



Monthly Ridership and Performance Report

March 2025



Northern Indiana Commuter Transportation District

2025 Monthly Performance Report

Ridership

Overall - Ridership for the month was up 24.8% when compared to 2024. Passenger trips for the month were 163,191 in 2025 and 130,771 in 2024.

Weekday Travel – Average weekday peak travel was up 12.4% when compared to 2024 while average off peak travel was up 41.7% over 2024 ridership. The combined weekday average in 2025 was 6,060 rides compared to 4,950 in 2024. That is a 22.4% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was up 34.0% when compared to 2024. The daily average in 2025 was 3,593 compared to 2,682 in 2024.

Ridership Over Last 12 Months: April through March							
	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,146,195	1,487,274	29.76%	1,538,030	3.41%	1,821,597	18.44%
Weekday	897,426	1,205,848	34.37%	1,262,639	4.71%	1,467,705	16.24%
Peak	541,609	787,783	45.45%	833,149	5.76%	879,308	5.54%
Off Peak	355,817	418,065	17.49%	429,490	2.73%	588,397	37.00%
Weekend	248,769	281,426	13.13%	275,391	-2.14%	353,892	28.51%
South Bend	156,455	176,712	12.95%	143,831	-18.61%	218,143	51.67%

Revenue

The number of tickets sold in March was up 29.8% when comparing 2025 to 2024. Ticket revenue was up 28.3% for 2025 compared to 2024. Sales from digital sources represent 86.3% of ticket sales and 92.6% of ticket revenue.

Total Ticket Sales: March						
Method of Sale	Tickets			Revenue		
	2024	2025	% Change	2024	2025	% Change
Ticket Agent	9,530	0	-100.0%	202,677	0	-100.0%
Vending Machine	36,969	48,259	30.5%	466,935	635,153	36.0%
Conductor	25,126	29,914	19.1%	175,115	213,686	22.0%
Mobile App	96,206	139,616	45.1%	1,392,428	2,022,547	45.3%
Total	167,831	217,789	29.8%	2,237,155	2,871,386	28.3%

On Time Performance

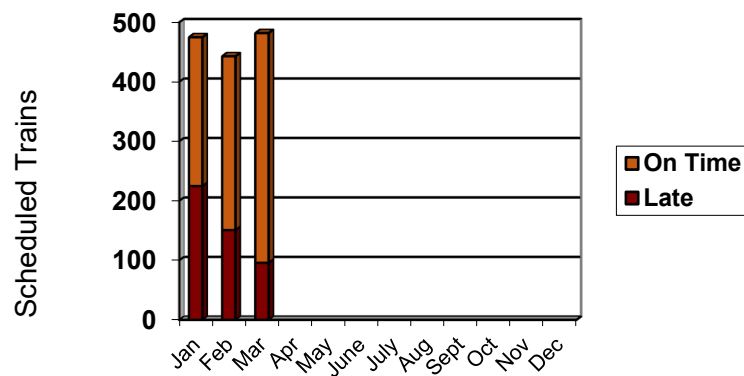
Rush Hour – Overall, 80.1% of A.M. and P.M. rush hour trains were on time in March 2025 compared to 77.3% in 2024. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 89.6% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time.

82.7% of westbound morning rush hour service was on time compared to 95.2% in 2024; while eastbound rush hour trains reported an on-time performance of 76.6% compared to 57.1% in 2024. A total of 47 out of 272 westbound rush hour trains were delayed in March. Of those 47, 18 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 49 out of 209 trains delayed in March. Of those 49, 14 experienced delays greater than 15 minutes.¹

March 2025 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	20	26	46	7.4%	12.4%	9.6%
11-15	9	9	18	3.3%	4.3%	3.7%
16-20	5	1	6	1.8%	0.5%	1.2%
21-30	5	1	6	1.8%	0.5%	1.2%
31-59	7	6	13	2.6%	2.9%	2.7%
60+	1	6	7	0.4%	2.9%	1.5%
Annulled	1	1	2	0.4%	0.5%	0.4%
Total Late	47	49	96	17.3%	23.4%	20.0%
On time	225	160	385	82.7%	76.6%	80.0%
Total ran	272	209	481			

Overall – The South Shore Line scheduled 1,448 trains in March and experienced 312 delays in excess of 5 minutes (ranging from 6-156) with median delay of 11 minutes. March of 2025 experienced 7 annulled trains. In March 2024, the South Shore Line scheduled 1,103 trains with 372 delays in excess of 5 minutes (ranging from 6-67 minutes) with a median delay of 14 minutes. March of 2024 experienced 3 annulled trains.



¹ Weekday rush-hour trains operate 13 westbound and 10 eastbound per day.

Cumulative On Time Comparison		
Thru March	2024	2025
Weekday	67.6%	68.2%
Peak	73.0%	67.1%
Off-peak	64.2%	68.9%
Weekend	58.9%	66.8%
Overall	66.2%	68.0%

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.

Currently a joint construction project between NICTD and Metra is ongoing in an effort to make significant improvements to the service these agencies are able to provide in downtown Chicago. This construction will cause delays from time to time, but the two agencies are working closely together to minimize these delays as much as possible.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
1/8/24	20	104	Animal on tracks.
1/11/24	20	62	Delayed by Amtrak.
1/14/24	503	69	Delayed by bussing.
1/14/24	505	104	Extreme weather took down catenary wire.
1/14/24	506	Annulled	Extreme weather took down catenary wire.
1/14/24	507	Annulled	Extreme weather took down catenary wire.
1/14/24	508	109	Extreme weather took down catenary wire.
1/14/24	510	112	Extreme weather took down catenary wire.
1/14/24	511	62	Extreme weather took down catenary wire.
1/14/24	605	120	Extreme weather took down catenary wire.
1/15/24	604	90	Late turn of equipment.
1/16/24	6	75	Railcar equipment issues.
1/16/24	14	101	Late turn of equipment.
1/16/24	17	Annulled	Extreme weather.
1/16/24	18	67	Late turn of equipment.
1/16/24	22	69	Delayed by passing passenger train.
1/16/24	110	Annulled	Railcar equipment issues.
1/16/24	111	Annulled	Extreme weather.
1/16/24	112	81	Railcar equipment issues.
1/16/24	114	74	Delayed by passing passenger train.
1/16/24	121	75	Railcar equipment issues.
1/16/24	209	Annulled	Extreme weather.
1/16/24	216	Annulled	Extreme weather.
1/16/24	217	Annulled	Extreme weather.
1/16/24	218	Annulled	Extreme weather.
1/16/24	220	Annulled	Extreme weather.
1/16/24	222	Annulled	Extreme weather.
1/16/24	422	Annulled	Extreme weather.
1/17/24	11	95	Delayed by track issues.
1/17/24	18	64	Late turn of equipment.
1/17/24	22	83	Late turn of equipment.
1/17/24	111	60	Delayed by track issues.
1/18/24	20	63	Late turn of equipment.
1/19/24	7	69	Railcar equipment issues.
1/19/24	17	75	Railcar equipment issues.
1/19/24	18	111	Extreme weather.
1/21/24	504	125	Railcar equipment issues.
1/21/24	605	Annulled	Railcar equipment issues.
1/22/24	22	81	Railcar equipment issues.
2/1/2025	610	115	Mechanical problems with Two Train Cars
2/2/2025	507	Annulled	Train was combined with train #509.
2/2/2025	508	62	METRA Delay
2/2/2025	509	143	Late turn of equipment.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
2/2/2025	608	204	METRA Delay as switches were being fixed.
2/5/2025	17	68	Restricted speeds during track inspection.
2/5/2025	432	Annulled	Winter weather delay due to inclement weather.
2/6/2025	201	Annulled	Train combined with train #203.
2/6/2025	216	Annulled	Train combined with train #218.
2/6/2025	400	Annulled	Train cancelled due to inclement weather.
2/6/2025	401	Annulled	Train cancelled due to inclement weather.
2/7/2025	201	Annulled	Train combined with train #203 - PTC Issues.
2/9/2025	505	66	Mechanical problem with train.
2/12/2025	127	Annulled	Train combined with train #129 - PTC Issues.
2/12/2025	205	Annulled	Train combined with train #103.
2/14/2025	103	Annulled	Train combined with train #105
2/14/2025	108	Annulled	Train combined with train #110
2/18/2025	119	Annulled	Train combined with train #121
2/25/2025	214	Annulled	Train combined with train #16
2/26/2025	22	110	Mechanical problem with train.
3/3/25	432	A	Train hit a deer.
3/5/25	118	A	Train was annulled due to mechanical issues.
3/12/25	113	85	Speed Restrictions due to temporary track conditions.
3/12/25	228	A	Mechanical issues - combined with train #30.
3/13/25	105	61	Metra Train mechanical issues delay.
3/19/25	25	80	Weather delay power outage.
3/19/25	32	74	Late turn of equipment from power outage.
3/19/25	121	78	Weather delay power outage.
3/19/25	123	83	Weather delay power outage.
3/19/25	130	88	Weather delay power outage.
3/19/25	225	A	Weather delay power outage.
3/19/25	232	A	Weather delay power outage.
3/21/25	228	A	Mechanical issues - combined with train #30.
3/22/25	508	60	Delayed by passenger train interference.
3/25/25	25	115	Train/car collision.
3/25/25	127	79	Train/car collision.
3/25/25	129	65	Train/car collision.
3/25/25	214	60	Metra delay waiting to get to platform.
3/30/25	610	156	PTC Issues.
3/31/25	133	A	Train cancelled for operational issues.

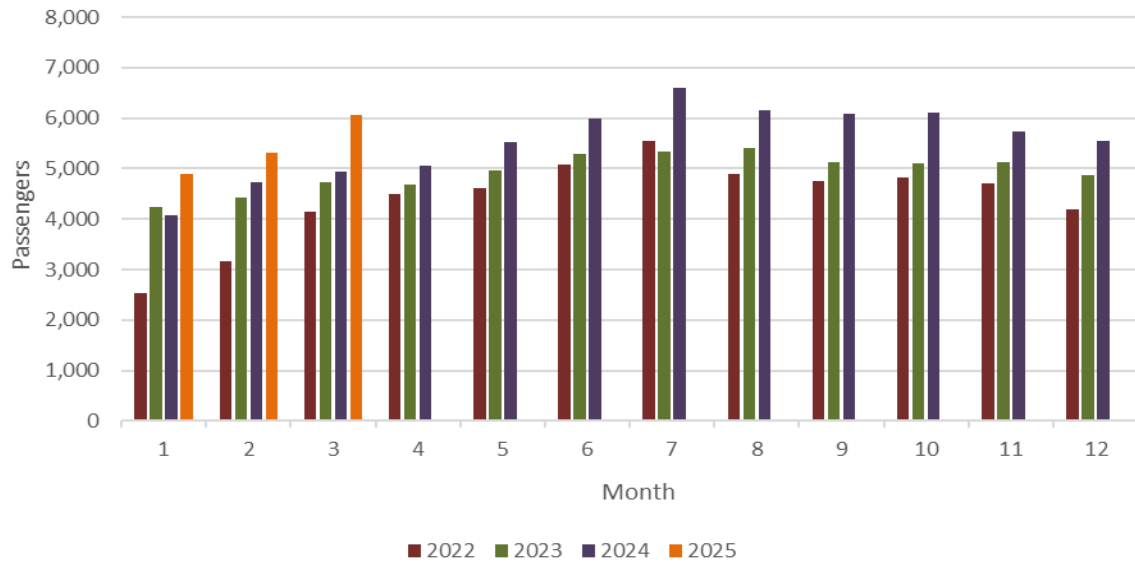
Ridership Report

	2022	Work	2023	Work	2024	Work	2025	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
Monthly Ridership									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	76,350	20	105,045	20	115,214	21	125,785	20	9.2%
March	114,014	23	126,910	23	130,771	21	163,191	21	24.8%
April	115,914	21	117,539	20	130,179	22			
May	123,155	21	129,890	22	147,524	22			
June	138,763	22	139,216	22	155,377	20			
Cumulative Comparison									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	143,220	41	210,914	41	218,247	43	252,703	42	15.8%
March	257,234	64	337,824	64	349,018	64	415,894	63	19.2%
April	373,148	85	455,363	84	479,197	86			
May	496,303	106	585,253	106	626,721	108			
June	635,066	128	724,469	128	782,098	128			
Average Weekday Ridership									
January	2,539		4,243		4,123		4,889		18.6%
February	3,166		4,432		4,729		5,300		12.1%
March	4,134		4,733		4,950		6,060		22.4%
April	4,501		4,723		5,049				
May	4,624		4,957		5,532				
June	5,084		5,289		5,980				
Average Weekday Peak Period Ridership									
January	1,700		3,101		2,923		3,102		6.1%
February	2,121		3,115		3,335		3,362		0.8%
March	2,742		3,201		3,254		3,656		12.4%
April	2,943		3,175		3,488				
May	3,056		3,384		3,455				
June	3,208		3,364		3,433				
Average Weekday Off-Peak Ridership									
January	839		1,142		1,158		1,788		54.4%
February	1,045		1,317		1,393		1,943		39.5%
March	1,392		1,532		1,696		2,404		41.8%
April	1,561		1,549		1,561				
May	1,569		1,573		2,077				
June	1,876		1,925		2,547				

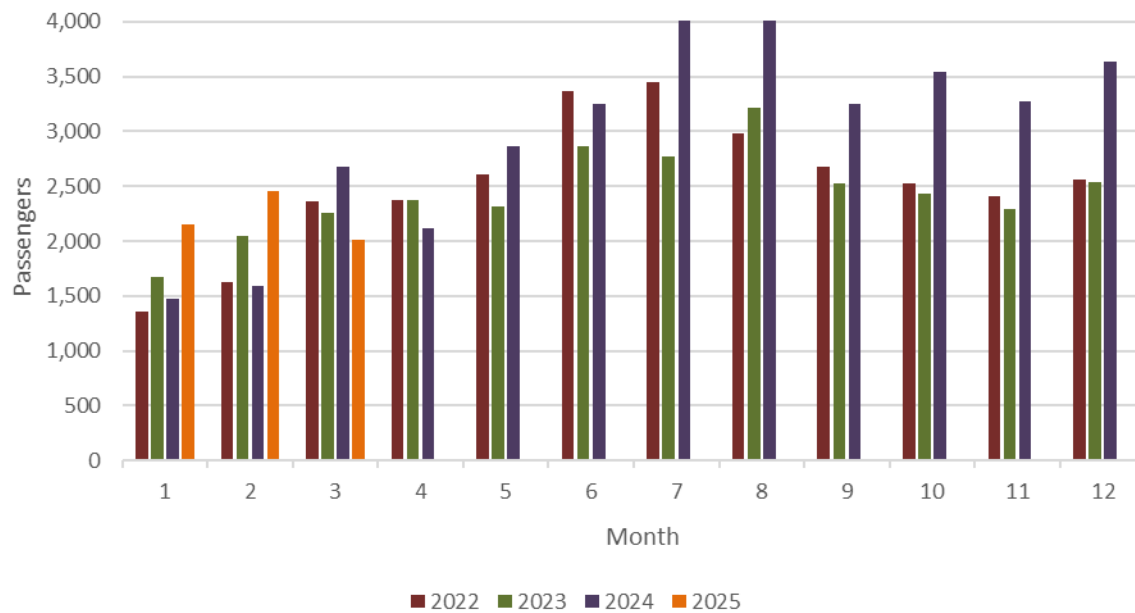
Ridership Report

	2022 Passengers	Work Days	2023 Passengers	Work Days	2024 Passengers	Work Days	2025 Passengers	Work Days	Change 24/25
Average Weekend/Holiday Ridership (per day)									
January	1,355		1,864		1,474		2,151		45.9%
February	1,629		2,052		1,989		2,461		23.7%
March	2,366		2,256		2,682		3,593		34.0%
April	2,376		2,306		1,910				
May	2,605		2,314		2,868				
June	3,364		2,858		3,578				
Monthly South Bend Ridership									
January	8,972		9,775		8,213		13,816		68.2%
February	8,940		8,829		8,510		12,865		51.2%
March	13,530		12,919		13,427		20,116		49.8%
April	14,608		13,773		12,596				
May	15,290		11,791		16,802				
June	15,014		12,175		17,947				

SOUTH SHORE WEEKDAY RIDERSHIP 2022-2025



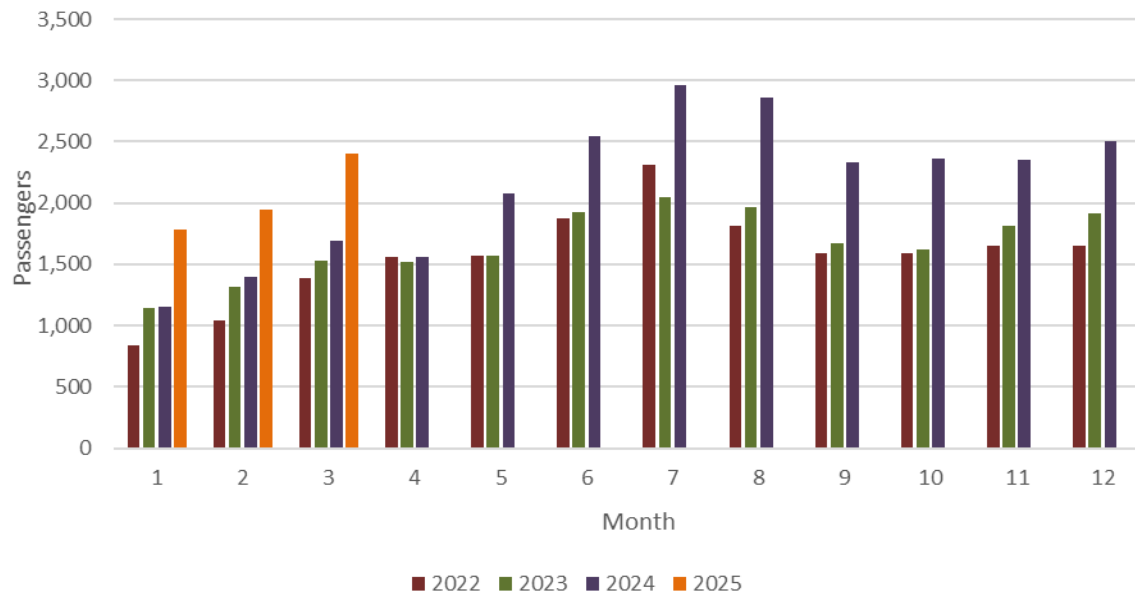
SOUTH SHORE WEEKEND RIDERSHIP 2022-2025



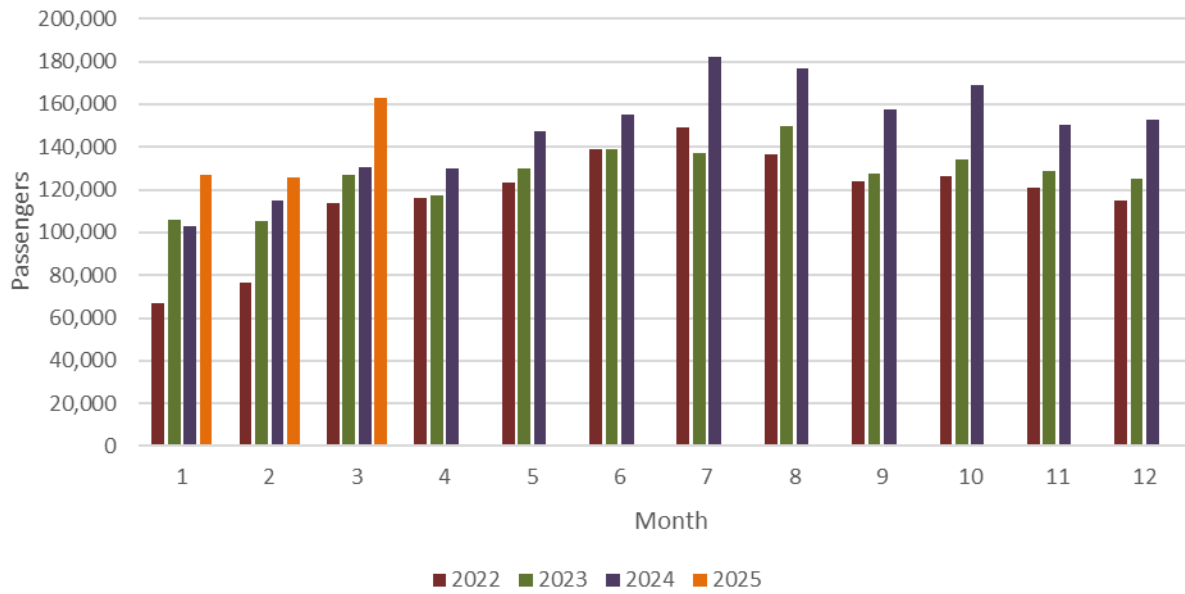
SOUTH SHORE PEAK RIDERSHIP 2022-2025



SOUTH SHORE OFF-PEAK RIDERSHIP 2022-2025



SOUTH SHORE MONTHLY RIDERSHIP 2022-2025



Percent on Time: March, 2025

Peak

Train	Days Late	% on Time
400	0	100.0%
102	2	90.5%
104	1	95.2%
106	2	90.5%
8 (removed 2/18)	0	0.0%
108	4	81.0%
10	5	76.2%
110	9	57.1%
112	3	85.7%
114	4	81.0%
214	3	85.7%
16	4	81.0%
116 (removed 2/18)	7	66.7%
216 (removed 2/18)	0	0.0%
118	0	0.0%
218	3	85.7%
115	2	90.5%
17	2	90.5%
117	5	76.2%
119	1	95.2%
121	3	85.7%
123	5	76.2%
25	5	76.2%
225	6	70.0%
127	5	76.2%
129	15	28.6%
Total	96	80.1%
Westbound	47	82.8%
Eastbound	49	76.6%

Off-Peak

Train	Days Late	% on Time
120	11	47.6%
22	12	42.9%
122	5	76.2%
222	1	95.2%
24	12	42.9%
224	3	85.7%
126	2	90.5%
226	1	95.2%
128	4	81.0%
228	11	42.1%
30	2	90.5%
130	10	52.4%
430	1	95.2%
232	1	95.0%
32	5	76.2%
432	2	90.0%
401	0	100.0%
403	0	100.0%
201	1	95.2%
203	5	76.2%
205	2	90.5%
405	0	100.0%
103 (removed)	0	0.0%
105	6	71.4%
7	10	52.4%
207	2	90.5%
109	7	66.7%
209	5	76.2%
11	10	52.4%
111	5	76.2%
113	4	81.0%
115 (moved to rush 2/18)	0	0.0%
131	4	81.0%
33	3	85.7%
133	1	95.2%
35	3	85.7%
101	1	95.2%
Total	152	79.2%
Westbound	83	75.0%
Eastbound	69	82.7%

Weekend/Holiday

Train	Days Late	% on Time
952 (removed 2/18)	0	0.0%
600	2	80.0%
502	4	60.0%
504	4	60.0%
606 (removed 2/18)	0	0.0%
506	1	90.0%
608	6	40.0%
508	5	50.0%
610	2	80.0%
954 (removed 2/18)	0	0.0%
510	1	90.0%
956 (removed 2/18)	0	0.0%
612	0	100.0%
512	0	100.0%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	3	70.0%
603 (removed 2/18)	0	0.0%
505	8	20.0%
605 (removed 2/18)	0	0.0%
507	8	20.0%
609	4	60.0%
509	7	30.0%
511	4	60.0%
513	1	90.0%
515	2	80.0%
517	2	80.0%
601	0	100.0%
Total	64	72.2%
Westbound	25	75.0%
Eastbound	39	70.0%

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

REASONS (weekday)		
AMT	5	2.0%
CAR	16	6.4%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	12	4.8%
DSR	20	8.0%
DSS	26	10.4%
FRR	2	0.8%
FTI	2	0.8%
HLD	2	0.8%
LMU	7	2.8%
MET	79	31.7%
OET	1	0.4%
OPR	5	2.0%
OTH	10	4.0%
PAS	34	13.7%
POL	1	0.4%
PTC	1	0.4%
PTI	15	6.0%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	1	0.4%
TRS	4	1.6%
UTL	0	0.0%
VAN	1	0.4%
WTR	5	2.0%
TOTAL	249	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

REASONS (weekend)		
AMT	0	0.0%
CAR	4	6.3%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	1	1.6%
DSS	1	1.6%
FRR	0	0.0%
FTI	1	1.6%
HLD	0	0.0%
LMU	0	0.0%
MET	18	28.1%
OET	0	0.0%
OPR	4	6.3%
OTH	2	3.1%
PAS	25	39.1%
POL	1	1.6%
PTC	0	0.0%
PTI	4	6.3%
SUB	0	0.0%
SVS	0	0.0%
TOD	1	1.6%
TRK	0	0.0%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	2	3.1%
TOTAL	64	100%

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
 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 March, 2025

Peak		
Train	Days Late	% on Time
400	2	96.7%
102	14	77.8%
104	14	77.8%
106	12	81.0%
8 (removed 2/18)	7	78.8%
108	35	43.5%
10	9	71.9%
110	28	54.8%
112	14	77.8%
114	18	71.0%
214	3	89.7%
16	7	88.9%
118	13	56.7%
116(removed 2/18)	32	3.0%
216(removed 2/18)	15	51.6%
218	13	79.4%
115	2	93.3%
17	11	82.5%
117	19	69.8%
119	16	73.8%
121	23	63.5%
123	22	64.5%
25	33	47.6%
225	29	53.2%
127	32	47.5%
129	36	41.0%
Total	459	67.3%
Westbound	249	70.2%
Eastbound	210	63.0%

Off-Peak		
Train	Days Late	% on Time
120	27	57.1%
22	38	39.7%
122	19	69.4%
222	5	91.9%
24	23	62.9%
224	8	87.1%
126	17	72.6%
226	8	87.1%
128	23	62.3%
228	28	54.1%
30	35	44.4%
130	36	42.9%
430	7	88.7%
232	10	83.6%
32	26	58.7%
432	2	96.7%
401	0	100.0%
403	0	100.0%
201	10	83.6%
203	23	62.3%
205	9	85.5%
405	4	93.5%
103	10	75.0%
105	34	46.0%
7	34	46.0%
207	9	85.7%
109	24	61.3%
209	14	77.4%
11	45	27.4%
111	20	67.7%
113	21	66.1%
115	18	56.1%
131	22	64.5%
33	27	57.1%
133	9	85.7%
35	19	69.8%
101	14	77.8%
Total	678	70.0%
Westbound	312	68.5%
Eastbound	366	71.1%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	100.0%
600	7	74.1%
502	14	48.1%
504	12	55.6%
606 (removed 2/18)	8	46.7%
506	9	66.7%
608	13	51.9%
508	11	59.3%
610	5	81.5%
954 (removed 2/18)	0	100.0%
510	8	70.4%
956 (removed 2/18)	0	100.0%
612	0	100.0%
512	1	91.7%
701	1	96.3%
703	1	96.3%
705	0	100.0%
503	10	63.0%
603 (removed 2/18)	7	53.3%
505	22	18.5%
605 (removed 2/18)	4	73.3%
507	16	38.5%
609	4	66.7%
509	23	14.8%
511	14	48.1%
513	6	77.8%
515	2	83.3%
517	3	75.0%
601	5	81.5%
Total	206	66.8%
Westbound	88	70.7%
Eastbound	118	63.1%

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

Reasons (weekday)		
AMT	11	1.0%
CAR	83	7.2%
CAT	10	0.9%
DBS	2	0.2%
DDS	0	0.0%
DMW	28	2.4%
DSR	42	3.6%
DSS	73	6.3%
FRR	2	0.2%
FTI	10	0.9%
HLD	8	0.7%
LMU	23	2.0%
MET	357	30.9%
OET	3	0.3%
OPR	40	3.5%
OTH	58	5.0%
PAS	234	20.3%
POL	6	0.5%
PTC	2	0.2%
PTI	89	7.7%
SUB	1	0.1%
SVS	1	0.1%
TOD	0	0.0%
TRK	32	2.8%
TRS	8	0.7%
UTL	0	0.0%
VAN	1	0.1%
WTR	30	2.6%
TOTAL	1,154	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	11	5.3%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	5	2.4%
DSR	4	1.9%
DSS	3	1.5%
FRR	0	0.0%
FTI	1	0.5%
HLD	0	0.0%
LMU	0	0.0%
MET	55	26.7%
OET	1	0.5%
OPR	8	3.9%
OTH	13	6.3%
PAS	87	42.2%
POL	2	1.0%
PTC	0	0.0%
PTI	6	2.9%
SUB	0	0.0%
SVS	1	0.5%
TOD	1	0.5%
TRK	1	0.5%
TRS	2	1.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	5	2.4%
TOTAL	206	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
 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.

RUSH HOUR* TRAIN DELAYS - March 2025 (minutes late)

		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Days	Days	%
Train	Arrive	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	Late	Ran	On Time
400	2:08 AM																						0	21	100.0%
102	5:32 AM																	12		7			2	21	90.5%
104	6:08 AM																	8					1	21	95.2%
106	6:24 AM		10															10					2	21	90.5%
108	6:35 AM	7			8													33		6			4	21	81.0%
10	6:52 AM					7		15									6	26				7	5	21	76.2%
110	7:14 AM	8	7	12				12		33					11	8		39	21				9	21	57.1%
112	7:36 AM				8					24								54					3	21	85.7%
114	7:54 AM									23					11		11	58					4	21	81.0%
214	8:10 AM									20					9			60					3	21	85.7%
16	8:18 AM									20					8			58		7			4	21	81.0%
118	8:38 AM		11	A				6	7						17	16		11	48				7	20	65.0%
218	8:59 AM	6		16														29					3	21	85.7%
Train	Depart																								
115	3:40 PM								48													10	2	21	90.5%
17	4:04 PM								50							8							2	21	90.5%
117	4:22 PM	6	6						43	8		7											5	21	76.2%
119	4:37 PM								36														1	21	95.2%
121	5:00 PM	7							15					78									3	21	85.7%
123	5:15 PM		7	8					18				12	83									5	21	76.2%
25	5:30 PM								15	15	6			80				115					5	21	76.2%
225	5:49 PM								7	9	7	6		A						7		9	6	20	70.0%
127	6:01 PM			12						10				55				79		11			5	21	76.2%
129	6:25 PM	10	9	12	13	11			22	6			6	42		6	7	65	6	6	6		15	21	28.6%
High temp		42	48	51	36	40	67	59	59	67	78	51	73	72	39	59	45	48	52	59	78	45			
Low temp		24	38	30	24	24	37	37	35	32	43	24	44	29	25	24	27	22	25	33	27	28			

* 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

[illegible]

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	2	61	96.7%
5:32a	102	14	63	77.8%
6:08a	104	15	63	76.2%
6:24a	106	12	63	81.0%
removed	8	7	33	78.8%
6:35a	108	35	62	43.5%
6:52a	10	9	30	70.0%
7:14a	110	28	62	54.8%
7:36a	112	14	63	77.8%
7:54a	114	18	62	71.0%
8:10a	214	3	29	89.7%
8:18a	16	9	63	85.7%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	13	29	55.2%
8:59a	218	13	63	79.4%
Depart	Train			
3:40p	115	2	39	94.9%
4:04p	17	18	63	71.4%
4:22p	117	23	62	62.9%
4:37p	119	15	63	76.2%
5:00p	121	26	62	58.1%
5:15p	123	24	63	61.9%
5:30p	25	32	63	49.2%
5:49p	225	32	61	47.5%
6:01p	127	24	61	60.7%
6:25p	129	41	63	34.9%

Cumulative Rush Hour Thru March

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	110	139	249	13.6%	23.2%	17.7%
11-15	58	54	112	7.2%	9.0%	7.9%
16-20	20	14	34	2.5%	2.3%	2.4%
21-30	19	11	30	2.3%	1.8%	2.1%
31-59	14	10	24	1.7%	1.7%	1.7%
60+	2	12	14	0.2%	2.0%	1.0%
Annulled	8	10	18			
Total Late	223	240	463	27.5%	40.1%	32.9%
On time	588	358	946	72.5%	59.9%	67.1%
Total ran	811	598	1409			

March 2025 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	20	26	46	7.4%	12.4%	9.6%
11-15	9	9	18	3.3%	4.3%	3.7%
16-20	5	1	6	1.8%	0.5%	1.2%
21-30	5	1	6	1.8%	0.5%	1.2%
31-59	7	6	13	2.6%	2.9%	2.7%
60+	1	6	7	0.4%	2.9%	1.5%
Annulled	1	1	2	0.4%	0.5%	0.4%
Total Late	47	49	96	17.3%	23.4%	20.0%
On time	225	160	385	82.7%	76.6%	80.0%
Total ran	272	209	481			

Grand Total All Trains Thru March, 2025

Range	Peak			Wkend	Total	%
	WB	EB	Off			
6-10	110	139	325	74	648	15.3%
11-15	58	54	151	68	331	7.8%
16-20	20	14	77	24	135	3.2%
21-30	19	11	68	15	113	2.7%
31-59	14	10	57	16	97	2.3%
60+	2	12	12	9	35	0.8%
Annulled	8	10	32	1	51	
Total	223	240	690	206	1359	32.0%
On Time	588	358	1527	414	2887	68.0%
Total ran	811	598	2217	620	4246	100.0%
%On Time	72.5%	59.9%	68.9%	66.8%	68.0%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	478	1,620	70.5%
EB Rush	474	1,200	60.5%
Total Rush	952	2,820	66.2%