



Metro-North Railroad

Operations Report

Performance Summary			2013 Data			2012 Data	
			Annual Goal	June	YTD thru June	June	YTD thru June
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%	94.6%	96.9%	96.8%	98.1%
		AM Peak	97.0%	92.4%	95.7%	97.1%	98.1%
		AM Reverse Peak	97.6%	97.3%	97.1%	97.7%	98.3%
		PM Peak	98.0%	96.6%	97.1%	95.3%	98.0%
		Total Peak		94.8%	96.5%	96.4%	98.1%
		Off Peak Weekday	97.9%	93.2%	96.7%	96.2%	97.9%
		Weekend	97.9%	96.6%	98.0%	98.8%	98.5%
	Hudson Line	Overall	98.2%	97.1%	98.0%	97.8%	98.5%
		AM Peak	98.0%	97.4%	97.7%	98.4%	99.1%
		AM Reverse Peak	98.5%	100.0%	98.4%	96.2%	98.5%
		PM Peak	98.4%	97.7%	98.1%	97.8%	98.6%
		Total Peak		97.9%	98.0%	97.9%	98.8%
		Off Peak Weekday	98.1%	96.1%	98.0%	97.6%	98.5%
		Weekend	98.2%	97.6%	98.2%	97.8%	98.1%
	Harlem Line	Overall	98.3%	96.2%	97.7%	97.8%	98.5%
		AM Peak	98.0%	95.8%	97.1%	98.3%	98.3%
		AM Reverse Peak	98.0%	98.3%	98.2%	98.9%	98.3%
		PM Peak	98.5%	98.5%	97.5%	96.5%	98.9%
		Total Peak		97.2%	97.4%	97.7%	98.5%
		Off Peak Weekday	98.4%	94.4%	97.7%	97.3%	98.3%
		Weekend	98.5%	97.6%	98.5%	99.2%	98.7%
	New Haven Line	Overall	97.2%	91.8%	95.6%	95.5%	97.6%
		AM Peak	95.7%	86.7%	93.5%	95.3%	97.3%
		AM Reverse Peak	96.8%	94.8%	95.5%	97.4%	98.1%
		PM Peak	97.5%	94.5%	96.3%	92.6%	96.9%
		Total Peak		90.9%	94.9%	94.5%	97.3%
		Off Peak Weekday	97.5%	90.5%	95.2%	94.6%	97.3%
		Weekend	97.4%	95.1%	97.4%	99.1%	98.7%
Operating Statistics			Trains Scheduled			17,702	106,361
Avg. Delay per Late Train (min)				11.5	12.7	13.8	14.3
			<i>excluding trains canceled or terminated</i>				
Trains Over 15 min. Late			1,000	139	663	131	476
			<i>excluding trains canceled or terminated</i>				
Trains Canceled			160	4	39	5	81
Trains Terminated			160	20	159	19	103
Percent of Scheduled Trips Completed			99.8%	99.9%	99.8%	99.9%	99.8%
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%	99.8%	99.8%	99.8%
		AM Peak	99.8%	99.7%	99.5%	99.6%	99.6%
		AM Reverse Peak	99.8%	99.9%	99.9%	99.8%	99.9%
		PM Peak	99.8%	99.7%	99.6%	99.8%	99.8%
		Total Peak	99.8%	99.7%	99.6%	99.7%	99.7%
		Off Peak Weekday	99.8%	99.9%	99.9%	99.9%	99.9%
		Weekend	99.8%	99.9%	99.8%	99.9%	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%	99.9%	99.9%	99.7%	99.9%
		PM Peak	99.8%	99.7%	99.8%	99.9%	99.9%
	New Haven Line	AM Peak	99.8%	99.4%	98.8%	99.2%	99.2%
		PM Peak	99.8%	99.5%	99.3%	99.5%	99.8%

Categories of Delay		2013 Data			2012 Data	
		May	June	YTD thru June	June	YTD thru June
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	451	1361	2570	236	924
	Capital Projects	5	62	75	37	73
	Maintenance of Equipment	148	256	935	161	656
	Operations Services	55	40	163	35	89
	Police Incidents	28	67	263	64	198
	Other	5	62	75	37	73
	Customers	56	67	281	60	185
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	1	0	2	7	22
	Weather and Environmental	46	20	269	78	171


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			
06/01	Sat	Various speed restrictions on the New Haven line.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
06/02	Sun	Various speed restrictions affecting service on all 3 lines.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
06/04	Tue	Congestion due to two track circuits down 753BK and 793BK on track 3 at Tremont.	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	17	0	0
06/04	Tue	Dogs on track 2 and 4 at Irvington Station, MTAPD requested 3rd Rail Power off, causing delays.	0	0	0	0	0	0	6	0	0	4	0	0	0	0	0	10	0	0
06/05	Wed	Various speed restrictions affecting service on all 3 lines.	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	13	0	0
06/07	Fri	Various speed restrictions affecting service on all 3 lines.	7	0	0	2	0	0	0	0	0	4	0	0	0	0	0	13	0	0
06/10	Mon	Trains were delayed account CH Track Circuit down at CP1.	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0
06/11	Tue	Various speed restrictions affecting service on all 3 lines.	6	0	0	0	0	0	0	0	0	4	0	0	0	0	0	10	0	0
06/12	Wed	CP5 to CP1 signals of trains ahead account EF Track Circuit down.	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0
06/13	Thr	Train 1710 went into emergency at CP112, lined from Harlem track 3 and New Haven track 2, and again on track 4 East of Mt. Vernon, changed equipment at New Rochelle, causing delays.	3	0	0	2	0	0	0	0	0	7	0	0	0	0	0	12	0	0
06/14	Fri	Unable to recover control of Walk Bridge (CP241) after a scheduled bridge opening.	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	40	0	0
06/14	Fri	Train 1935 disabled at Stratford due to equipment fault.	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	10	0	0
06/17	Mon	Speed restrictions at various locations on all 3 lines due to track conditions.	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	25	0	0
06/17	Mon	Track circuit down, 374BK, on track 4 south of 125th Street, causing congestion.	0	0	0	0	0	0	3	0	0	17	0	0	0	0	0	20	0	0
06/17	Mon	The 12 Switch failed to go normal at CP5 and train 515 disabled equipment on track 3 from CP5 to CP106, causing congestion.	7	0	0	0	0	0	0	0	0	10	0	0	0	0	0	17	0	0
06/18	Tue	Speed restrictions due to MofW activity from CP143 to CP152 and GCT to CP112.	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	0	0
06/18	Tue	Speed restrictions due to various MofW activity on the New Haven line.	9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	12	0	0

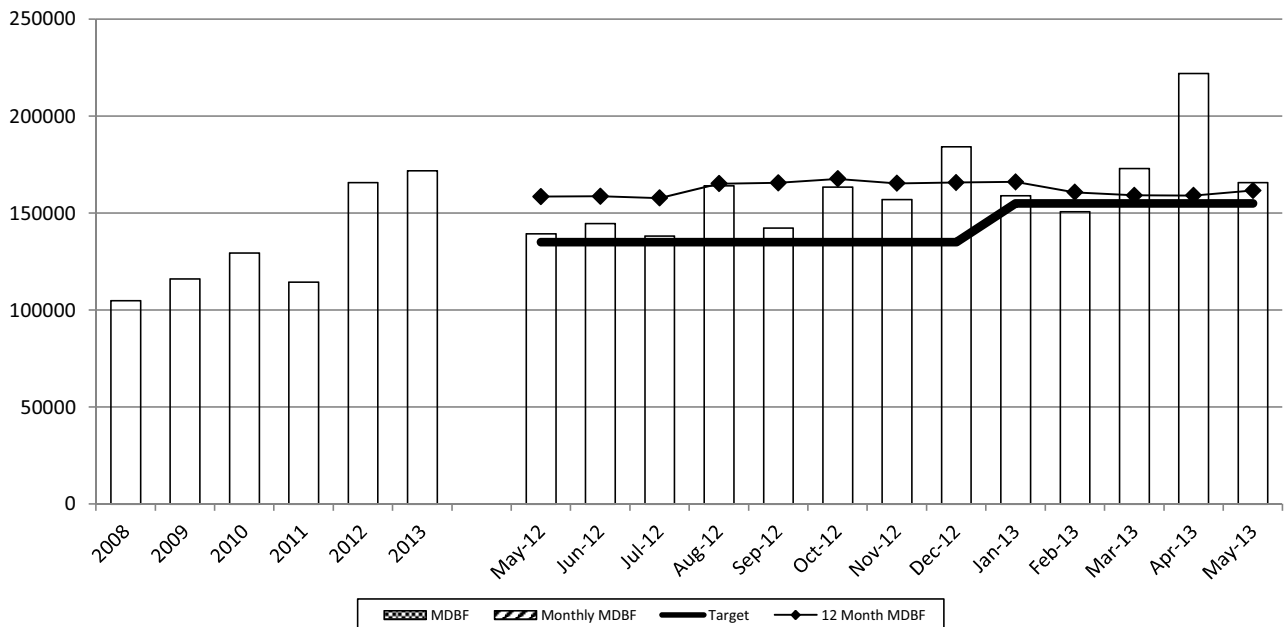
06/19	Wed	Speed restrictions on all 3 lines due to MofW activity.	0	0	0	0	0	0	1	0	0	21	0	0	0	0	0	22	0	0
06/19	Wed	Police activity between Darien and South Norwalk, causing delays.	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0
06/20	Thr	Speed restrictions on all 3 lines due to MofW activity.	2	0	0	0	0	0	1	0	0	8	0	0	0	0	0	11	0	0
06/21	Fri	Speed restrictions on all 3 lines due to MofW activity.	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	10	0	0
06/21	Fri	Various MofW activity on the Harlem and New Haven lines.	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	10	0	0
06/24	Mon	Various MofW activity on the New Haven line.	3	0	0	1	0	0	0	0	0	7	0	0	0	0	0	11	0	0
06/25	Tue	Various MofW activity on the Harlem and New Haven lines, including the Track Dept removal of a downed tree branch on track 3 between Botanical Gardens and Williams Bridge.	1	0	0	3	0	0	1	0	0	9	0	0	0	0	0	14	0	0
06/26	Wed	Congestion from CP5 to CP1 due to hanging wire cable just north of YS1 Signal.	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	27	0	0
06/26	Wed	Speed restrictions due to various MofW activity on the New Haven line.	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	0	0
06/26	Wed	MofW activity on track 2 from CP143 - CP152, causing delays.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0
06/27	Thr	Speed restrictions due to various MofW activity from MP 21.3 - MP 53.5 on the New Haven line.	1	0	0	0	0	0	1	0	0	11	0	0	0	0	0	13	0	0
06/28	Fri	21 Switch failure at CP 112, causing congestion from CP 112 to CP 1.	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0
06/28	Fri	Speed restrictions due to various MofW activity on the Harlem and New Haven lines.	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	10	0	0
06/28	Fri	Speed restrictions due to various MofW activity from MP 21.3 - MP 53.5 on the New Haven line.	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0	0
TOTAL FOR MONTH			124	0	0	10	0	0	36	0	0	272	0	0	20	0	0	462	0	0
			462																	

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M2	134	80,000	97,363	6	7	107,929	110,193	105,932	11	128,520
	M4/M6	98	60,000	44,093	6	9	54,944	54,012	107,989	5	103,622
	M8	220	240,000	206,435	6	7	205,002	150,943	119,476	6	177,460
	M3	140	130,000	180,194	2	2	224,167	289,360	272,003	0	1,396,954
	M7	336	450,000	684,130	4	3	859,500	856,353	641,447	3	609,950
	Coach	213	290,000	731,147	5	2	326,493	360,092	355,635	4	401,574
	P-32	31	35,000	34,386	5	6	30,362	32,484	18,376	11	40,691
	BL-20	12	12,000	5,874	3	4	13,115	12,918	4,547	5	9,375
	Fleet	1184	155,000	165,708	37	40	171,763	161,586	139,240	45	183,787
	M2/4/6/8		120,000	109,714	18	23	119,477	103,349	110,093	22	130,345
	M3/7		310,000	482,556	6	5	612,426	677,302	732,114	3	659,158
	Diesel/Coach		120,000	141,009	13	12	128,161	136,052	82,371	20	134,589

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	June	YTD thru June	June	YTD thru June
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%	97.4%	97.3%	98.3%	97.5%
		AM Peak	97.1%	99.6%	98.3%	98.6%	98.0%
		PM Peak	96.3%	96.5%	97.4%	96.7%	98.5%
		Total Peak		98.1%	97.9%	97.7%	98.2%
		Off Peak Weekday	97.1%	97.4%	97.0%	98.5%	97.4%
		Weekend	97.3%	96.3%	96.8%	98.8%	96.7%
	Pascack Line	Overall	97.6%	98.0%	97.7%	98.7%	98.3%
	Valley Line	AM Peak	97.8%	100.0%	98.6%	98.8%	98.7%
		PM Peak	97.3%	98.6%	98.7%	98.6%	98.9%
		Total Peak		99.3%	98.7%	98.7%	98.8%
		Off Peak Weekday	97.5%	97.7%	97.3%	98.1%	98.3%
		Weekend	97.8%	96.7%	97.1%	100.0%	97.8%
	Port Jervis Line	Overall	96.2%	96.5%	96.6%	97.6%	96.4%
		AM Peak	96.2%	99.2%	98.0%	98.4%	97.0%
		PM Peak	95.2%	94.2%	95.7%	94.4%	98.1%
		Total Peak		96.7%	96.9%	96.4%	97.6%
		Off Peak Weekday	96.5%	96.8%	96.6%	99.0%	96.2%
		Weekend	96.5%	95.7%	96.4%	96.8%	94.9%
Operating Statistics							
	Trains Scheduled			1,640	10,024	1,623	9,829
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			28.3	21.6	17.6	20.2
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	18	104	9	90
	Trains Canceled			2	19	0	8
	Trains Terminated			6	24	6	21
	Percent of Scheduled Trips Completed		99.8%	99.5%	99.6%	99.6%	99.7%

JUNE 2013 STANDEE REPORT

East of Hudson

East of Hudson			JUNE 2012	YTD 2012	JUNE 2012	YTD 2012
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	27	7	0	0
		Total Standees	27	7	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	5	14	18	30
		Total Standees	5	14	18	30
	EAST OF HUDSON TOTAL - AM PEAK			32	21	18
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	1	1	0	2
		Total Standees	1	1	0	2
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	17	15	8	16
		Total Standees	17	15	8	16
	EAST OF HUDSON TOTAL - PM PEAK			18	16	8

West of Hudson

West of Hudson			JUNE 2012	YTD 2012	JUNE 2012	YTD 2012
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	0
		Total Standees	0	1	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	1	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

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.