



**Metro-North Railroad**

# **Operations Report**

Performance Summary			2013 Data			2012 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>97.6%</b>	<b>97.3%</b>	<b>98.8%</b>	<b>98.8%</b>
		AM Peak	97.0%	97.7%	95.1%	98.4%	98.6%
		AM Reverse Peak	97.6%	97.3%	96.3%	98.6%	98.4%
		PM Peak	98.0%	97.2%	97.7%	98.8%	99.0%
		<b>Total Peak</b>		<b>97.4%</b>	<b>96.3%</b>	<b>98.6%</b>	<b>98.7%</b>
		Off Peak Weekday	97.9%	97.6%	97.7%	98.6%	98.8%
		Weekend	97.9%	98.2%	98.4%	99.3%	99.1%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>98.8%</b>	<b>98.3%</b>	<b>98.9%</b>	<b>98.9%</b>
		AM Peak	98.0%	99.6%	96.5%	98.7%	99.1%
		AM Reverse Peak	98.5%	99.5%	97.0%	97.0%	98.0%
		PM Peak	98.4%	99.2%	99.3%	98.9%	98.9%
		<b>Total Peak</b>		<b>99.4%</b>	<b>97.7%</b>	<b>98.6%</b>	<b>98.9%</b>
		Off Peak Weekday	98.1%	98.8%	98.8%	98.7%	98.8%
		Weekend	98.2%	97.7%	98.5%	99.7%	99.3%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>98.3%</b>	<b>97.9%</b>	<b>98.8%</b>	<b>98.9%</b>
		AM Peak	98.0%	99.1%	96.0%	98.2%	97.9%
		AM Reverse Peak	98.0%	97.8%	97.2%	99.1%	98.1%
		PM Peak	98.5%	97.0%	97.7%	99.6%	99.5%
		<b>Total Peak</b>		<b>98.1%</b>	<b>96.8%</b>	<b>98.9%</b>	<b>98.5%</b>
		Off Peak Weekday	98.4%	98.0%	98.2%	98.6%	99.1%
		Weekend	98.5%	99.1%	99.1%	99.2%	99.1%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>96.5%</b>	<b>96.3%</b>	<b>98.6%</b>	<b>98.8%</b>
		AM Peak	95.7%	95.4%	93.4%	98.5%	98.8%
		AM Reverse Peak	96.8%	95.8%	95.1%	98.9%	99.0%
		PM Peak	97.5%	96.1%	96.8%	98.3%	98.7%
		<b>Total Peak</b>		<b>95.7%</b>	<b>95.0%</b>	<b>98.4%</b>	<b>98.8%</b>
		Off Peak Weekday	97.5%	96.6%	96.7%	98.5%	98.6%
		Weekend	97.4%	97.7%	97.6%	99.3%	99.0%
<b>Operating Statistics</b>			<b>Trains Scheduled</b>			<b>16,872</b>	<b>34,534</b>
<b>Avg. Delay per Late Train (min)</b>				14.6	13.4	13.1	13.1
			<i>excluding trains canceled or terminated</i>				
<b>Trains Over 15 min. Late</b>			1,000	107	233	39	77
			<i>excluding trains canceled or terminated</i>				
<b>Trains Canceled</b>			160	11	18	10	15
<b>Trains Terminated</b>			160	15	38	9	20
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.8%	99.8%	99.9%	99.9%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.6%</b>	<b>99.7%</b>	<b>99.8%</b>	<b>99.8%</b>
		AM Peak	97.7%	99.1%	99.2%	99.5%	99.4%
		AM Reverse Peak	97.7%	99.5%	99.8%	100.0%	100.0%
		PM Peak	97.3%	99.4%	99.4%	99.9%	99.9%
		<b>Total Peak</b>		<b>99.3%</b>	<b>99.4%</b>	<b>99.7%</b>	<b>99.7%</b>
		Off Peak Weekday	99.3%	99.8%	99.8%	99.8%	99.8%
		Weekend	99.3%	99.9%	99.9%	99.8%	99.8%
	<b>Hudson Line</b>	AM Peak	99.0%	100.0%	99.9%	100.0%	100.0%
		PM Peak	99.0%	99.8%	99.8%	100.0%	100.0%
	<b>Harlem Line</b>	AM Peak	99.0%	99.9%	99.9%	99.9%	99.9%
		PM Peak	99.0%	99.6%	99.8%	100.0%	99.9%
	<b>New Haven Line</b>	AM Peak	96.0%	97.8%	98.2%	98.8%	98.6%
		PM Peak	95.0%	99.1%	98.9%	99.9%	99.8%

<b>Categories of Delay</b>		<b>2013 Data</b>			<b>2012 Data</b>	
		January	February	YTD thru February	February	YTD thru February
<b>Train Delay Incidents Resulting in Late Trains.</b> <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	<b>Maintenance of Way</b>	326	130	456	73	175
	<b>Capital Projects</b>	2	0	2	4	4
	<b>Maintenance of Equipment</b>	167	109	276	77	148
	<b>Operations Services</b>	12	16	28	2	13
	<b>Police Incidents</b>	28	33	61	32	43
	<b>Other</b>	2	0	2	4	4
	<b>Customers</b>	23	73	96	11	35
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	0	0	0	0	1
	<b>Weather and Environmental</b>	102	74	176	16	19

**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS**

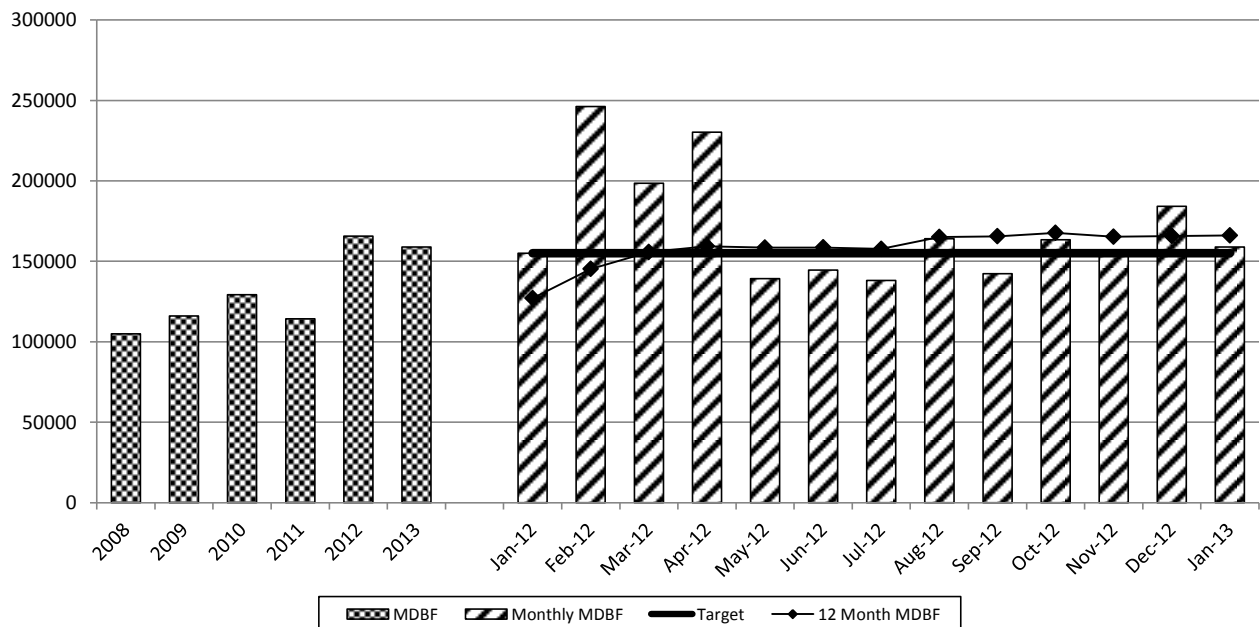
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxl'd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
02/08	Fri	Weather conditions from Blizzard Nemo affecting service.	0	0	0	0	0	0	1	0	0	10	1	1	0	0	0	11	1	1
02/11	Mon	Residual weather conditions affecting service, mainly on the New Haven line.	25	4	0	5	0	0	0	0	0	10	0	1	0	0	0	40	4	1
02/11	Mon	Congestion from GCT to cp112 due to track circuit down on track 1 at 72nd Street and 3rd Rail coast between 77th and 79th Street.	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	17	0	0
02/11	Mon	Congestion from cp5 to GCT due to disabled train 2774, track circuit down on track 1 at GCT.	0	0	0	0	0	0	3	0	0	12	0	0	0	0	0	15	0	0
02/11	Mon	Train 1731 grounded 3rd Rail on track 1 between New Haven track 1 and Harlem track 1 at cp112's interlocking, causing congestion.	0	0	0	10	0	0	0	0	0	3	0	0	0	0	0	13	0	0
02/12	Tue	Train 1368 struck a trespasser on track 2 at Woodlawn, 3rd Rail de-energized from cp112-cp212 on track 3 north of Woodlawn.	0	0	0	0	0	0	23	0	1	8	0	0	0	0	0	31	0	1
<b>TOTAL FOR MONTH</b>			25	4	0	15	0	0	44	0	1	43	1	2	0	0	0	127	5	3
																		<b>135</b>		

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Jan MDBF (miles)	Primary Failure Goal	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)	12 month MDBF Rolling Avg (miles)	Jan MDBF (miles)	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)
<b>Mean Distance Between Failures</b>	M2	175	80,000	73,146	7	11	73,146	113,500	127,573	10	127,573
	M4/M6	99	60,000	54,750	7	7	54,750	68,204	56,299	9	56,299
	M8	170	240,000	616,649	4	2	616,649	146,655	144,285	3	144,285
	M3	140	130,000	295,038	2	1	295,038	475,154	269,065	0	269,065
	M7	336	450,000	1,881,569	4	1	1,881,569	786,369	607,722	3	607,722
	Coach	213	290,000	197,028	5	7	197,028	395,087	193,597	7	193,597
	P-32	31	35,000	21,670	5	9	21,670	34,103	46,613	4	46,613
	BL-20	12	12,000	26,107	3	1	26,107	10,633	21,521	2	21,521
	<b>Fleet</b>	<b>1176</b>	<b>155,000</b>	<b>158,926</b>	<b>37</b>	<b>39</b>	<b>158,926</b>	<b>166,025</b>	<b>154,952</b>	<b>38</b>	<b>154,952</b>
	M2/4/6/8		120,000	121,058	18	20	121,058	107,836	100,695	22	61,253
	M3/7		310,000	1,088,304	6	2	1,088,304	724,126	697,411	3	502,718
	Diesel/Coach		120,000	94,138	13	17	94,138	135,177	121,590	13	134,006

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels in revenue service before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

### ALL FLEETS

#### Mean Distance Between Failures 2008 - 2013



<b>West of Hudson Performance Summary</b>			<b>2013 Data</b>			<b>2012 Data</b>	
			Annual Goal	February	YTD thru February	February	YTD thru February
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>96.4%</b>	<b>97.1%</b>	<b>96.5%</b>	<b>98.7%</b>	<b>98.1%</b>
		AM Peak	97.3%	98.9%	97.1%	98.9%	98.2%
		PM Peak	96.8%	98.8%	97.5%	99.6%	99.0%
		<b>Total Peak</b>		<b>98.8%</b>	<b>97.3%</b>	<b>99.3%</b>	<b>98.6%</b>
		Off Peak Weekday	95.9%	96.4%	95.6%	98.1%	97.9%
		Weekend	95.9%	96.0%	97.0%	98.8%	97.8%
	<b>Pascack Line</b>	<b>Overall</b>	<b>97.0%</b>	<b>96.7%</b>	<b>96.8%</b>	<b>99.3%</b>	<b>98.9%</b>
	<b>Valley Line</b>	AM Peak	98.0%	99.3%	98.4%	100.0%	98.8%
		PM Peak	97.5%	99.2%	98.2%	99.3%	98.6%
		<b>Total Peak</b>		<b>99.3%</b>	<b>98.3%</b>	<b>99.7%</b>	<b>98.7%</b>
		Off Peak Weekday	96.5%	95.0%	95.2%	99.0%	99.5%
		Weekend	96.5%	96.8%	97.8%	99.5%	98.3%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.5%</b>	<b>97.6%</b>	<b>96.1%</b>	<b>97.7%</b>	<b>96.9%</b>
		AM Peak	96.0%	98.2%	95.4%	97.5%	97.5%
		PM Peak	96.0%	98.2%	96.7%	100.0%	99.6%
		<b>Total Peak</b>		<b>98.2%</b>	<b>96.0%</b>	<b>98.8%</b>	<b>98.5%</b>
		Off Peak Weekday	95.0%	98.5%	96.3%	96.8%	95.5%
		Weekend	95.0%	94.7%	95.7%	97.7%	96.9%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>1,545</b>	<b>3,260</b>	<b>1,565</b>	<b>3,211</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			22.8	20.0	23.6	22.6
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		80	13	38	11	26
	<b>Trains Canceled</b>			4	11	0	2
	<b>Trains Terminated</b>			5	6	1	4
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.4%	99.5%	99.9%	99.8%

## FEBRUARY 2013 STANDEE REPORT

### East of Hudson

East of Hudson			FEB 2012	YTD 2012	FEB 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	1	2	1
		Total Standees	2	1	2	1
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	20	18	93	58
		Total Standees	20	18	93	58
	EAST OF HUDSON TOTAL - AM PEAK		22	19	95	59
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	1
		Total Standees	0	0	0	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	14	7
		Total Standees	0	0	14	7
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	1	2	30	32
		Total Standees	1	2	30	32
	EAST OF HUDSON TOTAL - PM PEAK		1	2	44	40

### West of Hudson

West of Hudson			FEB 2012	YTD 2012	FEB 2013	YTD 2013
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK		0	0	0	0	
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0	

### Definitions

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.

"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**Additional Standees**" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays and Special Events for which there are special equipment programs are not included.