Monthly Ridership

April 2026

Northern Indiana Commuter Transportation District

Ridership

Overall – Ridership for the month was up 10.3% when compared to 2025. Passenger trips for the month were 185,833 in 2026 and 168,447 in 2025. This month there were a total of 4,400 transfer trips on the Monon Corridor connecting to trains on the Lakeshore Corridor.

Weekday Travel – Average weekday peak travel was up 14.1% when compared to 2025 while average off peak travel was up 11.3% over 2025 ridership. The combined weekday average in 2026 was 7,156 rides compared to 6,327 in 2025. That is a 13.1% increase for 2026 compared to 2025. Weekday transfer trips from the Monon Corridor to the Lakeshore Corridor totaled 2,930 trips.

Weekend Travel – Weekend ridership was down 3.0% when compared to 2025. The daily average in 2026 was 3,549 compared to 3,657 in 2025. Weekend transfer trips from the Monon Corridor to the Lakeshore Corridor totaled 1,470 trips.

Ridership Over Last 12 Months: May through April

	2021/22	2022/23	% Change	2023/24	% Change	2024/25	% Change	2025/26	% Change
Total	1,198,971	1,488,899	24.18%	1,550,670	4.15%	1,875,676	20.96%	2,091,670	11.52%
Weekday	940,532	1,205,166	28.14%	1,279,875	6.20%	1,495,814	16.87%	1,658,156	10.85%
Peak	574,037	789,465	37.53%	846,397	7.21%	893,787	5.60%	1,066,044	19.27%
Off Peak	366,495	415,701	13.43%	433,478	4.28%	602,027	38.88%	592,112	-1.65%
Weekend	258,439	283,733	9.79%	270,795	-4.56%	379,862	40.28%	433,514	14.12%
South Bend	160,575	175,898	9.54%	142,623	-18.92%	226,877	59.07%	260,436	14.79%

Revenue

The number of tickets sold in April was up 11.2% when comparing 2026 to 2025. Ticket revenue was up 32.7% for 2026 compared to 2025. Sales from digital sources represent 88.8% of ticket sales and 94.2% of ticket revenue.

Total Ticket Sales: April

	Tickets			Revenue		
Method of Sale	**2025**	**2026**	**% Change**	**2025**	**2026**	**% Change**
Ticket Agent	0	0	0.0%	0	0	0.0%
Vending Machine	69,240	73,827	6.6%	835,818	998,693	19.5%
Conductor	42,076	38,343	-8.9%	301,777	297,205	-1.5%
Mobile App	197,411	231,266	17.1%	2,695,639	3,791,409	40.6%
Total	**308,727**	**343,436**	**11.2%**	**3,833,234**	**5,087,306**	**32.7%**

Monon Corridor Ridership revenue breakdown for electronic ticket sales.

Corridor Revenue Breakdown

	April Revenue	
Lakeshore Corridor	1,304,988.5	88.7%
Monon Corridor	166,494.50	11.3%
Total	1,471,483.0	

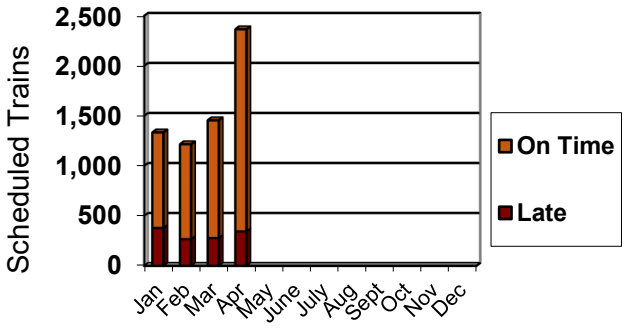
On Time Performance

Rush Hour – Overall, 83.4% of A.M. and P.M. rush hour trains were on time in April 2026 compared to 81.5% in 2025. 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). 89.9% 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 82.7% in 2025; while eastbound rush hour trains reported an on-time performance of 78.0% compared to 76.2% in 2025. A total of 74 out of 394 westbound rush hour trains were delayed in April. Of those 74, 27 experienced delays greater than 15 minutes. Eastbound rush hour trains had a total of 46 out of 327 trains delayed in April. Of those 46, 22 experienced delays greater than 15 minutes.[1]

April 2026 Rush Hour

	TOTAL			PERCENTAGE		
Range	**am**	**pm**	**total**	**am**	**pm**	**total**
6-10	38	18	56	9.6%	5.5%	7.8%
11-15	9	6	15	2.3%	1.8%	2.1%
16-20	11	5	16	2.8%	1.5%	2.2%
21-30	13	6	19	3.3%	1.8%	2.6%
31-59	3	10	13	0.8%	3.1%	1.8%
60+	0	1	1	0.0%	0.3%	0.1%
Annulled	2	3	5	0.5%	0.9%	0.7%
Total Late	74	46	120	18.8%	14.1%	16.6%
On time	320	281	601	81.2%	85.9%	83.4%
Total ran	394	327	721			

Overall – The South Shore Line scheduled 2,378 trains in April and experienced 345 delays in excess of 5 minutes (ranging from 6-135) with median delay of 11 minutes. April of 2026 experienced 13 annulled trains. In April 2025, the South Shore Line scheduled 1,460 trains with 294 delays in excess of 5 minutes (ranging from 6-125 minutes) with a median delay of 10 minutes. April of 2025 experienced 6 annulled trains.



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

Cumulative On Time Comparison

Thru April	2025	2026
Weekday	71.4%	81.6%
Peak	70.9%	78.7%
Off-Peak	71.7%	83.4%
Weekend	68.7%	70.8%
Overall	71.0%	80.1%

Delays caused by railroad maintenance. Besides the unexpected delays, passengers in January 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	Min. Late	Reason
1/1/26	601	296	Metra wire issues.
1/4/26	510	62	Speed restrictions due to switch problems.
1/6/26	32	62	Late turn of equipment leaving South Bend.
1/8/26	400	A	Mechanical issues with train consist.
1/13/26	32	82	Mechanical issues with train consist.
1/14/26	25	72	Car stuck on track west of South Bend Airport.
1/14/26	112	A	Mechanical issues with train consist.
1/15/26	33	98	Mechanical issues with train consist.
1/18/26	509	70	Mechanical issues with train consist.
1/20/26	7	74	PTC and signal issue between Michigan City and South Bend.
1/20/26	24	83	Late turn of equipment resulting from train #7.
1/20/26	111	A	Passenger train interference with train 24.
1/20/26	127	A	Train annulled due to temporary track and signal issues.
1/20/26	228	A	Train annulled due to temporary track and signal issues.
1/23/26	515	181	Mechanical issues with train consist.
1/23/26	703	A	Weather related cancellation. Sub-zero temperatures.
1/23/26	705	A	Weather related cancellation. Sub-zero temperatures.
1/23/26	956	A	Weather related cancellation. Sub-zero temperatures.
1/23/26	958	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	601	92	Metra wire issues.
1/24/26	701	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	703	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	705	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	952	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	956	A	Weather related cancellation. Sub-zero temperatures.
1/24/26	958	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	701	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	703	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	705	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	952	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	956	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	958	A	Weather related cancellation. Sub-zero temperatures.
1/25/26	960	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	104	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	105	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	108	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	110	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	112	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	117	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	121	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	127	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	201	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	205	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	214	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	226	A	Weather related cancellation. Sub-zero temperatures.
1/26/26	400	A	Weather related cancellation. Sub-zero temperatures.
1/27/26	104	A	Temporary operating conditions from inclement weather.
1/27/26	112	A	Temporary operating conditions from inclement weather.
1/27/26	117	A	Temporary operating conditions from inclement weather.
1/27/26	127	A	Temporary operating conditions from inclement weather.
1/27/26	203	A	Temporary operating conditions from inclement weather.
1/27/26	205	A	Temporary operating conditions from inclement weather.
1/27/26	218	A	Temporary operating conditions from inclement weather.
1/27/26	226	A	Temporary operating conditions from inclement weather.
1/27/26	405	A	Temporary operating conditions from inclement weather.
1/28/26	105	A	Temporary operating conditions from inclement weather.
1/28/26	109	A	Temporary operating conditions from inclement weather.
1/28/26	120	A	Temporary operating conditions from inclement weather.
1/29/26	22	90	Mechanical issues with train consist.
1/29/26	209	A	Train annulled from earlier mechanical issues.
1/29/26	224	A	Train annulled from earlier mechanical issues.
1/29/26	226	A	Train annulled from earlier mechanical issues.
1/30/26	25	77	Train delayed from earlier train/vehicle collission.
1/30/26	33	166	PTC issue causing train to dump brake system.
1/30/26	35	76	Late turn of equipment from earlier PTC Issue.
1/30/26	130	A	Train struck a vehicle west of Miller Station.
1/30/26	131	A	Train annulled and combined with other train as a result of accident.
1/30/26	225	A	Train annulled and combined with other train as a result of accident.
1/30/26	232	A	Train annulled and combined with other train as a result of accident.
1/31/26	601	173	Positive Train Control issue.

Annulled Trains or Delays in Excess of 59 Minutes

Date	Train	Min. Late	Reason
2/2/26	127	A	Train annulled due to mechanical issue with cars.
2/2/26	226	A	Train annulled due to mechanical issue with cars.
2/2/26	228	A	Train annulled due to mechanical issue with cars.
2/3/26	101	227	Mechanical issue with train cars.
2/3/26	112	A	Train annulled due to mechanical issue with cars.
2/4/26	101	150	Mechanical issue with train cars.
2/5/26	112	A	Train annulled due to mechanical issue with cars.
2/9/26	131	96	Treaspasser struck by train on Metra Property.
2/9/26	205	A	Train annulled due to mechanical issue with cars.
2/9/26	108	A	Train annulled due to mechanical issue with cars.
2/10/26	201	A	Train annulled due to unforeseen operational conditions.
2/11/26	201	A	Train annulled due to mechanical issue with cars.
2/11/26	102	A	Train annulled due to mechanical issue with cars.
2/12/26	201	A	Train annulled due to extreme weather conditions.
2/12/26	32	79	Mechanical issue with train cars.
2/19/26	110	A	Train annulled due to mechanical issue with cars.
2/27/26	127	A	Train annulled due to Metra power outage.
2/27/26	129	A	Train annulled due to Metra power outage.
2/27/26	130	93	Metra had a power outage.
2/27/26	131	A	Train annulled due to Metra power outage.
2/27/26	205	A	Train annulled due to mechanical issue with cars.
2/27/26	228	161	Metra had a power outage.
2/27/26	232	A	Train annulled due to Metra power outage.
2/27/26	25	138	Metra had a power outage.
2/27/26	30	160	Metra had a power outage.
2/27/26	104	A	Mechanical issue with train cars.
2/27/26	119	147	Metra had a power outage.
2/27/26	121	180	Metra had a power outage.
2/27/26	123	138	Metra had a power outage.
3/4/26	126	83	Mechanical inspection after wheel slip at MC 11th Street Station.
3/9/26	218	A	Mechanical inspection resulting in train being combined.
3/11/26	400	A	Inclement weather resulting in train being cancelled.
3/12/26	112	A	Mechanical inspection resulting in train being combined.
3/13/26	24	90	Overhead wire damage from inclement weather.
3/13/26	403	A	Overhead wire damage from inclement weather.
3/13/26	405	A	Overhead wire damage from inclement weather.
3/13/26	430	A	Overhead wire damage from inclement weather.
3/18/26	25	A	Mechanical inspection resulting in train being combined.
3/24/26	10	66	Delayed from previous train breaking down and making all stops.
3/24/26	108	A	Mechanical inspection resulting in train being combined.
3/30/26	35	A	Overhead wire damage on Metra Line.
3/30/26	118	A	Mechanical inspection resulting in train being combined.
3/30/26	225	A	Mechanical inspection resulting in train being combined.
3/30/26	232	A	Mechanical inspection resulting in train being combined.
3/31/26	30	A	Train annulled resulting from trees down on overhead wire.
3/31/26	301	A	Monon Corridor Ribbon Cutting.
3/31/26	310	A	Monon Corridor Ribbon Cutting.
3/31/26	430	A	Train annulled resulting from trees down on overhead wire.
4/1/26	430	A	Tree damage to wire causing train to be cancelled.
4/3/26	32	128	Metra power outage.
4/3/26	35	A	Metra power outage causing train to be cancelled.
4/3/26	133	135	Metra power outage.
4/6/26	33	A	Metra electrical power issues.
4/8/26	114	A	Train cancelled due to Metra PTC Issues.
4/11/26	600	101	Weather related ovrhead wire condition delay.
4/13/26	129	A	Train combined due to PTC issue at Millennium Station.
4/14/26	30	90	Mechanical inspection resulting in several restricting stops.
4/14/26	120	88	Mechanical problems east of Hammond Station.
4/14/26	128	85	Late turn of equipment due to earlier train vehicle strike.
4/14/26	225	A	Train combined due to earlier vehicle strike.
4/14/26	226	71	Train delayed dut to earlier vehicle strike.
4/14/26	228	92	Train delayed dut to earlier vehicle strike.
4/14/26	232	A	Train combined due to earler vehicle strike.
4/20/26	301	A	Train cancelled due to overhead wire issue.
4/20/26	302	A	Train combined due to overhead wire issue.
4/23/26	432	A	Train cancelled due to a vehicle strike.

Annulled Trains or Delays in Excess of 59 Minutes

Date	Train	Min. Late	Reason
4/27/26	17	A	Train cancelled due to several downed trees.
4/27/26	32	98	Train delayed due to several downed trees and mechanical issues.
4/27/26	35	67	Train delayed due to a bridge strike in Gary by a dump truck.
4/27/26	115	84	Train delayed due to several downed trees.
4/27/26	430	A	Train cancelled due to several downed trees.
4/27/26	432	A	Train cancelled due to several downed trees.

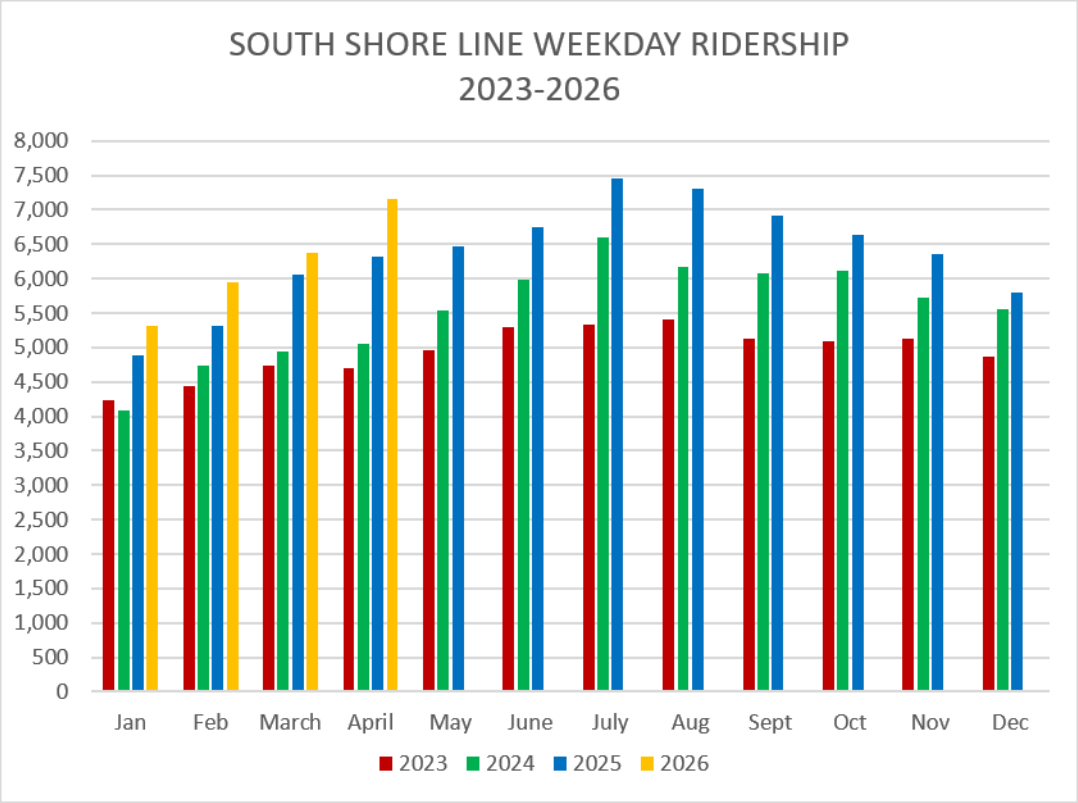
Ridership Report

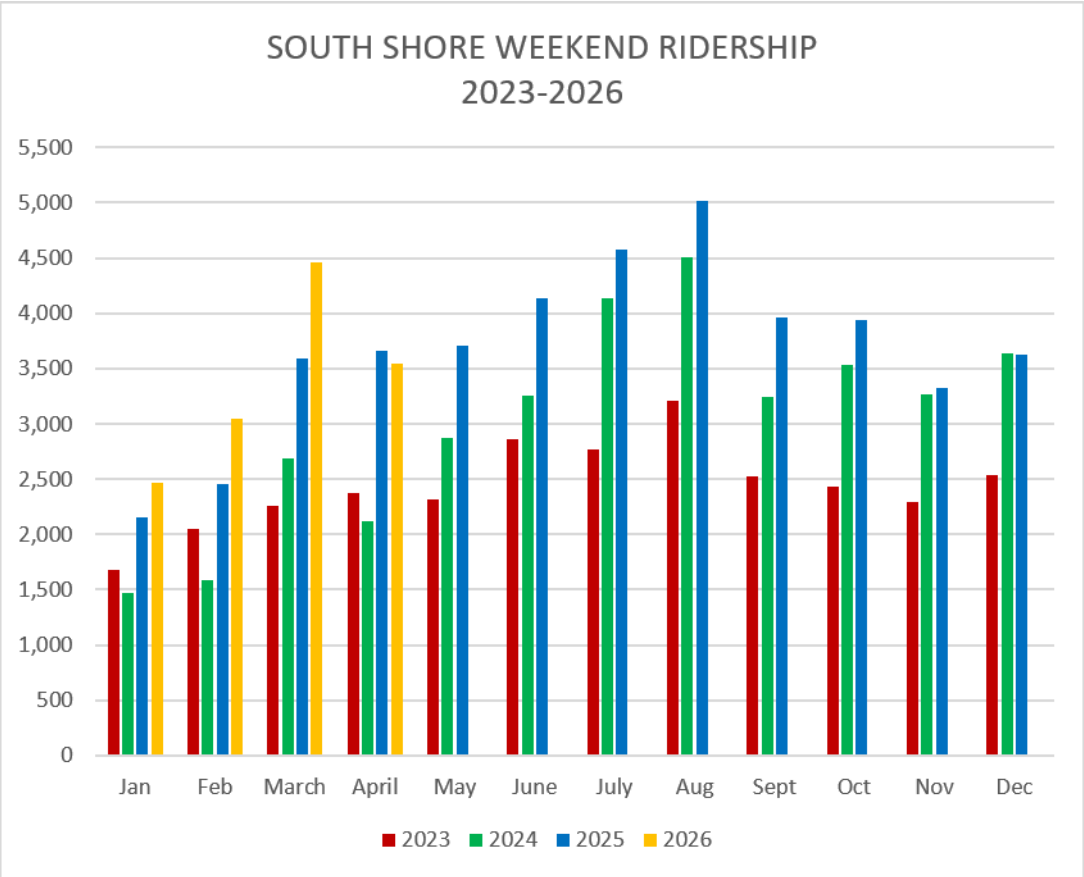
	2023	Work	2024		2025		2026		Change
	Passengers	Days	Passengers	Days	Passengers	Days	Passengers	Days	25/26
Monthly Ridership									
January	105,869	21	103,033	22	126,918	22	136,115	21	7.2%
February	105,045	20	115,214	21	125,785	20	143,478	20	14.1%
March	126,910	23	130,771	21	163,191	21	180,430	22	10.6%
April	117,539	20	130,179	22	168,447	22	185,833	22	10.3%
May	129,890	22	147,524	22	173,096	22			
June	139,216	22	155,377	20	179,000	21			
Cumulative Comparison									
January	105,869	21	103,033	22	126,918	22	136,115	21	7.2%
February	210,914	41	218,247	43	252,703	42	279,593	41	10.6%
March	337,824	64	349,018	64	415,894	63	460,023	63	10.6%
April	455,363	84	479,197	86	584,341	85	645,856	85	10.5%
May	585,253	106	626,721	108	757,437	107			
June	724,469	128	782,098	128	936,437	128			
Average Weekday Ridership									
January	4,243		4,123		4,889		5,306		8.5%
February	4,432		4,729		5,300		5,955		12.4%
March	4,733		4,950		6,060		6,379		5.3%
April	4,723		5,049		6,327		7,156		13.1%
May	4,957		5,532		6,475				
June	5,289		5,980		6,750				
Average Weekday Peak Period Ridership									
January	3,101		2,923		3,102		3,716		19.8%
February	3,115		3,335		3,362		4,105		22.1%
March	3,201		3,254		3,656		4,189		14.6%
April	3,175		3,488		4,146		4,730		14.1%
May	3,384		3,455		4,221				
June	3,364		3,433		4,218				
Average Weekday Off-Peak Ridership									
January	1,142		1,158		1,788		1,590		-11.1%
February	1,317		1,393		1,943		1,850		-4.8%
March	1,532		1,696		2,404		2,190		-8.9%
April	1,549		1,561		2,180		2,427		11.3%
May	1,573		2,077		2,254				
June	1,925		2,547		2,532				
Average Weekend/Holiday Ridership									
January	1,864		1,474		2,151		2,469		14.8%
February	2,052		1,989		2,461		3,047		23.8%
March	2,256		2,682		3,593		4,456		24.0%
April	2,306		1,910		3,657		3,549		-3.0%
May	2,314		2,868		3,712				
June	2,858		3,578		4,139				
Monthly South Bend Ridership									
January	9,775		8,213		13,816		15,478		12.0%
February	8,829		8,510		12,865		15,242		18.5%
March	12,919		13,427		20,116		22,649		12.6%
April	13,773		12,596		21,299		23,415		9.9%
May	11,791		16,802		22,766				
June	12,175		17,947		20,520				

2026 Ridership

Corridor Breakdown

	Lakeshore Corridor	Monon Corridor	Combined Total
	Passenger Trips	Passenger Trips	Passenger Trips
Monthly Ridership			
January	136,115	0	136,115
February	143,478	0	143,478
March	180,289	141	180,430
April	161,202	24,631	185,833
May			
June			
Cumulative Ridership			
January	136,115	0	136,115
February	279,593	0	279,593
March	459,882	141	460,023
April	621,084	24,772	645,856
May			
June			
Weekday Peak Ridership			
January	78,043	0	78,043
February	82,105	0	82,105
March	92,011	141	92,152
April	79,650	24,403	104,053
May			
June			
Weekday Off-Peak Ridership			
January	33,384	0	33,384
February	36,996	0	36,996
March	48,177	0	48,177
April	53,161	228	53,389
May			
June			
Transfer Trips			
January	0	0	0
February	0	0	0
March	0	0	0
April	0	2,930	2,930
May			
June			
Weekend Ridership			
January	24,688	0	24,688
February	24,377	0	24,377
March	40,101	0	40,101
April	28,391	0	28,391
May			
June			
Transfer Trips			
January	0	0	0
February	0	0	0
March	0	0	0
April	0	1,470	1,470
May			
June			


SOUTH SHORE LINE WEEKDAY RIDERSHIP
2023-2026
8,000
7,500
7,000
6,500
6,000
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
Jan
Feb
March
April
May
June
July
Aug
Sept
Oct
Nov
Dec
2023
2024
2025
2026


SOUTH SHORE WEEKEND RIDERSHIP
2023-2026
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
Jan
Feb
March
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July
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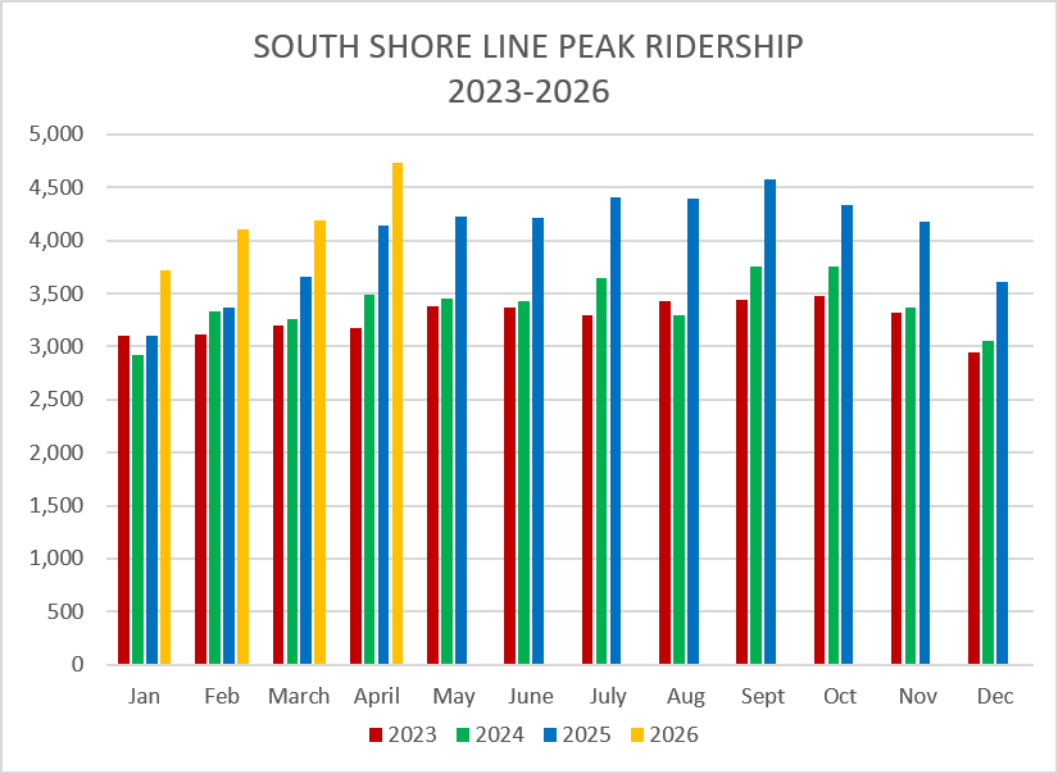
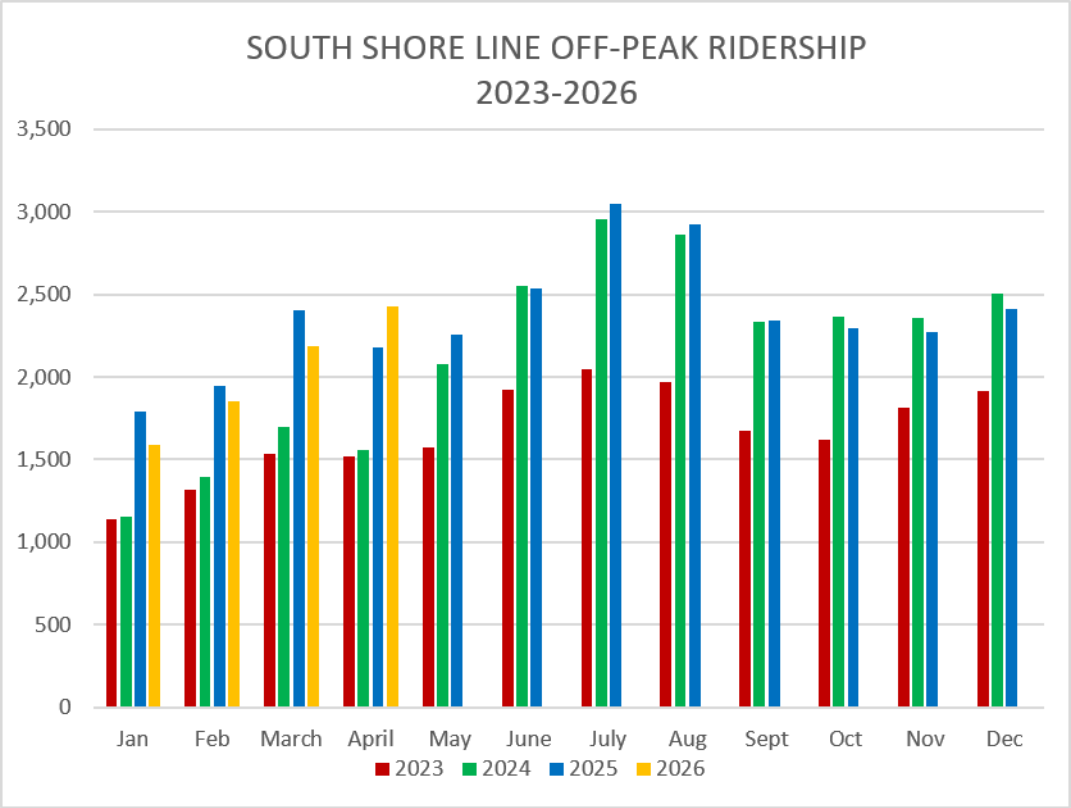
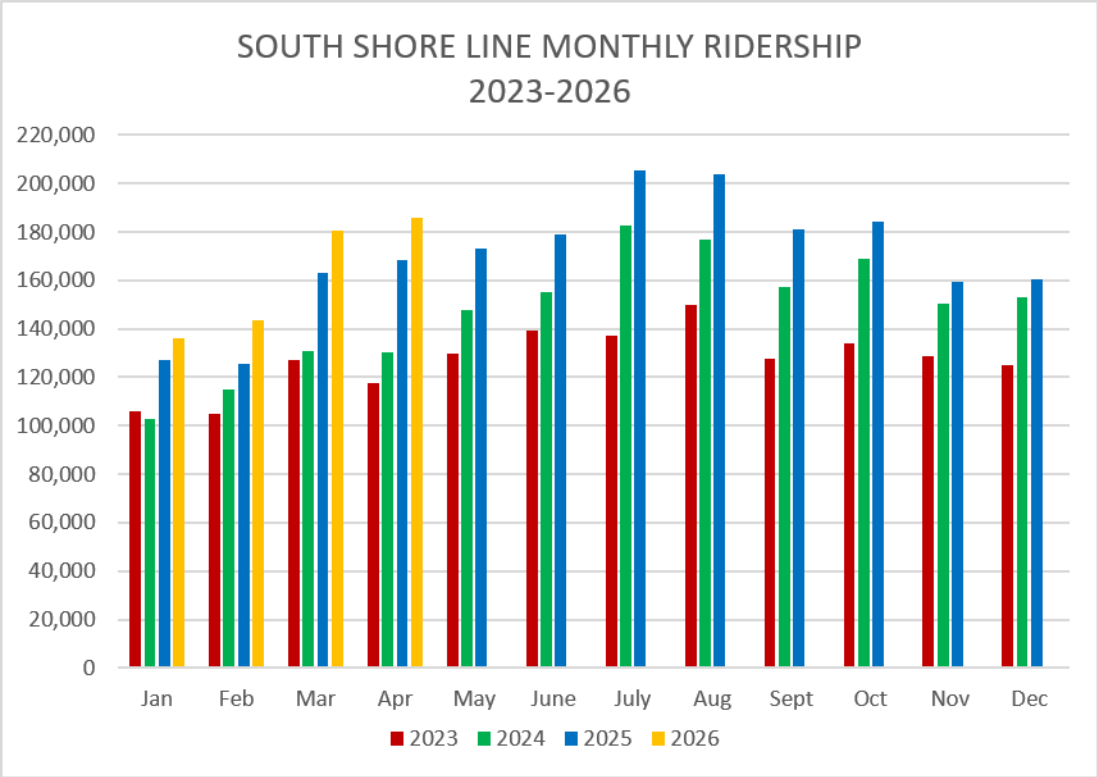
Dec
2023
2024
2025
2026


SOUTH SHORE LINE PEAK RIDERSHIP
2023-2026
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
Jan
Feb
March
April
May
June
July
Aug
Sept
Oct
Nov
Dec
2023
2024
2025
2026


SOUTH SHORE LINE OFF-PEAK RIDERSHIP
2023-2026
3,500
3,000
2,500
2,000
1,500
1,000
500
0
Jan
Feb
March
April
May
June
July
Aug
Sept
Oct
Nov
Dec
2023
2024
2025
2026


SOUTH SHORE LINE MONTHLY RIDERSHIP
2023-2026
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec
2023
2024
2025
2026

Lakeshore Corridor
Percent on Time: April, 2026

Peak

Train	Days Late	% on Time
102	**6**	**72.7%**
104	1	95.5%
106	**2**	**90.9%**
108	**4**	**81.8%**
10	**2**	**90.9%**
110	**4**	**81.8%**
112	**6**	**72.7%**
114	**5**	**76.2%**
214	**8**	**63.6%**
16	**7**	**68.2%**
118	**6**	**72.7%**
218	1	95.5%
115	1	95.5%
17	**3**	**85.7%**
117	**2**	**90.9%**
119	**3**	**86.4%**
121	**2**	**90.9%**
123	**5**	**77.3%**
25	**4**	**81.8%**
225	1	95.2%
127	0	100.0%
129	1	95.2%
Total	74	85.5%
Westbound	52	80.2%
Eastbound	22	89.9%

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

Off-Peak

Train	Days Late	% on Time
400	2	90.9%
120	**11**	**50.0%**
22	**18**	**18.2%**
122	**9**	**59.1%**
222	0	100.0%
24	**12**	**45.5%**
224	2	90.9%
126	0	100.0%
226	2	90.9%
128	3	86.4%
228	**13**	**40.9%**
30	**13**	**40.9%**
130	**4**	**81.8%**
430	1	95.0%
232	2	90.5%
32	**5**	**77.3%**
432	1	95.0%
101	1	95.5%
401	0	100.0%
403	0	100.0%
201	**4**	**81.8%**
203	1	95.5%
405	0	100.0%
105	3	86.4%
7	**7**	**68.2%**
205	**13**	**40.9%**
207	2	90.9%
109	**5**	**77.3%**
209	0	100.0%
11	**9**	**59.1%**
111	**5**	**77.3%**
113	1	95.5%
131	**5**	**77.3%**
33	**4**	**81.0%**
133	**4**	**81.8%**
35	**7**	**66.7%**
Total	169	78.5%
Westbound	98	73.4%
Eastbound	71	82.9%

Weekend/Holiday

Train	Days Late	% on Time
600	2	75.0%
502	1	87.5%
504	2	75.0%
506	0	100.0%
608	2	75.0%
508	3	62.5%
610	3	62.5%
510	2	75.0%
612	1	87.5%
512	3	62.5%
701	0	100.0%
703	0	100.0%
705	0	100.0%
503	5	37.5%
505	4	50.0%
507	7	12.5%
609	1	87.5%
509	2	75.0%
511	5	37.5%
513	5	37.5%
515	5	37.5%
517	3	62.5%
601	0	100.0%
Total	56	69.6%
Westbound	17	76.3%
Eastbound	37	64.4%

Monon Corridor
Percent on Time: April, 2026

Peak

Train	Days Late	% on Time
302	**3**	**85.7%**
304	**2**	**90.9%**
306	**3**	**86.4%**
308	**9**	**59.1%**
310	**3**	**86.4%**
303	1	95.5%
305	**2**	**90.9%**
307	**7**	**68.2%**
309	**13**	**40.9%**
311	1	95.5%
Total	44	79.9%
Westbound	20	81.7%
Eastbound	24	78.2%

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

Off-Peak

Train	Days Late	% on Time
1120	0	100.0%
1022	0	100.0%
1122	0	100.0%
1024	0	100.0%
1126	0	100.0%
1226	0	100.0%
312	0	100.0%
1060	0	100.0%
1032	0	100.0%
1062	0	100.0%
1064	0	100.0%
1000	0	100.0%
1101	0	100.0%
301	2	90.5%
1105	0	100.0%
1207	0	100.0%
1109	0	100.0%
1011	0	100.0%
1111	0	100.0%
1113	0	100.0%
1131	0	100.0%
1033	0	100.0%
1133	0	100.0%
1035	0	100.0%
Total	2	99.6%
Westbound	0	100.0%
Eastbound	2	99.2%

Weekend/Holiday

Train	Days Late	% on Time
1600	0	100.0%
1502	0	100.0%
1504	0	100.0%
1506	0	100.0%
1508	0	100.0%
1610	0	100.0%
1510	0	100.0%
1612	0	100.0%
1014	0	100.0%
1512	0	100.0%
1016	0	100.0%
1018	0	100.0%
1001	0	100.0%
1501	0	100.0%
1503	0	100.0%
1505	0	100.0%
1507	0	100.0%
1609	0	100.0%
1509	0	100.0%
1511	0	100.0%
1513	0	100.0%
1515	0	100.0%
1517	0	100.0%
1601	0	100.0%
Total	0	100.0%
Westbound	0	100.0%
Eastbound	0	100.0%

Lakeshore & Monon Corridor
April Reason for Delay

REASONS (weekday)		
AMT	1	0.3%
CAR	20	6.9%
CAT	1	0.3%
DBS	0	0.0%
DDS	0	0.0%
DMW	3	1.0%
DSR	19	6.6%
DSS	10	3.5%
FRR	9	3.1%
FTI	2	0.7%
HLD	3	1.0%
LMU	11	3.8%
MET	82	28.4%
OET	1	0.3%
OPR	16	5.5%
OTH	12	4.2%
PAS	34	11.8%
POL	4	1.4%
PTC	1	0.3%
PTI	16	5.5%
SUB	0	0.0%
SVS	0	0.0%
TOD	0	0.0%
TRK	19	6.6%
TRS	14	4.8%
UTL	0	0.0%
VAN	0	0.0%
WTR	11	3.8%
TOTAL	289	

REASONS (weekend)		
AMT	0	0.0%
CAR	5	8.9%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	7	12.5%
DSR	2	3.6%
DSS	1	1.8%
FRR	0	0.0%
FTI	0	0.0%
HLD	1	1.8%
LMU	2	3.6%
MET	20	35.7%
OET	0	0.0%
OPR	4	7.1%
OTH	2	3.6%
PAS	6	10.7%
POL	0	0.0%
PTC	0	0.0%
PTI	6	10.7%
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	56	

AMT – Amtrak Delay
CAR – Car or equipment failure/malfunction
CAT – Catenary problems or power outages
DBS – Delays due to busing
DMW – Maintenance along the rail line delays
DSR – Speed Restrictions
DSS – Reduced Speed due to restrictive signals
FRR – Freight train interference from crossing
FTI – Freight train interference on NICTD track
HLD –Delays related to passenger assistance
LMU – Late make up (includes equipment turns)
MET – Metra delays, including switch problems
OET – Operational efficiency testing
OPR – Operational delay
OTH – Other delays
PAS – Passenger boarding
POL – Police related delays
PTC – Positive train control delays
PTI – Passenger train interference
SUB – Substation associated delays
SVS – Servicing including adding/subtracting equipment
TOD – Train order delays
TRK – Track/wayside malfunction
TRS – Trespasser incidents
UTL – Utility power outage
VAN – Vandalism
WTR – Delays related to inclement weather

NICTD follows the industry standard defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

Cumulative Percent on Time Thru April, 2026

Peak

Train	Days Late	% on Time
102	**28**	**66.3%**
302	**3**	**88.9%**
104	**15**	**81.5%**
304	**2**	**92.9%**
106	**10**	**88.1%**
108	**28**	**65.4%**
10	**17**	**79.8%**
306	**3**	**89.3%**
110	**28**	**65.9%**
112	**18**	**76.9%**
308	**9**	**67.9%**
114	**18**	**78.3%**
214	**18**	**78.3%**
16	**21**	**75.0%**
310	**3**	**88.9%**
118	**22**	**73.5%**
218	**12**	**85.2%**
303	1	96.4%
115	**6**	**92.9%**
17	3	96.4%
305	**2**	**92.9%**
117	**21**	**74.4%**
119	**22**	**73.8%**
307	**7**	**75.0%**
121	**19**	**77.1%**
123	**18**	**78.6%**
25	**29**	**65.1%**
309	**13**	**53.6%**
225	**13**	**83.8%**
127	**10**	**87.3%**
311	1	96.4%
129	**14**	**82.9%**
Total	438	79.8%
Westbound	263	78.9%
Eastbound	175	81.1%

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

Off-Peak

Train	Days Late	% on Time
400	5	93.8%
1120	0	100.0%
120	**39**	**53.0%**
1022	0	100.0%
22	**41**	**51.2%**
1122	0	100.0%
122	**22**	**73.8%**
222	5	94.0%
1024	0	100.0%
24	**43**	**48.8%**
224	5	94.0%
1126	0	100.0%
126	**21**	**75.0%**
1226	0	100.0%
226	8	90.0%
128	10	88.1%
228	**36**	**56.1%**
312	1	96.4%
30	**37**	**55.4%**
130	**27**	**67.5%**
430	7	91.3%
1060	0	100.0%
232	**17**	**78.8%**
1032	0	100.0%
32	**20**	**76.2%**
1062	0	100.0%
432	6	92.7%
1064	0	100.0%
1000	0	100.0%
101	11	86.9%
1101	0	100.0%
401	0	100.0%
403	4	95.2%
201	12	85.0%
301	2	92.3%
203	**13**	**84.3%**
405	0	100.0%
105	**14**	**82.9%**
1105	0	100.0%
7	**27**	**67.9%**
205	**16**	**80.0%**
207	6	92.9%
1207	0	100.0%
109	11	86.7%
1109	0	100.0%
209	2	97.6%
11	**26**	**69.0%**
1011	0	100.0%
111	**21**	**75.0%**
1111	0	100.0%
113	8	90.5%
1113	0	100.0%
131	**13**	**84.1%**
1131	0	100.0%
33	12	85.5%
1033	0	100.0%
133	9	89.3%
1133	0	100.0%
35	**14**	**82.9%**
1035	0	100.0%
Total	571	84.4%
Westbound	350	79.9%
Eastbound	221	88.4%

Weekend/Holiday

Train	Days Late	% on Time
1600	0	100.0%
600	4	88.9%
1502	0	100.0%
502	16	55.6%
1504	0	100.0%
504	19	47.2%
1506	0	100.0%
506	7	80.6%
608	11	69.4%
1508	0	100.0%
508	17	52.8%
1610	0	100.0%
610	8	77.8%
1510	0	100.0%
510	10	72.2%
1612	0	100.0%
612	6	83.3%
1014	0	100.0%
1512	0	100.0%
512	11	69.4%
1016	0	100.0%
1018	0	100.0%
701	0	100.0%
703	0	100.0%
1001	0	100.0%
705	1	97.0%
1501	0	100.0%
503	17	52.8%
1503	0	100.0%
505	17	52.8%
1505	0	100.0%
507	23	36.1%
1507	0	100.0%
609	11	69.4%
1609	0	100.0%
509	17	52.8%
1509	0	100.0%
511	17	52.8%
1511	0	100.0%
513	19	47.2%
1513	0	100.0%
515	19	47.2%
1515	0	100.0%
517	10	72.2%
1517	0	100.0%
601	7	80.6%
1601	0	100.0%
Total	267	74.8%
Westbound	109	77.3%
Eastbound	158	72.7%

Lakeshore & Monon Corridor
Year to Date Cumulative Reason for Delay

REASONS (weekday)		
AMT	6	0.6%
CAR	116	11.6%
CAT	1	0.1%
DBS	0	0.0%
DDS	0	0.0%
DMW	4	0.4%
DSR	45	4.5%
DSS	52	5.2%
FRR	19	1.9%
FTI	8	0.8%
HLD	11	1.1%
LMU	33	3.3%
MET	212	21.1%
OET	5	0.5%
OPR	73	7.3%
OTH	35	3.5%
PAS	169	16.8%
POL	14	1.4%
PTC	3	0.3%
PTI	83	8.3%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	0.2%
TRK	32	3.2%
TRS	24	2.4%
UTL	0	0.0%
VAN	0	0.0%
WTR	56	5.6%
TOTAL	1,003	

REASONS (weekend)		
AMT	0	0.0%
CAR	41	15.2%
CAT	0	0.0%
DBS	0	0.0%
DDS	0	0.0%
DMW	7	2.6%
DSR	8	3.0%
DSS	7	2.6%
FRR	1	0.4%
FTI	3	1.1%
HLD	6	2.2%
LMU	6	2.2%
MET	42	15.6%
OET	0	0.0%
OPR	8	3.0%
OTH	7	2.6%
PAS	75	27.8%
POL	2	0.7%
PTC	0	0.0%
PTI	19	7.0%
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	38	14.1%
TOTAL	270	

TOTAL		
AMT	6	0.5%
CAR	157	12.3%
CAT	1	0.1%
DBS	0	0.0%
DDS	0	0.0%
DMW	11	0.9%
DSR	53	4.2%
DSS	59	4.6%
FRR	20	1.6%
FTI	11	0.9%
HLD	17	1.3%
LMU	39	3.1%
MET	254	20.0%
OET	5	0.4%
OPR	81	6.4%
OTH	42	3.3%
PAS	244	19.2%
POL	16	1.3%
PTC	3	0.2%
PTI	102	8.0%
SUB	0	0.0%
SVS	0	0.0%
TOD	2	0.2%
TRK	32	2.5%
TRS	24	1.9%
UTL	0	0.0%
VAN	0	0.0%
WTR	94	7.4%
TOTAL	1,273	

AMT – Amtrak Delay
CAR – Car or equipment failure/malfunction
CAT – Catenary problems or power outages
DBS – Delays due to busing
DMW – Maintenance along the rail line delays
DSR – Speed Restrictions
DSS – Reduced Speed due to restrictive signals
FRR – Freight train interference from crossing
FTI – Freight train interference on NICTD track
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LMU – Late make up (includes equipment turns)
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OTH – Other delays
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POL – Police related delays
PTC – Positive train control delays
PTI – Passenger train interference
SUB – Substation associated delays
SVS – Servicing including adding/subtracting equipment
TOD – Train order delays
TRK – Track/wayside malfunction
TRS – Trespasser incidents
UTL – Utility power outage
VAN – Vandalism
WTR – Delays related to inclement weather

NICTD follows the industry standard defining a train as on time if it arrives at its terminal within 5 minutes and 59 seconds.

RUSH HOUR* TRAIN DELAYS - April 2026 (minutes late)

		Wed	Thu	Fri	Mon	Tue	Wed	Thu	Fri	Mon	Tues	Wed	Thu	Fri	Mon	Tues	Wed	Thu	Fri	Mon	Tues	Wed	Thu	Days	Days	%
Train	**Arrive**	**1**	**2**	**3**	**6**	**7**	**8**	**9**	**10**	**13**	**14**	**15**	**16**	**17**	**20**	**21**	**22**	**23**	**24**	**27**	**28**	**29**	**30**	**Late**	**Ran**	**On Time**
102	5:32 AM		**24**			**25**									**20**	**8**			**6**	**35**				6	22	72.7%
302	5:42 AM		**19**			**25**									**A**					**28**				3	21	85.7%
104	6:08 AM													**10**										1	22	95.5%
304	6:17 AM													**8**	**18**									2	22	90.9%
106	6:24 AM					**7**				**14**														2	22	90.9%
108	6:35 AM					**18**				**21**						**7**	**6**							4	22	81.8%
10	6:52 AM					**8**				**15**														2	22	90.9%
306	7:05 AM					**10**				**13**					**9**									3	22	86.4%
110	7:14 AM				**9**	**15**				**48**												**8**		4	22	81.8%
112	7:36 AM					**8**		**20**		**40**	**19**									**9**		**7**		6	22	72.7%
308	7:46 AM	**7**		**6**		**9**	**10**	**10**		**20**	**11**									**7**		**10**		9	22	59.1%
114	7:54 AM					**8**	**A**	**9**		**30**	**15**				**13**									5	21	76.2%
214	8:10 AM	**7**		**13**		**25**				**30**	**10**					**7**				**7**			**7**	8	22	63.6%
16	8:18 AM			**7**	**22**					**25**	**17**			**8**	**10**					**9**				7	22	68.2%
310	8:35 AM					**21**				**8**	**6**													3	22	86.4%
118	8:38 AM	**8**				**18**				**7**		**16**				**6**						**12**		6	22	72.7%
218	8:59 AM					**21**																		1	22	95.5%
Train	**Depart**																									
303	3:30 PM								**17**															1	22	95.5%
115	3:40 PM								**12**		**45**									**84**				3	22	86.4%
17	4:04 PM										**40**									**A**			**16**	2	21	90.5%
305	4:06 PM										**28**												**26**	2	22	90.9%
117	4:22 PM										**30**									**51**			**10**	3	22	86.4%
119	4:37 PM		**11**				**6**				**55**						**6**		**22**	**50**	**7**			7	22	68.2%
307	4:49 PM										**38**								**7**					2	22	90.9%
121	5:00 PM			**6**							**50**									**33**	**7**	**15**		5	22	77.3%
123	5:15 PM										**55**									**19**	**8**	**10**		4	22	81.8%
25	5:30 PM	**6**				**9**	**9**	**8**	**9**	**8**	**49**		**7**	**25**	**10**	**8**				**13**	**12**			13	22	40.9%
309	5:40 PM										**30**													1	22	95.5%
225	5:49 PM										**A**													0	21	100.0%
127	6:01 PM										**21**													1	22	95.5%
311	6:15 PM										**11**													1	22	95.5%
129	6:25 PM									**A**	**22**													1	21	95.2%
High temp		**44**	**73**	**67**	**49**	**42**	**66**	**64**	**56**	**81**	**82**	**71**	**72**	**81**	**53**	**77**	**70**	**81**	**75**	**65**	**62**	**54**	**55**			
Low temp		**39**	**37**	**50**	**31**	**23**	**32**	**54**	**35**	**61**	**59**	**61**	**52**	**47**	**27**	**44**	**52**	**51**	**54**	**48**	**50**	**39**	**34**			

Temperatures from South Bend National Weather Service Reports

A = Annull On time

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	73	231	68.4%	70	233	70.0%	40	264	84.8%	72	372	80.6%						
EB Rush	49	193	74.6%	35	196	82.1%	49	223	78.0%	46	327	85.9%						
Total Rush	122	424	71.2%	105	429	75.5%	89	487	81.7%	118	699	83.1%						

Cumulative

Arrive	Train #	Days Late	Days Ran	% On Time
5:32a	**102**	28	83	66.3%
5:42a	**302**	3	22	86.4%
6:08a	**104**	15	81	81.5%
6:17a	**304**	2	23	91.3%
6:24a	**106**	10	84	88.1%
6:35a	**108**	28	81	65.4%
6:52a	**10**	17	84	79.8%
7:05a	**306**	3	23	87.0%
7:14a	**110**	28	82	65.9%
7:36a	**112**	18	78	76.9%
7:46a	**308**	9	23	60.9%
7:54a	**114**	18	83	78.3%
8:10a	**214**	18	83	78.3%
8:18a	**16**	21	84	75.0%
8:35a	**310**	3	22	
8:38a	**118**	22	83	73.5%
8:59a	**218**	12	81	85.2%
Depart	**Train**			
3:30p	**303**	1	23	95.7%
3:40p	**115**	8	84	90.5%
4:04p	**17**	2	83	97.6%
4:06p	**305**	2	23	91.3%
4:22p	**117**	22	82	73.2%
4:37p	**119**	26	84	69.0%
4:49p	**307**	2	23	91.3%
5:00p	**121**	22	83	73.5%
5:15p	**123**	17	84	79.8%
5:30p	**25**	38	83	54.2%
5:40p	**309**	1	23	95.7%
5:49p	**225**	12	80	85.0%
6:01p	**127**	11	79	86.1%
6:25p	**311**	1	23	95.7%
6:25p	**129**	14	82	82.9%

Cumulative Rush Hour Thru April

	TOTAL			PERCENTAGE		
Range	**am**	**pm**	**total**	**am**	**pm**	**total**
6-10	129	94	223	11.7%	10.0%	10.9%
11-15	46	29	75	4.2%	3.1%	3.7%
16-20	34	16	50	3.1%	1.7%	2.5%
21-30	32	16	48	2.9%	1.7%	2.4%
31-59	14	17	31	1.3%	1.8%	1.5%
60+	1	7	8	0.1%	0.7%	0.4%
Annulled	25	16	41			
Total Late	256	179	435	23.3%	19.1%	21.4%
On time	842	760	1,602	76.7%	80.9%	78.6%
Total ran	1,098	939	2,037	100.0%	100.0%	100.0%

April 2026 Rush Hour

	TOTAL			PERCENTAGE		
Range	**am**	**pm**	**total**	**am**	**pm**	**total**
6-10	38	18	56	10.2%	5.5%	8.0%
11-15	9	6	15	2.4%	1.8%	2.1%
16-20	10	5	15	2.7%	1.5%	2.1%
21-30	12	6	18	3.2%	1.8%	2.6%
31-59	3	10	13	0.8%	3.1%	1.9%
60+	0	1	1	0.0%	0.3%	0.1%
Annulled	2	3	5	0.5%	0.9%	0.7%
Total Late	72	46	118	19.4%	14.1%	16.9%
On time	300	281	581	80.6%	85.9%	83.1%
Total ran	372	327	699			

Grand Total All Trains Thru April, 2026

	Peak					
Range	**WB**	**EB**	**Off**	**Wkend**	**Total**	**%**
6-10	129	94	285	122	630	9.9%
11-15	46	29	99	55	229	3.6%
16-20	34	16	62	33	145	2.3%
21-30	32	16	54	33	135	2.1%
31-59	14	17	42	16	89	1.4%
60+	1	7	27	7	42	0.7%
Annulled	25	16	46	21	108	1.7%
Total	256	179	569	266	1,270	19.9%
On Time	842	760	2,853	645	5,100	80.1%
Total ran	1,098	939	3,422	911	6,370	100.0%
%On Time	76.7%	80.9%	83.4%	70.8%	80.1%	

Year-to-date cumulative

	#Late	#Ran	%On time
WB Rush	256	1,098	76.7%
EB Rush	179	939	80.9%
Total Rush	435	2,037	78.6%