Monthly Ridership and Performance Report

April 2025

Northern Indiana Commuter Transportation District

2025 Monthly Performance Report

Ridership

Overall - Ridership for the month was up 29.4% when compared to 2024. Passenger trips for the month were 168,447 in 2025 and 130,179 in 2024.

Weekday Travel – Average weekday peak travel was up 18.9% when compared to 2024 while average off peak travel was up 39.7% over 2024 ridership. The combined weekday average in 2025 was 6,327 rides compared to 5,049 in 2024. That is a 25.3% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was up 53.2% when compared to 2024. The daily average in 2025 was 3,657 compared to 2,387 in 2024.

Ridership Over Last 12 Months: May through April							
	2021/22	**2022/23**	**% Change**	**2023/24**	**% Change**	**2024/25**	**% Change**
Total	1,198,971	1,488,899	24.18%	1,550,670	4.15%	1,859,865	19.94%
Weekday	940,532	1,205,166	28.14%	1,279,875	6.20%	1,495,814	16.87%
Peak	574,037	789,465	37.53%	846,397	7.21%	893,787	5.60%
Off Peak	366,495	415,701	13.43%	433,478	4.28%	602,027	38.88%
Weekend	258,439	283,733	9.79%	270,795	-4.56%	364,051	34.44%
South Bend	160,575	175,898	9.54%	142,623	-18.92%	226,877	59.07%

Revenue

The number of tickets sold in April was up 32.4% when comparing 2025 to 2024. Ticket revenue was up 30.3% for 2025 compared to 2024. Sales from digital sources represent 86.4% of ticket sales and 92.1% of ticket revenue.

| Total Ticket Sales: April						
	Tickets			**Revenue**		
Method of Sale	**2024**	**2025**	**% Change**	**2024**	**2025**	**% Change**
Ticket Agent	13,116	0	-100.0%	264,072	0	-100.0%
Vending Machine	51,643	69,240	34.1%	612,087	835,818	36.6%
Conductor	34,235	42,076	22.9%	240,236	301,777	25.6%
Mobile App	134,144	197,411	47.2%	1,824,427	2,695,640	47.8%
Total	**233,138**	**308,727**	**32.4%**	**2,940,821**	**3,833,234**	**30.3%**

On Time Performance

Rush Hour – Overall, 81.5% of A.M. and P.M. rush hour trains were on time in April 2025 compared to 88.7% 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). 86.8% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 76.2% of westbound morning rush hour service was on time compared to 94.5% in 2024; while

eastbound rush hour trains reported an on-time performance of 63.9% compared to 82.3% in 2024. A total of 38 out of 285 westbound rush hour trains were delayed in April. Of those 38, 6 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 55 out of 218 trains delayed in April. Of those 55, 11 experienced delays greater than 15 minutes.[1]

April 2025 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	23	32	55	8.1%	14.7%	10.9%
11-15	9	12	21	3.2%	5.5%	4.2%
16-20	4	3	7	1.4%	1.4%	1.4%
21-30	2	1	3	0.7%	0.5%	0.6%
31-59	0	4	4	0.0%	1.8%	0.8%
60+	0	3	3	0.0%	1.4%	0.6%
Annulled	1	2	3	0.4%	0.9%	0.6%
Total Late	38	55	93	13.3%	25.2%	18.5%
On time	247	163	410	86.7%	74.8%	81.5%
Total ran	285	218	503			

Overall – The South Shore Line scheduled 1,460 trains in April and experienced 294 delays in excess of 5 minutes (ranging from 6-125) with median delay of 10 minutes. April of 2025 experienced 6 annulled trains. In April 2024, the South Shore Line scheduled 1,106 trains with 293 delays in excess of 5 minutes (ranging from 6-110 minutes) with a median delay of 12 minutes. April of 2024 experienced 2 annulled trains.

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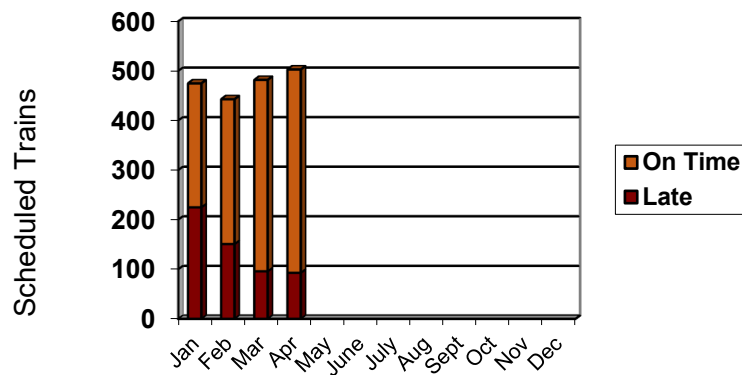
[1] Weekday rush-hour trains operate 13 westbound and 10 eastbound per day.

Cumulative On Time Comparison		
Thru April	**2024**	**2025**
Weekday	**69.7%**	**71.4%**
Peak	77.0%	70.9%
Off-peak	64.9%	71.7%
Weekend	**61.2%**	**68.7%**
Overall	**68.3%**	**71.0%**

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.

	Train		
Date	#	Minutes	Reason
			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.
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.

| Date	Train #	Minutes	Reason
			Annulled Trains or Delays in Excess of 59 Minutes
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.
3/3/2025	432	Annulled	Train hit a deer.
3/5/2025	118	Annulled	Train was annulled due to mechanical issues.
3/12/2025	113	85	Speed Restrictions due to temporary track conditions.
3/12/2025	228	Annulled	Mechanical issues - combined with train #30.
3/13/2025	105	61	Metra Train mechanical issues delay.
3/19/2025	25	80	Weather delay power outage.
3/19/2025	32	74	Late turn of equipment from power outage.
3/19/2025	121	78	Weather delay power outage.
3/19/2025	123	83	Weather delay power outage.
3/19/2025	130	88	Weather delay power outage.
3/19/2025	225	Annulled	Weather delay power outage.
3/19/2025	232	Annulled	Weather delay power outage.
3/21/2025	228	Annulled	Mechanical issues - combined with train #30.
3/22/2025	508	60	Delayed by passenger train interference.
3/25/2025	25	115	Train/car collision.
3/25/2025	127	79	Train/car collision.
3/25/2025	129	65	Train/car collision.
3/25/2025	214	60	Metra delay waiting to get to platform.
3/30/2025	610	156	PTC Issues.
3/31/2025	133	Annulled	Train cancelled for operational issues.
4/2/2025	17	125	Metra Delay
4/2/2025	117	86	Metra Delay
4/2/2025	119	Annulled	Metra power issues - combined with train 121.
4/2/2025	121	75	Metra Delay
4/2/2025	123	Annulled	Metra power issues - combined with train 25.
4/2/2025	128	70	Metra Delay
4/2/2025	430	Annulled	Metra power issues - combined with train 25.
4/12/2025	509	80	Mechanical problem with train.
4/17/2025	32	69	Metra Delay
4/24/2025	102	Annulled	Trains cancelled from previous PTC related delays
4/24/2025	201	Annulled	Trains cancelled from previous PTC related delays
4/24/2025	401	Annulled	Trains cancelled from previous PTC related delays
4/26/2025	509	117	Train struck Semi Tanker that did not clear track .
4/27/2025	505	93	Metra Delay

Ridership Report

	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 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	168,447	22	29.4%
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	584,341	85	21.9%
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		6,326		25.3%
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		3,101		6.1%
February	2,121		3,115		3,335		3,361		0.8%
March	2,742		3,201		3,254		3,655		12.3%
April	2,943		3,175		3,488		4,146		18.9%
May	3,056		3,384		3,455				
June	3,208		3,364		3,433				

Ridership Report

|	2022		2023		2024		2025		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
Average Weekday Off-Peak Ridership									
January	839		1,142		1,158		1,787		54.3%
February	1,045		1,317		1,393		1,942		39.4%
March	1,392		1,532		1,696		2,404		41.7%
April	1,561		1,549		1,561		2,180		39.7%
May	1,569		1,573		2,077				
June	1,876		1,925		2,547				
Average Weekend/Holiday Ridership (per day)									
January	1,355		1,864		1,474		2,150		45.9%
February	1,629		2,052		1,989		2,461		23.7%
March	2,366		2,256		2,682		3,592		33.9%
April	2,376		2,306		1,910		3,657		91.5%
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		21,299		69.1%
May	15,290		11,791		16,802				
June	15,014		12,175		17,947				

SOUTH SHORE WEEKDAY RIDERSHIP
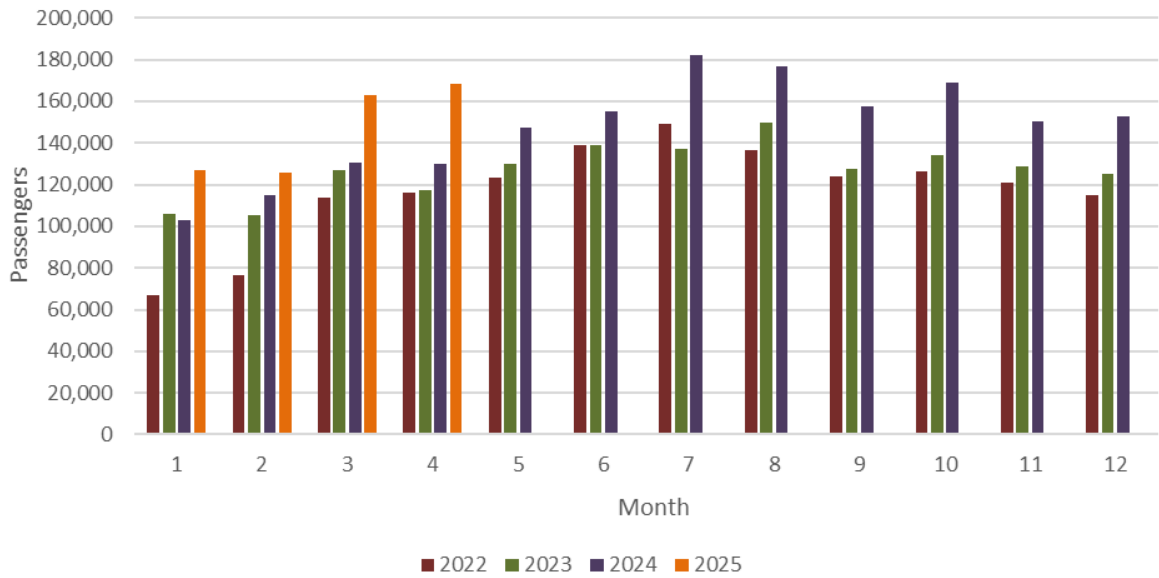## 2022-2025
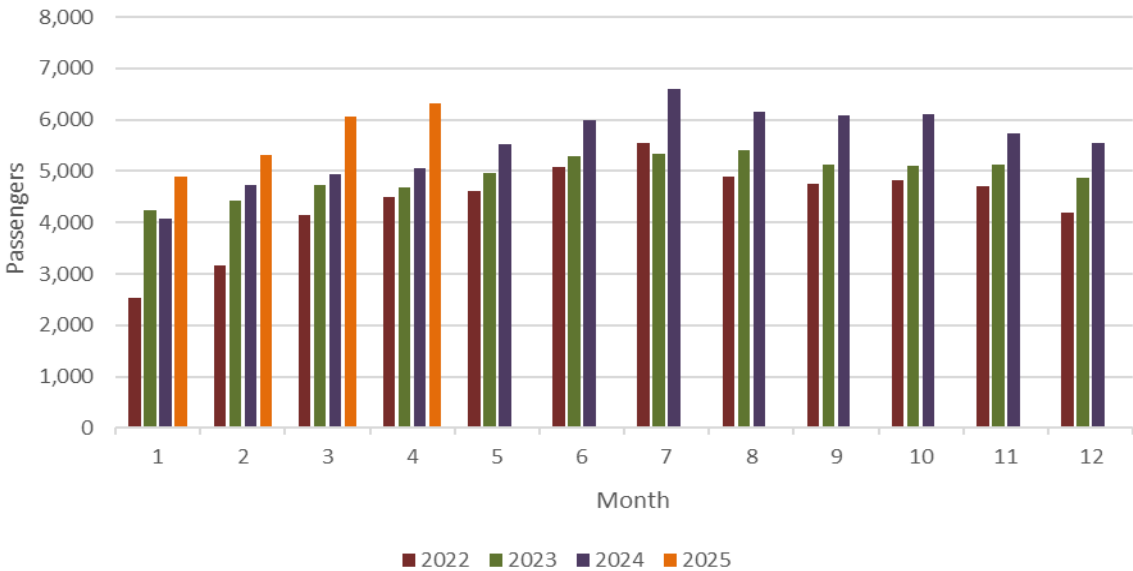
SOUTH SHORE WEEKEND RIDERSHIP
2022-2025
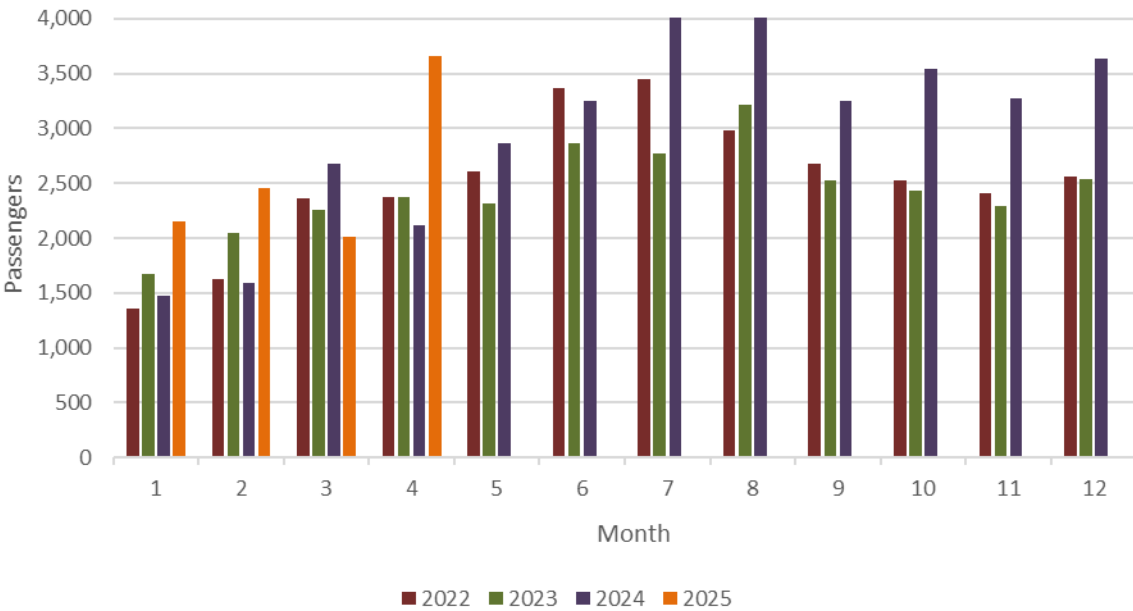
SOUTH SHORE PEAK RIDERSHIP
2022-2025
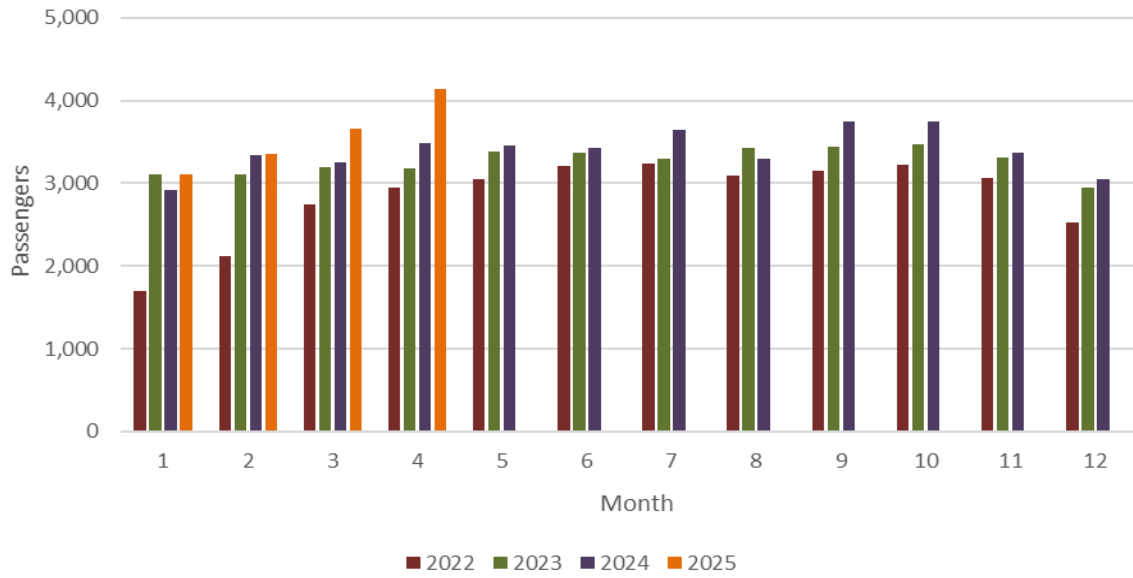
SOUTH SHORE OFF-PEAK RIDERSHIP
2022-2025
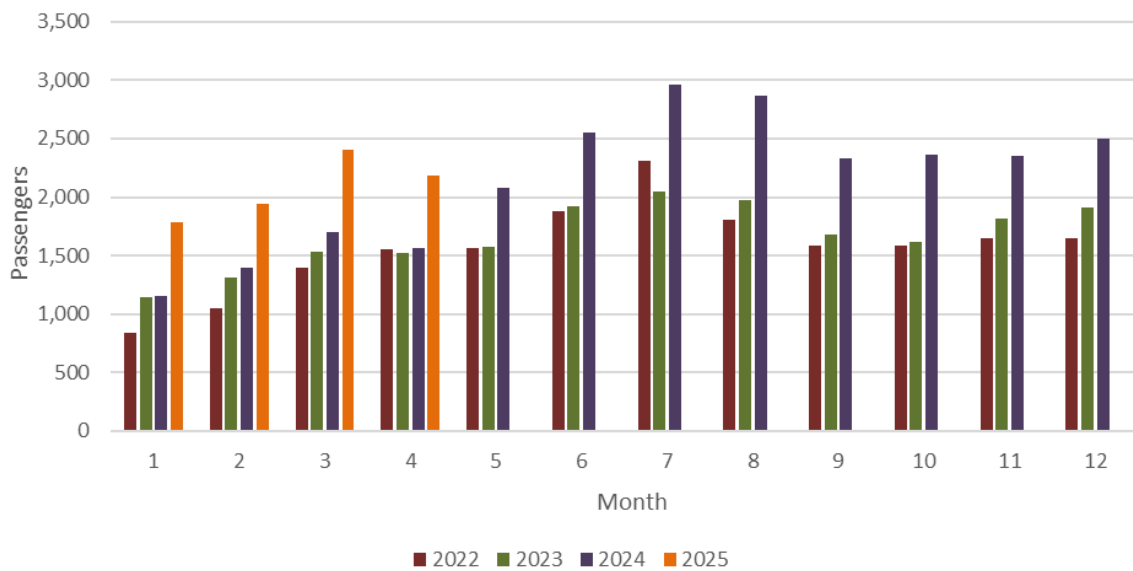
SOUTH SHORE MONTHLY RIDERSHIP
2022-2025

Percent on Time: April, 2025

Peak

Train	Days Late	% on Time
400	1	95.5%
102	0	100.0%
104	1	95.5%
106	2	90.9%
8 (done 2/18)	0	0.0%
108	1	95.5%
10	1	95.5%
110	7	68.2%
112	4	81.8%
114	2	90.9%
214	2	90.9%
16	5	77.3%
116 (done 2-18)	9	59.1%
216 (done 2-18)	0	0.0%
118	0	0.0%
218	3	86.4%
115	2	90.9%
17	6	72.7%
117	8	63.6%
119	4	81.0%
121	5	77.3%
123	2	90.5%
25	8	63.6%
225	2	90.9%
127	15	31.8%
129	3	86.4%
Total	93	81.5%
Westbound	38	86.7%
Eastbound	55	74.8%

Off-Peak

Train	Days Late	% on Time
120	5	77.3%
22	16	27.3%
122	9	59.1%
222	1	95.5%
24	9	59.1%
224	4	81.8%
126	1	95.5%
226	1	95.5%
128	8	63.6%
228	9	59.1%
30	6	72.7%
130	9	59.1%
430	1	95.2%
232	4	81.8%
32	5	77.3%
432	3	86.4%
401	0	100.0%
403	0	100.0%
201	1	95.2%
203	5	77.3%
205	1	95.5%
405	0	100.0%
103 (done 2/18)	0	0.0%
105	2	90.9%
7	5	77.3%
207	5	77.3%
109	7	68.2%
209	6	72.7%
11	14	36.4%
111	2	90.9%
113	4	81.8%
115 (rush 2/18)	0	0.0%
131	1	95.5%
33	3	86.4%
133	1	95.5%
35	5	77.3%
101	2	90.9%
Total	155	72.8%
Westbound	91	40.5%
Eastbound	64	84.6%

Weekend/Holiday

Train	Days Late	% on Time
952 (done 2/18)	0	0.0%
600	0	100.0%
502	2	75.0%
504	4	50.0%
606 (done 2/18)	0	0.0%
506	2	75.0%
608	2	75.0%
508	4	50.0%
610	0	100.0%
954 (done 2/18)	0	0.0%
510	0	100.0%
956 (done 2/18)	0	0.0%
612	2	75.0%
512	0	100.0%
701	0	100.0%
703	0	100.0%
705	1	87.5%
503	2	75.0%
603 (done 2/18)	0	0.0%
505	4	50.0%
605 (done 2/18)	0	0.0%
507	4	50.0%
609	0	100.0%
509	7	12.5%
511	6	25.0%
513	1	87.5%
515	0	100.0%
517	5	37.5%
601	0	100.0%
Total	46	75.0%
Westbound	16	80.0%
Eastbound	30	71.2%

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

REASONS (weekday)			REASONS (weekend)		
AMT	2	0.8%	AMT	0	0.0%
CAR	15	6.0%	CAR	3	6.5%
CAT	0	0.0%	CAT	0	0.0%
DBS	0	0.0%	DBS	0	0.0%
DDS	0	0.0%	DDS	0	0.0%
DMW	21	8.5%	DMW	2	4.3%
DSR	4	1.6%	DSR	0	0.0%
DSS	13	5.2%	DSS	0	0.0%
FRR	4	1.6%	FRR	0	0.0%
FTI	2	0.8%	FTI	1	2.2%
HLD	6	2.4%	HLD	0	0.0%
LMU	6	2.4%	LMU	0	0.0%
MET	96	38.7%	MET	14	30.4%
OET	0	0.0%	OET	0	0.0%
OPR	15	6.0%	OPR	2	4.3%
OTH	10	4.0%	OTH	3	6.5%
PAS	31	12.5%	PAS	10	21.7%
POL	2	0.8%	POL	0	0.0%
PTC	1	0.4%	PTC	0	0.0%
PTI	18	7.3%	PTI	8	17.4%
SUB	0	0.0%	SUB	0	0.0%
SVS	1	0.4%	SVS	1	2.2%
TOD	0	0.0%	TOD	0	0.0%
TRK	0	0.0%	TRK	0	0.0%
TRS	0	0.0%	TRS	2	4.3%
UTL	0	0.0%	UTL	0	0.0%
VAN	0	0.0%	VAN	0	0.0%
WTR	1	0.4%	WTR	0	0.0%
TOTAL	248	100.0%	TOTAL	46	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
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 April 2025

Peak

Train	Days Late	% on Time
400	3	96.4%
102	14	83.3%
104	15	82.4%
106	14	83.5%
8 (done 2/18)	7	78.8%
108	36	57.1%
10	10	81.5%
110	35	58.3%
112	18	78.8%
114	20	76.2%
214	5	90.2%
16	12	85.9%
118	22	57.7%
116(done 2/18)	32	3.0%
216(done 2/18)	15	51.6%
218	16	81.2%
115	4	92.3%
17	17	80.0%
117	27	68.2%
119	20	75.6%
121	28	67.1%
123	24	71.1%
25	41	51.8%
225	31	63.1%
127	47	43.4%
129	39	53.0%
Total	**552**	**71.0%**
Westbound	**295**	**73.7%**
Eastbound	**257**	**67.3%**

Off-Peak

Train	Days Late	% on Time
120	32	62.4%
22	54	36.5%
122	28	66.7%
222	6	92.9%
24	32	61.9%
224	12	85.7%
126	18	78.6%
226	9	89.3%
128	31	62.7%
228	37	55.4%
30	41	51.8%
130	45	47.1%
430	8	90.4%
232	14	83.1%
32	31	63.5%
432	5	93.9%
401	0	100.0%
403	0	100.0%
201	11	86.6%
203	28	66.3%
205	10	88.1%
405	4	95.2%
103	10	75.0%
105	36	57.6%
7	39	54.1%
207	14	83.5%
109	31	63.1%
209	20	76.2%
11	59	29.8%
111	22	73.8%
113	25	70.2%
115 (rush 2/18)	18	56.1%
131	23	72.6%
33	30	64.7%
133	10	88.2%
35	24	71.8%
101	16	81.2%
Total	**833**	**72.5%**
Westbound	**403**	**70.0%**
Eastbound	**430**	**74.4%**

Weekend/Holiday

Train	Days Late	% on Time
952 (done 2/18)	0	100.0%
600	7	80.0%
502	16	54.3%
504	16	54.3%
606 (done 2/18)	8	46.7%
506	11	68.6%
608	15	57.1%
508	15	57.1%
610	5	85.7%
954 (done 2/18)	0	100.0%
510	8	77.1%
956 (done 2/18)	0	100.0%
612	2	90.0%
512	1	95.0%
701	1	97.1%
703	1	97.1%
705	1	95.0%
503	12	65.7%
603 (done 2/18)	7	53.3%
505	26	25.7%
605 (done 2/18)	4	73.3%
507	20	41.2%
609	4	80.0%
509	30	14.3%
511	20	42.9%
513	7	80.0%
515	2	90.0%
517	8	60.0%
601	5	85.7%
Total	252	68.7%
Westbound	104	72.6%
Eastbound	148	65.1%

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

Reasons (weekday)			REASONS (weekend)			TOTAL		
AMT	13	0.9%	AMT	0	0.0%	AMT	13	0.8%
CAR	98	7.0%	CAR	14	5.6%	CAR	112	6.8%
CAT	10	0.7%	CAT	0	0.0%	CAT	10	0.6%
DBS	2	0.1%	DBS	0	0.0%	DBS	2	0.1%
DDS	0	0.0%	DDS	0	0.0%	DDS	0	0.0%
DMW	49	3.5%	DMW	7	2.8%	DMW	56	3.4%
DSR	46	3.3%	DSR	4	1.6%	DSR	50	3.0%
DSS	86	6.1%	DSS	3	1.2%	DSS	89	5.4%
FRR	6	0.4%	FRR	0	0.0%	FRR	6	0.4%
FTI	12	0.9%	FTI	2	0.8%	FTI	14	0.8%
HLD	14	1.0%	HLD	0	0.0%	HLD	14	0.8%
LMU	29	2.1%	LMU	0	0.0%	LMU	29	1.8%
MET	453	32.3%	MET	69	27.4%	MET	522	31.6%
OET	3	0.2%	OET	1	0.4%	OET	4	0.2%
OPR	55	3.9%	OPR	10	4.0%	OPR	65	3.9%
OTH	68	4.9%	OTH	16	6.3%	OTH	84	5.1%
PAS	265	18.9%	PAS	97	38.5%	PAS	362	21.9%
POL	8	0.6%	POL	2	0.8%	POL	10	0.6%
PTC	3	0.2%	PTC	0	0.0%	PTC	3	0.2%
PTI	107	7.6%	PTI	14	5.6%	PTI	121	7.3%
SUB	1	0.1%	SUB	0	0.0%	SUB	1	0.1%
SVS	2	0.1%	SVS	2	0.8%	SVS	4	0.2%
TOD	0	0.0%	TOD	1	0.4%	TOD	1	0.1%
TRK	32	2.3%	TRK	1	0.4%	TRK	33	2.0%
TRS	8	0.6%	TRS	4	1.6%	TRS	12	0.7%
UTL	0	0.0%	UTL	0	0.0%	UTL	0	0.0%
VAN	1	0.1%	VAN	0	0.0%	VAN	1	0.1%
WTR	31	2.2%	WTR	5	2.0%	WTR	36	2.2%
TOTAL	1,402	100.0%	TOTAL	252	100.0%	TOTAL	1,654	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 – APRIL 2025 (MINUTES LATE)

Train	Arrive	Tue 1	Wed 2	Thu 3	Fri 4	Mon 7	Tue 8	Wed 9	Thu 10	Fri 11	Mon 14	Tue 15	Wed 16	Thu 17	Fri 18	Mon 21	Tue 22	Wed 23	Thu 24	Fri 25	Mon 28	Tue 29	Wed 30	Days Late	Days Ran	% On Time
400	2:08 AM																		7					1	22	95.5%
102	5:32 AM																		A					0	21	100.0%
104	6:08 AM																					7		1	22	95.5%
106	6:24 AM																		7				10	2	22	90.9%
108	6:35 AM									7														1	22	95.5%
10	6:52 AM			8																				1	22	95.5%
110	7:14 AM			9	13							11	12			10	12	18						7	22	68.2%
112	7:36 AM												10	20		10		7						4	22	81.8%
114	7:54 AM			8												18								2	22	90.9%
214	8:10 AM		10															13						2	22	90.9%
16	8:18 AM		12		10		7				10							12						5	22	77.3%
118	8:38 AM	9	10				14	18				6		6			14		7				6	9	22	59.1%
218	8:59 AM							21						28								6		3	22	86.4%
Train	**Depart**																									
115	3:40 PM																14				18			2	22	90.9%
17	4:04 PM		125								10						9		9		10		43	6	22	72.7%
117	4:22 PM		86									18					6	9	6	21		13	7	8	22	63.6%
119	4:37 PM		A																10	8		9	17	4	21	81.0%
121	5:00 PM		75				7					6					6						9	5	21	76.2%
123	5:15 PM		A		6											9								2	21	90.5%
25	5:30 PM		49	6	15			8	13	10		6										6		8	22	63.6%
225	5:49 PM		40		13																			2	22	90.9%
127	6:01 PM		41		11		11	8	9	9	10			13	11		11	8	7	7	9	7		15	22	31.8%
129	6:25 PM				11									9				11						3	22	86.4%
High temp		48	65	65	53	44	40	44	45	52	66	52	49	65	81	62	71	77	83	73	82	81	68			
Low temp		22	39	39	33	26	26	30	36	28	44	37	29	36	59	46	37	48	47	44	48	45	40			

* 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	129	282	54.3%	63	256	75.4%	47	273	82.8%	38	285	86.7%						
EB Rush	100	193	48.2%	88	198	55.6%	49	209	76.6%	55	218	74.8%						
Total Rush	229	475	51.8%	151	454	66.7%	96	482	80.1%	93	503	81.5%						

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	3	83	96.4%
5:32a	102	14	84	83.3%
6:08a	104	16	85	81.2%
6:24a	106	14	85	83.5%
removed	8	7	33	78.8%
6:35a	108	36	84	57.1%
6:52a	10	10	52	80.8%
7:14a	110	35	84	58.3%
7:36a	112	18	85	78.8%
7:54a	114	20	84	76.2%
8:10a	214	5	51	90.2%
8:18a	16	14	85	83.5%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	22	52	57.7%
8:59a	218	16	85	81.2%
Depart	Train			
3:40p	115	4	61	93.4%
4:04p	17	24	85	71.8%
4:22p	117	31	84	63.1%
4:37p	119	19	84	77.4%
5:00p	121	31	84	63.1%
5:15p	123	26	84	69.0%
5:30p	25	40	85	52.9%
5:49p	225	34	83	59.0%
6:01p	127	39	83	53.0%
6:25p	129	44	85	48.2%

Cumulative Rush Hour Thru April

Range	TOTAL am	TOTAL pm	TOTAL total	PERCENTAGE am	PERCENTAGE pm	PERCENTAGE total
6-10	133	171	304	12.1%	21.0%	15.9%
11-15	67	66	133	6.1%	8.1%	7.0%
16-20	24	17	41	2.2%	2.1%	2.1%
21-30	21	12	33	1.9%	1.5%	1.7%
31-59	14	14	28	1.3%	1.7%	1.5%
60+	2	15	17	0.2%	1.8%	0.9%
Annulled	8	12	20			
Total Late	261	295	556	23.8%	36.2%	29.1%
On time	836	521	1357	76.2%	63.8%	70.9%
Total ran	1097	816	1913			

April 2025 Rush Hour

Range	TOTAL am	TOTAL pm	TOTAL total	PERCENTAGE am	PERCENTAGE pm	PERCENTAGE total
6-10	23	32	55	8.1%	14.7%	10.9%
11-15	9	12	21	3.2%	5.5%	4.2%
16-20	4	3	7	1.4%	1.4%	1.4%
21-30	2	1	3	0.7%	0.5%	0.6%
31-59	0	4	4	0.0%	1.8%	0.8%
60+	0	3	3	0.0%	1.4%	0.6%
Annulled	1	2	3	0.4%	0.9%	0.6%
Total Late	38	55	93	13.3%	25.2%	18.5%
On time	247	163	410	86.7%	74.8%	81.5%
Total ran	285	218	503			

Grand Total All Trains Thru April, 2025

Range	Peak WB	Peak EB	Off	Wkend	Total	%
6-10	133	171	408	91	803	14.1%
11-15	67	66	188	79	400	7.0%
16-20	24	17	90	30	161	2.8%
21-30	21	12	82	20	135	2.4%
31-59	14	14	63	20	111	1.9%
60+	2	15	14	12	43	0.8%
Annulled	8	12	35	1	56	
Total	261	295	845	252	1653	29.0%
On Time	836	521	2139	552	4048	71.0%
Total ran	1097	816	2984	804	5701	100.0%
%On Time	76.2%	63.8%	71.7%	68.7%	71.0%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	554	2,192	74.7%
EB Rush	584	1,636	64.3%
Total Rush	1,138	3,828	70.3%