

MONTHLY RIDERSHIP AND PERFORMANCE REPORT

**May 2017
Monthly Performance Report**



NICTD

MAY, 2017 MONTHLY PERFORMANCE REPORT

Ridership

May ridership rose by 0.6% compared to last year. This year we carried 291,326 passengers. In May 2016 we carried 289,597.

Weekday Travel

Average weekday travel declined by 1.1% (11,439) compared with May 2016 (11,570). Average **peak** travel fell by 1.8%; and **off-peak** travel rose by 0.5%.

AVERAGE SEAT OCCUPANCY**					
WESTBOUND			EASTBOUND		
Arrival	% of seats occupied		Departure	% of seats occupied	
	Avg. 2016	May 2017		Avg. 2016	May 2017
5:48 a	35.5%	50.5	3:57 p***	72.4%	71.2
6:31 a	68.7	72.6	4:02 p	64.3	45.1
6:55 a***	74.6	70.0	4:28 p	90.2	83.6
7:13 a	70.9	58.7	4:57 p	93.4	87.6
7:35 a	83.1	81.4	5:10 p	79.3	73.9
7:51 a	80.3	74.5	5:28 p	76.5	80.3
8:08 a	83.0	90.9	5:32 p	77.8	71.7
8:31 a	88.8	87.8	5:58 p	74.6	71.8
8:52 a	69.3	80.9	7:10 p*	58.6	54.9
10:28 a*	66.5	53.4			

*Non rush-hour service

**Average for Tuesday thru Thursday ONLY

***New Sunrise Express introduced on 3/16/15; 3:57p is afternoon express

Weekend

Weekend ridership declined by 5.5% over May 2016. We averaged 4,406 passengers per day on weekends compared to 4,663 last year.

Analysis over last 12 months:

RIDERSHIP OVER LAST 12 MONTHS: JUNE THRU MAY							
	2013-14	2014-15	%Change	2015-16	%Change	2016-17	%Change
Total	3,574,064	3,623,481	1.4	3,586,123	-1.0	3,475,271	-3.1
Weekday	3,031,931	3,066,832	1.1	3,064,725	-0.1	2,957,060	-3.5
Peak	2,171,689	2,202,821	1.4	2,223,769	0.9	2,143,895	-3.6
Off-peak	860,242	864,011	0.4	841,095	-2.6	813,165	-3.3
Weekend	542,133	556,649	2.7	521,398	-6.3	518,211	-0.6
South Bend	250,661	249,798	-0.3	245,226	-1.8	247,034	0.7

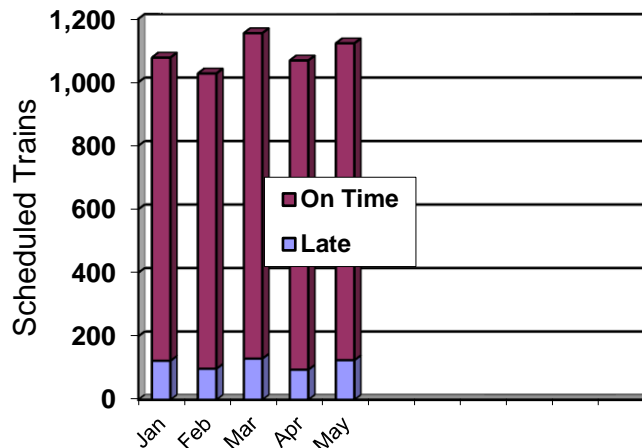
On Time Performance

Rush hour –Overall, 92.0% of A.M. and P.M. rush hour trains were on time in May; compared to 76.2% in May 2016. We consider a train to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 95.5% of all trains arrived at their terminal station within 10 minutes. 96.0% of westbound morning rush hour service was on time compared to 84.1% in May 2016; while eastbound rush hour trains reported an average on time performance of 87.5% compared to 67.3% in the previous year. Eight out of 180 westbound trains were delayed in May ranging from

7-17 minutes. Twenty-two out of 176 eastbound trains encountered delays ranging from 6-45 minutes.¹

RANGE OF RUSH-HOUR DELAYS (in minutes)								
Range	MAY, 2017				CUMULATIVE THRU 2017			
	a.m.	p.m.	Total	Percent	a.m.	p.m.	Total	Percent
6-10	4	9	13	3.5%	19	25	44	2.5%
11-15	2	7	9	2.4	19	15	34	1.9
16-20	2	4	6	1.6	5	12	17	1.0
21-30	0	1	1	0.3	3	3	6	0.3
31-59	0	1	1	0.3	1	2	3	0.2
60+	0	0	0	0.0	0	10	10	0.6
On Time	190	154	344	92.0%	898	774	1,672	93.6%
Total Ran	198	176	374		945	841	1,786	
Annulled	0	0	0		9	7	16	

Overall - We operated 1,123 trains in May and experienced 95 delays in excess of 5 minutes (ranging from 6-77 minutes) with a median delay of 10 minutes. In May 2016 we operated 1,040 trains with 326 delays in excess of 5 minutes (ranging from 6-67 minutes) with a median delay of 12 minutes.



Cumulative On Time Comparison		
Thru May	2016	2017
Weekday	79.9	90.3
Peak	85.0	93.6
Off-peak	76.4	88.1
Weekend	76.7	85.9
Overall	79.3	89.5

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 May we had one delay in excess of 59 minutes and 12 annulled trains. The single delay affected Train 9 when an auto got stuck on the tracks near Willard Ave. Train 205 was annulled due to single tracking associated with undercutting west of Gary Metro Center. In 2016 we had 48 annulled or delayed trains in excess of 59 minutes caused by

¹ We operate 9 westbound and 8 eastbound rush-hour trains per weekday.

the installation of high speed crossovers.

ANNULLED TRAINS OR DELAYS IN EXCESS OF 59 MINUTES							
Date	Train #	Minutes	Reason	Date	Train #	Minutes	Reason
1-6	6	Annulled	Mechanical		217	Annulled	Weather
1-10	11	75	NIPSCO outage		218	Annulled	Weather
	15	122	NIPSCO outage		220	Annulled	Weather
	19	80	NIPSCO outage		222	Annulled	Weather
	20	97	NIPSCO outage	1-16	119	76	Metra
	111	90	NIPSCO outage		220	114	Metra
	113	95	NIPSCO outage	3-8	107	170	NIPSCO outage
	115	100	NIPSCO outage		116	89	NIPSCO outage
	117	125	NIPSCO outage		216	Annulled	NIPSCO outage
	119	Annulled	NIPSCO outage		218	Annulled	NIPSCO outage
	217	109	NIPSCO outage	4-17	19	62	Trespass on Metra
	220	Annulled	NIPSCO outage	4-24	101	169	Metra switch fail
	222	90	NIPSCO outage	4-27	424	Annulled	Mechanical
	121	89	NIPSCO outage	5-15	205	Annulled	Track maintenance
1-12	6	Annulled	Weather	5-16	205	Annulled	Track maintenance
	7	Annulled	Weather	5-16	9	77	Auto Crash
	9	Annulled	Weather	5-17	205	Annulled	Track maintenance
	11	Annulled	Weather	5-18	205	Annulled	Track maintenance
	14	Annulled	Weather	5-19	205	Annulled	Track maintenance
	15	82	Weather	5-22	205	Annulled	Track maintenance
	18	Annulled	Weather	5-23	205	Annulled	Track maintenance
	20	Annulled	Weather	5-24	205	Annulled	Track maintenance
	104	Annulled	Weather	5-25	205	Annulled	Track maintenance
	106	Annulled	Weather	5-26	205	Annulled	Track maintenance
	107	Annulled	Weather	5-30	205	Annulled	Track maintenance
	108	Annulled	Weather	5-31	205	Annulled	Track maintenance
	109	Annulled	Weather				
	110	Annulled	Weather				
	111	Annulled	Weather				
1-12	112	Annulled	Weather				
	113	Annulled	Weather				
	114	Annulled	Weather				
	115	Annulled	Weather				
	116	Annulled	Weather				
	117	Annulled	Weather				
	118	Annulled	Weather				
	203	Annulled	Weather				
	205	Annulled	Weather				
	207	Annulled	Weather				
	209	Annulled	Weather				
	214	Annulled	Weather				
	216	Annulled	Weather				

RIDERSHIP REPORT: MAY, 2017

07/16/2017

	2015	Work	2016	Work	2017	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	17/16
MONTHLY RIDERSHIP							
January	260,741	21	255,006	20	243,280	21	-4.6%
February	261,449	20	257,998	21	256,285	20	-0.7%
March	300,752	22	295,099	23	286,216	23	-3.0%
April	303,792	22	287,094	21	278,878	20	-2.9%
May	289,203	20	289,597	21	291,326	22	0.6%
June	333,805	22	307,307	22			
CUMULATIVE COMPARISON							
January	260,741	21	255,006	20	243,280	21	-4.6%
February	522,190	41	513,004	41	499,565	41	-2.6%
March	822,942	63	808,103	64	785,781	64	-2.8%
April	1,126,734	85	1,095,197	85	1,064,659	84	-2.8%
May	1,415,937	105	1,384,794	106	1,355,985	106	-2.1%
June	1,749,742	127	1,692,101	128			
AVERAGE WEEKDAY RIDERSHIP							
January	10,830		10,892		10,003		-8.2%
February	11,218		10,547		10,885		3.2%
March	11,880		11,581		11,058		-4.5%
April	12,081		11,822		11,553		-2.3%
May	11,994		11,570		11,439		-1.1%
June	13,104		12,161				
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
January	8,430		8,603		7,898		-8.2%
February	8,512		7,975		8,211		3.0%
March	8,934		8,642		8,350		-3.4%
April	8,810		8,760		8,520		-2.7%
May	8,747		8,537		8,387		-1.8%
June	9,303		8,777				
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
January	2,399		2,289		2,105		-8.0%
February	2,706		2,585		2,674		3.4%
March	2,946		2,940		2,708		-7.9%
April	3,271		3,061		3,033		-0.9%
May	3,247		3,039		3,053		0.5%
June	3,801		3,384				

RIDERSHIP REPORT: MAY, 2017

07/16/2017

	2015	Work	2016	Work	2017	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	17/16
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
January	3,332		3,379		3,321		-1.7%
February	4,637		4,532		4,822		6.4%
March	4,376		3,591		3,986		11.0%
April	4,751		4,315		4,783		10.8%
May	4,485		4,663		4,406		-5.5%
June	5,689		4,971				

RIDERSHIP REPORT: MAY, 2017

07/16/2017

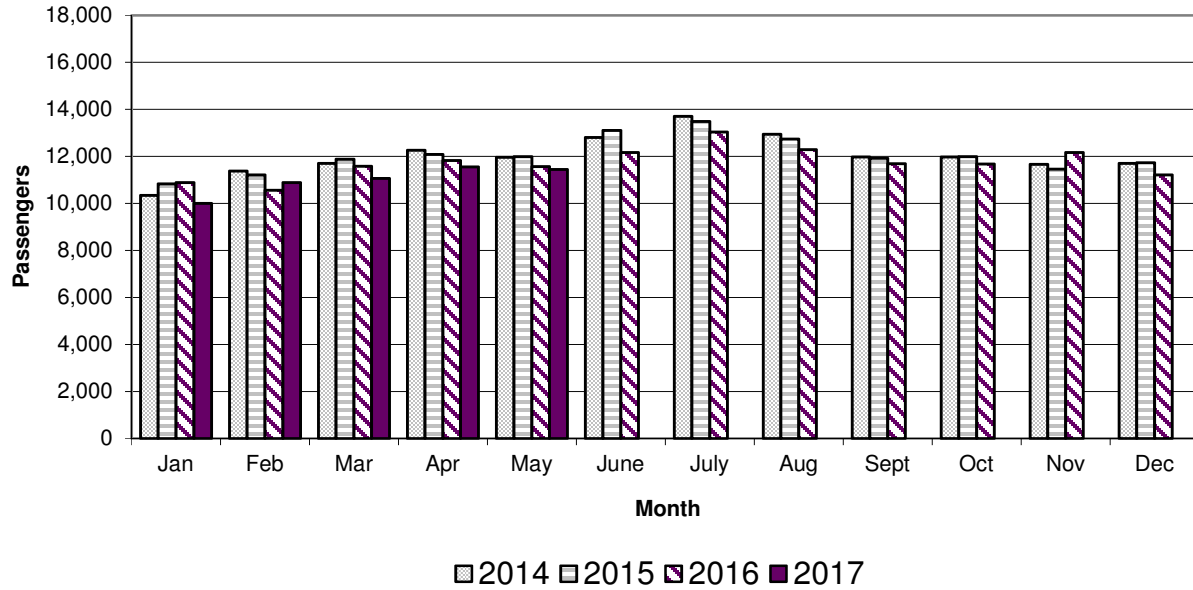
	2015	Work Days	2016	Work Days	2017	Work Days	Change 17/16
	Passengers		Passengers		Passengers		
MONTHLY RIDERSHIP							
July	362,048	23	326,207	20			
August	326,279	21	321,033	23			
September	297,252	21	288,198	21			
October	305,425	22	294,337	21			
November	272,665	20	300,628	21			
December	303,855	22	281,576	21			
CUMULATIVE COMPARISON							
July	2,111,790	150	2,018,308	148			
August	2,438,069	171	2,339,341	171			
September	2,735,321	192	2,627,539	192			
October	3,040,746	214	2,921,876	213			
November	3,313,411	234	3,222,504	234			
December	3,617,266	256	3,504,080	255			
AVERAGE WEEKDAY RIDERSHIP							
July	13,488		13,037				
August	12,742		12,289				
September	11,918		11,682				
October	11,989		11,671				
November	11,464		12,159				
December	11,733		11,217				
Thru May	11,608	105	11,294	106	10,989	106	-2.7%
AVERAGE WEEKDAY PEAK PERIOD RIDERSHIP							
July	8,734		8,407				
August	8,910		8,694				
September	8,865		8,661				
October	8,963		8,704				
November	8,477		8,685				
December	8,031		7,552				
Thru May	8,691	105	8,505	106	8,274	106	-2.7%
AVERAGE WEEKDAY OFF-PEAK RIDERSHIP							
July	4,754		4,629				
August	3,831		3,595				
September	3,053		3,021				
October	3,026		2,967				
November	2,987		3,473				
December	3,703		3,665				
Thru May	2,916	105	2,790	106	2,715	106	-2.7%

RIDERSHIP REPORT: MAY, 2017

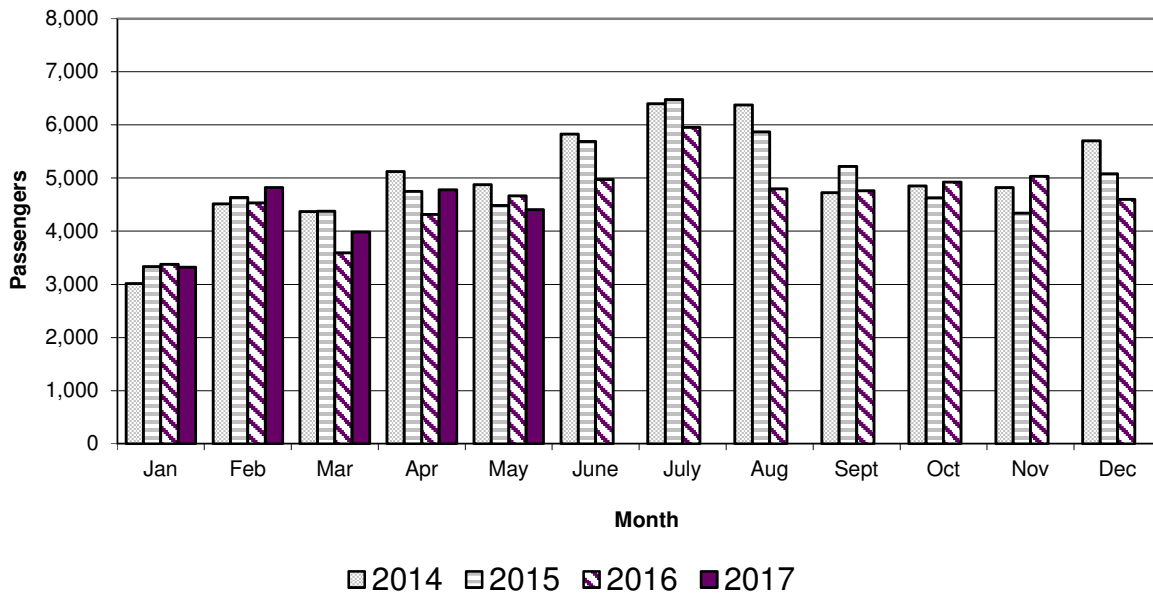
07/16/2017

	2015	Wkend Days	2016	Wkend Days	2017	Wkend Days	Change 17/16
	Passengers		Passengers		Passengers		
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)							
July	6,478		5,952				
August	5,870		4,797				
September	5,218		4,763				
October	4,630		4,929				
November	4,339		5,033				
December	5,080		4,602				
Thru May	4,286	46	4,079	46	4,248	45	4.1%

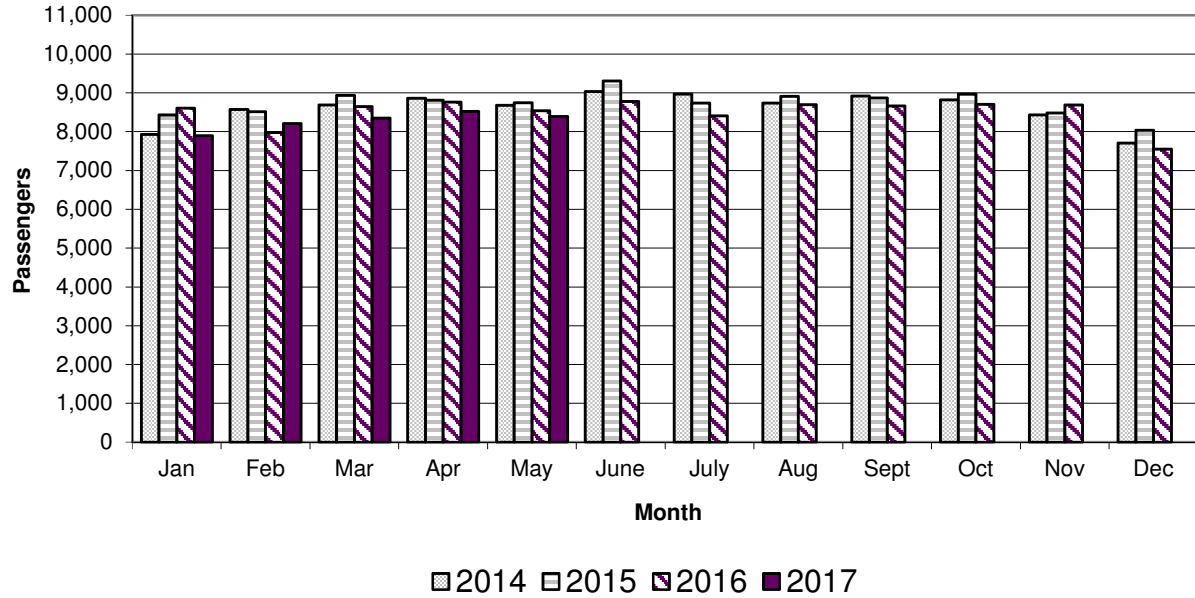
SOUTH SHORE WEEKDAY RIDERSHIP 2014-2017



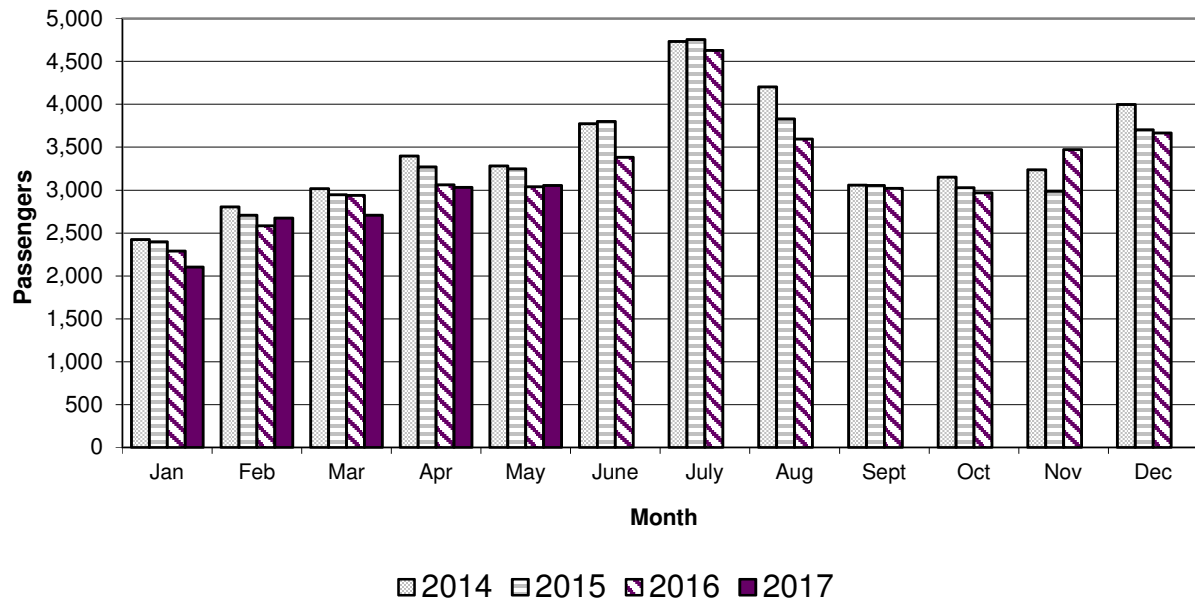
SOUTH SHORE WEEKEND/HOLIDAY RIDERSHIP: 2014-2017



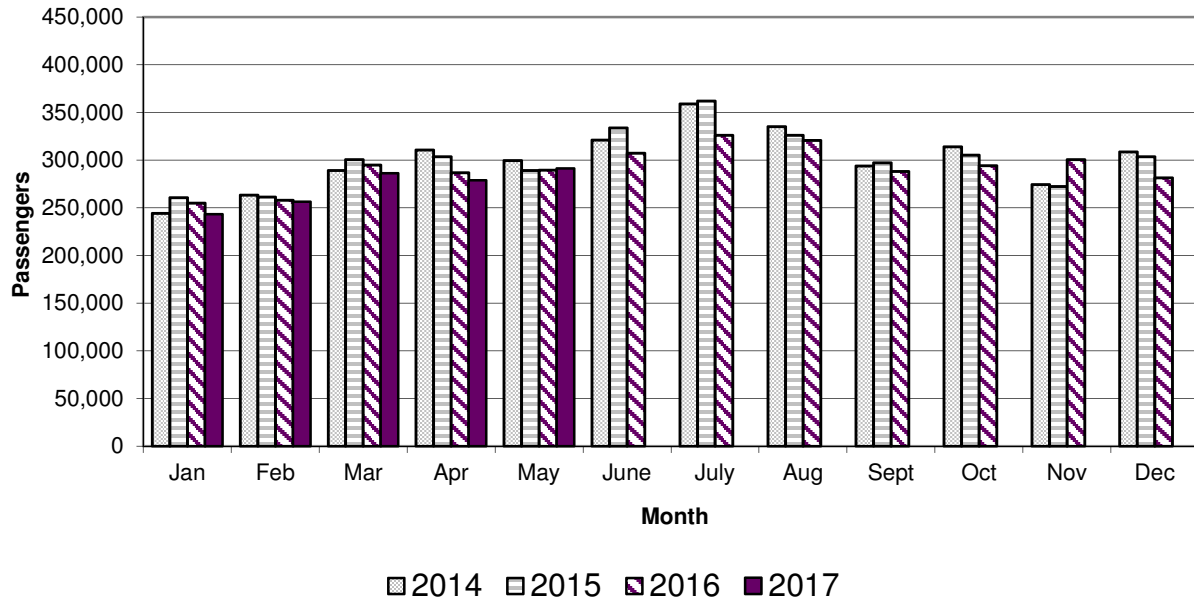
SOUTH SHORE PEAK RIDERSHIP 2014-2017



SOUTH SHORE OFF-PEAK RIDERSHIP 2014-2017



SOUTH SHORE MONTHLY RIDERSHIP 2014-2017



PERCENT ON TIME: MAY, 2017

PEAK

Train	Days Late	% on Time
102	1	95.5%
104	0	100.0%
6	6	72.7%
106	1	95.5%
108	0	100.0%
110	0	100.0%
112	0	100.0%
114	0	100.0%
214	0	100.0%
11	9	59.1%
111	2	90.9%
113	3	86.4%
115	2	90.9%
15	0	100.0%
117	4	81.8%
217	1	95.5%
119	1	95.5%
Total	30	92.0%
Westbound	8	96.0%
Eastbound	22	87.5%

OFF-PEAK

Train	Days Late	% on Time
14	5	77.3%
216	1	95.5%
116	1	95.5%
218	0	100.0%
18	11	50.0%
118	2	90.9%
220	0	100.0%
20	12	45.5%
222	1	95.5%
420	0	100.0%
22	1	95.5%
424	0	100.0%
401	0	100.0%
203	1	95.5%
403	0	100.0%
205	0	100.0%
207	0	100.0%
7	5	77.3%
107	4	81.8%
9	5	77.3%
109	10	54.5%
209	1	95.5%
19	4	81.8%
121	4	81.8%
123	1	95.5%
101	1	95.5%
Total	70	87.5%
Westbound	34	87.1%
Eastbound	36	87.8%

WEEKEND/HOLIDAY

Train	Days Late	% on Time
600	0	100.0%
502	3	66.7%
504	1	88.9%
606	2	77.8%
506	4	55.6%
608	0	100.0%
508	0	100.0%
610	1	88.9%
510	0	100.0%
710	Cancelled*	
503	2	77.8%
603	1	88.9%
605	1	88.9%
505	1	88.9%
507	1	88.9%
509	2	77.8%
511	0	100.0%
613	1	88.9%
601	1	88.9%
701	0	100.0%
703	4	55.6%
Total	25	86.8%
Westbound	11	87.8%
Eastbound	14	85.9%

REASONS (weekday)		
CAR	2	2.0%
CAT		0.0%
DBS		0.0%
AMT	7	7.0%
DMW	33	33.0%
DSR	5	5.0%
DSS	6	6.0%
FTI	3	3.0%
HLD	3	3.0%
LMU		0.0%
MET	14	14.0%
OTH	4	4.0%
PAS	8	8.0%
POL		0.0%
PTI	9	9.0%
SVS		0.0%
TOD		0.0%
TRS		0.0%
WTR	1	1.0%
NIPSCO		0.0%
FRR	3	3.0%
OET	1	1.0%
TRK	1	1.0%
DDS		0.0%
OPR		0.0%
UTL		0.0%
VAN		0.0%
SUB		
TOTAL	100	100.0%

REASONS (weekend)		
CAR	2	8.0%
CAT		0.0%
DBS		0.0%
AMT	2	8.0%
DMW	1	4.0%
DSR		0.0%
DSS	2	8.0%
FTI	2	8.0%
HLD	1	4.0%
LMU		0.0%
MET		0.0%
OTH		0.0%
PAS	5	20.0%
POL	1	4.0%
PTI	6	24.0%
SVS	3	12.0%
TOD		0.0%
TRS		0.0%
DDS		0.0%
OPR		0.0%
WTR		0.0%
FRR		0.0%
SUB		0.0%
NIPSCO		0.0%
OET		0.0%
TRK		0.0%
UTL		0.0%
VAN		0.0%
TOTAL	25	100%

Trains less than 90% on time

CAR - Car or equipment failure of malfunction
 CAT - Catenary problems or power outage

DBS - Delays due to busing
 AMT - Amtrak Delay

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.

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

OTH - Other delays

OET - Operational Efficiency Testing

UTL - utility power outage

SUB - Substation

OPR - Operational delay

VAN - Vandalism

PAS - Passenger boarding

POL - Police related delays - except road crossing or trespasser accidents

PTI - Passenger train interference

SVS - Servicing - includes adding or subtracting equipment to or from consist

TOD - Train order delay - not associated with train meets

TRS - Trespasser incidents including road crossing accidents

WTR - Delays related to inclement weather

NIPSCO - Delays caused by power utility disruption

FRR - Freight train interference from crossing road

TRK - Track/wayside malfunction

DDS - Debris Strike

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

CUMULATIVE PERCENT ON TIME THRU MAY, 2017

PEAK		
Train	Days Late	% on Time
102	3	97.2%
104	5	95.2%
6	9	91.3%
106	3	97.1%
108	1	99.0%
110	7	93.3%
112	3	97.1%
114	9	91.4%
214	7	93.3%
11	17	83.8%
111	5	95.2%
113	10	90.5%
115	6	94.3%
15	4	96.2%
117	13	87.6%
217	7	93.3%
119	5	95.2%
Total	114	93.6%
Westbound	47	95.0%
Eastbound	67	92.0%

OFF-PEAK		
Train	Days Late	% on Time
14	15	85.7%
216	1	99.0%
116	22	79.0%
216	5	95.2%
18	40	61.9%
118	4	96.2%
218	5	95.2%
20	36	65.7%
220	4	96.2%
420	1	99.1%
22	11	89.6%
422	4	96.2%
401	1	99.1%
203	3	97.1%
403	5	95.3%
205	27	71.0%
207	3	97.1%
7	20	81.0%
107	17	83.8%
9	18	82.9%
109	17	83.8%
209	5	95.2%
19	19	82.1%
121	22	79.2%
123	14	86.8%
101	5	95.3%
Total	324	88.1%
Westbound	148	88.2%
Eastbound	176	88.0%

WEEKEND/HOLIDAY		
Train	Days Late	% on Time
600	2	95.6%
502	8	82.2%
504	7	84.4%
606	13	71.1%
506	10	77.8%
608	1	97.8%
508	6	86.7%
610	7	84.4%
510	4	91.1%
710	Cancelled*	
503	6	86.7%
603	2	95.6%
605	2	95.6%
505	5	88.9%
507	14	68.9%
509	13	71.1%
511	6	86.7%
513	3	93.3%
601	5	88.9%
703	0	100.0%
705	19	57.8%
Total	133	85.9%
Westbound	58	87.1%
Eastbound	75	84.8%

Trains less than 90% on time

CUMULATIVE REASONS FOR DELAYS THRU MAY, 2017

REASONS (weekday)		
CAR	20	4.6%
CAT		0.0%
DBS	1	0.2%
AMT	13	3.0%
DMW	55	12.6%
DSR	10	2.3%
DSS	19	4.3%
FTI	17	3.9%
HLD	4	0.9%
LMU	8	1.8%
MET	120	27.4%
OTH	16	3.7%
PAS	19	4.3%
POL	8	1.8%
PTI	49	11.2%
SVS	5	1.1%
TOD	1	0.2%
TRS	2	0.5%
WTR	15	3.4%
NIPSCO		0.0%
FRR	13	3.0%
OET	5	1.1%
UTL	18	4.1%
OPR		0.0%
DDS		0.0%
SUB		0.0%
TRK	20	4.6%
VAN		0.0%
TOTAL	438	100.0%

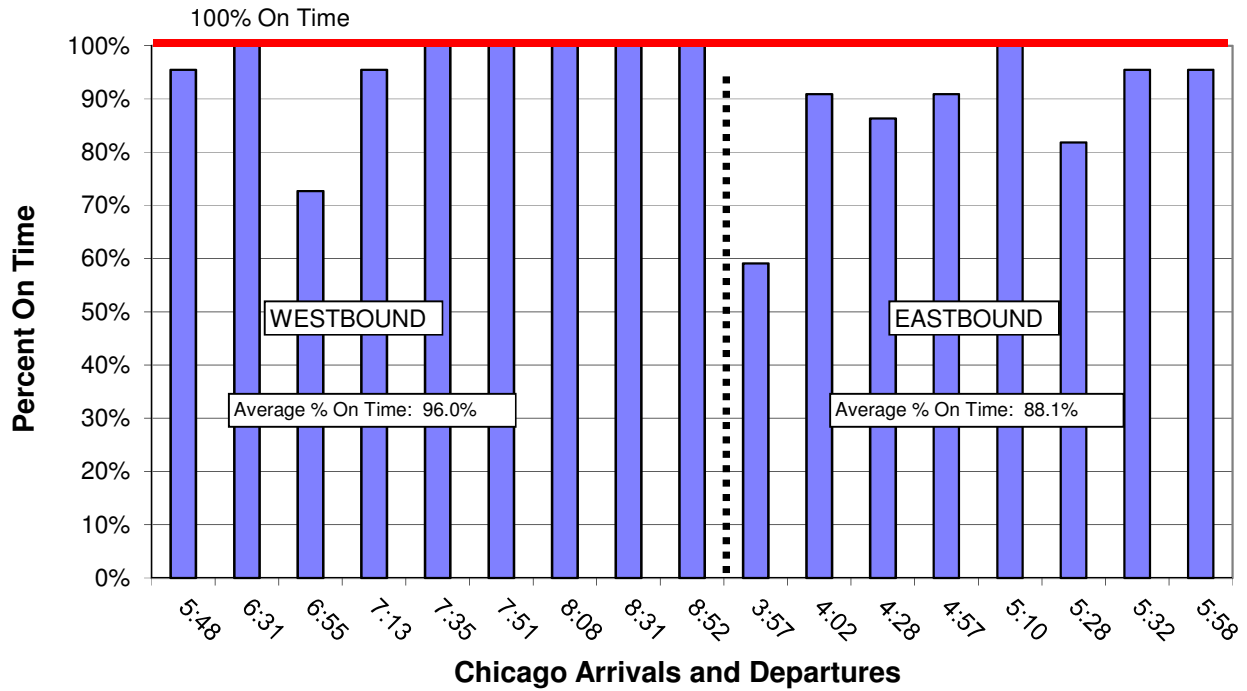
REASONS (weekend)		
CAR	7	5.3%
CAT		0.0%
DBS		0.0%
AMT	3	2.3%
DMW	2	1.5%
DSR	3	2.3%
DSS	4	3.0%
FTI	9	6.8%
HLD	4	3.0%
LMU	1	0.8%
MET	11	8.3%
OTH	4	3.0%
PAS	25	18.8%
POL	6	4.5%
PTI	29	21.8%
SVS	7	5.3%
TOD		0.0%
TRS	1	0.8%
WTR		0.0%
NIPSCO		0.0%
FRR	3	2.3%
OET		0.0%
UTL	4	3.0%
OPR		0.0%
DDS		0.0%
SUB	1	0.8%
TRK	9	6.8%
VAN		0.0%
TOTAL	133	100.0%

TOTAL		
CAR	27	4.7%
CAT	0	0.0%
DBS	1	0.2%
AMT	16	2.8%
DMW	57	10.0%
DSR	13	2.3%
DSS	23	4.0%
FTI	26	4.6%
HLD	8	1.4%
LMU	9	1.6%
MET	131	22.9%
OTH	20	3.5%
PAS	44	7.7%
POL	14	2.5%
PTI	78	13.7%
SVS	12	2.1%
TOD	1	0.2%
TRS	3	0.5%
WTR	15	2.6%
NIPSCO	0	0.0%
FRR	16	2.8%
OET	5	0.9%
UTL	22	3.9%
OPR	0	0.0%
DDS	0	0.0%
SUB	1	0.2%
TRK	29	5.1%
VAN	0	0.0%
TOTAL	571	100.0%

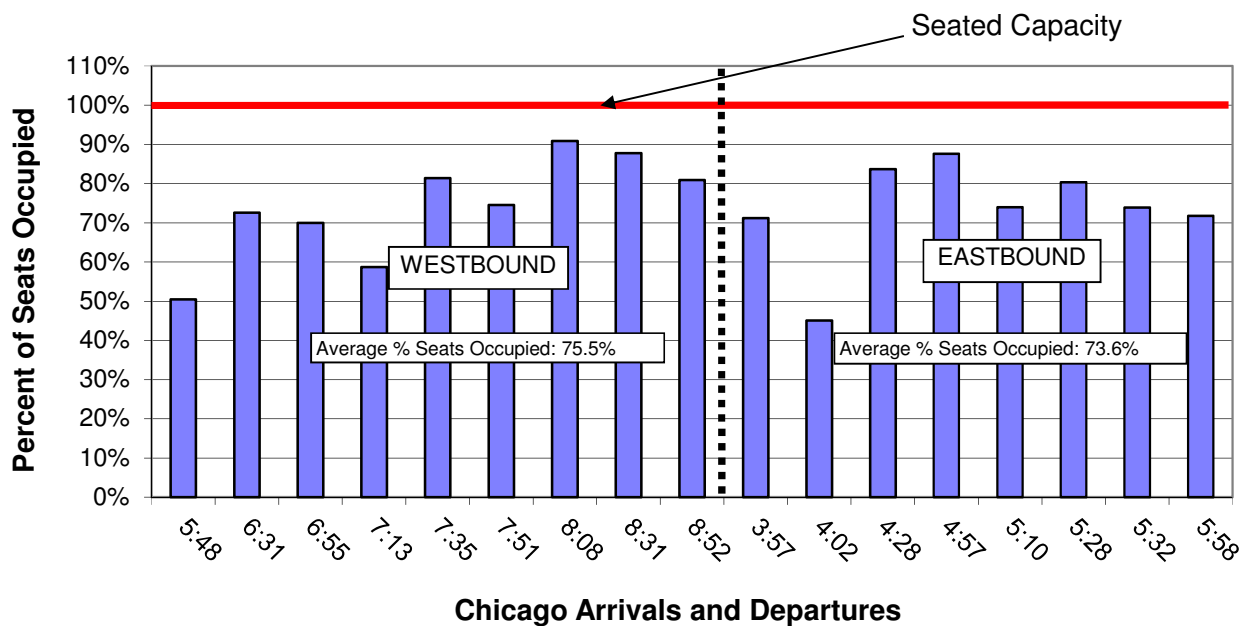
CAR - Car or equipment failure of malfunction
 CAT - Catenary problems or power outage
 DBS - Delays due to busing
 AMT - Amtrak delay
 DMW - M of W work - holding for defect repair or M of W forces to clear
 DSR - Speed restriction - all speed restrictions not listed in timetable
 DSS - Reduced speed due to restrictive signal
 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
 OTH - Other delays
 SUB - Substation
 UTL - utility power outage

PAS - Passenger boarding
 POL - Police related delays - except road crossing or trespasser accidents
 PTI - Passenger train interference
 SVS - Servicing - includes adding or subtracting equipment to or from consist
 TOD - Train order delay - not associated with train meets
 TRS - Trespasser incidents including road crossing accidents
 WTR - Delays related to inclement weather
 NIPSCO - Delays caused by power utility disruption
 FRR - Freight train interference from crossing road
 OET - Operational efficiency testing
 TRK - Track/wayside malfunction
 VAN - Vandalism

RUSH HOUR ON TIME PERFORMANCE: MAY 2017



PERCENT OF RUSH HOUR SEATS OCCUPIED: MAY 2017



RUSH HOUR* TRAIN DELAYS - MAY 2017 (minutes late)

Train	Arrive	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Mon	Tues	Wed	Thurs	Fri	Tues	Wed		Days	Days	%	
		1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	30	31		Late	Ran	On Time	
102	5:48a												16													1	22	95.5%
104	6:31																									0	22	100.0%
6	6:55				7		8				7		15									8	15		6	22	72.7%	
106	7:13																								1	22	95.5%	
108	7:35																								0	22	100.0%	
110	7:51																								0	22	100.0%	
112	8:08																								0	22	100.0%	
114	8:31																								0	22	100.0%	
214	8:52																								0	22	100.0%	
14	10:28		14			11							9		9										5	22	77.3%	
Train	Depart																											
11	3:57									17			11	14		10		6		13	14	12	11		9	22	59.1%	
111	4:02			7								20													2	22	90.9%	
113	4:28													45					16				9		3	22	86.4%	
115	4:57											8		11											2	22	90.9%	
15	5:10																								0	22	100.0%	
117	5:32			6							7			8											4	22	81.8%	
217	5:28																								1	22	95.5%	
119	5:58															6									1	22	95.5%	
19	7:10									9						7									4	22	81.8%	
High temp		65	47	56	50	55	57	58	71	66	70	78	85	84	85	56	71	66	70	60	71	70	69					
Low temp		44	40	31	42	39	28	42	48	45	41	48	62	67	55	46	48	57	54	48	47	49	49					

* 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

	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	11	180	93.9%	13	180	92.8%	9	207	95.7%	6	180	96.7%	8	198	96.0%			#DIV/0!
EB Rush	21	161	87.0%	7	160	95.6%	12	184	93.5%	5	160	96.9%	22	176	87.5%			#DIV/0!
Total Rush	32	341	90.6%	20	340	94.1%	21	391	94.6%	11	340	96.8%	30	374	92.0%	0	0	#DIV/0!

	July		Aug		Sept		Oct		Nov		Dec	
	#Late	#Ran	#Late	#Ran	#Late	#Ran	#Late	#Ran	#Late	#Ran	#Late	#Ran
WB Rush												
EB Rush												
Total Rush	0	0	0	0	0	0	0	0	0	0	0	

EXPLANATION OF DELAYS AFFECTING MULTIPLE TRAINS:

May 15-31: Undercutting affecting mid-day trains, annulled Train 205 and bused Train 203

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
5:48a	102	3	106	97.2%
6:31	104	5	105	95.2%
6:55	6	9	104	91.3%
7:13	106	3	105	97.1%
7:35	108	1	105	99.0%
7:51	110	7	105	93.3%
8:08	112	3	105	97.1%
8:31	114	9	105	91.4%
8:52	214	7	105	93.3%
10:28	14	14	105	86.7%
Depart				
3:57	11	17	105	83.8%
4:02p	111	5	105	95.2%
4:28	113	10	105	90.5%
4:57	115	6	105	94.3%
5:10	15	4	106	96.2%
5:28	117	13	105	87.6%
5:32	217	7	105	93.3%
5:58	119	5	105	95.2%
7:15	19	18	106	83.0%

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	47	945	95.0%
EB Rush	67	841	92.0%
Total Rush	114	1,786	93.6%

CUMULATIVE RUSH HOUR thru MAY						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	19	25	44	2.0%	3.0%	2.5%
11-15	19	15	34	2.0%	1.8%	1.9%
16-20	5	12	17	0.5%	1.4%	1.0%
21-30	3	3	6	0.3%	0.4%	0.3%
31-59	1	2	3	0.1%	0.2%	0.2%
60+	0	10	10	0.0%	1.2%	0.6%
Annulled	9	7	16			
Total Late	47	67	114	5.0%	8.0%	6.4%
On time	898	774	1,672	95.0%	92.0%	93.6%
Total ran	945	841	1,786			

Total Late and Total Ran exclude annulled trains

GRAND TOTAL ALL TRAINS thru MAY						
Range	Peak				Total	%
	WB	EB	Off	Wkend		
6-10	19	25	194	70	308	5.6%
11-15	19	15	65	36	135	2.5%
16-20	5	12	18	16	51	0.9%
21-30	3	3	23	9	38	0.7%
31-59	1	2	14	2	19	0.3%
60+	0	10	10	0	20	0.4%
Annulled	9	7	33	0	49	
Total	47	67	324	133	571	10.5%
On Time	898	773	2,399	812	4,882	89.5%
Total ran	945	840	2,723	945	5,453	

Total Late and Total Ran exclude annulled trains

MAY RUSH HOUR						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	4	9	13	2.0%	5.1%	3.5%
11-15	2	7	9	1.0%	4.0%	2.4%
16-20	2	4	6	1.0%	2.3%	1.6%
21-30	0	1	1	0.0%	0.6%	0.3%
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	8	22	30	4.0%	12.5%	8.0%
On time	190	154	344	96.0%	87.5%	92.0%
Total ran	198	176	374			