



Monthly Ridership and Performance Report

July 2025



Northern Indiana Commuter Transportation District

2025 Monthly Performance Report

Ridership

Overall - Ridership for the month increased 12.5% when compared to 2024. Passenger trips for the month were 205,328 in 2025 and 182,458 in 2024.

Weekday Travel – Average weekday peak travel increased 21.0% when compared to 2024 while average off peak travel was up 3.2% over 2024 ridership. The combined weekday average in 2025 was 7,461 rides compared to 6,603 in 2024. That is a 13.0% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was up 10.7% when compared to 2024. The daily average in 2025 was 4,575 compared to 4,133 in 2024.

Ridership Over the Last 12 Months: August through July

	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,332,608	1,484,252	11.38%	1,629,707	9.80%	1,931,930	18.54%
Weekday	1,049,637	1,217,215	15.97%	1,334,308	9.62%	1,551,120	16.25%
Peak	656,724	804,190	22.45%	856,951	6.56%	943,174	10.06%
Off Peak	392,913	413,025	5.12%	477,357	15.58%	607,946	27.36%
Weekend	282,971	267,037	-5.63%	295,399	10.62%	380,810	28.91%
South Bend	171,458	169,560	-1.11%	161,601	-4.69%	237,453	46.94%

Revenue

The number of tickets sold in July increased 22.6% when comparing 2025 to 2024. Ticket revenue was up 16.3% for 2025 compared to 2024. Sales from digital sources represent 86.8% of ticket sales and 91.8% of ticket revenue.

Total Ticket Sales: July

Method of Sale	Tickets			Revenue		
	2024	2025	% Change	2024	2025	% Change
Ticket Agent	13,464	0	-100.0%	280,923	0	-100.0%
Vending Machine	130,667	149,695	14.6%	1,510,658	1,758,533	16.4%
Conductor	73,963	82,431	11.4%	527,070	598,972	13.6%
Mobile App	291,699	392,741	34.6%	3,928,083	5,413,285	25.0%
Total	509,793	624,867	22.6%	6,246,734	7,770,789	21.4%

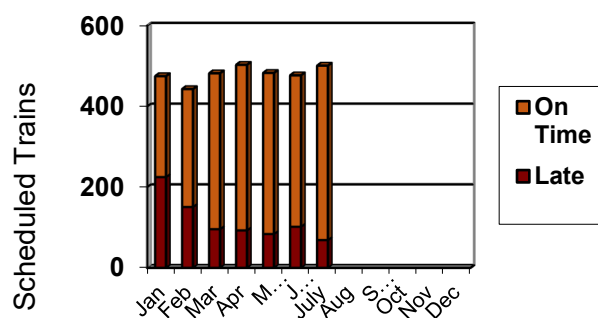
On Time Performance

Rush Hour – Overall, 86.2% of A.M. and P.M. rush hour trains were on time in July 2025 compared to 18.9% 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). 89.7% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 88.7% of westbound morning rush hour service was on time compared to 28.4% in 2024; while eastbound rush hour trains reported an on-time performance of 83.1% compared to 6.4% in 2024. A total of 32 out of 282 westbound rush hour trains were delayed in July. Of those 32, 11 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 37 out of 219 trains delayed in July. Of those 37, 4 experienced delays greater than 15 minutes.¹

July 2025 Rush Hour

Range	am	pm	total	am	pm	total
6-10	17	24	41	6.0%	11.0%	8.2%
11-15	4	9	13	1.4%	4.1%	2.6%
16-20	3	1	4	1.1%	0.5%	0.8%
21-30	1	3	4	0.4%	1.4%	0.8%
31-59	4	0	4	1.4%	0.0%	0.8%
60+	3	0	3	1.1%	0.0%	0.6%
Annulled	4	1	5	1.4%	0.5%	1.0%
Total Late	32	37	69	11.3%	16.9%	13.8%
On time	250	182	432	88.7%	83.1%	86.2%
Total ran	282	219	501	100.0%	100.0%	100.0%

Overall – The South Shore Line scheduled 1,483 trains in July and experienced 312 delays in excess of 5 minutes (ranging from 6-138) with median delay of 12 minutes. July of 2025 experienced 5 annulled train. In July 2024, the South Shore Line scheduled 1,478 trains with 1,125 delays in excess of 5 minutes (ranging from 6-310 minutes) with a median delay of 15 minutes. July of 2024 experienced 13 annulled trains.



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

Cumulative On Time Comparison

Thru July	2024	2025
Weekday	57.6%	74.3%
Peak	62.0%	76.0%
Off-Peak	54.8%	73.2%
Weekend	55.2%	70.2%
Overall	57.3%	73.7%

Delays caused by railroad maintenance. Besides the unexpected delays, passengers in July 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

Annulled Trains or Delays in Excess of 59 Minutes

Date	Train	Min. Late	Reason
4/24/25	102	A	Trains cancelled from previous PTC related delays
4/24/25	201	A	Trains cancelled from previous PTC related delays
4/24/25	401	A	Trains cancelled from previous PTC related delays
4/26/25	509	117	Train struck Semi Tanker that did not clear track.
4/27/25	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	A	Train was annulled from Metra power outage.
6/4/25	114	A	Mechanical Issues train was combined with Train #16.
6/7/25	502	67	Metra Delay
6/7/25	503	77	Metra Delay
6/9/25	122	73	Gas Leak at Miller
6/12/25	25	67	Mechanical Issues with train and slick rails.
6/16/25	432	A	Construction between Michigan City and South Bend.
6/17/25	400	A	Construction between Michigan City and South Bend.
6/17/25	432	A	Construction between Michigan City and South Bend.
6/18/25	400	A	Construction between Michigan City and South Bend.
6/18/25	432	A	Construction between Michigan City and South Bend.
6/19/25	400	A	Construction between Michigan City and South Bend.
6/19/25	432	A	Construction between Michigan City and South Bend.
6/20/25	17	116	Train/Vehicle Collision in Michigan City
6/20/25	117	A	Train/Vehicle Collision in Michigan City
6/20/25	119	132	Train/Vehicle Collision in Michigan City
6/20/25	121	120	Train/Vehicle Collision in Michigan City
6/20/25	127	74	Train/Vehicle Collision in Michigan City
6/20/25	130	97	Train/Vehicle Collision in Michigan City
6/20/25	400	A	Construction between Michigan City and South Bend.
6/26/25	35	88	Lightning Strike, lost power.
6/27/25	22	70	Wire Issues and mechanical problem with flat spots.
7/8/25	127	A	Train was cancelled and combined with train #129.
7/16/25	22	81	Stopped for running a signal.
7/17/25	33	66	Metra Delay
7/23/25	35	62	Police Activity on Metra Line.
7/24/25	10	138	Trespassing incident, pedestrian on the tracks.
7/24/25	110	110	Trespasser Incident.
7/24/25	112	A	Train cancelled because of trespassing incident.
7/24/25	114	A	Train cancelled because of trespassing incident.
7/24/25	214	A	Train cancelled because of trespassing incident.
7/24/25	218	A	Train cancelled because of trespassing incident.
7/24/25	400	68	Late turn of equipment.
7/26/25	505	65	Passenger train interference.
7/26/25	511	60	Speed Restrictions

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	173,096	21	17.3%
June	138,763	22	139,216	22	155,377	20	179,000	21	15.2%
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	757,437	106	20.9%
June	635,066	128	724,469	128	782,098	128	936,437	127	19.7%
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		6,327		25.3%
May	4,624		4,957		5,532		6,475		17.0%
June	5,084		5,289		5,980		6,750		12.9%
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		4,146		18.9%
May	3,056		3,384		3,455		4,221		22.2%
June	3,208		3,364		3,433		4,218		22.9%

Ridership Report

	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 24/25
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		41.7%
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		2,532		-0.6%
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		3,657		91.5%
May	2,605		2,314		2,868		3,712		29.4%
June	3,364		2,858		3,578		4,139		15.7%
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		22,766		35.5%
June	15,014		12,175		17,947		20,520		14.3%

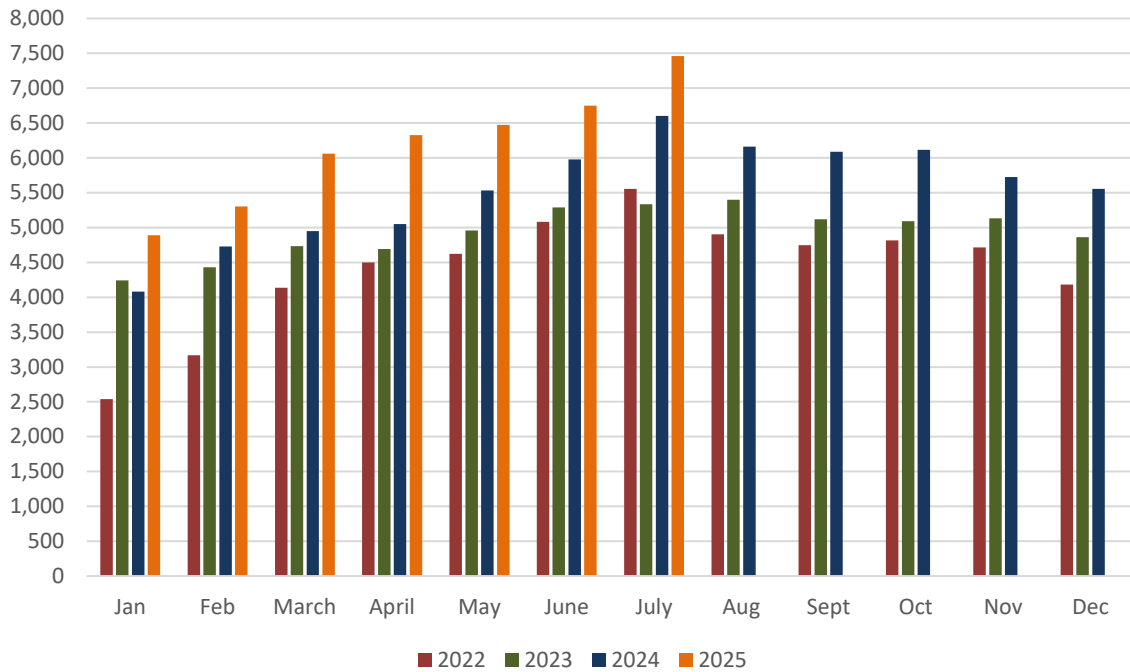
Ridership Report

	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 24/25
MONTHLY RIDERSHIP									
July	149,051	20	137,216	20	182,458	22	205,328	22	12.5%
August	136,622	23	149,901	23	177,065	22			
September	123,766	21	127,676	20	157,459	20			
October	126,386	21	133,937	22	168,948	23			
November	120,650	22	128,498	22	150,431	20			
December	115,143	21	125,142	20	153,047	21			
CUMULATIVE COMPARISON									
July	784,117	148	861,685	148	964,556	150	1,141,765	149	18.4%
August	920,739	171	1,011,586	171	1,141,621	172			
September	1,044,505	192	1,139,262	191	1,299,080	192			
October	1,170,891	213	1,273,199	213	1,468,028	215			
November	1,291,541	235	1,401,697	235	1,618,459	235			
December	1,406,684	256	1,526,839	255	1,771,506	256			
Average Weekday Ridership									
July	5,556		5,336		6,603		7,461		13.0%
August	4,904		5,399		6,163				
September	4,746		5,119		6,087				
October	4,817		5,093		6,115				
November	4,713		4,663		5,719				
December	4,383		4,861		5,557				
Thru December	4,418	256	4,946	255	5,590	254			
Average Weekday Peak Period Ridership									
July	3,243		3,293		3,645		4,410		21.0%
August	3,095		3,429		3,301				
September	3,156		3,443		3,751				
October	3,229		3,472		3,752				
November	3,064		3,167		3,368				
December	2,654		2,945		3,056				
Thru December	2,844	256	3,274	255	3,424	254			

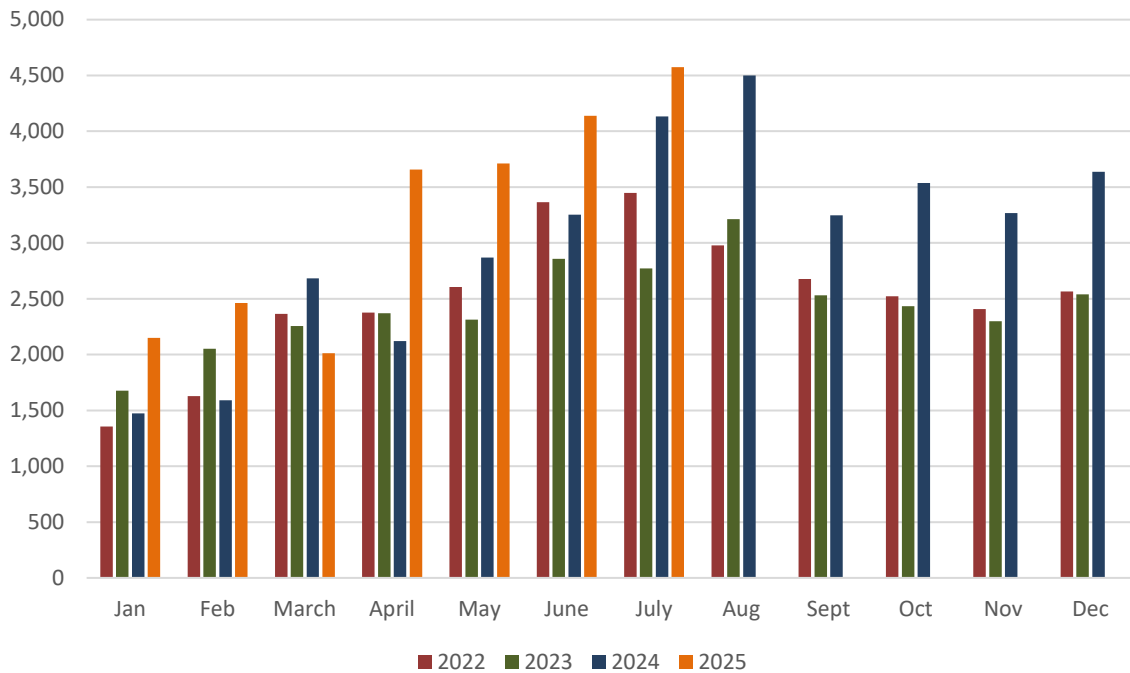
Ridership Report

	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 24/25
Average Weekday Off-Peak Ridership									
July	2,314		2,043		2,953		3,051		3.3%
August	1,809		1,970		2,862				
September	1,590		1,676		2,336				
October	1,588		1,621		2,364				
November	1,649		1,733		2,356				
December	1,729		1,916		2,501				
Thru December	1,574	256	1,672	255	2,166	254			
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)									
July	3,348		2,772		4,133		4,575		10.7%
August	2,979		3,214		4,501				
September	2,678		2,530		3,572				
October	2,523		2,433		3,537				
November	2,409		2,297		3,596				
December	2,309		2,538		3,636				
Thru December	2,529	109	2,438	110	3,132	112			
MONTHLY SOUTH BEND RIDERSHIP									
July	18,102		13,964		22,167		24,198		9.2%
August	12,335		12,291		19,623				
September	13,613		11,767		18,564				
October	16,039		12,390		19,508				
November	14,639		12,190		20,943				
December	13,374		13,338		23,235				

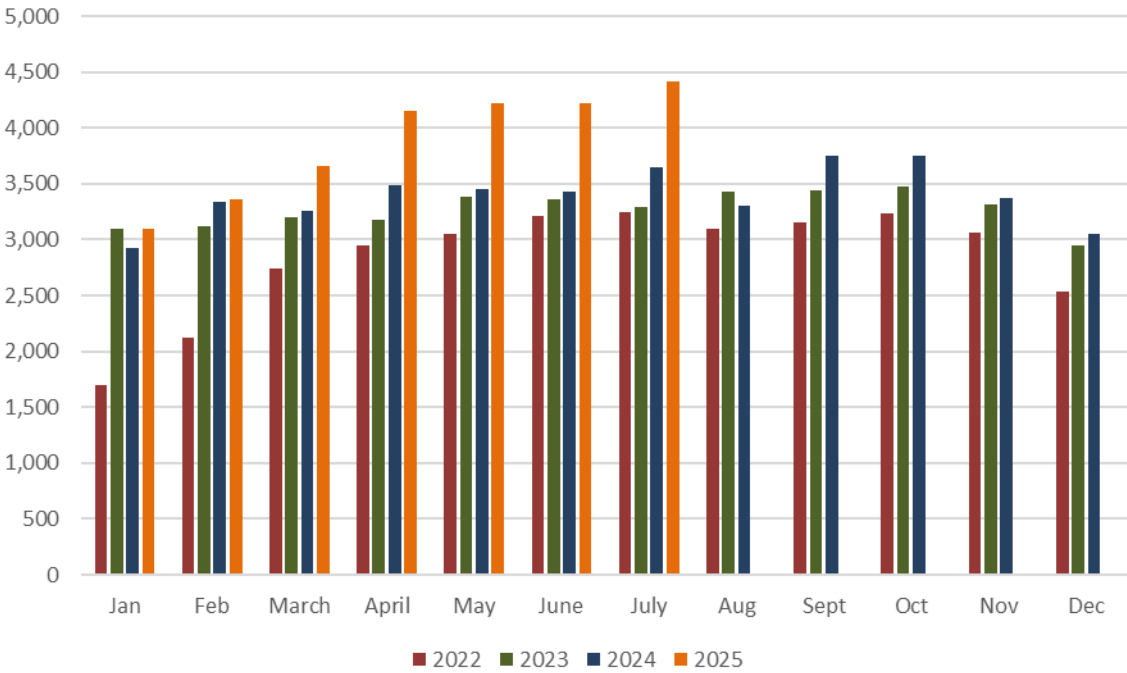
SOUTH SHORE LINE WEEKDAY RIDERSHIP 2022-2025



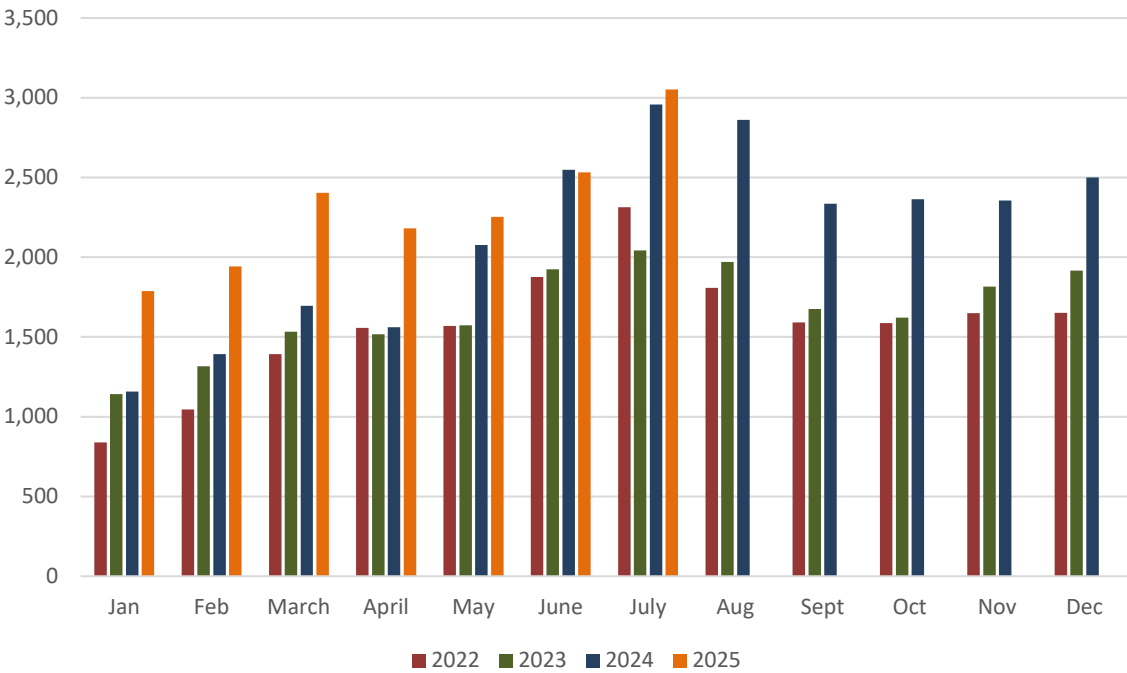
SOUTH SHORE WEEKEND RIDERSHIP 2022-2025



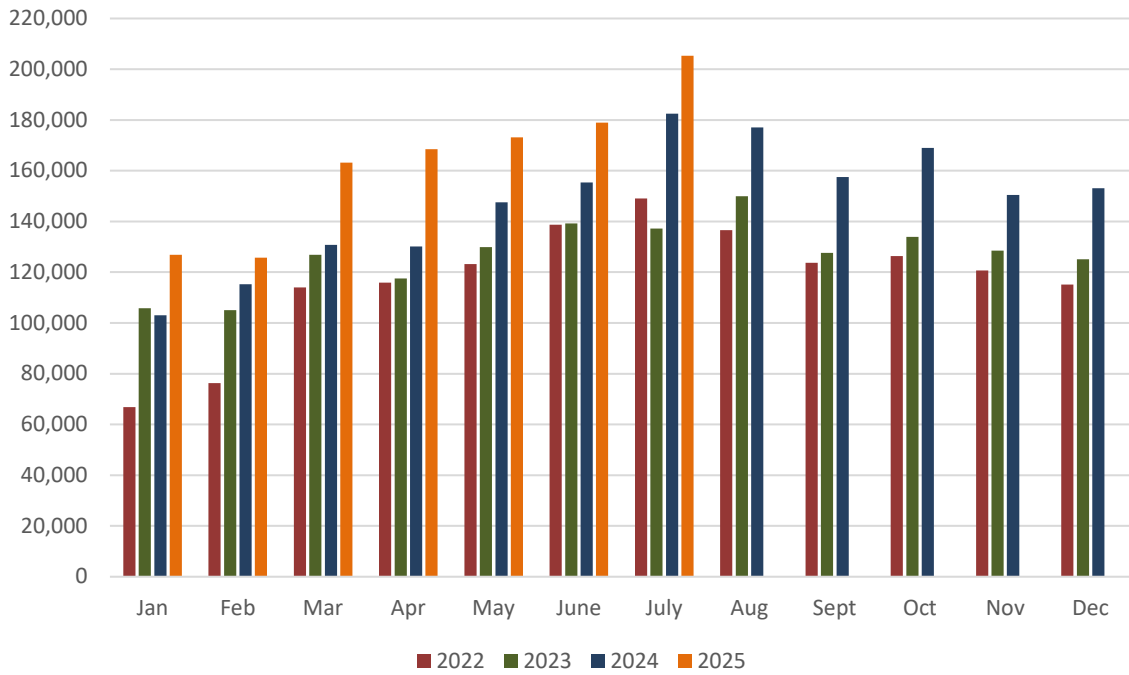
SOUTH SHORE LINE PEAK RIDERSHIP
2022-2025



SOUTH SHORE LINE OFF-PEAK RIDERSHIP
2022-2025



SOUTH SHORE LINE MONTHLY RIDERSHIP 2022-2025



Cumulative Percent on Time Thru July, 2025

Peak		
Train	Days Late	% on Time
400	4	81.8%
102	0	100.0%
104	1	95.5%
106	1	95.5%
8 (done 2/18)	0	0.0%
108	4	81.8%
10	1	95.5%
110	2	90.9%
112	2	90.5%
114	1	95.2%
214	2	90.5%
16	5	77.3%
116 (done 2/18)	0	0.0%
216 (done 2/18)	0	0.0%
118	6	72.7%
218	3	85.7%
115	2	90.9%
17	2	90.9%
117	3	86.4%
119	5	77.3%
121	3	86.4%
123	3	86.4%
25	10	54.5%
225	1	95.5%
127	4	81.0%
129	4	81.8%
Total	69	86.2%
Westbound	32	88.7%
Eastbound	37	83.1%

Off-Peak		
Train	Days Late	% on Time
120	10	54.5%
22	18	18.2%
122	15	31.8%
222	7	68.2%
24	8	63.6%
224	4	81.8%
126	5	77.3%
226	3	86.4%
128	4	81.8%
228	11	50.0%
30	8	63.6%
130	11	50.0%
430	3	86.4%
232	4	81.8%
32	4	81.8%
432	3	86.4%
401	0	100.0%
403	1	95.5%
201	0	100.0%
203	0	100.0%
205	2	90.9%
405	1	95.5%
103 (done)	0	0.0%
105	4	81.8%
7	3	86.4%
207	4	81.8%
109	6	72.7%
209	3	86.4%
11	15	31.8%
111	10	54.5%
113	3	86.4%
115 (rush 2/18)	0	0.0%
131	2	90.9%
33	8	63.6%
133	6	72.7%
35	5	77.3%
101	3	86.4%
Total	194	74.8%
Westbound	118	66.5%
Eastbound	76	81.8%

Weekend/Holiday		
Train	Days Late	% on Time
952 (done 2/18)	0	0.0%
600	1	100.0%
502	3	88.9%
504	2	100.0%
606 (done 2/18)	0	0.0%
506	1	100.0%
608	1	88.9%
508	4	77.8%
610	2	100.0%
954 (done 2/18)	0	0.0%
510	1	55.6%
956 (done 2/18)	0	0.0%
612	1	88.9%
512	1	55.6%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	2	66.7%
603 (done 2/18)	0	0.0%
505	3	66.7%
605 (done 2/18)	0	0.0%
507	5	22.2%
609	0	77.8%
509	3	66.7%
511	4	44.4%
513	4	44.4%
515	1	66.7%
517	2	55.6%
601	1	88.9%
Total	42	76.3%
Westbound	17	85.6%
Eastbound	25	69.2%

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

REASONS (weekday)		
AMT	2	0.7%
CAR	18	6.5%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	22	7.9%
DSR	21	7.6%
DSS	7	2.5%
FRR	2	0.7%
FTI	2	0.7%
HLD	4	1.4%
LMU	5	1.8%
MET	82	29.5%
OET	0	0.0%
OPR	8	2.9%
OTH	19	6.8%
PAS	37	13.3%
POL	2	0.7%
PTC	0	0.0%
PTI	19	6.8%
SUB	0	0.0%
SVS	0	0.0%
TOD	1	0.4%
TRK	3	1.1%
TRS	9	3.2%
UTL	0	0.0%
VAN	0	0.0%
WTR	15	5.4%
TOTAL	278	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	7	16.7%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	0	0.0%
DSR	1	2.4%
DSS	2	4.8%
FRR	0	0.0%
FTI	0	0.0%
HLD	1	2.4%
LMU	0	0.0%
MET	10	23.8%
OET	0	0.0%
OPR	2	4.8%
OTH	1	2.4%
PAS	10	23.8%
POL	1	2.4%
PTC	0	0.0%
PTI	2	4.8%
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	5	11.9%
TOTAL	42	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 July, 2025

Peak		
Train	Days Late	% on Time
400	9	93.7%
102	23	84.5%
104	21	85.9%
106	19	87.2%
8 (removed 2/18)	7	78.8%
108	44	70.3%
10	22	81.4%
110	48	67.6%
112	26	82.4%
114	23	84.2%
214	13	88.6%
16	29	80.5%
118	41	64.7%
116(removed 2/18)	32	3.0%
216(removed 2/18)	15	51.6%
218	25	83.1%
115	10	91.4%
17	25	83.2%
117	40	73.0%
119	30	79.5%
121	39	73.8%
123	36	75.5%
25	73	51.0%
225	36	75.7%
127	72	50.7%
129	50	66.0%
Total	808	76.0%
Westbound	432	78.2%
Eastbound	376	72.8%

Off-Peak		
Train	Days Late	% on Time
120	59	60.4%
22	96	35.6%
122	63	57.4%
222	22	85.1%
24	61	58.8%
224	25	83.1%
126	30	79.7%
226	17	88.5%
128	49	66.7%
228	65	55.8%
30	72	51.7%
130	79	47.0%
430	14	90.4%
232	26	82.3%
32	55	63.1%
432	11	92.3%
401	0	100.0%
403	2	98.7%
201	15	89.7%
203	37	74.8%
205	14	90.5%
405	5	96.6%
103	10	75.0%
105	44	70.5%
7	52	65.1%
207	20	86.6%
109	46	68.9%
209	24	83.8%
11	102	31.1%
111	44	70.3%
113	32	78.4%
115	18	56.1%
131	36	75.7%
33	56	62.4%
133	23	84.6%
35	39	73.8%
101	26	82.6%
Total	1,389	73.6%
Westbound	744	68.5%
Eastbound	645	77.7%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	100.0%
600	8	82.6%
502	24	51.0%
504	22	53.2%
606 (removed 2/18)	8	46.7%
506	15	67.4%
608	23	51.1%
508	27	47.1%
610	10	78.7%
954 (removed 2/18)	0	100.0%
510	16	68.0%
956 (removed 2/18)	0	100.0%
612	6	81.3%
512	7	80.0%
701	1	97.8%
703	1	97.8%
705	1	96.7%
503	22	56.0%
603 (removed 2/18)	7	53.3%
505	38	25.5%
605 (removed 2/18)	4	73.3%
507	39	30.4%
609	11	65.6%
509	41	19.6%
511	38	29.6%
513	20	63.0%
515	13	61.8%
517	20	44.4%
601	9	80.9%
Total	431	61.7%
Westbound	166	67.5%
Eastbound	265	56.9%

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

Reasons (weekday)		
AMT	21	0.9%
CAR	146	6.6%
CAT	11	0.5%
DBS	2	0.1%
DDS	0	0.0%
DMW	117	5.3%
DSR	99	4.5%
DSS	131	5.9%
FRR	10	0.5%
FTI	19	0.9%
HLD	23	1.0%
LMU	51	2.3%
MET	724	32.7%
OET	5	0.2%
OPR	77	3.5%
OTH	117	5.3%
PAS	370	16.7%
POL	15	0.7%
PTC	3	0.1%
PTI	153	6.9%
SUB	2	0.1%
SVS	3	0.1%
TOD	1	0.0%
TRK	37	1.7%
TRS	25	1.1%
UTL	0	0.0%
VAN	1	0.0%
WTR	51	2.3%
TOTAL	2,214	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	28	6.5%
CAT	1	0.2%
DBS	0	0.0%
DDS	1	0.2%
DMW	9	2.1%
DSR	8	1.9%
DSS	8	1.9%
FRR	0	0.0%
FTI	2	0.5%
HLD	2	0.5%
LMU	2	0.5%
MET	148	34.3%
OET	1	0.2%
OPR	12	2.8%
OTH	22	5.1%
PAS	132	30.6%
POL	6	1.4%
PTC	0	0.0%
PTI	27	6.3%
SUB	0	0.0%
SVS	3	0.7%
TOD	2	0.5%
TRK	2	0.5%
TRS	5	1.2%
UTL	0	0.0%
VAN	0	0.0%
WTR	10	2.3%
TOTAL	431	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.

		Tue	Wed	Thu	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Days	Days	%
Train	Arrive	1	2	3	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	Late	Ran	On Time
400	2:08 AM	11												7				68					13	4	22	81.8%
102	5:32 AM																							0	22	100.0%
104	6:08 AM											9												1	22	95.5%
106	6:24 AM										8													1	22	95.5%
8	removed 2/18																							0	0	0.0%
108	6:35 AM								16	17										6		6		4	22	81.8%
10	6:52 AM																	138						1	22	95.5%
110	7:14 AM																	110					7	2	22	90.9%
112	7:36 AM							12										A			6			2	21	90.5%
114	7:54 AM							7										A						1	21	95.2%
214	8:10 AM				9												16	A						2	21	90.5%
16	8:18 AM					7	10										10	58		7				5	22	77.3%
116	removed 2/18																							0	0	0.0%
216	removed 2/18																							0	0	0.0%
118	8:38 AM	21						7								7		36		42	8			6	22	72.7%
218	8:59 AM	41															6	A		11				3	21	85.7%
Train	Depart																									
115	3:40 PM								19											8				2	22	90.9%
17	4:04 PM								15									22						2	22	90.9%
117	4:22 PM								24			7						9						3	22	86.4%
119	4:37 PM							13	25			9				8		14						5	22	77.3%
121	5:00 PM								11			9					11							3	22	86.4%
123	5:15 PM							8				10					9							3	22	86.4%
25	5:30 PM				6			9	9	10		15	9				7				12	13	11	10	22	54.5%
225	5:49 PM						8																	1	22	95.5%
127	6:01 PM					A			8									7	6		8			4	21	81.0%
129	6:25 PM								10	7			6										6	4	22	81.8%
High temp		81	86	8																						

Temperatures from South Bend

A = Annulled

		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%	51	268	81.0%
EB Rush		100	193	48.2%	88	198	55.6%	49	209	76.6%	55	218	74.8%	44	210	79.0%	51	209	75.6%
Total Rush		229	475	51.8%	151	454	66.7%	96	482	80.1%	93	503	81.5%	84	483	82.6%	102	477	78.6%

[illegible]

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	9	143	93.7%
5:32a	102	23	148	84.5%
6:08a	104	22	149	85.2%
6:24a	106	19	149	87.2%
removed	8	7	33	78.8%
6:35a	108	44	148	70.3%
6:52a	10	22	116	81.0%
7:14a	110	48	148	67.6%
7:36a	112	26	148	82.4%
7:54a	114	23	146	84.2%
8:10a	214	13	114	88.6%
8:18a	16	31	149	79.2%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	41	116	64.7%
8:59a	218	25	148	83.1%
Depart	Train			
3:40p	115	10	125	92.0%
4:04p	17	32	149	78.5%
4:22p	117	44	147	70.1%
4:37p	119	29	148	80.4%
5:00p	121	42	148	71.6%
5:15p	123	37	148	75.0%
5:30p	25	72	149	51.7%
5:49p	225	39	147	73.5%
6:01p	127	64	146	56.2%
6:25p	129	55	149	63.1%

Cumulative Rush Hour Thru July						
	TOTAL			PERCENTAGE		
Range	am	pm	total	am	pm	total
6-10	208	254	462	10.8%	17.5%	13.7%
11-15	91	91	182	4.7%	6.3%	5.4%
16-20	37	24	61	1.9%	1.7%	1.8%
21-30	23	18	41	1.2%	1.2%	1.2%
31-59	20	19	39	1.0%	1.3%	1.2%
60+	5	21	26	0.3%	1.4%	0.8%
Annulled	17	14	31			
Total Late	384	427	811	20.0%	29.4%	24.0%
On time	1,536	1,027	2,563	80.0%	70.6%	76.0%
Total ran	1,920	1,454	3,374	100.0%	100.0%	100.0%

July 2025 Rush Hour						
	TOTAL			PERCENTAGE		
Range	am	pm	total	am	pm	total
6-10	17	24	41	6.0%	11.0%	8.2%
11-15	4	9	13	1.4%	4.1%	2.6%
16-20	3	1	4	1.1%	0.5%	0.8%
21-30	1	3	4	0.4%	1.4%	0.8%
31-59	4	0	4	1.4%	0.0%	0.8%
60+	3	0	3	1.1%	0.0%	0.6%
Annulled	4	1	5	1.4%	0.5%	1.0%
Total Late	32	37	69	11.3%	16.9%	13.8%
On time	250	182	432	88.7%	83.1%	86.2%
Total ran	282	219	501	100.0%	100.0%	100.0%

Grand Total All Trains Thru July, 2025						
	Peak					
Range	WB	EB	Off	Wkend	Total	%
6-10	208	254	687	167	1316	13.1%
11-15	91	91	307	116	605	6.0%
16-20	37	24	138	61	260	2.6%
21-30	23	18	139	41	221	2.2%
31-59	20	19	107	30	176	1.8%
60+	5	21	23	16	65	0.6%
Annulled	17	14	40	1	72	
Total	384	427	1,401	431	2,643	26.3%
On Time	1,536	1,027	3,818	1,017	7,398	73.7%
Total ran	1,920	1,454	5,219	1,448	10,041	100.0%
%On Time	80.0%	70.6%	73.2%	70.2%	73.7%	

Year-to-date cumulative			
	#Late	#Ran	%On time
WB Rush	800	3838	79.20%
EB Rush	848	2912	70.90%
Total Rush	1,648	6,750	75.60%