



Monthly Ridership and Performance Report

September 2025



Northern Indiana Commuter Transportation District

2025 Monthly Performance Report

Ridership

Overall - Ridership for the month was up 15.0% when compared to 2024. Passenger trips for the month were 181,049 in 2025 and 157,459 in 2024.

Weekday Travel – Average weekday peak travel was up 22.1% when compared to 2024 while average off peak travel was up 0.3% over 2024 ridership. The combined weekday average in 2025 was 6,924 rides compared to 6,087 in 2024. That is an 13.8% increase for 2025 compared to 2024.

Weekend Travel – Weekend ridership was up 10.9% when compared to 2024. The daily average in 2025 was 3,961 compared to 3,572 in 2024.

Ridership Over Last 12 Months: October through September							
	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change
Total	1,379,416	1,501,441	8.85%	1,685,680	12.27%	1,983,182	17.65%
Weekday	1,099,386	1,231,315	12.00%	1,365,065	10.86%	1,592,771	16.68%
Peak	695,304	814,455	17.14%	856,855	5.21%	983,940	14.83%
Off Peak	404,082	416,860	3.16%	508,210	21.91%	608,831	19.80%
Weekend	280,030	270,126	-3.54%	320,615	18.69%	390,411	21.77%
South Bend	173,429	161,053	-7.14%	175,730	9.11%	245,660	39.79%

Revenue

The number of tickets sold in September was up 20.2% when comparing 2025 to 2024. Ticket revenue was up 27.8% for 2025 compared to 2024. Sales from digital sources represent 87.2% of ticket sales and 92.5% of ticket revenue.

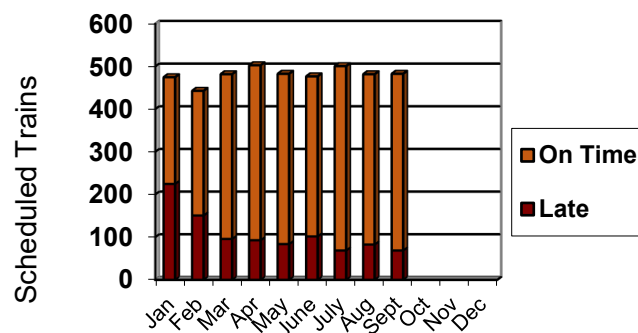
Total Ticket Sales: September						
Method of Sale	Tickets			Revenue		
	2024	2025	% Change	2024	2025	% Change
Ticket Agent	13,471	0	-100.0%	281,819	0	-100.0%
Vending Machine	189,986	208,189	9.6%	2,126,396	2,467,245	16.0%
Conductor	103,006	110,519	7.3%	734,843	816,703	11.1%
Mobile App	410,116	542,442	32.3%	5,418,948	7,661,229	41.4%
Total	716,579	861,150	20.2%	8,562,005	10,945,177	27.8%

On Time Performance

Rush Hour – Overall, 85.7% of A.M. and P.M. rush hour trains were on time in September 2025 compared to 40.6% 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). 90.5% of all rush hour trains arrived at their terminal station within 10 minutes of the scheduled arrival time. 91.2% of westbound morning rush hour service was on time compared to 52.5% in 2024; while eastbound rush hour trains reported an on-time performance of 78.6% compared to 22.9% in 2024. A total of 24 out of 273 westbound rush hour trains were delayed in September. Of those 24, 7 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 45 out of 210 trains delayed in September. Of those 45, 15 experienced delays greater than 15 minutes.¹

September 2025 Rush Hour						
Range	TOTAL			PERCENTAGE		
	am	pm	total	am	pm	total
6-10	15	25	40	5.5%	11.9%	8.3%
11-15	2	5	7	0.7%	2.4%	1.4%
16-20	1	4	5	0.4%	1.9%	1.0%
21-30	1	6	7	0.4%	2.9%	1.4%
31-59	0	4	4	0.0%	1.9%	0.8%
60+	5	1	6	1.8%	0.5%	1.2%
Annulled	0	0	0	0.0%	0.0%	0.0%
Total Late	24	45	69	8.8%	21.4%	14.3%
On time	249	165	414	91.2%	78.6%	85.7%
Total ran	273	210	483			

Overall – The South Shore Line scheduled 1,425 trains in September and experienced 302 delays in excess of 5 minutes (ranging from 6-126) with median delay of 12 minutes. September of 2025 experienced no annulled train. In September 2024, the South Shore Line scheduled 1,350 trains with 786 delays in excess of 5 minutes (ranging from 6-130 minutes) with a median delay of 12 minutes. September of 2024 experienced 9 annulled trains.



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

Cumulative On Time Comparison		
Thru September	2024	2025
Weekday	45.5%	75.3%
Peak	49.6%	77.8%
Off-Peak	42.8%	73.6%
Weekend	46.1%	69.1%
Overall	45.6%	74.4%

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

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
1/8/25	35	73	Catenary Problems People had to be Bussed.
1/9/25	203	A	Train Annulled due to temporary track conditions.
1/10/25	17	62	Red Signal Issues on Metra Line
1/10/25	25	70	Red Signal Issues on Metra Line
1/10/25	35	73	Construction and maintenance issue delay
1/10/25	113	61	Red Signal Issues on Metra Line
1/10/25	115	84	Red Signal Issues on Metra Line
1/10/25	117	61	Red Signal Issues on Metra Line
1/10/25	131	A	Train cancelled due to mechanical errors.
1/10/25	225	A	Red Signal Issues on Metra Line
1/10/25	232	A	Red Signal Issues on Metra Line
1/11/25	511	60	Temporary overnight busing for bridge repair.
1/11/25	513	60	Temporary overnight busing for bridge repair.
1/20/25	103	A	Train was annulled and then combined with Train 105.
1/20/25	114	A	Train was annulled due to inclement weather.
1/20/25	405	A	Train was annulled due to inclement weather.
1/21/25	127	A	Train was annulled due to inclement weather.
1/21/25	128	A	Train was annulled and then combined with Train 30.
1/21/25	400	A	Train was annulled due to inclement weather.
1/22/25	7	192	Overhead wire damage.
1/22/25	11	A	Overhead wire damage.
1/22/25	22	243	Overhead wire damage.
1/22/25	24	A	Overhead wire damage.
1/22/25	109	A	Overhead wire damage.
1/22/25	111	A	Overhead wire damage.
1/22/25	115	A	Overhead wire damage.
1/22/25	117	A	Overhead wire damage.
1/22/25	121	A	Overhead wire damage.
1/22/25	122	A	Overhead wire damage.
1/22/25	126	A	Overhead wire damage.
1/22/25	127	A	Overhead wire damage.
1/22/25	128	A	Overhead wire damage.
1/22/25	209	A	Overhead wire damage.
1/22/25	222	A	Overhead wire damage.
1/22/25	224	A	Overhead wire damage.
1/22/25	226	A	Overhead wire damage.
1/22/25	430	A	Overhead wire damage.
1/23/25	110	A	Train was combined with train 112 - PTC Issues.
1/24/25	104	60	Train was having mechanical issues.
1/24/25	203	A	Train was combined with train 205 - mechanical issues.
1/24/25	216	A	Train was combined with train 116 - mechanical issues.
1/27/25	11	127	Train was having PTC Issues.

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
2/1/25	610	115	Mechanical problems with Two Train Cars
2/2/25	507	A	Train was combined with train #509.
2/2/25	508	62	METRA Delay
2/2/25	509	143	Late turn of equipment.
2/2/25	608	204	METRA Delay as switches were being fixed.
2/5/25	17	68	Restricted speeds during track inspection.
2/5/25	432	A	Winter weather delay due to inclement weather.
2/6/25	201	A	Train was combined with train #203.
2/6/25	216	A	Train was combined with train #218.
2/6/25	400	A	Train was cancelled due to inclement weather.
2/6/25	401	A	Train was cancelled due to inclement weather.
2/7/25	201	A	Train was combined with Train #203 - PTC Issues.
2/9/25	505	66	Mechanical problem with train.
2/12/25	127	A	Positive Train Control issue, train 129.
2/12/25	205	A	Train combined with train #103.
2/14/25	103	A	Train combined with train #105.
2/14/25	108	A	Train combined with train #110.
2/18/25	119	A	Train combined with train #121.
2/25/25	214	A	Train combined with train #16.
2/26/25	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 behind seven trains.
3/30/25	610	156	PTC Issues.
3/31/25	133	Annulled	Train cancelled for operational issues.
4/2/25	17	125	Metra Delay
4/2/25	117	86	Metra Delay
4/2/25	119	Annulled	Metra power issues - combined with train 121.
4/2/25	121	75	Metra Delay
4/2/25	123	Annulled	Metra power issues - combined with train 25.
4/2/25	128	70	Metra Delay

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
4/2/25	430	Annulled	Metra power issues - combined with train 25.
4/12/25	509	80	Mechanical problem with train.
4/17/25	32	69	Metra Delay
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.

Annulled Trains or Delays in Excess of 59 Minutes

<u>Date</u>	<u>Train</u>	<u>Min. Late</u>	<u>Reason</u>
7/26/25	511	60	Speed Restrictions
7/26/25	511	60	Speed Restrictions
8/4/25	7	68	Held for track issues.
8/5/25	11	113	Signal problem and restricted speeds.
8/7/25	25	A	Train combined with 127 - PTC issues.
8/12/25	113	100	Power outage at Hegewisch Station.
8/12/25	126	86	Power outage at Hegewisch Station.
8/12/25	226	62	Power outage at Hegewisch Station.
8/17/25	601	84	Substation power outage.
8/18/25	32	214	Vehicle caught fire on tracks.
8/18/25	33	225	Vehicle caught fire on tracks.
8/18/25	35	A	Vehicle caught fire on tracks.
8/19/25	101	86	Activation failure at Hillcrest.
8/21/25	226	A	Train combined resulting from speed restrictions.
8/29/25	109	67	Speed restriction due to flat spots.
9/13/25	508	71	PTC Issue initializing.
9/15/25	16	105	Metra Train Delay
9/15/25	118	111	Metra Accident
9/15/25	120	72	Metra Accident
9/15/25	214	126	Metra Accident
9/15/25	218	105	Metra Accident
9/19/25	32	85	Busing Delay
9/19/25	35	98	Busing Delay
9/22/25	131	63	Vehicle stuck on tracks.
9/23/25	101	69	Passenger Train Interference
9/23/25	400	72	Passenger Train Interference
9/27/25	503	85	Busing around construction
9/27/25	504	76	Busing around construction
9/27/25	506	82	Busing around construction
9/27/25	508	70	Busing around construction
9/27/25	509	71	Busing around construction
9/27/25	511	69	Busing around construction
9/27/25	512	64	Late turn from busing.
9/27/25	513	69	Busing around construction
9/27/25	608	70	Busing around construction
9/28/25	503	60	Busing around construction

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	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%
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		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%

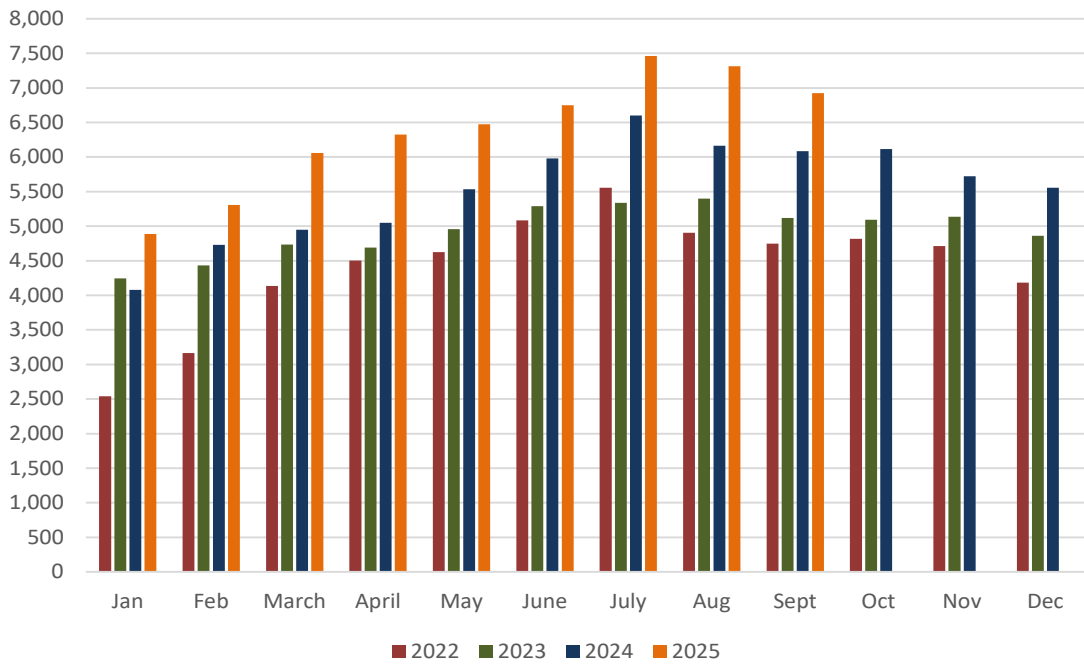
Ridership Report									
	2022		2023		2024		2025		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
Average Weekend/Holiday Ridership (per day)									
January	1,355		1,864		1,474		2,151		45.9%
February	1,629		2,052		1,989		2,461		23.7%
March	2,366		2,256		2,682		3,593		34.0%
April	2,376		2,306		1,910		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

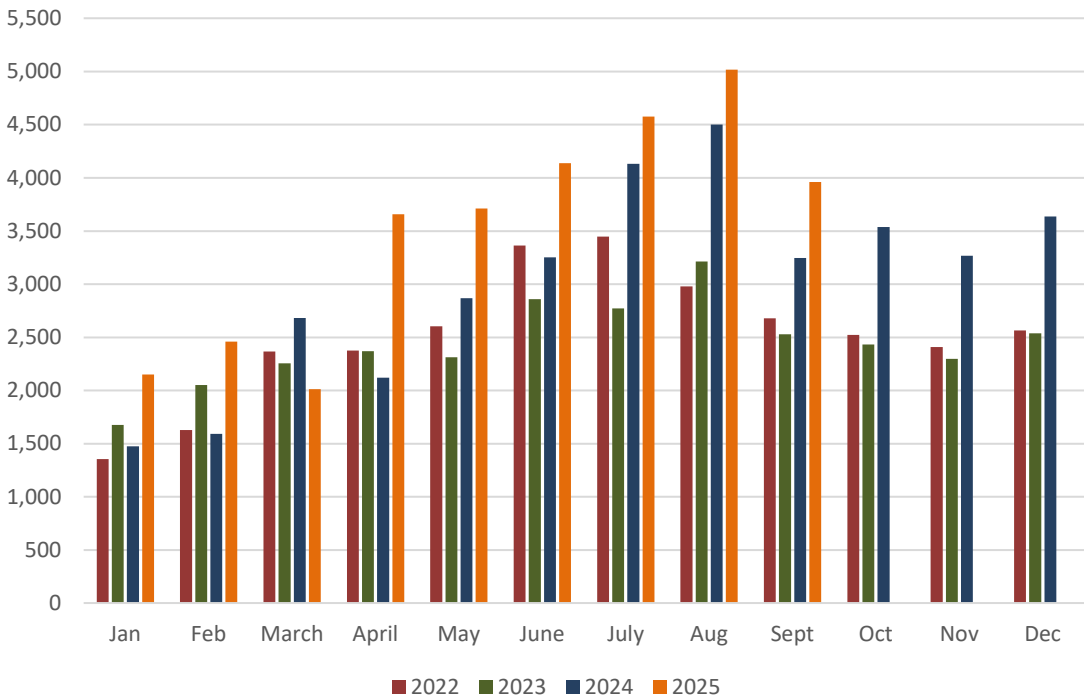
	2022	Work	2023	Work	2024	Work	2025	Work	Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	24/25
Monthly Ridership									
July	149,051	20	137,216	20	182,458	22	205,328	22	12.5%
August	136,622	23	149,901	23	177,065	22	203,753	21	15.1%
September	123,766	21	127,676	20	157,459	20	181,049	21	15.0%
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	1,345,518	170	17.9%
September	1,044,505	192	1,139,262	191	1,299,080	192	1,526,567	191	17.5%
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		7,313		18.7%
September	4,746		5,119		6,087		6,924		13.8%
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		4,390		33.0%
September	3,156		3,443		3,751		4,581		22.1%
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			
Average Weekday Off-Peak Ridership									
July	2,314		2,043		2,953		3,051		3.3%
August	1,809		1,970		2,862		2,923		2.1%
September	1,590		1,676		2,336		2,343		0.3%
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			

Ridership Report									
	2022 Passengers	Days	2023 Passengers	Days	2024 Passengers	Days	2025 Passengers	Days	Change 24/25
AVERAGE WEEKEND/HOLIDAY RIDERSHIP (per day)									
July	3,348		2,772		4,133		4,575		10.7%
August	2,979		3,214		4,501		5,019		11.5%
September	2,678		2,530		3,572		3,961		10.9%
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		24,452		24.6%
September	13,613		11,767		18,564		21,942		18.2%
October	16,039		12,390		19,508				
November	14,639		12,190		20,943				
December	13,374		13,338		23,235				

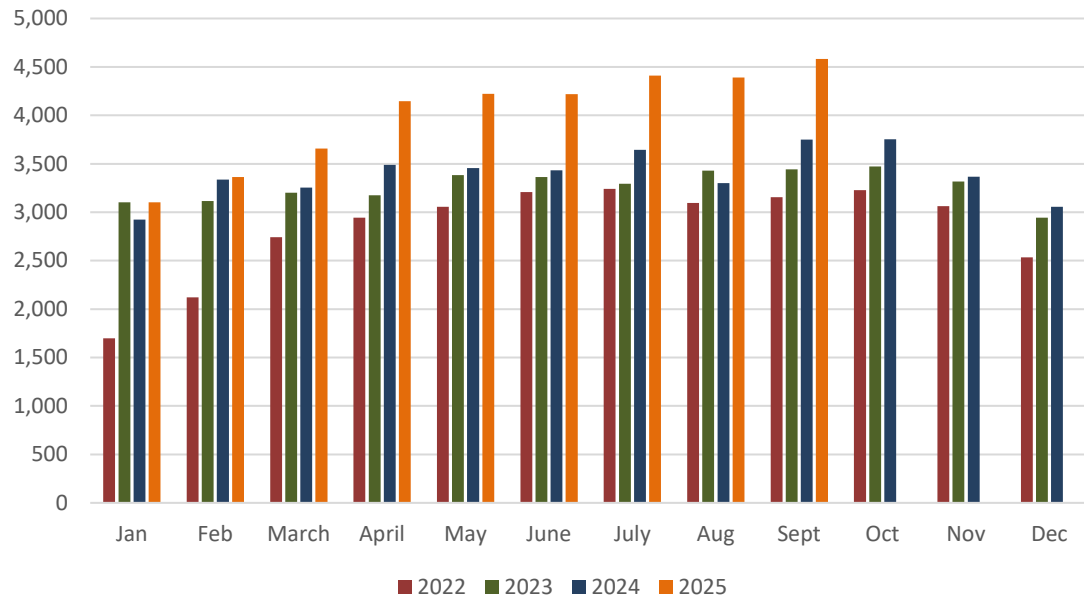
SOUTH SHORE LINE WEEKDAY RIDERSHIP 2022-2025



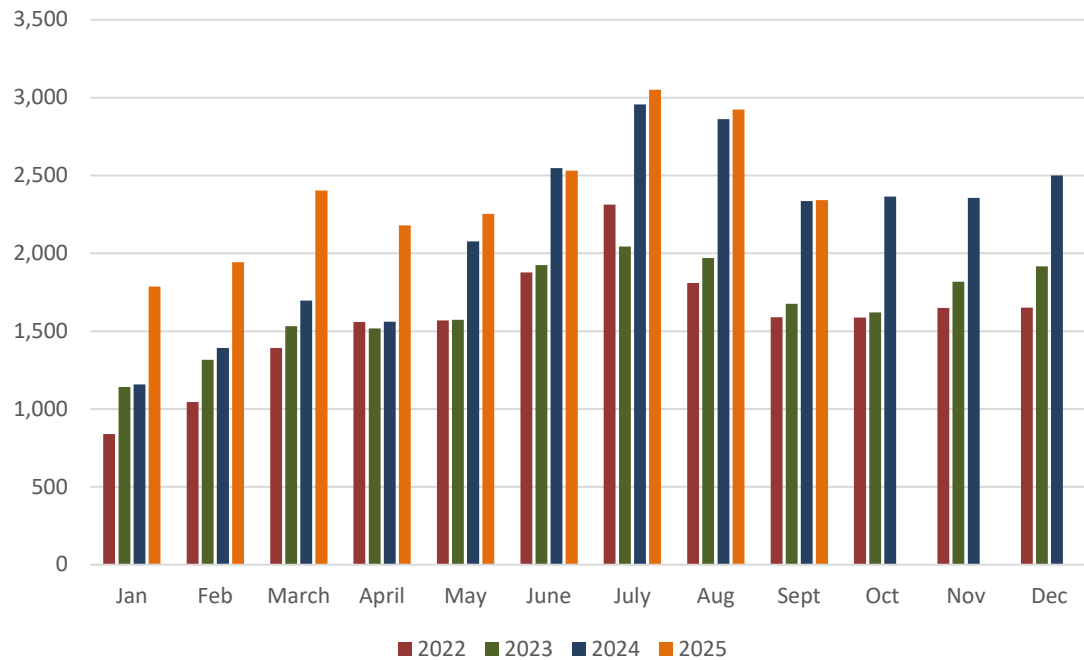
SOUTH SHORE WEEKEND RIDERSHIP 2022-2025

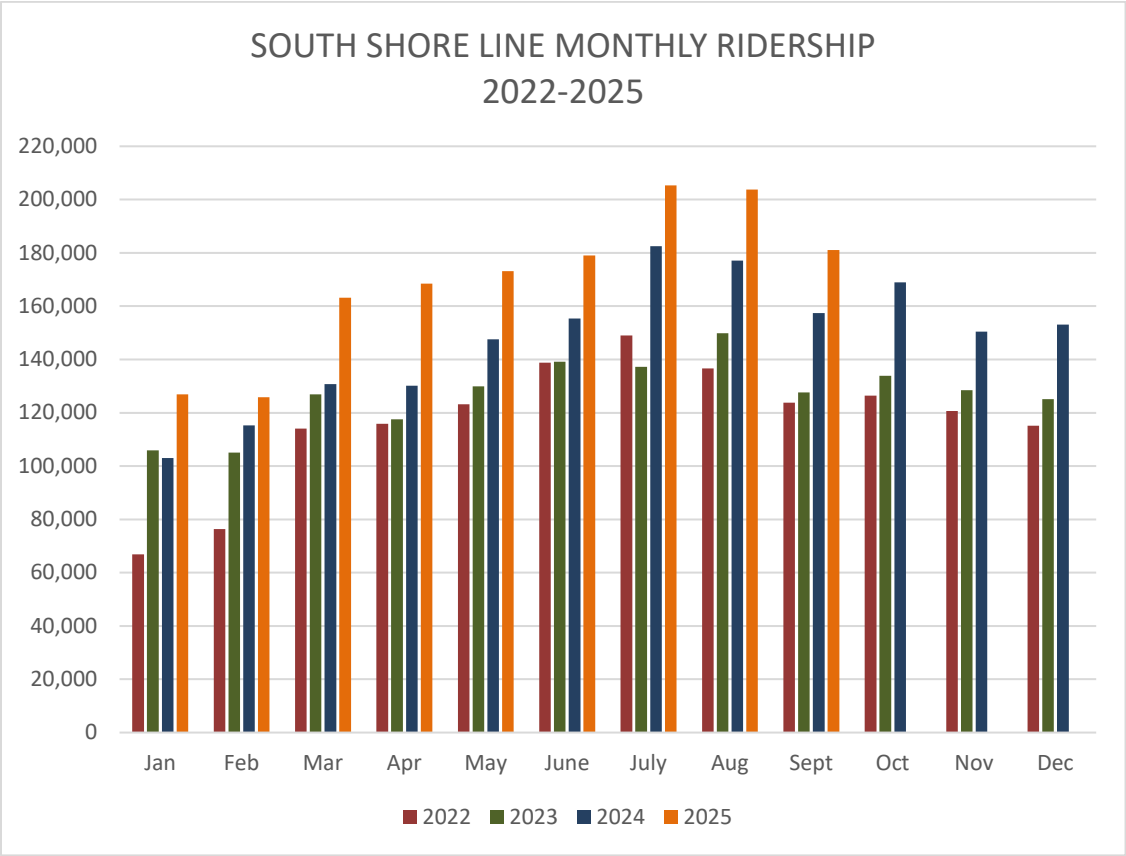


SOUTH SHORE LINE PEAK RIDERSHIP 2022-2025



SOUTH SHORE LINE OFF-PEAK RIDERSHIP 2022-2025





Percent on Time: September 2025

Peak

Train	Days Late	% on Time
400	1	95.2%
102	2	90.5%
104	0	100.0%
106	1	95.2%
8 (removed 2/18)	0	0.0%
108	0	100.0%
10	0	100.0%
110	3	85.7%
112	0	100.0%
114	1	95.2%
214	3	85.7%
16	4	81.0%
118	5	76.2%
116 (removed 2-18)	0	0.0%
216 (removed 2-18)	0	0.0%
218	4	81.0%
115	0	100.0%
17	2	90.5%
117	8	61.9%
119	4	81.0%
121	2	90.5%
123	5	76.2%
25	11	47.6%
225	5	76.2%
127	5	76.2%
129	3	85.7%
Total	69	85.7%
Westbound	26	91.7%
Eastbound	43	74.4%

Off-Peak

Train	Days Late	% on Time
120	7	66.7%
22	10	14.3%
122	15	28.6%
222	5	66.7%
24	11	61.9%
224	0	81.0%
126	2	76.2%
226	3	85.0%
128	4	81.0%
228	9	47.6%
30	5	61.9%
130	8	47.6%
430	9	85.7%
232	5	81.0%
32	8	81.0%
432	4	85.7%
401	0	100.0%
403	1	95.2%
201	1	100.0%
203	0	100.0%
205	0	90.5%
405	0	95.2%
103 (removed)	0	0.0%
105	3	81.0%
7	5	85.7%
207	3	81.0%
109	6	71.4%
209	2	85.7%
11	10	28.6%
111	5	52.4%
113	3	85.7%
115 (rush hour 2/18)	0	0.0%
131	4	90.5%
33	4	61.9%
133	2	71.4%
35	3	75.0%
101	1	85.7%
Total	158	78.5%
Westbound	105	68.8%
Eastbound	53	86.7%

Weekend/Holiday

Train	Days Late	% on Time
952 (removed 2/18)	0	0.0%
600	4	55.6%
502	5	44.4%
504	5	44.4%
606 (removed 2/18)	0	0.0%
506	3	66.7%
608	5	44.4%
508	5	44.4%
610	2	77.8%
954 (removed 2/18)	0	0.0%
510	2	77.8%
956 (removed 2/18)	0	0.0%
612	3	66.7%
512	2	77.8%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	5	44.4%
603 (removed 2/18)	0	0.0%
505	5	44.4%
605 (removed 2/18)	0	0.0%
507	4	55.6%
609	1	88.9%
509	1	88.9%
511	7	22.2%
513	2	77.8%
515	5	44.4%
517	5	44.4%
601	4	55.6%
Total	75	63.8%
Westbound	36	60.0%
Eastbound	39	66.7%

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

REASONS (weekday)		
AMT	0	0.0%
CAR	14	6.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	36	15.9%
DSR	3	1.3%
DSS	12	5.3%
FRR	1	0.4%
FTI	3	1.3%
HLD	4	1.8%
LMU	7	3.1%
MET	72	31.7%
OET	0	0.0%
OPR	6	2.6%
OTH	9	4.0%
PAS	34	15.0%
POL	3	1.3%
PTC	0	0.0%
PTI	17	7.5%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	0	0.0%
TRS	6	2.6%
UTL	0	0.0%
VAN	0	0.0%
WTR	0	0.0%
TOTAL	227	100.0%

REASONS (weekend)		
AMT	0	0.0%
CAR	2	2.7%
CAT	1	1.3%
DBS	0	0.0%
DDS	0	0.0%
DMW	32	42.7%
DSR	0	0.0%
DSS	0	0.0%
FRR	0	0.0%
FTI	0	0.0%
HLD	0	0.0%
LMU	2	2.7%
MET	19	25.3%
OET	0	0.0%
OPR	4	5.3%
OTH	1	1.3%
PAS	8	10.7%
POL	0	0.0%
PTC	0	0.0%
PTI	6	8.0%
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	0	0.0%
TOTAL	75	100%

AMT - Amtrak Delay

CAR - Car or equipment failure or malfunction

DMW- Maintenance of way work

DSR - Speed restriction - all speed restrictions not listed in timetable

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 equipment.

LMU – Late make up (includes turn of equipment)

MET – Metra delay

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 - includes adding or removing

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 September, 2025

Peak		
Train	Days Late	% on Time
400	13	92.1%
102	23	86.4%
104	22	87.1%
106	20	88.2%
8 (removed 2/18)	7	78.8%
108	48	71.6%
10	23	83.5%
110	50	70.4%
112	28	83.4%
114	24	85.6%
214	15	88.9%
16	34	80.0%
118	47	65.7%
116(removed 2/18)	32	3.0%
216(removed 2/18)	15	51.6%
218	28	83.4%
115	12	91.2%
17	27	84.1%
117	43	74.6%
119	35	79.0%
121	42	75.3%
123	39	76.8%
25	83	50.9%
225	37	78.1%
127	76	54.5%
129	54	67.9%
Total	877	77.2%
Westbound	468	79.7%
Eastbound	409	73.6%

Off-Peak		
Train	Days Late	% on Time
120	69	59.4%
22	114	32.9%
122	78	53.8%
222	29	82.8%
24	69	59.2%
224	29	82.8%
126	35	79.3%
226	20	88.1%
128	53	68.5%
228	76	54.8%
30	80	52.9%
130	90	47.1%
430	17	89.8%
232	30	82.1%
32	59	65.3%
432	14	91.4%
401	0	100.0%
403	3	98.2%
201	15	91.0%
203	37	78.0%
205	16	90.5%
405	6	96.4%
103	10	75.0%
105	48	71.8%
7	55	67.6%
207	24	85.9%
109	52	69.2%
209	27	84.0%
11	117	30.8%
111	54	68.0%
113	35	79.3%
115	18	56.1%
131	38	77.5%
33	64	62.4%
133	29	82.9%
35	44	74.0%
101	29	82.9%
Total	1,583	73.6%
Westbound	862	68.0%
Eastbound	721	78.1%

Weekend/Holiday		
Train	Days Late	% on Time
952 (removed 2/18)	0	100.0%
600	8	82.6%
502	25	50.0%
504	22	53.2%
606 (removed 2/18)	8	46.7%
506	15	67.4%
608	24	50.0%
508	29	45.3%
610	10	78.7%
954 (removed 2/18)	0	100.0%
510	20	63.0%
956 (removed 2/18)	0	100.0%
612	7	78.8%
512	11	71.8%
701	1	97.8%
703	1	97.8%
705	1	96.7%
503	25	52.8%
603 (removed 2/18)	7	53.3%
505	41	24.1%
605 (removed 2/18)	4	73.3%
507	46	27.0%
609	13	61.8%
509	44	18.5%
511	43	27.1%
513	25	57.6%
515	16	56.8%
517	24	40.0%
601	10	79.2%
Total	480	59.1%
Westbound	179	65.8%
Eastbound	301	53.8%

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

Reasons (weekday)		
AMT	25	1.0%
CAR	165	6.6%
CAT	11	0.4%
DBS	2	0.1%
DDS	0	0.0%
DMW	157	6.3%
DSR	109	4.4%
DSS	152	6.1%
FRR	13	0.5%
FTI	22	0.9%
HLD	26	1.0%
LMU	61	2.4%
MET	799	31.9%
OET	5	0.2%
OPR	81	3.2%
OTH	127	5.1%
PAS	403	16.1%
POL	16	0.6%
PTC	3	0.1%
PTI	175	7.0%
SUB	4	0.2%
SVS	4	0.2%
TOD	1	0.0%
TRK	49	2.0%
TRS	29	1.2%
UTL	9	0.4%
VAN	1	0.0%
WTR	54	2.2%
TOTAL	2,503	100.0%

REASONS (weekend)		
AMT	1	0.2%
CAR	34	6.7%
CAT	2	0.4%
DBS	0	0.0%
DDS	1	0.2%
DMW	9	1.8%
DSR	8	1.6%
DSS	11	2.2%
FRR	0	0.0%
FTI	5	1.0%
HLD	3	0.6%
LMU	2	0.4%
MET	173	34.1%
OET	1	0.2%
OPR	12	2.4%
OTH	25	4.9%
PAS	150	29.6%
POL	6	1.2%
PTC	0	0.0%
PTI	32	6.3%
SUB	0	0.0%
SVS	3	0.6%
TOD	2	0.4%
TRK	2	0.4%
TRS	5	1.0%
UTL	0	0.0%
VAN	0	0.0%
WTR	20	3.9%
TOTAL	507	100.0%

AMT - Amtrak Delay

CAR - Car or equipment failure of malfunction

DMW- Maintenance of way work

DSR - Speed restriction - all speed restrictions not listed in timetable

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 equipment.

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PTC – Positive Train Control delays

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SUB - Substation

SVS - Servicing - includes adding or removing

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 - September 2025 (minutes late)

		Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tue	Days	Days	%
Train	Arrive	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	Late	Ran	On Time
400	2:08 AM																	72						1	21	95.2%
102	5:32 AM									7								8						2	21	90.5%
104	6:08 AM																							0	21	100.0%
106	6:24 AM																	10						1	21	95.2%
8	removed 2/18																							0	0	0.0%
108	6:35 AM																							0	21	100.0%
10	6:52 AM																							0	21	100.0%
110	7:14 AM			8								9										8		3	21	85.7%
112	7:36 AM																							0	21	100.0%
114	7:54 AM																						12	1	21	95.2%
214	8:10 AM						6					126		24										3	21	85.7%
16	8:18 AM								6	6		105		18										4	21	81.0%
116	removed 2/18																							0	0	0.0%
216	removed 2/18																							0	0	0.0%
118	8:38 AM									10	7	111			7					6				5	21	76.2%
218	8:59 AM							7			12	105											8	4	21	81.0%
Train	Depart																									
115	3:40 PM																							0	21	100.0%
17	4:04 PM		17																	7				2	21	90.5%
117	4:22 PM			17			8		9		9	7	6		7							7		8	21	61.9%
119	4:37 PM		9	22				10			6													4	21	81.0%
121	5:00 PM			53												8								2	21	90.5%
123	5:15 PM			50	6			30								10						7		5	21	76.2%
25	5:30 PM			44	12		17	24	9	6		9	8			8	12					10		11	21	47.6%
225	5:49 PM			29	6			12			12											21		5	21	76.2%
127	6:01 PM			23		76		6														20	11	5	21	76.2%
129	6:25 PM			6		50										9								3	21	85.7%
High temp		78	80	76	64	69	70	75	80	83	82	85	82	85	86	88	78	73	71	74	79	85	84			
Low temp		49	53	56	51	54	40	43	54	51	53	59	56	54	53	59	65	62	62	55	52	56	53			

* 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		
A = Annulled		#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%

A = Annulled

[illegible]

Cumulative				
Arrive	Train #	Days Late	Days Ran	% On Time
2:08a	400	13	185	93.0%
5:32a	102	28	190	85.3%
6:08a	104	23	191	88.0%
6:24a	106	22	191	88.5%
removed	8	7	33	78.8%
6:35a	108	48	190	74.7%
6:52a	10	25	158	84.2%
7:14a	110	58	190	69.5%
7:36a	112	28	190	85.3%
7:54a	114	25	188	86.7%
8:10a	214	22	156	85.9%
8:18a	16	42	191	78.0%
removed	116	31	33	6.1%
removed	216	16	31	48.4%
8:38a	118	50	158	68.4%
8:59a	218	30	190	84.2%
Depart	Train			
3:40p	115	12	167	92.8%
4:04p	17	35	191	81.7%
4:22p	117	59	189	68.8%
4:37p	119	40	190	78.9%
5:00p	121	48	190	74.7%
5:15p	123	49	190	74.2%
5:30p	25	89	190	53.2%
5:49p	225	47	189	75.1%
6:01p	127	70	188	62.8%
6:25p	129	59	191	69.1%

Cumulative Rush Hour Thru September						
	TOTAL			PERCENTAGE		
Range	am	pm	total	am	pm	total
6-10	248	302	550	10.1%	16.1%	12.7%
11-15	105	101	206	4.3%	5.4%	4.7%
16-20	43	32	75	1.7%	1.7%	1.7%
21-30	26	25	51	1.1%	1.3%	1.2%
31-59	20	29	49	0.8%	1.5%	1.1%
60+	10	22	32	0.4%	1.2%	0.7%
Annulled	17	15	32			
Total Late	452	511	963	18.3%	27.3%	22.2%
On time	2,014	1,362	3,376	81.7%	72.7%	77.8%
Total ran	2,466	1,873	4,339	100.0%	100.0%	100.0%

Grand Total All Trains Thru September, 2025						
	Peak					
Range	WB	EB	Off	Wkend	Total	%
6-10	248	302	870	220	1640	12.7%
11-15	105	101	382	137	725	5.6%
16-20	43	32	180	78	333	2.6%
21-30	26	25	165	59	275	2.1%
31-59	20	29	131	60	240	1.9%
60+	10	22	37	28	97	0.8%
Annulled	17	15	42	2	76	
Total	452	511	1,765	582	3,310	25.6%
On Time	2,014	1,362	4,922	1,302	9,600	74.4%
Total ran	2,466	1,873	6,687	1,884	12,910	100.0%
%On Time	81.7%	72.7%	73.6%	69.1%	74.4%	

September 2025 Rush Hour						
	TOTAL			PERCENTAGE		
Range	am	pm	total	am	pm	total
6-10	15	25	40	5.5%	11.9%	8.3%
11-15	2	5	7	0.7%	2.4%	1.4%
16-20	1	4	5	0.4%	1.9%	1.0%
21-30	1	6	7	0.4%	2.9%	1.4%
31-59	0	4	4	0.0%	1.9%	0.8%
60+	5	1	6	1.8%	0.5%	1.2%
Annulled	0	0	0	0.0%	0.0%	0.0%
Total Late	24	45	69	8.8%	21.4%	14.3%
On time	249	165	414	91.2%	78.6%	85.7%
Total ran	273	210	483			

Year-to-date cumulative				
		#Late	#Ran	%On time
WB Rush		936	4,930	81.00%
EB Rush		1,016	3,750	72.90%
Total Rush		1,952	8,680	77.50%