7:10												6							6			2	21	90.5%
High temp		82	80	83	75	84	81	71	71	71	73	76	68	63	73	76	76	77	79	67	63	62			
Low temp		63	64	57	52	65	61	62	58	53	46	46	53	46	40	41	49	49	47	48	43	43			

* 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	16	196	92%	11	180	93.9%	8	163	95.1%	14	88	84.1%	21	80	73.8%	8	165	95.2%
EB Rush	7	176	96%	26	160	83.8%	14	148	90.5%	21	88	76.1%	23	80	71.3%	39	147	73.5%
Total Rush	23	372	94%	37	340	89.1%	22	311	92.9%	35	176	80.1%	44	160	72.5%	47	312	84.9%

	July			August			September			October			November			December		
WB Rush	13	207	94%	8	189	95.8%	8	189	95.8%									
EB Rush	34	184	82%	28	167	83.2%	18	168	89.3%									
Total Rush	47	391	88%	36	356	89.9%	26	357	92.7%									

Cumulative Standard Schedule

Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	5	106	95.3%
6:31	104	3	106	97.2%
6:55	6	4	107	96.3%
7:13	106	10	107	90.7%
7:35	108	7	107	93.5%
7:51	110	7	107	93.5%
8:08	112	6	107	94.4%
8:31	114	8	107	92.5%
8:52	214	6	107	94.4%
10:28	14	7	107	93.5%
Depart				
3:57	11	42	107	60.7%
4:02p	111	2	107	98.1%
4:28	113	7	107	93.5%
4:57	115	6	107	94.4%
5:10	117	22	107	79.4%
5:28	17	19	107	82.2%
5:32	217	7	106	93.4%
5:58	119	8	107	92.5%
7:15	19	19	107	82.2%

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	107	1457	92.7%
EB Rush	210	1318	84.1%
Total Rush	317	2,775	88.6%

Cumulative Rush Hour Through September

Range	TOTAL am	pm	total	PERCENTAGE am	pm	total
6-10	44	92	136	3.0%	7.0%	4.9%
11-15	25	40	65	1.7%	3.0%	2.3%
16-20	16	17	33	1.1%	1.3%	1.2%
21-30	14	23	37	1.0%	1.7%	1.3%
31-59	7	20	27	0.5%	1.5%	1.0%
60+	5	19	24	0.3%	1.4%	0.9%
Annulled	10	10	20			
Total Late	111	211	322	7.6%	16.0%	11.6%
On time	1346	1107	2453	92.4%	84.0%	88.4%
Total ran	1457	1318	2775			

Grand Total All Trains Through September

Range	Peak WB	EB	Off	Wkend	Total	%
6-10	44	92	364	159	659	7.5%
11-15	25	40	166	68	299	3.4%
16-20	16	17	83	40	156	1.8%
21-30	14	23	64	29	130	1.5%
31-59	7	20	52	27	106	1.2%
60+	5	19	16	10	50	0.6%
Annulled	10	10	112	26	158	
Total	111	211	745	333	1400	16.0%
On Time	1346	1107	3638	1265	7356	84.0%
Total ran	1457	1318	4383	1598	8756	
%On Time	92.4%	84.0%	83.0%	79.2%	84.0%	

September Rush Hour Trains

Range	TOTAL am	pm	total	PERCENTAGE am	pm	total
6-10	3	12	15	1.6%	7.1%	4.2%
11-15	3	5	8	1.6%	3.0%	2.2%
16-20	0	0	0	0.0%	0.0%	0.0%
21-30	2	1	3	1.1%	0.6%	0.8%
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	8	18	26	4.2%	10.7%	7.3%
On time	181	150	331	95.8%	89.3%	92.7%
Total ran	189	168	357			