



## Monthly Ridership and Performance Report

May 2025



**Northern Indiana Commuter Transportation District**

## 2025 Monthly Performance Report

### Ridership

**Overall** - Ridership for the month was up 17.3% when compared to 2024. Passenger trips for the month were 173,096 in 2025 and 147,531 in 2024.

**Weekday Travel** – Average weekday peak travel was up 22.2% when compared to 2024 while average off peak travel was up 8.5% over 2024 ridership. The combined weekday average in 2025 was 6,475 rides compared to 5,533 in 2024. That is a 17.0% increase for 2025 compared to 2024.

**Weekend Travel** – Weekend ridership was up 29.4% when compared to 2024. The daily average in 2025 was 3,712 compared to 2,868 in 2024.

Ridership Over Last 12 Months: June through May							
	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,253,316	1,495,634	19.33%	1,568,304	4.86%	1,885,437	20.22%
Weekday	988,350	1,217,118	23.15%	1,292,526	6.20%	1,510,079	16.83%
Peak	608,700	799,750	31.39%	847,962	6.03%	906,421	6.89%
Off Peak	379,650	417,368	9.93%	444,564	6.52%	603,658	35.79%
Weekend	264,966	278,516	5.11%	275,778	-0.98%	375,358	36.11%
South Bend	165,428	172,399	4.21%	147,634	-14.36%	232,841	57.72%

### Revenue

The number of tickets sold through May was up 30.0% when comparing 2025 to 2024. Ticket revenue was up 15.5% for 2025 compared to 2024. Sales from digital sources represent 86.5% of ticket sales and 91.6% of ticket revenue.

Total Ticket Sales: May						
Method of Sale	Tickets			Revenue		
	2024	2025	% Change	2024	2025	% Change
Ticket Agent	13,458	0.0	-100.0%	280,078	0	-100.0%
Vending Machine	71,937	91,050	26.6%	891,227	1,123,886	26.1%
Conductor	45,426	54,300	19.5%	319,712	388,323	21.5%
Mobile App	178,119	256,375	43.9%	2,491,648	3,088,001	23.9%
<b>Total</b>	<b>308,940</b>	<b>401,725</b>	<b>30.0%</b>	<b>3,982,664</b>	<b>4,600,210</b>	<b>15.5%</b>

### On Time Performance

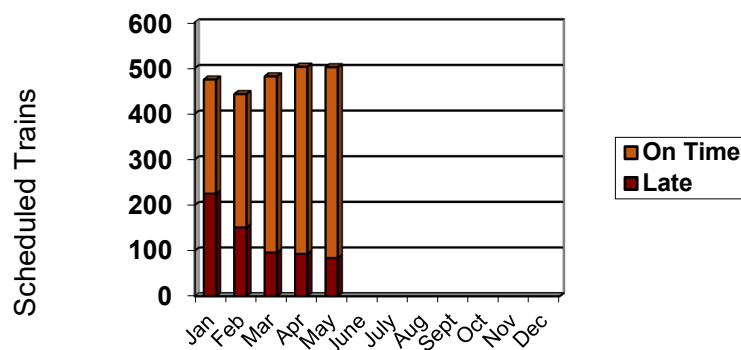
**Rush Hour** – Overall, 82.6% of A.M. and P.M. rush hour trains were on time in May 2025 compared to 48.2% in 2024. A train is considered to be on time when it arrives at its terminal within 5 minutes and 59 seconds of its scheduled arrival time (industry standard). 88.2% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time.

78.0% of westbound morning rush hour service was on time compared to 59.2% in 2024; while eastbound rush hour trains reported an on-time performance of 67.0% compared to 34.7% in 2024. A total of 40 out of 273 westbound rush hour trains were delayed in May. Of those 40, 6 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 44 out of 210 trains delayed in May. Of those 44, 9 experienced delays greater than 15 minutes.<sup>1</sup>

### May 2025 Rush Hour

Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	24	29	53	8.8%	13.8%	11.0%
11-15	10	6	16	3.7%	2.9%	3.3%
16-20	3	2	5	1.1%	1.0%	1.0%
21-30	1	2	3	0.4%	1.0%	0.6%
31-59	2	4	6	0.7%	1.9%	1.2%
60+	0	1	1	0.0%	0.5%	0.2%
Annulled	0	0	0	0.0%	0.0%	0.0%
Total Late	40	44	84	14.7%	21.0%	17.4%
On time	233	166	399	85.3%	79.0%	82.6%
Total ran	273	210	483			

**Overall** – The South Shore Line scheduled 1,448 trains in May and experienced 358 delays in excess of 5 minutes (ranging from 6-100) with median delay of 10 minutes. May of 2025 experienced 1 annulled train. In May 2024, the South Shore Line scheduled 1,204 trains with 783 delays in excess of 5 minutes (ranging from 6-135 minutes) with a median delay of 15 minutes. May of 2024 experienced 5 annulled trains.



### Cumulative On Time Comparison

Thru May	2024	2025
Weekday	61.6%	72.7%
Peak	68.5%	73.3%
Off-Peak	56.9%	72.3%
Weekend	59.0%	67.1%
Overall	61.1%	71.9%

<sup>1</sup> Weekday rush-hour trains operate 13 westbound and 10 eastbound per day.

**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 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.
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.

Annulled Trains or Delays in Excess of 59 Minutes			
Date	Train #	Minutes	Reason
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 .

<b>Annulled Trains or Delays in Excess of 59 Minutes</b>			
4/27/2025	505	93	Metra Delay
5/15/25	33	100	PTC Issues and power outage from weather
5/22/25	25	72	Metra power outage
5/22/25	228	67	Metra power outage
5/22/25	430	Annulled	Annulled due to Metra power outage.

## Ridership Report

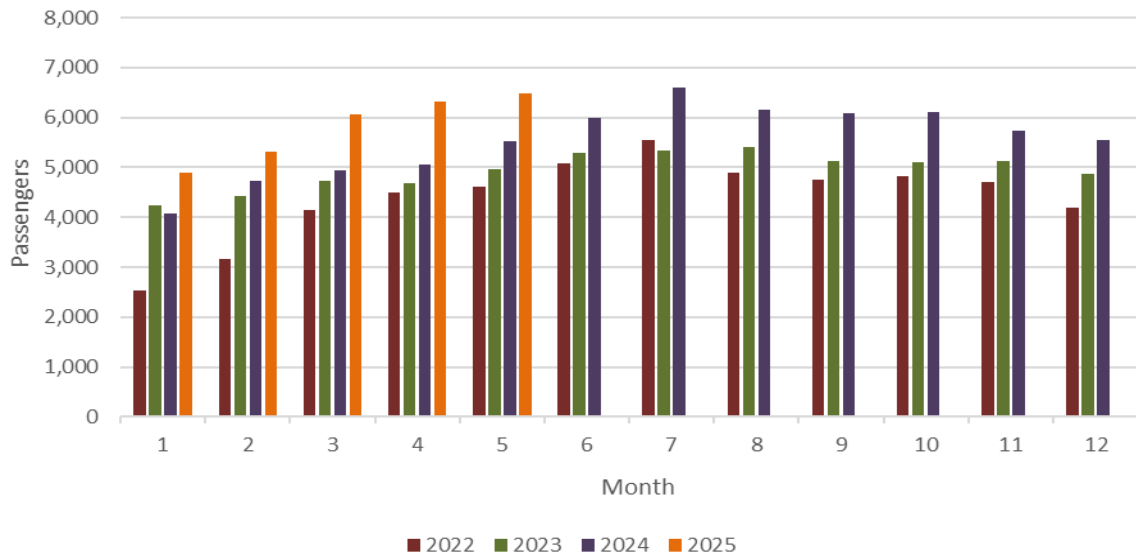
	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 24/25
<b>Monthly Ridership</b>									
January	66,870	21	105,869	21	103,033	22	126,918	22	23.2%
February	76,350	20	105,045	20	115,214	21	125,785	20	9.2%
March	114,014	23	126,910	23	130,771	21	163,191	21	24.8%
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	173,096	21	17.3%
June	138,763	22	139,216	22	155,377	20			
<b>Cumulative Comparison</b>									
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	757,437	106	20.9%
June	635,066	128	724,469	128	782,098	128			
<b>Average Weekday Ridership</b>									
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		6,327		25.3%
May	4,624		4,957		5,532		6,475		17.0%
June	5,084		5,289		5,980				
<b>Average Weekday Peak Period Ridership</b>									
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		4,146		18.9%
May	3,056		3,384		3,455		4,221		22.2%
June	3,208		3,364		3,433				



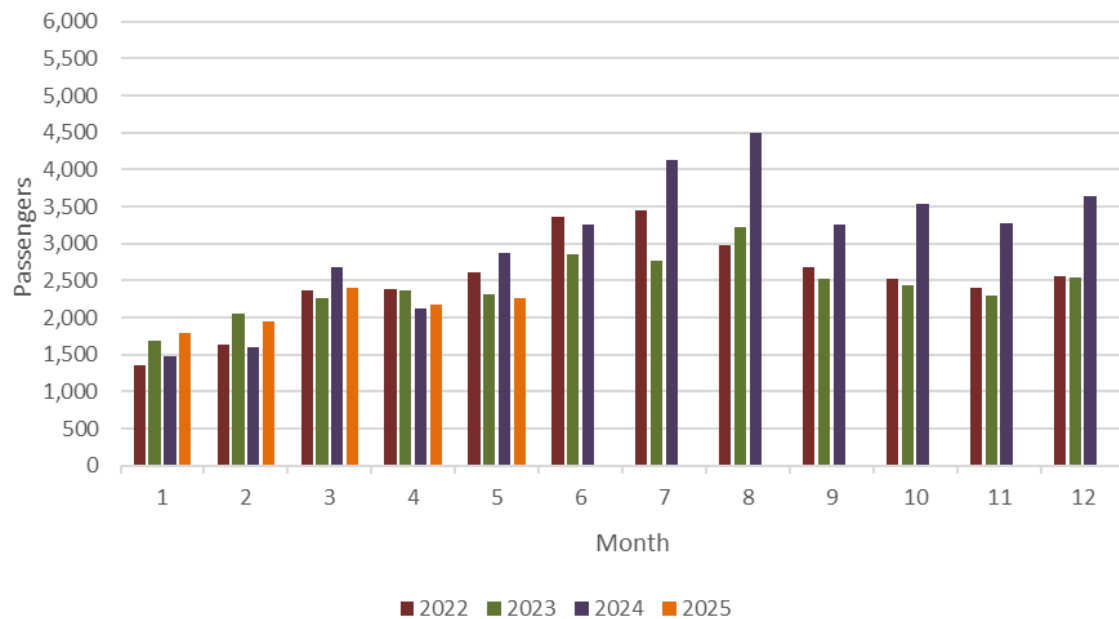
## Ridership Report

	2022		2023		2024		2025		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
<b>Average Weekday Off-Peak Ridership</b>									
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		41.7%
April	1,561		1,549		1,561		2,180		39.7%
May	1,569		1,573		2,077		2,254		8.5%
June	1,876		1,925		2,547				
<b>Average Weekend/Holiday Ridership (per day)</b>									
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		3,657		91.5%
May	2,605		2,314		2,868		3,712		29.4%
June	3,364		2,858		3,578				
<b>Monthly South Bend Ridership</b>									
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		22,766		35.5%
June	15,014		12,175		17,947				

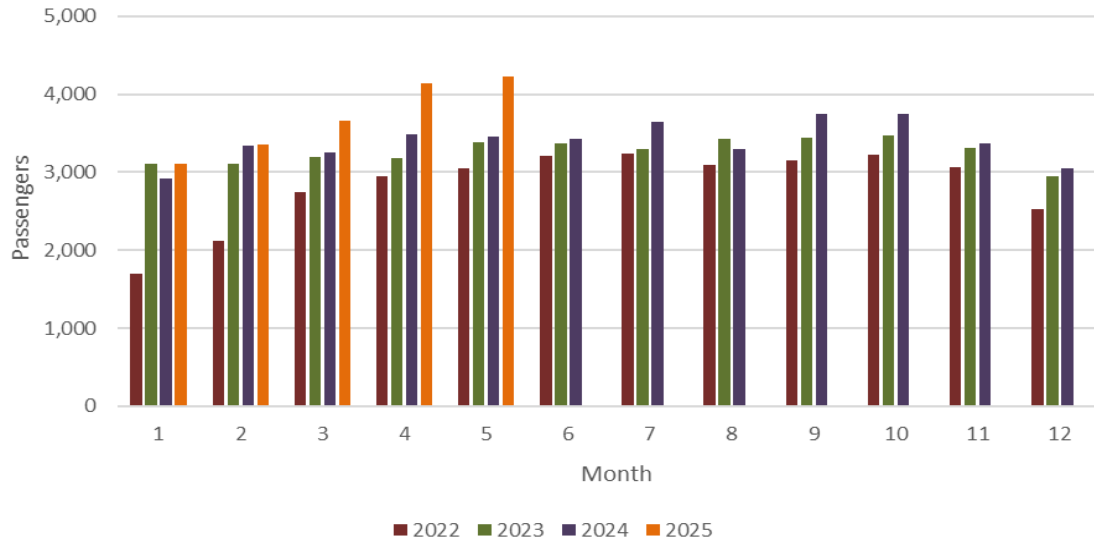
### SOUTH SHORE WEEKDAY RIDERSHIP 2022-2025



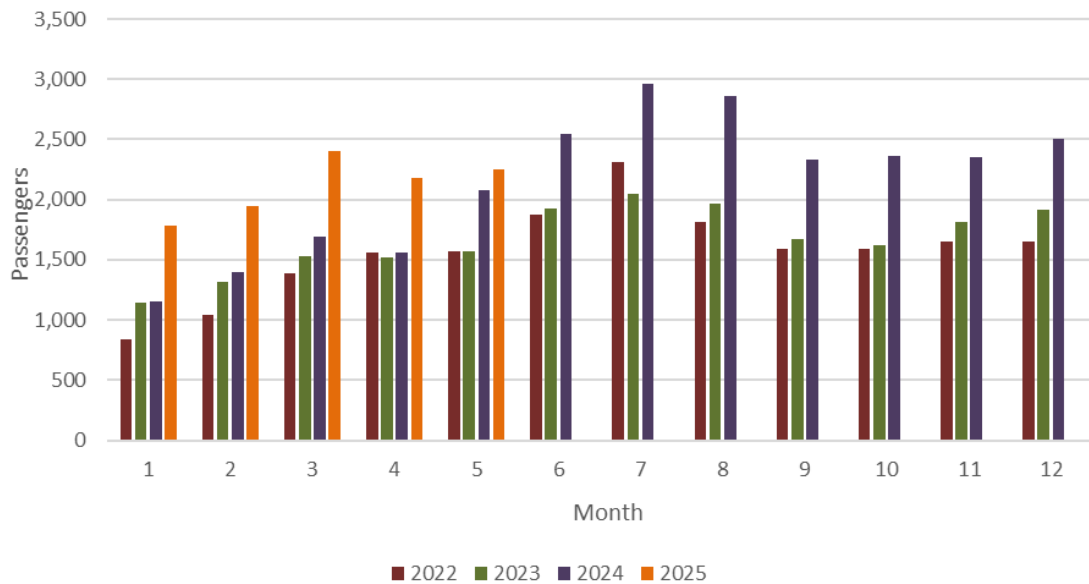
### SOUTH SHORE WEEKEND RIDERSHIP 2022-2025



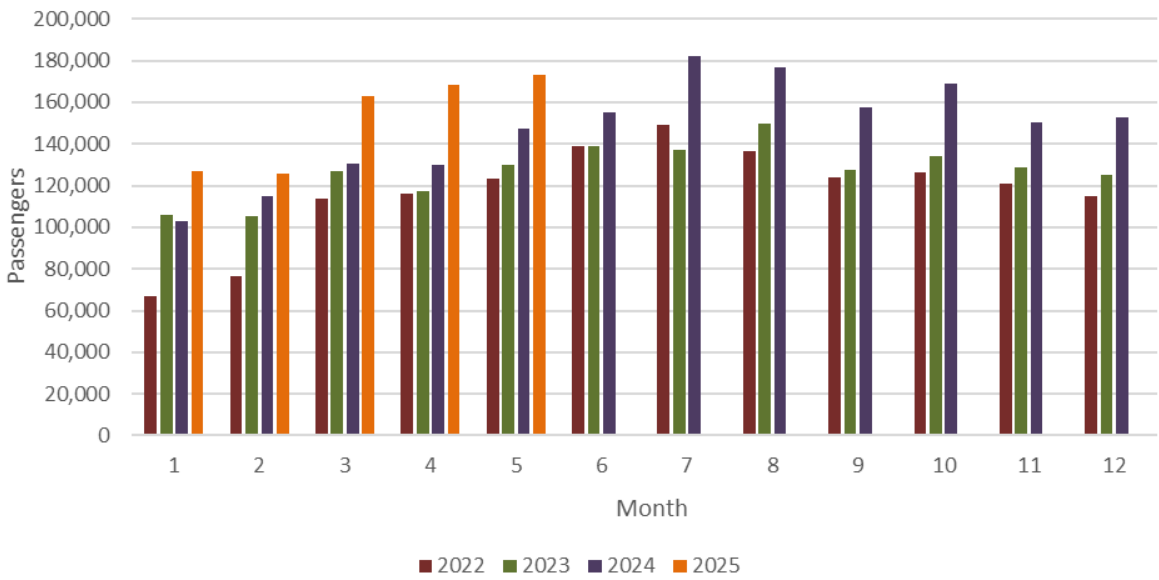
### SOUTH SHORE PEAK RIDERSHIP 2022-2025



### SOUTH SHORE OFF-PEAK RIDERSHIP 2022-2025



SOUTH SHORE MONTHLY RIDERSHIP  
2022-2025



## Percent on Time: May 2025

Peak		
Train	Days Late	% on Time
400	2	90.5%
102	3	85.7%
104	4	81.0%
106	2	90.5%
8 (done 2/18)	0	0.0%
108	2	90.5%
10	8	61.9%
110	3	85.7%
112	2	90.5%
114	0	100.0%
214	2	90.5%
16	5	76.2%
116 (done 2/18)	5	76.2%
216 (done 2/18)	0	0.0%
118	0	0.0%
218	2	90.5%
115	2	90.5%
17	3	85.7%
117	6	71.4%
119	2	90.5%
121	4	81.0%
123	2	90.5%
25	10	52.4%
225	2	90.5%
127	10	52.4%
129	4	81.0%
Total	85	82.4%
Westbound	40	85.3%
Eastbound	45	78.6%

Off-Peak		
Train	Days Late	% on Time
120	6	71.4%
22	14	33.3%
122	12	42.9%
222	5	76.2%
24	12	42.9%
224	7	66.7%
126	3	85.7%
226	1	95.2%
128	7	66.7%
228	11	47.6%
30	13	38.1%
130	9	57.1%
430	0	100.0%
232	5	76.2%
32	10	52.4%
432	3	85.7%
401	0	100.0%
403	0	100.0%
201	1	95.2%
203	6	71.4%
205	0	100.0%
405	0	100.0%
103 (done 2/18)	0	0.0%
105	1	95.2%
7	4	81.0%
207	1	95.2%
109	5	76.2%
209	0	100.0%
11	15	28.6%
111	5	76.2%
113	2	90.5%
115 (rush 2/18)	0	0.0%
131	7	66.7%
33	9	57.1%
133	4	81.0%
35	4	81.0%
101	4	81.0%
Total	186	74.7%
Westbound	118	64.8%
Eastbound	68	83.0%

Weekend/Holiday		
Train	Days Late	% on Time
952 (done 2/18)	0	0.0%
600	0	100.0%
502	4	60.0%
504	4	60.0%
606 (done 2/18)	0	0.0%
506	3	70.0%
608	6	40.0%
508	6	40.0%
610	3	70.0%
954 (done 2/18)	0	0.0%
510	3	70.0%
956 (done 2/18)	0	0.0%
612	2	80.0%
512	1	90.0%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	5	50.0%
603 (done 2/18)	0	0.0%
505	6	40.0%
605 (done 2/18)	0	0.0%
507	7	30.0%
609	5	50.0%
509	5	50.0%
511	9	10.0%
513	4	60.0%
515	7	30.0%
517	6	40.0%
601	2	80.0%
Total	88	61.7%
Westbound	32	68.0%
Eastbound	56	56.9%

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

REASONS (weekday)		
AMT	3	1.1%
CAR	12	4.4%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	33	12.2%
DSR	21	7.7%
DSS	14	5.2%
FRR	1	0.4%
FTI	2	0.7%
HLD	5	1.8%
LMU	7	2.6%
MET	99	36.5%
OET	2	0.7%
OPR	11	4.1%
OTH	11	4.1%
PAS	31	11.4%
POL	2	0.7%
PTC	0	0.0%
PTI	10	3.7%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	2	0.7%
TRS	0	0.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	5	1.8%
TOTAL	271	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	5	5.7%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	2	2.3%
DSR	0	0.0%
DSS	2	2.3%
FRR	0	0.0%
FTI	0	0.0%
HLD	1	1.1%
LMU	2	2.3%
MET	46	52.3%
OET	0	0.0%
OPR	0	0.0%
OTH	1	1.1%
PAS	19	21.6%
POL	0	0.0%
PTC	0	0.0%
PTI	8	9.1%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	1	1.1%
TRS	1	1.1%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	88	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 May 2025

Peak		
Train	Days Late	% on Time
400	5	95.2%
102	17	83.8%
104	19	82.1%
106	16	84.9%
8 (done 2/18)	7	78.8%
108	38	63.8%
10	18	76.0%
110	38	63.8%
112	20	81.1%
114	20	81.0%
214	7	90.3%
16	17	84.0%
118	27	63.0%
116(done 2/18)	32	3.0%
216(done 2/18)	15	51.6%
218	18	83.0%
115	6	91.8%
17	20	81.1%
117	33	68.9%
119	22	78.6%
121	32	69.8%
123	26	75.0%
25	51	51.9%
225	33	68.6%
127	57	45.2%
129	43	58.7%
Total	637	73.3%
Westbound	340	75.6%
Eastbound	297	70.2%

Off-Peak		
Train	Days Late	% on Time
120	38	64.2%
22	68	35.8%
122	40	61.9%
222	11	89.5%
24	44	58.1%
224	19	81.9%
126	21	80.0%
226	10	90.5%
128	38	63.5%
228	48	53.8%
30	54	49.1%
130	54	49.1%
430	8	92.2%
232	19	81.7%
32	41	61.3%
432	8	92.2%
401	0	100.0%
403	0	100.0%
201	12	88.3%
203	34	67.3%
205	10	90.5%
405	4	96.2%
103	10	75.0%
105	37	65.1%
7	43	59.4%
207	15	85.8%
109	36	65.7%
209	20	81.0%
11	74	29.5%
111	27	74.3%
113	27	74.3%
115	18	56.1%
131	30	71.4%
33	39	63.2%
133	14	86.8%
35	28	73.6%
101	20	81.1%
Total	1,019	72.9%
Westbound	521	69.0%
Eastbound	498	76.1%

Weekend/Holiday		
Train	Days Late	% on Time
952 (done 2/18)	0	100.0%
600	7	84.4%
502	20	55.6%
504	20	55.6%
606 (done 2/18)	8	46.7%
506	14	68.9%
608	21	53.3%
508	21	53.3%
610	8	82.2%
954 (done 2/18)	0	100.0%
510	11	75.6%
956 (done 2/18)	0	100.0%
612	4	86.7%
512	2	93.3%
701	1	97.8%
703	1	97.8%
705	1	96.7%
503	17	62.2%
603 (done 2/18)	7	53.3%
505	32	28.9%
605 (done 2/18)	4	73.3%
507	27	38.6%
609	9	70.0%
509	35	22.2%
511	29	35.6%
513	11	75.6%
515	9	70.0%
517	14	53.3%
601	7	84.4%
Total	340	67.1%
Westbound	136	71.7%
Eastbound	204	63.2%

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

Reasons (weekday)		
AMT	16	1.0%
CAR	110	6.6%
CAT	10	0.6%
DBS	2	0.1%
DDS	0	0.0%
DMW	82	4.9%
DSR	67	4.0%
DSS	100	6.0%
FRR	7	0.4%
FTI	14	0.8%
HLD	19	1.1%
LMU	36	2.2%
MET	552	33.0%
OET	5	0.3%
OPR	66	3.9%
OTH	79	4.7%
PAS	296	17.7%
POL	10	0.6%
PTC	3	0.2%
PTI	117	7.0%
SUB	1	0.1%
SVS	2	0.1%
TOD	0	0.0%
TRK	34	2.0%
TRS	8	0.5%
UTL	0	0.0%
VAN	1	0.1%
WTR	36	2.2%
TOTAL	1,673	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	19	5.6%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	9	2.6%
DSR	4	1.2%
DSS	5	1.5%
FRR	0	0.0%
FTI	2	0.6%
HLD	1	0.3%
LMU	2	0.6%
MET	115	33.8%
OET	1	0.3%
OPR	10	2.9%
OTH	17	5.0%
PAS	116	34.1%
POL	2	0.6%
PTC	0	0.0%
PTI	22	6.5%
SUB	0	0.0%
SVS	2	0.6%
TOD	1	0.3%
TRK	2	0.6%
TRS	5	1.5%
UTL	0	0.0%
VAN	0	0.0%
WTR	5	1.5%
TOTAL	340	100.0%

TOTAL		
AMT	16	0.8%
CAR	129	6.4%
CAT	10	0.5%
DBS	2	0.1%
DDS	0	0.0%
DMW	91	4.5%
DSR	71	3.5%
DSS	105	5.2%
FRR	7	0.3%
FTI	16	0.8%
HLD	20	1.0%
LMU	38	1.9%
MET	667	33.1%
OET	6	0.3%
OPR	76	3.8%
OTH	96	4.8%
PAS	412	20.5%
POL	12	0.6%
PTC	3	0.1%
PTI	139	6.9%
SUB	1	0.0%
SVS	4	0.2%
TOD	1	0.0%
TRK	36	1.8%
TRS	13	0.6%
UTL	0	0.0%
VAN	1	0.0%
WTR	41	2.0%
TOTAL	2,013	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 – MAY 2025 (MINUTES LATE)

		Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Days	Days	%
Train	Arrive	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	Late	Ran	On Time
400	2:08 AM			37														9						2	21	90.5%
102	5:32 AM			8									10								6			3	21	85.7%
104	6:08 AM			6									6				8					7		4	21	81.0%
106	6:24 AM			11			10																	2	21	90.5%
108	6:35 AM																					19	23	2	21	90.5%
10	6:52 AM			14			7			8						16		7			6	6	14	8	21	61.9%
110	7:14 AM						9													13		13		3	21	85.7%
112	7:36 AM		10		17																			2	21	90.5%
114	7:54 AM																							0	21	100.0%
214	8:10 AM						15														8			2	21	90.5%
16	8:18 AM						12	8								12				14	8			5	21	76.2%
118	8:38 AM	6			6		14									7				7				5	21	76.2%
218	8:59 AM													31									9	2	21	90.5%
Train	Depart																									
115	3:40 PM					8						6												2	21	90.5%
17	4:04 PM		6			10																	7	3	21	85.7%
117	4:22 PM		6		6		7			18	10						52							6	21	71.4%
119	4:37 PM									12							50							2	21	90.5%
121	5:00 PM			7	7				9								40							4	21	81.0%
123	5:15 PM																34							1	21	95.2%
25	5:30 PM			10			9		9	7		7		17		12	72				9		13	10	21	52.4%
225	5:49 PM													7			20							2	21	90.5%
127	6:01 PM											10	8	7	8	9	13			10	11	10	10	10	21	52.4%
129	6:25 PM											7					25	23					13	4	21	81.0%
High temp		75	61	68	71	78	67	67	83	74	77	89	87	69	57	57	57	59	74	76	64	69	72			
Low temp		50	45	48	45	46	46	35	50	62	62	63	58	39	46	46	42	37	41	55	53	52	51			

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

Temperatures from South Bend

MONTHLY SUMMARY OF RUSH HOUR ON TIME PERFORMANCE

On time	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%	40	273	85.3%		
	EB Rush	100	193	48.2%	88	198	55.6%	49	209	76.6%	55	218	74.8%	44	210	79.0%		
Total Rush		229	475	51.8%	151	454	66.7%	96	482	80.1%	93	503	81.5%	84	483	82.6%		

A = Annulled

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	5	104	95.2%
5:32a	102	17	105	83.8%
6:08a	104	20	106	81.1%
6:24a	106	16	106	84.9%
removed	8	7	33	78.8%
6:35a	108	38	105	63.8%
6:52a	10	18	73	75.3%
7:14a	110	38	105	63.8%
7:36a	112	20	106	81.1%
7:54a	114	20	105	81.0%
8:10a	214	7	72	90.3%
8:18a	16	19	106	82.1%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	27	73	63.0%
8:59a	218	18	106	83.0%
Depart	Train			
3:40p	115	6	82	92.7%
4:04p	17	27	106	74.5%
4:22p	117	37	105	64.8%
4:37p	119	21	105	80.0%
5:00p	121	35	105	66.7%
5:15p	123	27	105	74.3%
5:30p	25	50	106	52.8%
5:49p	225	36	104	65.4%
6:01p	127	49	104	52.9%
6:25p	129	48	106	54.7%

Cumulative Rush Hour Thru May						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	157	200	357	11.5%	19.5%	14.9%
11-15	77	72	149	5.6%	7.0%	6.2%
16-20	27	19	46	2.0%	1.9%	1.9%
21-30	22	14	36	1.6%	1.4%	1.5%
31-59	16	18	34	1.2%	1.8%	1.4%
60+	2	16	18	0.1%	1.6%	0.8%
Annulled	8	12	20			
Total Late	301	339	640	22.0%	33.0%	26.7%
On time	1,069	687	1,756	78.0%	67.0%	73.3%
Total ran	1,370	1,026	2,396			

Grand Total All Trains Thru May, 2025						
Range	Peak		Off	Wkend	Total	%
	WB	EB				
6-10	157	200	504	126	987	13.8%
11-15	77	72	237	98	484	6.8%
16-20	27	19	103	51	200	2.8%
21-30	22	14	97	30	163	2.3%
31-59	16	18	74	23	131	1.8%
60+	2	16	16	12	46	0.6%
Annulled	8	12	36	1	57	
Total	301	339	1,031	340	2,011	28.1%
On Time	1,069	687	2,687	694	5,137	71.9%
Total ran	1,370	1,026	3,718	1,034	7,148	100.0%
%On Time	78.0%	67.0%	72.3%	67.1%	71.9%	

May 2025 Rush Hour						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	24	29	53	8.8%	13.8%	11.0%
11-15	10	6	16	3.7%	2.9%	3.3%
16-20	3	2	5	1.1%	1.0%	1.0%
21-30	1	2	3	0.4%	1.0%	0.6%
31-59	2	4	6	0.7%	1.9%	1.2%
60+	0	1	1	0.0%	0.5%	0.2%
Annulled	0	0	0	0.0%	0.0%	0.0%
Total Late	40	44	84	14.7%	21.0%	17.4%
On time	233	166	399	85.3%	79.0%	82.6%
Total ran	273	210	483			

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	634	2,738	76.8%
EB Rush	674	2,056	67.2%
Total Rush	1,308	4,794	72.7%