



Metro-North Railroad

Operations Report

Performance Summary			2013 Data			2012 Data	
			Annual Goal	April	YTD thru April	April	YTD thru April
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	97.8%	98.1%	97.7%	98.3%	98.7%
		AM Peak	97.0%	98.2%	96.3%	98.2%	98.5%
		AM Reverse Peak	97.6%	98.2%	97.2%	97.9%	98.3%
		PM Peak	98.0%	97.9%	97.9%	99.1%	99.1%
		Total Peak		98.1%	97.1%	98.5%	98.7%
		Off Peak Weekday	97.9%	98.0%	98.0%	97.9%	98.6%
		Weekend	97.9%	98.4%	98.4%	98.8%	98.9%
	Hudson Line	Overall	98.2%	98.3%	98.4%	99.0%	98.9%
		AM Peak	98.0%	98.5%	97.5%	99.4%	99.1%
		AM Reverse Peak	98.5%	99.2%	98.3%	99.5%	98.7%
		PM Peak	98.4%	99.1%	98.6%	99.7%	99.2%
		Total Peak		98.9%	98.1%	99.6%	99.1%
		Off Peak Weekday	98.1%	97.7%	98.7%	98.9%	98.8%
		Weekend	98.2%	98.5%	98.5%	98.1%	98.8%
	Harlem Line	Overall	98.3%	98.5%	98.2%	98.3%	98.8%
		AM Peak	98.0%	99.0%	97.3%	97.8%	98.2%
		AM Reverse Peak	98.0%	99.0%	98.2%	97.2%	97.8%
		PM Peak	98.5%	97.8%	98.0%	99.8%	99.6%
		Total Peak		98.5%	97.7%	98.4%	98.7%
		Off Peak Weekday	98.4%	98.5%	98.5%	98.0%	98.9%
		Weekend	98.5%	98.3%	98.8%	98.8%	99.0%
	New Haven Line	Overall	97.2%	97.8%	96.9%	97.9%	98.5%
		AM Peak	95.7%	97.5%	94.8%	97.7%	98.4%
		AM Reverse Peak	96.8%	96.8%	95.8%	97.6%	98.5%
		PM Peak	97.5%	97.3%	97.3%	98.2%	98.6%
		Total Peak		97.3%	96.0%	97.9%	98.5%
		Off Peak Weekday	97.5%	97.9%	97.2%	97.2%	98.2%
		Weekend	97.4%	98.5%	98.1%	99.3%	99.0%
Operating Statistics			Trains Scheduled			17,602	70,358
Avg. Delay per Late Train (min)				13.4	13.2	14.7	14.1
			<i>excluding trains canceled or terminated</i>				
Trains Over 15 min. Late			1,000	73	376	75	210
			<i>excluding trains canceled or terminated</i>				
Trains Canceled			160	3	23	15	36
Trains Terminated			160	20	78	22	48
Percent of Scheduled Trips Completed			99.8%	99.9%	99.9%	99.8%	99.9%
Consist Compliance <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>	System	Overall	99.8%	99.8%	99.7%	99.9%	99.7%
		AM Peak	99.8%	99.8%	99.4%	99.9%	99.6%
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	100.0%
		PM Peak	99.8%	99.7%	99.6%	99.9%	99.8%
		Total Peak	99.8%	99.8%	99.6%	99.9%	99.7%
		Off Peak Weekday	99.8%	99.9%	99.9%	100.0%	99.9%
		Weekend	99.8%	99.7%	99.8%	99.8%	99.8%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	100.0%	99.9%
		PM Peak	99.8%	100.0%	99.9%	100.0%	99.9%
	Harlem Line	AM Peak	99.8%	100.0%	99.9%	100.0%	99.9%
		PM Peak	99.8%	100.0%	99.9%	100.0%	99.9%
	New Haven Line	AM Peak	99.8%	99.6%	98.7%	99.8%	99.0%
		PM Peak	99.8%	99.2%	99.2%	99.7%	99.6%

Categories of Delay		2013 Data			2012 Data	
		March	April	YTD thru April	April	YTD thru April
Train Delay Incidents Resulting in Late Trains. <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>	Maintenance of Way	119	183	758	103	347
	Capital Projects	3	3	8	19	26
	Maintenance of Equipment	136	119	531	79	343
	Operations Services	15	25	68	14	30
	Police Incidents	70	37	168	22	102
	Other	3	3	8	19	26
	Customers	33	29	158	24	92
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	1	0	1	4	9
	Weather and Environmental	10	17	203	40	62

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

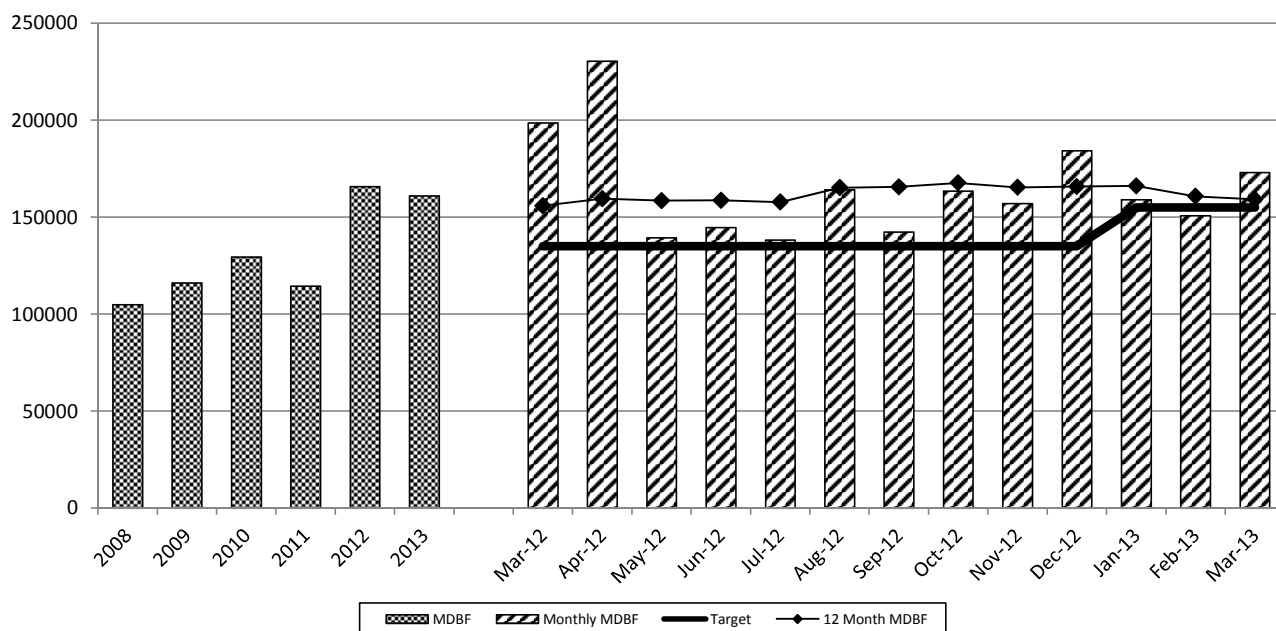
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
04/01	Mon	Train 1571 terminated due to brake and air supply on track 2 at 87th Street, causing congestion.	0	0	0	0	0	0	6	0	0	23	0	1	0	0	0	29	0	1
04/05	Fri	Train 883 terminated due to crossover from track 2 to track 3 struck track car on track 1 at cp12.	0	0	0	0	0	0	0	0	0	12	0	2	0	0	0	12	0	2
04/08	Mon	Stamford Fire Department requested a hold on all tracks at the Stamford Station due to possible gas leak.	0	0	0	0	0	0	10	0	0	3	0	0	0	0	0	13	0	0
04/19	Fri	Due to possible terrorist suspect on Amtrak 2151, Amtrak Boston PD requested train to be stopped not at a station, was stopped on track 2 east of cp241.	4	1	0	2	0	0	0	0	0	4	0	0	0	0	0	10	1	0
04/25	Thr	With engineer of train 902's overspeed cab signal penalty, trains were delayed.	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0
04/29	Mon	Track circuit down on Track C at cp1 from 8:30am to 8:45am, causing delays.	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0
TOTAL FOR MONTH			28	1	0	2	0	0	16	0	0	42	0	3	0	0	0	88	1	3
																			92	

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
Mean Distance Between Failures	M2	157	80,000	156,680	7	5	103,941	110,929	115,861	11	137,075
	M4/M6	99	60,000	41,805	7	10	48,562	58,813	76,857	7	91,693
	M8	194	240,000	206,659	4	6	253,256	146,108	272,524	2	244,742
	M3	140	130,000	315,822	2	1	221,327	368,888	309,101	1	865,428
	M7	336	450,000	1,865,251	4	1	675,857	757,914	619,415	3	598,587
	Coach	213	290,000	276,949	5	5	233,923	350,052	698,532	2	337,405
	P-32	31	35,000	28,048	5	7	29,587	32,267	62,137	3	54,169
	BL-20	12	12,000	25,007	3	1	18,373	11,070	22,709	2	13,179
	Fleet	1182	155,000	173,016	37	36	160,844	159,091	198,508	31	192,427
	M2/4/6/8		120,000	116,258	18	21	117,784	103,546	117,876	20	134,565
	M3/7		310,000	1,090,537	6	2	524,347	665,776	541,837	4	625,271
	Diesel/Coach		120,000	123,545	13	13	115,308	130,489	232,699	7	147,573

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



West of Hudson Performance Summary			2013 Data			2012 Data	
			Annual Goal	April	YTD thru April	April	YTD thru April
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	97.0%	98.0%	97.2%	98.5%	97.4%
		AM Peak	97.1%	99.4%	98.1%	99.3%	97.6%
		PM Peak	96.3%	98.6%	98.0%	98.9%	98.8%
		Total Peak		99.0%	98.0%	99.1%	98.2%
		Off Peak Weekday	97.1%	97.2%	96.8%	97.8%	97.5%
		Weekend	97.3%	98.0%	96.7%	98.8%	96.0%
	Pascack Line	Overall	97.6%	98.0%	97.3%	99.1%	98.2%
	Valley Line	AM Peak	97.8%	99.4%	98.5%	100.0%	98.6%
		PM Peak	97.3%	99.4%	98.6%	99.3%	99.0%
		Total Peak		99.4%	98.6%	99.7%	98.8%
		Off Peak Weekday	97.5%	97.1%	96.7%	98.3%	98.5%
		Weekend	97.8%	97.9%	96.9%	99.5%	96.9%
	Port Jervis Line	Overall	96.2%	98.0%	97.0%	97.6%	96.2%
		AM Peak	96.2%	99.2%	97.6%	98.4%	96.2%
		PM Peak	95.2%	97.7%	97.2%	98.4%	98.6%
		Total Peak		98.5%	97.4%	98.4%	97.4%
		Off Peak Weekday	96.5%	97.4%	97.0%	96.9%	96.0%
		Weekend	96.5%	98.2%	96.4%	97.6%	94.5%
Operating Statistics							
	Trains Scheduled			1,690	6,655	1,623	6,520
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			18.3	19.7	23.7	20.8
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	11	63	12	64
	Trains Canceled			3	16	1	5
	Trains Terminated			3	14	1	12
	Percent of Scheduled Trips Completed		99.8%	99.6%	99.5%	99.9%	99.7%