



Metro-North Railroad

Operations Report

| Performance Summary | | | 2013 Data | | | 2012 Data | |
|--|-----------------------------|--|----------------|---------------|-----------------|---------------|-----------------|
| | | | Annual Goal | August | YTD thru August | August | YTD thru August |
| 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% | 92.2% | 95.6% | 96.7% | 97.7% |
| | | AM Peak | 97.0% | 89.1% | 93.8% | 97.4% | 97.9% |
| | | AM Reverse Peak | 97.6% | 93.4% | 96.3% | 97.5% | 98.1% |
| | | PM Peak | 98.0% | 91.5% | 95.9% | 96.7% | 97.5% |
| | | Total Peak | | 90.7% | 95.0% | 97.1% | 97.8% |
| | | Off Peak Weekday | 97.9% | 91.7% | 95.2% | 96.1% | 97.5% |
| | | Weekend | 97.9% | 96.2% | 97.5% | 97.2% | 98.2% |
| | Hudson Line | Overall | 98.2% | 97.1% | 97.2% | 95.9% | 98.1% |
| | | AM Peak | 98.0% | 96.6% | 96.6% | 98.7% | 99.0% |
| | | AM Reverse Peak | 98.5% | 99.6% | 98.0% | 95.7% | 98.0% |
| | | PM Peak | 98.4% | 97.5% | 97.7% | 95.0% | 98.0% |
| | | Total Peak | | 97.4% | 97.2% | 96.7% | 98.5% |
| | | Off Peak Weekday | 98.1% | 96.6% | 96.9% | 94.1% | 97.7% |
| | | Weekend | 98.2% | 97.3% | 97.8% | 97.5% | 98.0% |
| | Harlem Line | Overall | 98.3% | 94.3% | 96.8% | 98.2% | 98.3% |
| | | AM Peak | 98.0% | 92.3% | 95.6% | 97.9% | 98.3% |
| | | AM Reverse Peak | 98.0% | 93.2% | 97.2% | 98.2% | 98.3% |
| | | PM Peak | 98.5% | 92.8% | 96.4% | 97.8% | 98.4% |
| | | Total Peak | | 92.6% | 96.2% | 97.9% | 98.3% |
| | | Off Peak Weekday | 98.4% | 94.2% | 96.6% | 98.1% | 98.1% |
| | | Weekend | 98.5% | 97.6% | 98.1% | 99.5% | 98.7% |
| | New Haven Line | Overall | 97.2% | 87.7% | 93.7% | 96.0% | 97.1% |
| | | AM Peak | 95.7% | 81.9% | 90.6% | 96.3% | 96.9% |
| | | AM Reverse Peak | 96.8% | 89.8% | 94.6% | 97.8% | 97.9% |
| | | PM Peak | 97.5% | 86.7% | 94.3% | 97.0% | 96.5% |
| | | Total Peak | | 85.0% | 92.7% | 96.8% | 96.9% |
| | | Off Peak Weekday | 97.5% | 86.7% | 93.1% | 95.7% | 96.9% |
| | | Weekend | 97.4% | 94.6% | 96.9% | 95.3% | 98.0% |
| | Operating Statistics | Trains Scheduled | | 19,444 | 148,012 | 18,753 | 143,245 |
| | | Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i> | | 10.5 | 11.8 | 13.7 | 14.5 |
| | | Trains Over 15 min. Late <i>excluding trains canceled or terminated</i> | 1,000 | 184 | 1,112 | 129 | 763 |
| | | Trains Canceled | 160 | 8 | 73 | 50 | 142 |
| | | Trains Terminated | 160 | 14 | 222 | 44 | 170 |
| Percent of Scheduled Trips Completed | | 99.8% | 99.9% | 99.8% | 99.5% | 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% | 99.6% | 99.7% | 99.7% |
| | AM Peak | | 99.8% | 99.3% | 99.4% | 99.5% | 99.6% |
| | | AM Reverse Peak | 99.8% | 99.8% | 99.9% | 99.8% | 100.0% |
| | | PM Peak | 99.8% | 99.5% | 99.6% | 99.4% | 99.8% |
| | | Total Peak | 99.8% | 99.5% | 99.6% | 99.5% | 99.7% |
| | | Off Peak Weekday | 99.8% | 99.6% | 99.8% | 99.8% | 99.9% |
| | | Weekend | 99.8% | 99.7% | 99.8% | 99.7% | 99.8% |
| | Hudson Line | AM Peak | 99.8% | 99.7% | 99.9% | 100.0% | 99.9% |
| | | PM Peak | 99.8% | 99.7% | 99.9% | 99.8% | 99.9% |
| | Harlem Line | AM Peak | 99.8% | 99.5% | 99.8% | 99.9% | 99.9% |
| | | PM Peak | 99.8% | 99.5% | 99.8% | 100.0% | 99.9% |
| | New Haven Line | AM Peak | 99.8% | 99.0% | 98.8% | 98.8% | 99.0% |
| | | PM Peak | 99.8% | 99.5% | 99.3% | 98.7% | 99.6% |

| Categories of Delay | | 2013 Data | | | 2012 Data | |
|--|---|------------------|--------|--------------------|------------------|--------------------|
| | | July | August | YTD thru August | August | YTD thru August |
| 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 | 2216 | 3204 | 7990 | 179 | 1326 |
| | Capital Projects | 4 | 2 | 81 | 95 | 185 |
| | Maintenance of Equipment | 328 | 64 | 1327 | 116 | 987 |
| | Operations Services | 34 | 21 | 218 | 21 | 135 |
| | Police Incidents | 88 | 60 | 411 | 93 | 341 |
| | Other | 4 | 131 | 210 | 95 | 185 |
| | Customers | 81 | 73 | 435 | 67 | 333 |
| | 3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i> | 2 | 0 | 4 | 0 | 32 |
| | Weather and Environmental | 110 | 10 | 389 | 118 | 413 |


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 | | | |
| 08/01 | Thr | Delays due to MofW work from GCT through the Bronx and various locations on all three lines. | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 |
| 08/02 | Fri | Delays due to MofW work from GCT through the Bronx and various locations on all three lines. | 20 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 |
| 08/05 | Mon | Delays due to MofW work from GCT through the Bronx and various locations on all three lines. | 11 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 |
| 08/06 | Tue | Delays due to MofW work from GCT through the Bronx and various locations on all three lines. | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 |
| 08/06 | Tue | Speed restrictions due to various MofW activity on Harlem and New Haven lines. | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| 08/07 | Wed | Speed restrictions due to various MofW activity on Harlem and New Haven lines. | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 |
| 08/07 | Wed | Delays due to MofW work from GCT through the Bronx and various locations on all three lines. | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 |
| 08/08 | Thr | Delays due to MofW work from GCT through the Bronx and various locations on all three lines. | 11 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 |
| 08/09 | Fri | Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays. | 24 | 0 | 0 | 9 | 0 | 0 | 27 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 |
| 08/09 | Fri | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 |
| 08/09 | Fri | Delays on the Harlem and New Haven lines due to numerous MofW projects that resulted in speed restrictions. | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 |
| 08/09 | Fri | Track Circuit BK2181 down from CP123-CP121, causing delays. | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| 08/10 | Sat | Speed restrictions due to various MofW activity on all three lines. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 |
| 08/12 | Mon | Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays. | 10 | 0 | 0 | 1 | 0 | 0 | 24 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 |
| 08/12 | Mon | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 20 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 |
| 08/13 | Tue | Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays. | 17 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | | |
|-------|------------|--|----|---|---|----|---|---|----|---|---|----|---|---|----|---|---|----|---|---|
| 08/13 | Tue | Congestion due to Third Rail down on track 3 at Fordham, affecting trains from CP4 – CP112. | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 |
| 08/13 | Tue | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 |
| 08/14 | Wed | Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays. | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 |
| 08/14 | Wed | Operating Restrictions due to various MofW activity on the New Haven line, resulting in congestion. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| 08/15 | Thr | Programmed MofW work from GCT through the Bronx and various locations on all three lines, causing delays. | 25 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 |
| 08/16 | Fri | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08/16 | Fri | Train 1456 was disabled on track 2 at CP215 unable to take power, swapped crew and equipment with train 1279 and Vicor hit on track 3 at CP217, causing congestion from CP212-CP217. | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 |
| 08/16 | Fri | Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| 08/20 | Tue | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |
| 08/22 | Thr | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 17 | 1 | 0 | 14 | 0 | 1 | 8 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 64 | 2 | 1 |
| 08/22 | Thr | Programmed MofW work from GCT through the Bronx and various locations on the Harlem and New Haven lines, causing delays. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 |
| 08/22 | Thr | Train 1752 went into emergency due to unable to recharge equipment west of Larchmont, causing delays between CP217-CP232. | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 |
| 08/23 | Fri | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 4 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 |
| 08/24 | Sat | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 |
| 08/26 | Mon | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 5 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 |
| 08/27 | Tue | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |

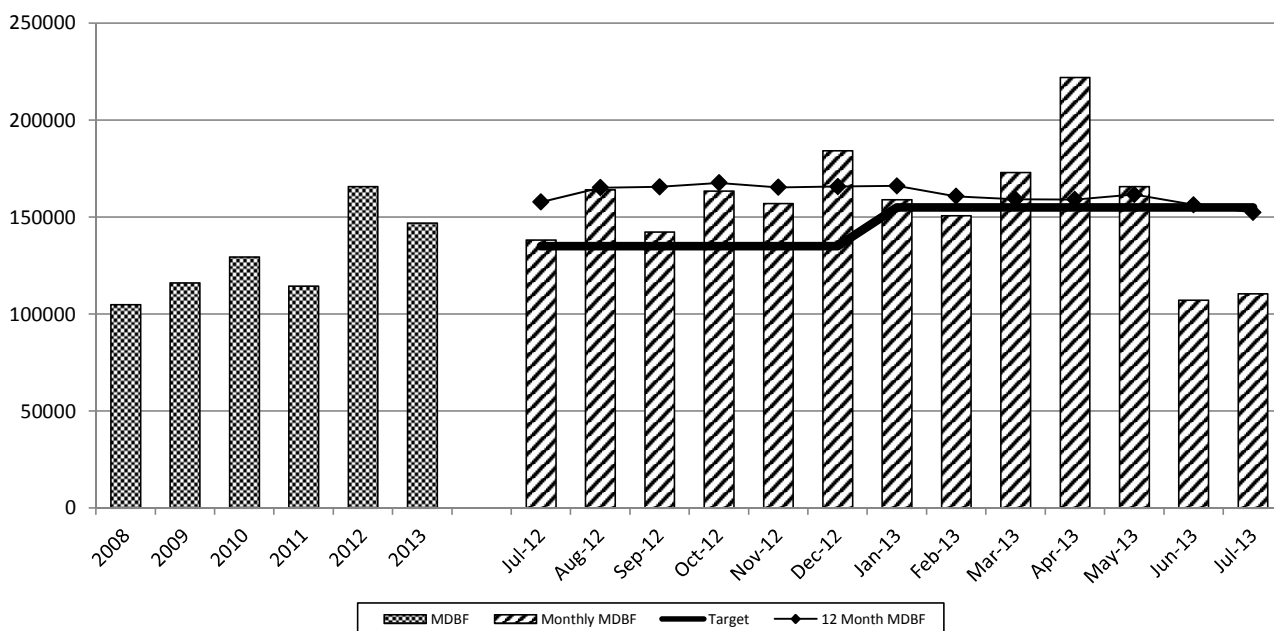
| | | | | | | | | | | | | | | | | | | | | |
|-----------------|-----|--|-----|---|---|----|---|---|-----|---|---|-----|---|---|----|---|---|-----|---|---|
| 08/28 | Wed | Heavy police activity at the Greenwich Station with all 4 tracks blocked, causing delays. | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 |
| 08/29 | Thr | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |
| 08/30 | Fri | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 |
| 08/31 | Sat | Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 |
| TOTAL FOR MONTH | | | 276 | 1 | 0 | 53 | 0 | 1 | 201 | 0 | 0 | 416 | 1 | 0 | 35 | 0 | 0 | 981 | 2 | 1 |
| | | | | | | | | | | | | | | | | | | 984 | | |

| | Equip- ment Type | Total Fleet Size | 2013 Data | | | | | | 2012 Data | | |
|---|------------------------|------------------------|-------------------------|------------------------|----------------------------|--------------------------------------|------------------------------------|--|------------------------|--------------------------------------|------------------------------------|
| | | | MDBF Goal (miles) | Jul MDBF (miles) | Primary Failure Goal | Jul No. of Primary Failures | YTD MDBF thru Jul (miles) | 12 month MDBF Rolling Avg (miles) | Jul MDBF (miles) | Jul No. of Primary Failures | YTD MDBF thru Jul (miles) |
| Mean Distance Between Failures | M2 | 120 | 80,000 | 67,560 | 6 | 8 | 82,217 | 94,466 | 115,396 | 9 | 123,417 |
| | M4/M6 | 96 | 60,000 | 24,226 | 6 | 16 | 41,632 | 43,201 | 84,407 | 6 | 98,210 |
| | M8 | 244 | 240,000 | 137,692 | 6 | 12 | 189,319 | 166,023 | 69,250 | 13 | 131,980 |
| | M3 | 140 | 130,000 | 172,013 | 2 | 2 | 202,191 | 256,124 | 279,962 | 0 | 646,156 |
| | M7 | 336 | 450,000 | 278,419 | 4 | 7 | 556,826 | 700,586 | 378,126 | 5 | 586,591 |
| | Coach | 213 | 290,000 | 354,267 | 5 | 4 | 358,781 | 387,646 | 276,561 | 5 | 368,480 |
| | P-32 | 31 | 35,000 | 22,199 | 5 | 9 | 30,355 | 33,552 | 32,367 | 6 | 34,807 |
| | BL-20 | 12 | 12,000 | 26,826 | 3 | 1 | 9,734 | 11,251 | 22,457 | 1 | 9,526 |
| | Fleet | 1192 | 155,000 | 110,459 | 37 | 59 | 146,835 | 152,365 | 138,118 | 45 | 168,967 |
| | M2/4/6/8 | | 120,000 | 71,678 | 18 | 36 | 97,923 | 95,737 | 87,331 | 28 | 118,734 |
| | M3/7 | | 310,000 | 254,773 | 6 | 9 | 445,370 | 565,315 | 434,118 | 5 | 593,739 |
| | Diesel/Coach | | 120,000 | 117,406 | 13 | 14 | 124,759 | 137,711 | 133,289 | 12 | 126,498 |

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 | August | YTD thru August | August | YTD thru August | |
| 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% | 96.9% | 97.2% | 97.3% | 97.4% | |
| | | AM Peak | 97.1% | 97.4% | 98.2% | 98.1% | 97.9% | |
| | | PM Peak | 96.3% | 96.2% | 97.0% | 96.0% | 98.1% | |
| | | Total Peak | | 96.8% | 97.7% | 97.1% | 98.0% | |
| | | Off Peak Weekday | 97.1% | 96.7% | 96.8% | 97.6% | 97.4% | |
| | | Weekend | 97.3% | 97.4% | 97.0% | 97.0% | 96.3% | |
| | Pascack Line | Overall | 97.6% | 96.7% | 97.5% | 97.0% | 98.3% | |
| | | Valley Line | AM Peak | 97.8% | 99.4% | 98.7% | 98.4% | 98.8% |
| | | | PM Peak | 97.3% | 94.8% | 97.5% | 94.4% | 98.4% |
| | | | Total Peak | | 97.3% | 98.1% | 96.5% | 98.6% |
| | | | Off Peak Weekday | 97.5% | 95.5% | 97.1% | 97.4% | 98.2% |
| | | | Weekend | 97.8% | 97.2% | 97.2% | 96.9% | 97.8% |
| | Port Jervis Line | Overall | 96.2% | 97.1% | 96.7% | 97.7% | 96.1% | |
| | | AM Peak | 96.2% | 94.7% | 97.6% | 97.8% | 96.7% | |
| | | PM Peak | 95.2% | 97.7% | 96.5% | 97.8% | 97.7% | |
| | | Total Peak | | 96.2% | 97.1% | 97.8% | 97.2% | |
| | | Off Peak Weekday | 96.5% | 97.7% | 96.4% | 97.8% | 96.2% | |
| | | Weekend | 96.5% | 97.6% | 96.7% | 97.3% | 93.8% | |
| Operating Statistics | | | | | | | | |
| Trains Scheduled | | | 1,508 | 12,990 | 1,707 | 13,203 | | |
| Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small> | | | 18.7 | 20.9 | 22.6 | 20.7 | | |
| Trains Over 15 min. Late <small>excluding trains canceled or terminated</small> | | | 80 | 19 | 138 | 18 | 139 | |
| Trains Canceled | | | 3 | 27 | 1 | 11 | | |
| Trains Terminated | | | 5 | 32 | 9 | 35 | | |
| Percent of Scheduled Trips Completed | | | 99.8% | 99.5% | 99.5% | 99.4% | 99.7% | |

AUGUST 2013 STANDEE REPORT

East of Hudson

| East of Hudson | | | AUGUST 2012 | YTD 2012 | AUGUST 2013 | YTD 2013 |
|--------------------------|--------------------------------|------------------|----------------|-------------|----------------|-------------|
| Daily Average AM Peak | Hudson Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 0 | 0 | 2 | 0 |
| | | Total Standees | 0 | 0 | 2 | 0 |
| | Harlem Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 1 | 5 | 0 | 0 |
| | | Total Standees | 1 | 5 | 0 | 0 |
| | New Haven Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 10 | 17 | 23 | 26 |
| | | Total Standees | 10 | 17 | 23 | 26 |
| | EAST OF HUDSON TOTAL - AM PEAK | | 11 | 22 | 25 | 26 |
| Daily Average PM 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 | 0 | 1 | 2 | 3 |
| | | Total Standees | 0 | 1 | 2 | 3 |
| | New Haven Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 23 | 8 | 11 | 17 |
| | | Total Standees | 23 | 8 | 11 | 17 |
| | EAST OF HUDSON TOTAL - PM PEAK | | 23 | 9 | 13 | 20 |

West of Hudson

| West of Hudson | | | AUGUST 2012 | YTD 2012 | AUGUST 2013 | YTD 2013 |
|--------------------------|--------------------------------|------------------|----------------|-------------|----------------|-------------|
| Daily Average AM Peak | Port Jervis Line | Program Standees | 0 | 0 | 0 | 0 |
| | | Add'l Standees | 1 | 0 | 0 | 0 |
| | | Total Standees | 1 | 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 | | 1 | 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).

Notes: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Annulled or terminated trains are not included in this report. Holidays and Special Events for which there are special equipment programs are not included.