



Metro-North Railroad

Operations Report

Performance Summary			2013 Data			2012 Data		
			Annual Goal	May	YTD thru May	May	YTD thru May	
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%	96.1%	97.4%	97.0%	98.4%	
		AM Peak	97.0%	96.5%	96.4%	97.3%	98.3%	
		AM Reverse Peak	97.6%	96.7%	97.1%	98.9%	98.4%	
		PM Peak	98.0%	95.0%	97.3%	96.5%	98.5%	
		Total Peak		95.9%	96.8%	97.2%	98.4%	
		Off Peak Weekday	97.9%	95.4%	97.4%	97.1%	98.3%	
		Weekend	97.9%	98.0%	98.3%	96.4%	98.5%	
		Hudson Line	Overall	98.2%	97.7%	98.2%	97.7%	98.7%
			AM Peak	98.0%	98.7%	97.8%	99.5%	99.2%
			AM Reverse Peak	98.5%	97.3%	98.0%	100.0%	99.0%
			PM Peak	98.4%	96.5%	98.2%	97.3%	98.8%
			Total Peak		97.6%	98.0%	98.6%	99.0%
			Off Peak Weekday	98.1%	97.6%	98.4%	98.0%	98.6%
			Weekend	98.2%	98.1%	98.4%	95.5%	98.1%
		Harlem Line	Overall	98.3%	97.4%	98.1%	97.7%	98.6%
			AM Peak	98.0%	97.4%	97.3%	98.6%	98.3%
			AM Reverse Peak	98.0%	98.0%	98.1%	99.7%	98.2%
			PM Peak	98.5%	94.8%	97.3%	98.2%	99.3%
			Total Peak		96.5%	97.4%	98.6%	98.7%
			Off Peak Weekday	98.4%	97.7%	98.3%	97.2%	98.5%
			Weekend	98.5%	98.5%	98.7%	96.8%	98.6%
		New Haven Line	Overall	97.2%	94.1%	96.3%	96.1%	98.0%
			AM Peak	95.7%	94.4%	94.7%	94.9%	97.7%
			AM Reverse Peak	96.8%	95.1%	95.7%	97.5%	98.3%
			PM Peak	97.5%	94.1%	96.6%	94.6%	97.8%
			Total Peak		94.4%	95.6%	95.1%	97.8%
			Off Peak Weekday	97.5%	92.4%	96.1%	96.6%	97.9%
		Weekend	97.4%	97.4%	98.0%	96.7%	98.6%	
Operating Statistics	Trains Scheduled		19,483	90,934	18,301	88,659		
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			13.0	13.2	15.4	14.6	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,000	148	524	135	345	
	Trains Canceled		160	12	35	40	76	
	Trains Terminated		160	61	139	36	84	
	Percent of Scheduled Trips Completed		99.8%	99.6%	99.8%	99.6%	99.8%	
Consist Compliance	System	Overall	99.8%	99.7%	99.7%	99.9%	99.8%	
<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>		AM Peak	99.8%	99.5%	99.4%	99.8%	99.6%	
		AM Reverse Peak	99.8%	99.8%	99.9%	99.9%	99.9%	
		PM Peak	99.8%	99.6%	99.6%	99.9%	99.9%	
		Total Peak	99.8%	99.6%	99.6%	99.8%	99.7%	
		Off Peak Weekday	99.8%	99.8%	99.9%	99.9%	99.9%	
		Weekend	99.8%	99.6%	99.8%	99.8%	99.8%	
		Hudson Line	AM Peak	99.8%	99.9%	99.9%	99.9%	99.9%
			PM Peak	99.8%	99.8%	99.9%	100.0%	99.9%
		Harlem Line	AM Peak	99.8%	100.0%	99.9%	99.8%	99.9%
			PM Peak	99.8%	99.6%	99.8%	99.9%	99.9%
		New Haven Line	AM Peak	99.8%	98.9%	98.7%	99.7%	99.0%
			PM Peak	99.8%	99.5%	99.3%	99.8%	99.6%

Categories of Delay	2013 Data			2012 Data	
	April	May	YTD thru May	May	YTD thru May
Train Delay Incidents Resulting in Late Trains.					
Maintenance of Way	183	451	1209	341	688
Capital Projects	3	5	13	10	36
Maintenance of Equipment	119	148	679	152	495
Operations Services	25	55	123	24	54
Police Incidents	37	28	196	32	134
Other	3	5	13	10	36
Customers	29	56	214	33	125
3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	0	1	2	6	15
Weather and Environmental	17	46	249	31	93

(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.)

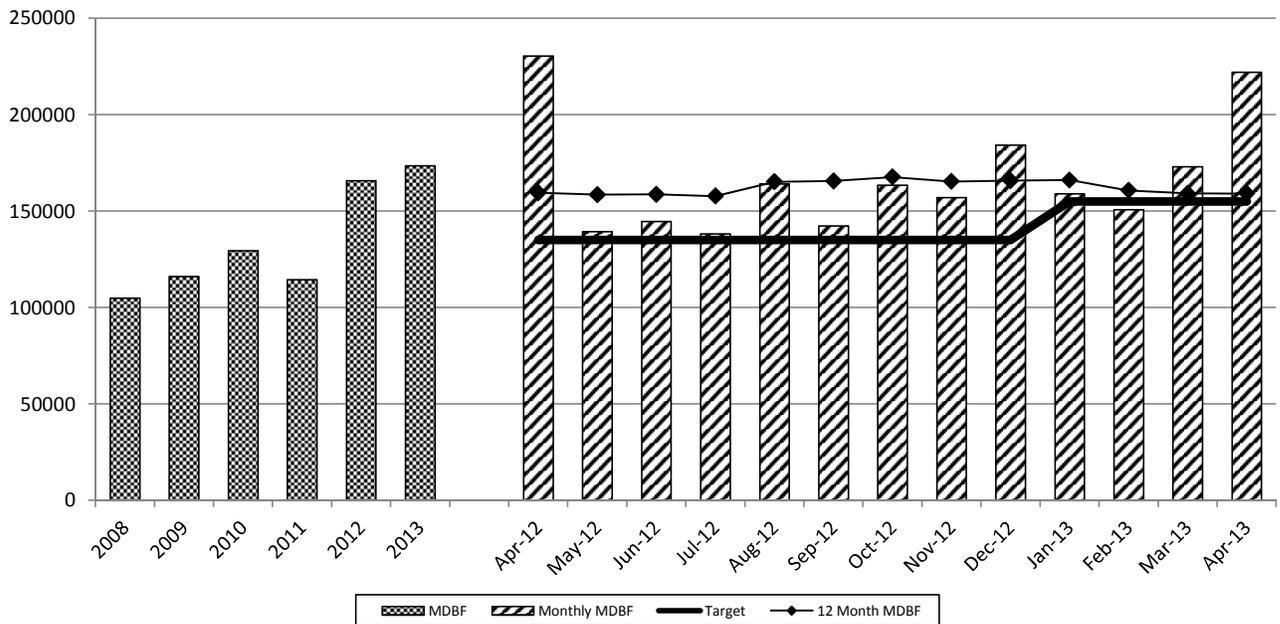
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
05/01	Wed	Due to Brush Fire on track 3 at CP12, MTA Police have a hold on all 4 tracks and rail de-energized.	0	0	0	0	0	0	12	0	0	7	0	0	0	0	0	19	0	0
05/15	Wed	The 24 Switch was struck on center at CP116.	11	0	0	4	0	0	0	0	0	0	0	0	0	0	0	15	0	0
05/16	Thr	Train 1477 was terminated at CP106 due to unable to hold a charge on track 4 north of Melrose Station at MP6.1.	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	10	0	1
05/17	Fri	Train 1548 derailed on track 4 at Cat. 735 and was struck by 1581, causing delays.	0	0	0	0	0	0	8	0	15	12	0	15	0	0	0	20	0	30
05/20	Mon	Residual delays from derailment.	1	0	0	2	0	0	1	0	0	8	0	0	0	0	0	12	0	0
05/20	Mon	Residual delays from collision.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
05/21	Tue	Residual delays from derailment.	4	0	0	3	0	0	0	0	0	9	0	0	0	0	0	16	0	0
05/21	Tue	Residual delays from collision.	0	0	0	0	0	0	4	0	0	5	0	1	0	0	0	9	0	1
05/23	Thr	High water conditions at Lakeview Avenue (MP 26.3) and Commerce Street (MP 26.6) grade crossings in Valhalla, Stop and Warns in effect.	0	0	0	0	0	0	7	0	0	8	0	0	0	0	0	15	0	0
05/28	Tue	A truck accident on I-95 resulted in hitting a light pole that fouled track 3 between Cat. 384 and Cat. 385 (CP 235) took damaged wires on tracks 3 and 5.	12	2	0	4	0	0	0	0	0	6	0	0	0	0	0	22	2	0
05/28	Tue	Train 1559 struck an employee on track 1 at Cat. 1021 (West Haven), causing delays.	0	0	0	0	0	0	0	0	0	8	2	1	0	0	0	8	2	1
05/29	Wed	Train 1513 operated as a failed train from Southport to Stamford due to cab signal failure and terminated at Stamford, causing delays.	9	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10	0	1
05/30	Thr	The 481 track circuit stayed down behind train 833 and a split rail head at 66th Street on track 1, causing delays.	0	0	0	0	0	0	38	0	0	23	0	0	0	0	0	61	0	0
05/31	Fri	Heat kink of running rail on track 3 at 174th Street, forcing speed restrictions between MP 7.0 and Tremont Station.	0	0	0	0	0	0	16	0	0	10	0	0	0	0	0	26	0	0
05/31	Fri	Time lost enroute due to speed restrictions from CP 106 to CP 112, causing delays.	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	12	0	0
TOTAL FOR MONTH			39	2	1	14	0	0	91	0	15	122	2	18	0	0	0	266	4	34
																	304			

	2013 Data								2012 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
Mean Distance Between Failures	M2	157	80,000	140,264	7	5	110,668	110,632	130,466	9	135,422
	M4/M6	99	60,000	136,427	7	3	58,700	57,915	163,943	3	102,531
	M8	206	240,000	136,444	4	10	204,584	144,152	163,515	4	212,251
	M3	140	130,000	323,468	2	1	241,755	338,393	259,523	0	1,124,251
	M7	336	450,000	1,995,254	4	0	925,263	851,428	612,544	3	602,076
	Coach	213	290,000	708,682	5	2	283,898	343,923	1,355,359	1	415,709
	P-32	31	35,000	29,017	5	7	29,433	30,263	96,034	2	61,146
	BL-20	12	12,000	21,044	3	1	18,907	12,348	5,898	4	11,099
	Fleet	1194	155,000	221,906	37	29	173,493	159,025	230,317	26	200,776
	M2/4/6/8		120,000	137,502	18	18	122,393	103,357	145,005	16	137,096
M3/7		310,000	2,318,722	6	1	662,376	708,918	699,052	3	642,297	
Diesel/Coach		120,000	164,153	13	10	125,077	128,291	224,431	7	161,368	

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	May	YTD thru May	May	YTD thru May
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%	97.3%	97.2%	97.4%	97.4%
		AM Peak	97.1%	98.1%	98.1%	98.7%	97.8%
		PM Peak	96.3%	95.8%	97.5%	99.3%	98.9%
		Total Peak		97.0%	97.8%	99.0%	98.3%
		Off Peak Weekday	97.1%	97.4%	96.9%	96.3%	97.2%
		Weekend	97.3%	98.0%	96.9%	97.4%	96.3%
	Pascack Line	Overall	97.6%	98.7%	97.6%	98.4%	98.3%
	Valley Line	AM Peak	97.8%	97.7%	98.3%	98.9%	98.7%
		PM Peak	97.3%	99.4%	98.8%	98.7%	98.9%
		Total Peak		98.5%	98.5%	98.8%	98.8%
		Off Peak Weekday	97.5%	99.0%	97.2%	97.7%	98.3%
		Weekend	97.8%	98.6%	97.2%	99.1%	97.3%
	Port Jervis Line	Overall	96.2%	95.3%	96.7%	96.1%	96.2%
		AM Peak	96.2%	98.5%	97.8%	98.5%	96.7%
		PM Peak	95.2%	91.6%	96.0%	100.0%	98.9%
	Total Peak		95.1%	96.9%	99.2%	97.8%	
	Off Peak Weekday	96.5%	94.8%	96.5%	94.2%	95.6%	
	Weekend	96.5%	96.9%	96.5%	94.5%	94.5%	
Operating Statistics	Trains Scheduled		1,729	8,384	1,686	8,206	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		23.0	20.4	19.4	20.5	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	80	23	86	17	81	
	Trains Canceled		1	17	3	8	
	Trains Terminated		4	18	3	15	
	Percent of Scheduled Trips Completed	99.8%	99.7%	99.6%	99.6%	99.7%	

MAY 2013 STANDEE REPORT

East of Hudson

			MAY 2012	YTD 2012	MAY 2013	YTD 2013
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	12	3	0	0
		Total Standees	12	3	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	4	16	10	32
		Total Standees	4	16	10	32
EAST OF HUDSON TOTAL - AM PEAK			16	19	10	32
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	1	1
		Total Standees	0	0	1	1
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	3	1	1	3
		Total Standees	3	1	1	3
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	60	15	5	17
		Total Standees	60	15	5	17
EAST OF HUDSON TOTAL - PM PEAK			63	16	7	21

West of Hudson

			MAY 2012	YTD 2012	MAY 2013	YTD 2013
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	0
		Total Standees	0	1	0	0
AM Peak	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	1	0	0
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
PM Peak	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.