



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) <small>excluding trains canceled or terminated</small>		10.5	11.8	13.7	14.5		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,000	184	1,112	763		
	Trains Canceled		160	8	73	50		
	Trains Terminated		160	14	222	44		
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.8%	99.5%		
Consist Compliance	System	Overall	99.8%	99.6%	99.7%	99.7%	99.7%	
<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%	99.3%	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.					
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

(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																	
			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
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

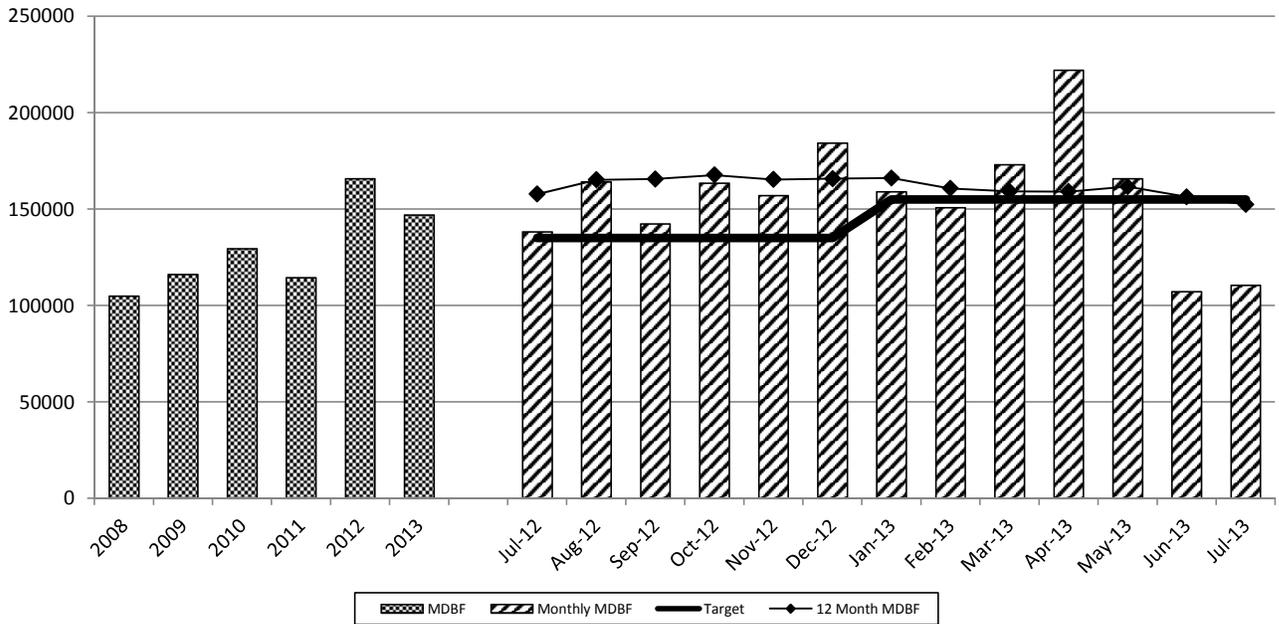
08/13	Tue	Congestion due to Third Rail down on track 3 at Fordham, affecting trains from CP4 – CP112.	0	0	0	0	0	0	26	0	0	3	0	0	0	0	0	29	0	0
08/13	Tue	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	13	0	0	0	0	0	0	0	0	7	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	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	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	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	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		

	2013 Data								2012 Data		
	Equip-ment Type	Total Fleet Size	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

			AUGUST 2012	YTD 2012	AUGUST 2013	YTD 2013
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	2	0
		Total Standees	0	0	2	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	1	5	0	0
		Total Standees	1	5	0	0
New Haven Line	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	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	2	3
		Total Standees	0	1	2	3
New Haven Line	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

			AUGUST 2012	YTD 2012	AUGUST 2013	YTD 2013
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	1	0	0	0
		Total Standees	1	0	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			1	0	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).

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.

Performance Summary			2013 Data			2012 Data		
			Annual Goal	September	YTD thru September	September	YTD thru September	
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%	94.4%	95.5%	97.0%	97.7%	
		AM Peak	97.0%	93.6%	93.8%	98.5%	98.0%	
		AM Reverse Peak	97.6%	94.4%	96.1%	98.8%	98.2%	
		PM Peak	98.0%	94.5%	95.7%	94.0%	97.1%	
		Total Peak		94.1%	94.9%	96.7%	97.7%	
		Off Peak Weekday	97.9%	93.4%	95.0%	96.3%	97.3%	
		Weekend	97.9%	96.5%	97.4%	98.4%	98.3%	
		Hudson Line	Overall	98.2%	98.1%	97.3%	97.9%	98.1%
			AM Peak	98.0%	98.5%	96.8%	99.7%	99.1%
			AM Reverse Peak	98.5%	99.2%	98.2%	100.0%	98.2%
			PM Peak	98.4%	98.5%	97.8%	95.8%	97.8%
			Total Peak		98.6%	97.4%	98.1%	98.4%
			Off Peak Weekday	98.1%	97.8%	97.0%	97.9%	97.7%
			Weekend	98.2%	97.8%	97.8%	97.6%	98.0%
		Harlem Line	Overall	98.3%	98.1%	96.9%	97.6%	98.2%
			AM Peak	98.0%	97.9%	95.9%	99.6%	98.4%
			AM Reverse Peak	98.0%	96.4%	97.1%	99.7%	98.5%
			PM Peak	98.5%	99.3%	96.7%	94.7%	98.0%
			Total Peak		98.2%	96.4%	97.8%	98.3%
			Off Peak Weekday	98.4%	98.0%	96.8%	96.7%	97.9%
			Weekend	98.5%	97.9%	98.1%	98.7%	98.7%
		New Haven Line	Overall	97.2%	89.1%	93.2%	96.0%	97.0%
			AM Peak	95.7%	86.7%	90.2%	96.9%	96.9%
			AM Reverse Peak	96.8%	89.7%	94.1%	97.4%	97.8%
			PM Peak	97.5%	87.9%	93.7%	92.2%	96.0%
			Total Peak		87.7%	92.2%	95.0%	96.7%
			Off Peak Weekday	97.5%	87.1%	92.5%	95.1%	96.7%
			Weekend	97.4%	94.5%	96.6%	98.7%	98.1%
Operating Statistics	Trains Scheduled		18,342	166,353	17,177	160,422		
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		12.3	11.9	19.2	15.1		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,000	174	1,283	191		
	Trains Canceled		160	132	205	20		
	Trains Terminated		160	75	297	16		
	Percent of Scheduled Trips Completed		99.8%	98.9%	99.7%	99.8%		
Consist Compliance	System	Overall	99.8%	99.6%	99.7%	99.8%	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%	99.4%	99.4%	99.7%	99.6%	
		AM Reverse Peak	99.8%	99.9%	99.9%	100.0%	99.9%	
		PM Peak	99.8%	99.1%	99.6%	99.7%	99.8%	
		Total Peak	99.8%	99.3%	99.5%	99.7%	99.7%	
		Off Peak Weekday	99.8%	99.7%	99.8%	99.9%	99.9%	
		Weekend	99.8%	99.8%	99.8%	99.9%	99.8%	
		Hudson Line	AM Peak	99.8%	99.9%	99.9%	100.0%	99.9%
			PM Peak	99.8%	99.1%	99.8%	99.8%	99.9%
		Harlem Line	AM Peak	99.8%	99.3%	99.8%	100.0%	99.9%
			PM Peak	99.8%	98.8%	99.7%	99.6%	99.9%
		New Haven Line	AM Peak	99.8%	99.0%	98.8%	99.2%	99.1%
			PM Peak	99.8%	99.4%	99.4%	99.6%	99.7%

Categories of Delay	2013 Data			2012 Data	
	August	September	YTD thru September	September	YTD thru September
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	3204	1056	9046	103	1429
Capital Projects	2	7	88	11	196
Maintenance of Equipment	64	109	1436	165	1152
Operations Services	21	28	246	19	154
Police Incidents	60	57	468	21	362
Other	131	7	217	11	196
Customers	73	70	505	31	364
3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	0	1	5	0	32
Weather and Environmental	10	72	461	262	675

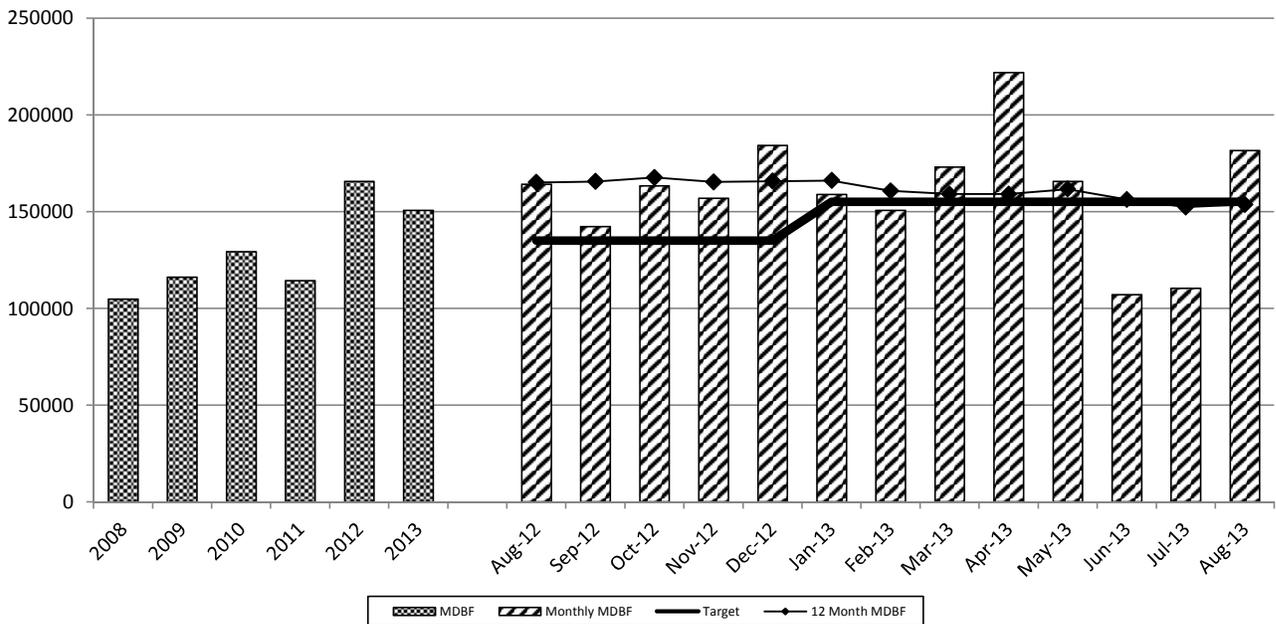
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																		TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxl'd	Term			
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T						
09/04	Wed	A ground in the overhead wire on track 3 from cp257 to cp261, at cp266 and from cp223 to the State line, causing delays on the New haven line.	7	0	0	2	0	0	0	0	0	1	0	0	0	0	0	10	0	0	10	0	0
09/05	Thr	Speed restrictions due to track work at various locations on all three lines, causing delays.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0	10	0	0
09/06	Fri	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	2	0	0	0	0	0	1	0	0	17	0	0	0	0	0	20	0	0	20	0	0
09/09	Mon	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	1	0	0	13	0	0	0	0	0	14	0	0	14	0	0
09/10	Tue	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	1	0	0	0	0	0	2	0	0	10	0	0	0	0	0	13	0	0	13	0	0
09/11	Wed	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	2	0	0	0	0	0	3	0	0	7	0	0	0	0	0	12	0	0	12	0	0
09/12	Thr	Congestion from cp112-cp3 due to tree down at MP11.	29	2	0	12	0	0	0	0	0	0	0	0	0	0	0	41	2	0	41	2	0
09/16	Mon	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	7	0	0	0	0	0	1	0	0	6	0	0	0	0	0	14	0	0	14	0	0
09/20	Fri	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	13	0	0	13	0	0
09/21	Sat	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	10	0	0
09/24	Tue	Unable to control cp1 Interlocking, causing delays.	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	0	15	0	0
09/25	Wed	Major disruption for service on the New Haven line due to Con Ed Feeder Failure, causing no overhead power from CAT37 - CAT183.	5	27	24	6	7	1	15	32	3	32	39	32	0	0	0	58	105	60	58	105	60
09/25	Wed	Train 2529 struck a trespasser on track 1 at White Plains Station, affecting service on the Harlem line.	0	0	0	0	0	0	0	0	0	11	3	2	0	0	0	11	3	2	11	3	2
09/26	Thr	Delays due to residual effect of Con Ed Feeder Failure from Wednesday, September 25th.	9	1	0	2	0	0	4	4	0	26	10	4	0	0	0	41	15	4	41	15	4
09/27	Fri	Delays due to residual effect of Con Ed Feeder Failure from Wednesday, September 25th.	5	0	0	4	0	0	4	0	0	18	0	0	0	0	0	31	0	0	31	0	0
09/28	Sat	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	14	0	0
09/30	Mon	Delays due to residual effect of Con Ed Feeder Failure from Wednesday, September 25th.	8	0	0	0	0	0	5	0	0	25	0	0	0	0	0	38	0	0	38	0	0
09/30	Mon	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	4	0	0	12	0	0	0	0	0	16	0	0	16	0	0
TOTAL FOR MONTH			75	30	24	26	7	1	41	36	3	215	52	38	24	0	0	381	125	66	381	125	66
																					572		

	Equip-ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Aug MDBF (miles)	Primary Failure Goal	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)	12 month MDBF Rolling Avg (miles)	Aug MDBF (miles)	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)
Mean Distance Between Failures	M2	104	80,000	108,373	6	5	84,293	93,357	113,897	9	122,275
	M4/M6	96	60,000	71,601	6	6	44,165	44,168	49,602	10	87,868
	M8	250	240,000	269,920	6	6	197,955	177,115	126,103	8	130,861
	M3	140	130,000	344,485	2	1	214,049	241,870	302,172	0	746,880
	M7	336	450,000	1,031,161	4	2	593,314	704,006	976,439	2	619,078
	Coach	213	290,000	164,725	5	9	310,267	355,765	279,697	5	354,160
	P-32	31	35,000	29,932	5	7	30,298	31,935	63,898	3	36,936
	BL-20	12	12,000	26,251	3	1	10,604	11,768	12,028	2	9,719
	Fleet	1182	155,000	181,516	37	37	150,665	153,657	164,082	39	168,308
	M2/4/6/8		120,000	152,411	18	17	102,798	99,249	93,701	27	114,613
M3/7		310,000	802,269	6	3	473,546	556,516	1,127,525	2	633,279	
Diesel/Coach		120,000	101,077	13	17	120,996	131,740	161,424	10	130,061	

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	September	YTD thru September	September	YTD thru September
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%	95.9%	97.0%	97.3%	97.4%
		AM Peak	97.1%	96.4%	98.0%	97.1%	97.8%
		PM Peak	96.3%	97.7%	97.1%	96.9%	98.0%
		Total Peak		97.0%	97.6%	97.0%	97.9%
		Off Peak Weekday	97.1%	94.2%	96.6%	96.8%	97.3%
		Weekend	97.3%	96.6%	96.9%	98.4%	96.6%
	Pascack Line	Overall	97.6%	97.3%	97.5%	98.2%	98.2%
	Valley Line	AM Peak	97.8%	98.8%	98.7%	98.1%	98.7%
		PM Peak	97.3%	98.6%	97.6%	99.3%	98.5%
		Total Peak		98.7%	98.2%	98.7%	98.6%
		Off Peak Weekday	97.5%	96.0%	97.1%	97.3%	98.1%
		Weekend	97.8%	97.1%	97.2%	99.2%	98.0%
	Port Jervis Line	Overall	96.2%	94.1%	96.4%	95.9%	96.1%
		AM Peak	96.2%	93.3%	97.2%	95.8%	96.6%
		PM Peak	95.2%	96.7%	96.6%	94.2%	97.4%
	Total Peak		95.0%	96.9%	95.0%	97.0%	
	Off Peak Weekday	96.5%	92.5%	96.0%	96.1%	96.2%	
	Weekend	96.5%	95.7%	96.6%	97.1%	94.2%	
Operating Statistics	Trains Scheduled		1,451	14,441	1,600	14,803	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		34.3	22.8	16.4	20.3	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	80	36	174	15	154	
	Trains Canceled		2	29	3	14	
	Trains Terminated		5	37	6	41	
	Percent of Scheduled Trips Completed		99.8%	99.5%	99.5%	99.4%	99.6%

SEPTEMBER 2013 STANDEE REPORT

East of Hudson

			SEPT 2012	YTD 2012	SEPT 2013	YTD 2013
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	1	0
		Total Standees	0	0	1	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	5	0	0
		Total Standees	0	5	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	43	19	NA	24
		Total Standees	43	19	0	24
EAST OF HUDSON TOTAL - AM PEAK			43	24	1	24
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	35	4
		Total Standees	0	0	35	4
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	1	12	4
		Total Standees	2	1	12	4
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	9	9	NA	16
		Total Standees	9	9	0	16
EAST OF HUDSON TOTAL - PM PEAK			11	10	47	24

West of Hudson

			SEPT 2012	YTD 2012	SEPT 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).

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.

NA-New Haven Line YTD averages include through September 24 only, due to the Con Ed feeder failure on Sept. 25. Standees incurred between Sept. 26-30 will be available at a later date.