



**Metro-North Railroad**

# **Operations Report**

Performance Summary			2013 Data			2012 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>92.2%</b>	<b>95.6%</b>	<b>96.7%</b>	<b>97.7%</b>
		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%
		<b>Total Peak</b>		<b>90.7%</b>	<b>95.0%</b>	<b>97.1%</b>	<b>97.8%</b>
		Off Peak Weekday	97.9%	91.7%	95.2%	96.1%	97.5%
		Weekend	97.9%	96.2%	97.5%	97.2%	98.2%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>97.1%</b>	<b>97.2%</b>	<b>95.9%</b>	<b>98.1%</b>
		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%
		<b>Total Peak</b>		<b>97.4%</b>	<b>97.2%</b>	<b>96.7%</b>	<b>98.5%</b>
		Off Peak Weekday	98.1%	96.6%	96.9%	94.1%	97.7%
		Weekend	98.2%	97.3%	97.8%	97.5%	98.0%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>94.3%</b>	<b>96.8%</b>	<b>98.2%</b>	<b>98.3%</b>
		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%
		<b>Total Peak</b>		<b>92.6%</b>	<b>96.2%</b>	<b>97.9%</b>	<b>98.3%</b>
		Off Peak Weekday	98.4%	94.2%	96.6%	98.1%	98.1%
		Weekend	98.5%	97.6%	98.1%	99.5%	98.7%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>87.7%</b>	<b>93.7%</b>	<b>96.0%</b>	<b>97.1%</b>
		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%
		<b>Total Peak</b>		<b>85.0%</b>	<b>92.7%</b>	<b>96.8%</b>	<b>96.9%</b>
		Off Peak Weekday	97.5%	86.7%	93.1%	95.7%	96.9%
		Weekend	97.4%	94.6%	96.9%	95.3%	98.0%
	<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,444</b>	<b>148,012</b>	<b>18,753</b>	<b>143,245</b>
		<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>		10.5	11.8	13.7	14.5
		<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>	1,000	184	1,112	129	763
		<b>Trains Canceled</b>	160	8	73	50	142
<b>Trains Terminated</b>		160	14	222	44	170	
<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.8%	99.5%	99.8%	
<b>Consist Compliance</b> <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>		<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.6%</b>	<b>99.7%</b>	<b>99.7%</b>
	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%
		<b>Total Peak</b>	<b>99.8%</b>	<b>99.5%</b>	<b>99.6%</b>	<b>99.5%</b>	<b>99.7%</b>
		Off Peak Weekday	99.8%	99.6%	99.8%	99.8%	99.9%
		Weekend	99.8%	99.7%	99.8%	99.7%	99.8%
	<b>Hudson Line</b>	AM Peak	99.8%	99.7%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.7%	99.9%	99.8%	99.9%
	<b>Harlem Line</b>	AM Peak	99.8%	99.5%	99.8%	99.9%	99.9%
		PM Peak	99.8%	99.5%	99.8%	100.0%	99.9%
	<b>New Haven Line</b>	AM Peak	99.8%	99.0%	98.8%	98.8%	99.0%
		PM Peak	99.8%	99.5%	99.3%	98.7%	99.6%

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

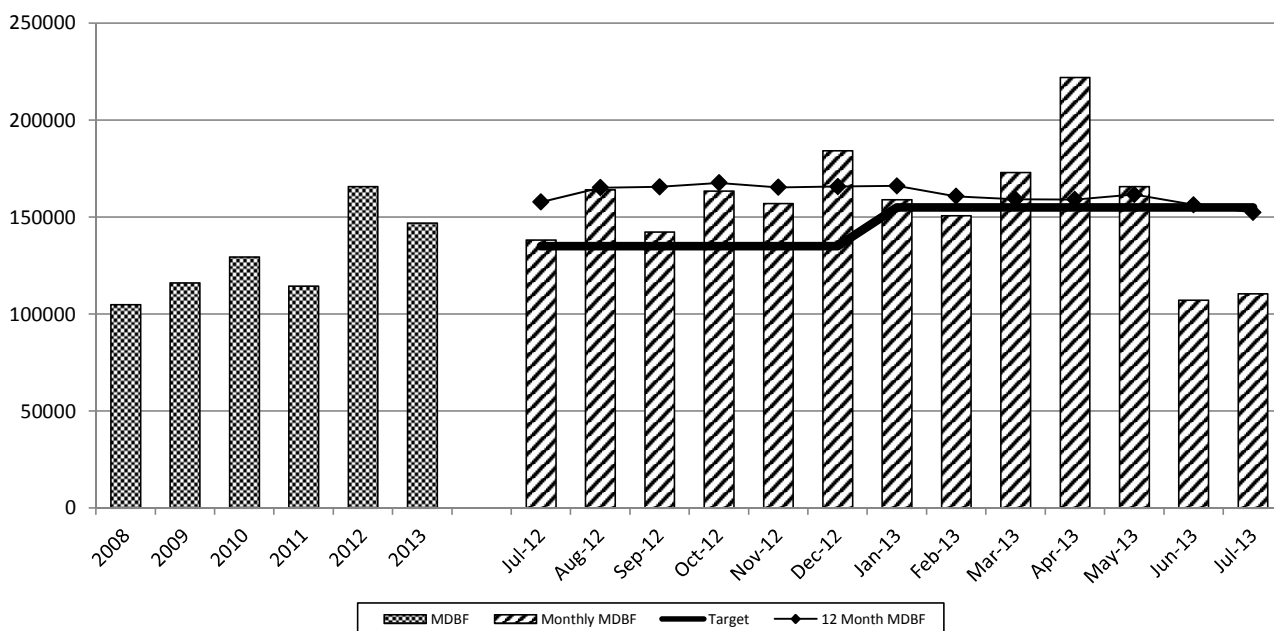
08/28	Wed	Heavy police activity at the Greenwich Station with all 4 tracks blocked, causing delays.	0	0	0	0	0	0	16	0	0	11	0	0	0	0	0	27	0	0
08/29	Thr	Operating Restrictions due to various MofW activity from GCT through the Bronx and on the New Haven line, resulting in congestion.	3	0	0	4	0	0	0	0	0	7	0	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)
<b>Mean Distance Between Failures</b>	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
	<b>Fleet</b>	<b>1192</b>	<b>155,000</b>	<b>110,459</b>	<b>37</b>	<b>59</b>	<b>146,835</b>	<b>152,365</b>	<b>138,118</b>	<b>45</b>	<b>168,967</b>
	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.

Performance Summary			2013 Data			2012 Data	
			Annual Goal	September	YTD thru September	September	YTD thru September
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>94.4%</b>	<b>95.5%</b>	<b>97.0%</b>	<b>97.7%</b>
		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%
		<b>Total Peak</b>		<b>94.1%</b>	<b>94.9%</b>	<b>96.7%</b>	<b>97.7%</b>
		Off Peak Weekday	97.9%	93.4%	95.0%	96.3%	97.3%
		Weekend	97.9%	96.5%	97.4%	98.4%	98.3%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>98.1%</b>	<b>97.3%</b>	<b>97.9%</b>	<b>98.1%</b>
		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%
		<b>Total Peak</b>		<b>98.6%</b>	<b>97.4%</b>	<b>98.1%</b>	<b>98.4%</b>
		Off Peak Weekday	98.1%	97.8%	97.0%	97.9%	97.7%
		Weekend	98.2%	97.8%	97.8%	97.6%	98.0%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>98.1%</b>	<b>96.9%</b>	<b>97.6%</b>	<b>98.2%</b>
		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%
		<b>Total Peak</b>		<b>98.2%</b>	<b>96.4%</b>	<b>97.8%</b>	<b>98.3%</b>
		Off Peak Weekday	98.4%	98.0%	96.8%	96.7%	97.9%
		Weekend	98.5%	97.9%	98.1%	98.7%	98.7%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>89.1%</b>	<b>93.2%</b>	<b>96.0%</b>	<b>97.0%</b>
		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%
		<b>Total Peak</b>		<b>87.7%</b>	<b>92.2%</b>	<b>95.0%</b>	<b>96.7%</b>
		Off Peak Weekday	97.5%	87.1%	92.5%	95.1%	96.7%
		Weekend	97.4%	94.5%	96.6%	98.7%	98.1%
<b>Operating Statistics</b>			<b>Trains Scheduled</b>			<b>17,177</b>	<b>160,422</b>
<b>Avg. Delay per Late Train (min)</b>				12.3	11.9	19.2	15.1
			<i>excluding trains canceled or terminated</i>				
<b>Trains Over 15 min. Late</b>			1,000	174	1,283	191	954
			<i>excluding trains canceled or terminated</i>				
<b>Trains Canceled</b>			160	132	205	20	162
<b>Trains Terminated</b>			160	75	297	16	186
<b>Percent of Scheduled Trips Completed</b>			99.8%	98.9%	99.7%	99.8%	99.8%
<b>Consist Compliance</b> <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>	<b>System</b>	<b>Overall</b>	<b>99.8%</b>	<b>99.6%</b>	<b>99.7%</b>	<b>99.8%</b>	<b>99.8%</b>
		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%
		<b>Total Peak</b>	<b>99.8%</b>	<b>99.3%</b>	<b>99.5%</b>	<b>99.7%</b>	<b>99.7%</b>
		Off Peak Weekday	99.8%	99.7%	99.8%	99.9%	99.9%
		Weekend	99.8%	99.8%	99.8%	99.9%	99.8%
	<b>Hudson Line</b>	AM Peak	99.8%	99.9%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.1%	99.8%	99.8%	99.9%
	<b>Harlem Line</b>	AM Peak	99.8%	99.3%	99.8%	100.0%	99.9%
		PM Peak	99.8%	98.8%	99.7%	99.6%	99.9%
	<b>New Haven Line</b>	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
<b>Train Delay Incidents Resulting in Late Trains.</b> <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>	<b>Maintenance of Way</b>	3204	1056	9046	103	1429
	<b>Capital Projects</b>	2	7	88	11	196
	<b>Maintenance of Equipment</b>	64	109	1436	165	1152
	<b>Operations Services</b>	21	28	246	19	154
	<b>Police Incidents</b>	60	57	468	21	362
	<b>Other</b>	131	7	217	11	196
	<b>Customers</b>	73	70	505	31	364
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	0	1	5	0	32
	<b>Weather and Environmental</b>	10	72	461	262	675

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

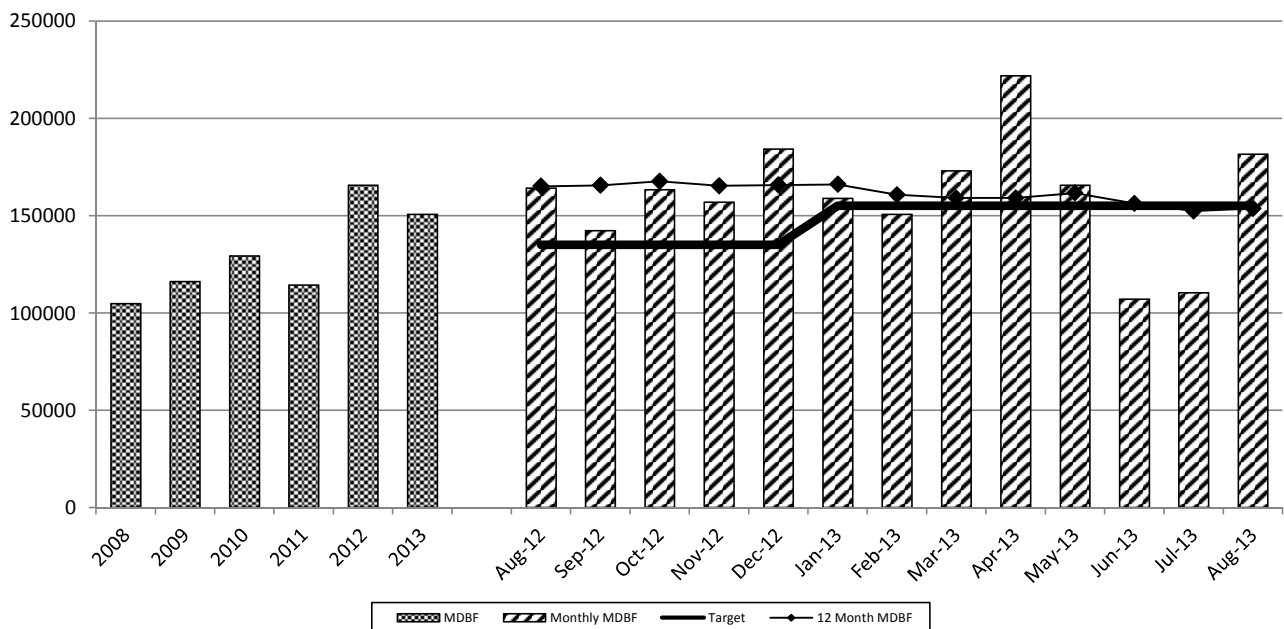
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																		TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL					
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term			
09/04	Wed	A ground in the overhead wire on track 3 from cp257 to cp261, at cp266 and from cp223 to the State 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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
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			
09/25	Wed	Major disruption for service on the New Haven line due to Con Ed Feeder Failure, causing no overhead overhead power from CAT37 - CAT183.	5	27	24	6	7	1	15	32	3	32	39	32	0	0	0	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			
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			
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			
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			
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			
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			
TOTAL FOR MONTH			75	30	24	26	7	1	41	36	3	215	52	38	24	0	0	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)
<b>Mean Distance Between Failures</b>	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
	<b>Fleet</b>	<b>1182</b>	<b>155,000</b>	<b>181,516</b>	<b>37</b>	<b>37</b>	<b>150,665</b>	<b>153,657</b>	<b>164,082</b>	<b>39</b>	<b>168,308</b>
	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

East of Hudson			SEPT 2012	YTD 2012	SEPT 2013	YTD 2013	
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	1	0	
		Total Standees	0	0	1	0	
	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 PM Peak	Hudson Line	Program Standees	0	0	0	0
			Add'l Standees	0	0	35	4
Total Standees			0	0	35	4	
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

West of Hudson			SEPT 2012	YTD 2012	SEPT 2013	YTD 2013
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	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.

**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.**