



**Metro-North Railroad**

# **Operations Report**

Performance Summary			2013 Data			2012 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
<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>97.0%</b>	<b>97.0%</b>	<b>98.9%</b>	<b>98.9%</b>
		AM Peak	97.0%	92.7%	92.7%	98.7%	98.7%
		AM Reverse Peak	97.6%	95.3%	95.3%	98.3%	98.3%
		PM Peak	98.0%	98.2%	98.2%	99.2%	99.2%
		<b>Total Peak</b>		<b>95.3%</b>	<b>95.3%</b>	<b>98.8%</b>	<b>98.8%</b>
		Off Peak Weekday	97.9%	97.8%	97.8%	99.0%	99.0%
		Weekend	97.9%	98.5%	98.5%	98.9%	98.9%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>97.9%</b>	<b>97.9%</b>	<b>99.0%</b>	<b>99.0%</b>
		AM Peak	98.0%	93.8%	93.8%	99.5%	99.5%
		AM Reverse Peak	98.5%	94.8%	94.8%	99.0%	99.0%
		PM Peak	98.4%	99.3%	99.3%	99.0%	99.0%
		<b>Total Peak</b>		<b>96.2%</b>	<b>96.2%</b>	<b>99.2%</b>	<b>99.2%</b>
		Off Peak Weekday	98.1%	98.9%	98.9%	98.8%	98.8%
		Weekend	98.2%	99.3%	99.3%	98.9%	98.9%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>97.5%</b>	<b>97.5%</b>	<b>98.9%</b>	<b>98.9%</b>
		AM Peak	98.0%	93.2%	93.2%	97.6%	97.6%
		AM Reverse Peak	98.0%	96.6%	96.6%	97.1%	97.1%
		PM Peak	98.5%	98.3%	98.3%	99.4%	99.4%
		<b>Total Peak</b>		<b>95.7%</b>	<b>95.7%</b>	<b>98.2%</b>	<b>98.2%</b>
		Off Peak Weekday	98.4%	98.3%	98.3%	99.6%	99.6%
		Weekend	98.5%	99.1%	99.1%	99.0%	99.0%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>96.1%</b>	<b>96.1%</b>	<b>98.9%</b>	<b>98.9%</b>
		AM Peak	95.7%	91.7%	91.7%	99.0%	99.0%
		AM Reverse Peak	96.8%	94.5%	94.5%	99.2%	99.2%
		PM Peak	97.5%	97.4%	97.4%	99.2%	99.2%
		<b>Total Peak</b>		<b>94.4%</b>	<b>94.4%</b>	<b>99.1%</b>	<b>99.1%</b>
		Off Peak Weekday	97.5%	96.8%	96.8%	98.7%	98.7%
		Weekend	97.4%	97.6%	97.6%	98.8%	98.8%
<b>Operating Statistics</b>			<b>Trains Scheduled</b>			<b>17,662</b>	<b>17,662</b>
<b>Avg. Delay per Late Train (min)</b>				12.6	12.6	13.1	13.1
			<i>excluding trains canceled or terminated</i>				
<b>Trains Over 15 min. Late</b>			1,000	126	126	38	38
			<i>excluding trains canceled or terminated</i>				
<b>Trains Canceled</b>			160	7	7	5	5
<b>Trains Terminated</b>			160	23	23	11	11
<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>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>	<b>99.7%</b>
		AM Peak	97.7%	99.4%	99.4%	99.4%	99.4%
		AM Reverse Peak	97.7%	100.0%	100.0%	100.0%	100.0%
		PM Peak	97.3%	99.4%	99.4%	99.8%	99.8%
		<b>Total Peak</b>		<b>99.5%</b>	<b>99.5%</b>	<b>99.6%</b>	<b>99.6%</b>
		Off Peak Weekday	99.3%	99.8%	99.8%	99.9%	99.9%
		Weekend	99.3%	99.9%	99.9%	99.8%	99.8%
	<b>Hudson Line</b>	AM Peak	99.0%	99.9%	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%	100.0%	100.0%
		PM Peak	99.0%	100.0%	100.0%	99.8%	99.8%
	<b>New Haven Line</b>	AM Peak	96.0%	98.6%	98.6%	98.5%	98.5%
		PM Peak	95.0%	98.7%	98.7%	99.7%	99.7%

<b>Categories of Delay</b>		<b>2013 Data</b>			<b>2012 Data</b>	
		December	January	YTD thru January	January	YTD thru January
<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>	115	326	326	102	102
	<b>Capital Projects</b>	8	2	2	0	0
	<b>Maintenance of Equipment</b>	102	167	167	71	71
	<b>Operations Services</b>	25	12	12	11	11
	<b>Police Incidents</b>	58	28	28	11	11
	<b>Other</b>	8	2	2	6	6
	<b>Customers</b>	53	23	23	24	24
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	1	0	0	1	1
	<b>Weather and Environmental</b>	15	102	102	3	3

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

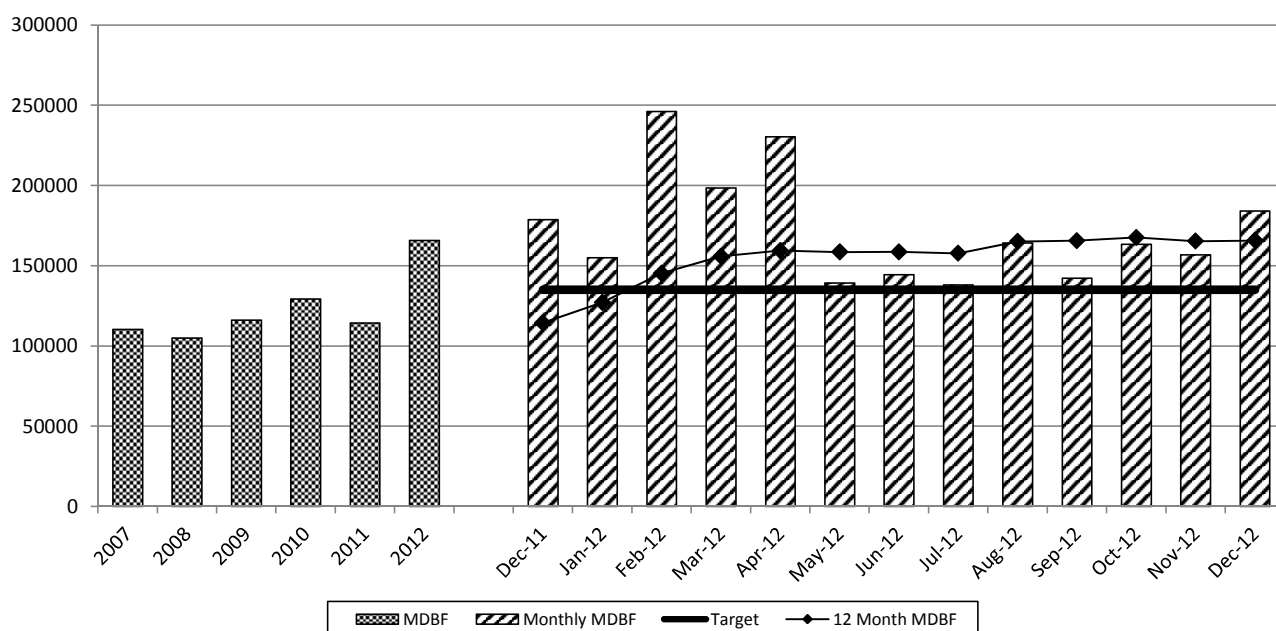
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL			
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term	
01/03	Thr	Train 924 unable to take power on the Upper Level, disabled from track 1 to track E.	13	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0	0
01/09	Wed	4A track circuit was down on track 4 at cp 3 and the 42 switch was flashing out of correspondence, causing delays.	36	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0
01/16	Wed	42 Switch out of correspondence at cp 3, causing delays.	8	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	11	0	0
01/23	Wed	Track circuit down on track 2 south of White Plains (BK2182) account broken rail.	21	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0
01/23	Wed	Track circuit down on track 3 north of Glenwood (BK1683), found bond box needed replacement.	12	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0
01/23	Wed	Track circuit down on track 3 (1063 circuit) account broken rail.	5	0	0	7	0	0	0	0	0	0	3	0	0	0	0	0	15	0	0
01/23	Wed	Trains were flagged by cp407-cp408 due to second track circuit south of cp407 was dropping intermittently.	7	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	10	0	0
01/24	Thr	Track circuit dropping intermittently at cp5, causing congestion.	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
01/25	Fri	The flashers on the crossing protection at Virginia Rd in North White Plains, mp24.5, were not working.	0	0	0	0	0	0	0	9	0	0	12	0	0	0	0	0	21	0	0
01/25	Fri	Due to a blown feeder at Mt. Vernon East sub-station, trains operated in P2 from Harrison Phase Gap to Pelham changeover station, causing delays.	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	0	0
01/31	Thr	Tree down on track 4 between CAT 479 and CAT 480 (Darien), taken the feeder wire down fouling track 2.	11	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	19	0	0
01/31	Thr	Numerous track circuits dropped on both tracks between CP143 and CP152, causing delays.	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0
TOTAL FOR MONTH			127	0	0	27	0	0	9	0	0	52	0	0	0	0	0	215	0	0	
																			215		

	Equip- ment Type	Total Fleet Size	2012 Data						2011 Data		
			MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M2	179	80,000	80,458	10	11	118,963	118,963	169,516	8	66,742
	M4/M6	100	60,000	57,598	7	7	68,054	68,054	88,663	7	44,244
	M8	164	200,000	385,327	5	3	133,316	133,316	124,011	3	140,679
	M3	140	120,000	258,568	3	0	550,018	550,018	148,679	2	240,266
	M7	336	440,000	904,140	4	2	731,998	731,998	457,064	4	607,699
	Coach	213	290,000	270,169	5	5	394,501	394,501	1,383,065	1	357,159
	P-32	31	35,000	46,905	5	4	36,692	36,692	32,451	6	35,159
	BL-20	12	12,000	28,715	3	1	10,824	10,824	8,410	3	10,136
	<b>Fleet</b>	<b>1175</b>	<b>135,000</b>	<b>184,189</b>	<b>42</b>	<b>33</b>	<b>165,694</b>	<b>165,694</b>	<b>178,747</b>	<b>34</b>	<b>114,347</b>
	M2/4/6/8		100,000	116,391	22	21	106,239	106,239	130,489	18	61,253
	M3/7		300,000	1,033,424	7	2	701,668	701,668	354,269	6	502,718
	Diesel/Coach		120,000	156,718	13	10	139,037	139,037	160,300	10	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 2007-2012



<b>West of Hudson Performance Summary</b>			<b>2013 Data</b>			<b>2012 Data</b>	
			Annual Goal	January	YTD thru January	January	YTD thru January
<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>96.0%</b>	<b>96.0%</b>	<b>97.6%</b>	<b>97.6%</b>
		AM Peak	97.3%	95.6%	95.6%	97.5%	97.5%
		PM Peak	96.8%	96.3%	96.3%	98.5%	98.5%
		<b>Total Peak</b>		<b>95.9%</b>	<b>95.9%</b>	<b>98.0%</b>	<b>98.0%</b>
		Off Peak Weekday	95.9%	95.0%	95.0%	97.6%	97.6%
		Weekend	95.9%	98.0%	98.0%	96.9%	96.9%
	<b>Pascack Line</b>	<b>Overall</b>	<b>97.0%</b>	<b>96.9%</b>	<b>96.9%</b>	<b>98.5%</b>	<b>98.5%</b>
	<b>Valley Line</b>	AM Peak	98.0%	97.6%	97.6%	97.5%	97.5%
		PM Peak	97.5%	97.3%	97.3%	97.9%	97.9%
		<b>Total Peak</b>		<b>97.5%</b>	<b>97.5%</b>	<b>97.7%</b>	<b>97.7%</b>
		Off Peak Weekday	96.5%	95.5%	95.5%	100.0%	100.0%
		Weekend	96.5%	98.8%	98.8%	97.4%	97.4%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.5%</b>	<b>94.7%</b>	<b>94.7%</b>	<b>96.2%</b>	<b>96.2%</b>
		AM Peak	96.0%	92.9%	92.9%	97.5%	97.5%
		PM Peak	96.0%	95.2%	95.2%	99.2%	99.2%
		<b>Total Peak</b>		<b>94.0%</b>	<b>94.0%</b>	<b>98.3%</b>	<b>98.3%</b>
		Off Peak Weekday	95.0%	94.2%	94.2%	94.3%	94.3%
		Weekend	95.0%	96.7%	96.7%	96.3%	96.3%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>1,715</b>	<b>1,715</b>	<b>1,646</b>	<b>1,646</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			18.3	18.3	22.1	22.1
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		80	25	25	15	15
	<b>Trains Canceled</b>			7	7	2	2
	<b>Trains Terminated</b>			1	1	3	3
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.5%	99.5%	99.7%	99.7%

## JANUARY 2013 STANDEE REPORT

### East of Hudson

			JAN 2012	YTD 2012	JAN 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	15	15	24	24
		<b>Total Standees</b>	<b>15</b>	<b>15</b>	<b>24</b>	<b>24</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>15</b>	<b>15</b>	<b>24</b>	<b>24</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	2	2
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	2	2	34	34
		<b>Total Standees</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>34</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>2</b>	<b>2</b>	<b>36</b>	<b>36</b>

### West of Hudson

			JAN 2012	YTD 2012	JAN 2013	YTD 2013
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - PM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### 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.