



LONG ISLAND RAIL ROAD

A background graphic of a line graph with a dotted grid and a line showing an upward trend. The text "MONTHLY OPERATING REPORT" is overlaid on the graph.

MONTHLY OPERATING REPORT

February 2013

Helena E. Williams
President

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	Feb	Feb	Feb	Feb
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> <i>Service during the period Friday, 2/08/13 through Monday, 2/11/13, was affected by Blizzard Nemo. Pre-published modified schedules were in effect for Saturday and Monday. The LIRR issued a pre-published weekend schedule for Sunday announcing no service east of Ronkonkoma, Babylon or Huntington. There were 407 fewer trains than the normal schedule for this period.</i>	System	Overall	95.1%	93.6%	93.3%	96.4%	96.2%
		AM Peak		92.9%	92.4%	95.2%	94.6%
		PM Peak		92.9%	88.8%	94.1%	94.4%
		Total Peak		92.7%	90.6%	94.7%	94.5%
		Off Peak Weekday		94.2%	93.8%	96.5%	96.5%
		Weekend		93.1%	95.4%	98.3%	97.9%
	Babylon Branch	Overall	95.1%	93.2%	93.0%	95.9%	95.5%
		AM Peak		90.2%	90.8%	95.5%	95.8%
		PM Peak		92.5%	88.8%	93.9%	93.1%
		Total Peak		90.9%	89.7%	94.7%	94.6%
		Off Peak Weekday		93.8%	93.7%	95.3%	95.0%
		Weekend		95.5%	96.7%	99.0%	98.1%
	Far Rockaway Branch	Overall	95.1%	96.8%	96.6%	98.5%	98.5%
	AM Peak		94.2%	94.8%	95.9%	95.1%	
	PM Peak		94.7%	91.9%	97.2%	97.6%	
	Total Peak		94.2%	93.4%	96.5%	96.2%	
	Off Peak Weekday		96.6%	96.6%	98.9%	99.2%	
	Weekend		99.7%	99.8%	99.5%	99.2%	
Huntington Branch	Overall	95.1%	92.9%	92.1%	96.3%	96.3%	
	AM Peak		93.7%	92.7%	93.3%	93.0%	
	PM Peak		93.6%	85.7%	90.7%	92.5%	
	Total Peak		93.5%	89.2%	92.1%	92.8%	
	Off Peak Weekday		93.8%	92.3%	97.9%	97.3%	
	Weekend		91.3%	94.3%	97.9%	97.7%	
Hempstead Branch	Overall	95.1%	96.7%	96.8%	98.1%	97.6%	
	AM Peak		96.3%	95.7%	95.5%	94.4%	
	PM Peak		95.3%	92.2%	96.7%	96.8%	
	Total Peak		95.6%	93.9%	96.1%	95.5%	
	Off Peak Weekday		96.6%	97.2%	98.3%	97.8%	
	Weekend		98.0%	98.8%	99.5%	99.2%	
Long Beach Branch	Overall	95.1%	96.6%	95.9%	98.0%	97.6%	
	AM Peak		94.7%	94.1%	97.3%	96.5%	
	PM Peak		95.8%	94.0%	97.0%	97.1%	
	Total Peak		95.0%	93.9%	97.1%	96.8%	
	Off Peak Weekday		97.0%	95.9%	98.3%	97.7%	
	Weekend		97.6%	98.3%	98.4%	98.0%	
Montauk Branch	Overall	95.1%	89.7%	90.1%	95.0%	95.4%	
	AM Peak		91.4%	91.3%	96.3%	95.4%	
	PM Peak		89.5%	86.7%	89.2%	89.4%	
	Total Peak		90.6%	89.3%	93.2%	92.9%	
	Off Peak Weekday		90.5%	91.1%	95.4%	95.8%	
	Weekend		87.2%	89.1%	96.0%	96.8%	
Oyster Bay Branch	Overall	95.1%	93.6%	93.7%	96.1%	95.8%	
	AM Peak		97.0%	96.1%	95.0%	95.8%	
	PM Peak		90.4%	85.8%	93.3%	92.7%	
	Total Peak		93.9%	91.3%	94.2%	94.4%	
	Off Peak Weekday		94.0%	94.5%	96.3%	96.0%	
	Weekend		91.9%	95.0%	98.3%	97.4%	

Performance Summary		2013 Data			2012 Data		
		Annual	YTD thru		YTD thru		
		Goal	Feb	Feb	Feb	Feb	
Port Jefferson Branch	Overall	95.1%	89.4%	89.4%	92.7%	92.9%	
	AM Peak		91.4%	89.7%	95.6%	93.3%	
	PM Peak		87.2%	82.1%	85.7%	87.8%	
	Total Peak		89.5%	86.2%	91.0%	90.7%	
	Off Peak Weekday		91.0%	90.1%	91.0%	92.5%	
	Weekend		86.0%	91.9%	98.0%	96.1%	
Port Washington Branch	Overall	95.1%	96.4%	95.0%	96.8%	96.6%	
	AM Peak		93.5%	92.9%	94.2%	93.1%	
	PM Peak		97.2%	92.1%	96.1%	96.2%	
	Total Peak		95.3%	92.4%	95.1%	94.7%	
	Off Peak Weekday		96.6%	95.6%	96.9%	96.9%	
	Weekend		97.6%	97.7%	99.5%	99.4%	
Ronkonkoma Branch	Overall	95.1%	88.0%	88.2%	95.0%	95.2%	
	AM Peak		91.5%	90.0%	94.2%	92.8%	
	PM Peak		91.2%	85.3%	95.7%	96.7%	
	Total Peak		91.1%	87.7%	94.8%	94.5%	
	Off Peak Weekday		88.3%	87.5%	94.6%	95.3%	
	Weekend		83.0%	90.5%	96.2%	95.8%	
West Hempstead Branch	Overall	95.1%	93.5%	95.3%	97.5%	97.5%	
	AM Peak		94.7%	95.5%	98.0%	96.6%	
	PM Peak		85.1%	89.2%	95.0%	95.5%	
	Total Peak		89.0%	91.8%	96.4%	96.0%	
	Off Peak Weekday		96.4%	97.3%	98.1%	98.3%	
	Weekend		75.0%	88.9%	100.0%	100.0%	
Operating Statistics	Trains Scheduled		17,715	37,783	18,436	38,083	
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-13.2	-13.2	-12.3	-12.3	
	Trains Over 15 min. Late excluding trains canceled or terminated			201	500	125	266
	Trains Canceled			153	234	31	58
	Trains Terminated			71	136	25	42
	Percent of Scheduled Trips Completed			98.7%	99.0%	99.7%	99.7%
	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>						
	AM Peak		98.7%				
	PM Peak		98.4%				
	Total Peak		98.6%				

* Service during the period Friday, 2/08/13 through Monday, 2/11/13, was affected by Blizzard Nemo. Pre-published modified schedules were in effect for Saturday and Monday. The LIRR issued a pre-published weekend schedule for Sunday announcing no service east of Ronkonkoma, Babylon or Huntington. There were 407 fewer trains than the normal schedule for this period.



**OPERATING REPORT
FOR MONTH OF FEBRUARY 2013**

Categories Of Delay	Jan	2013 Data		2012 Data		YTD 2012 Vs 2013
		Feb	YTD Thru Feb	Feb	YTD Thru Feb	
Late Train Incidents						
National Rail Passenger Corp	96	99	195	86	141	54
Capital Programs	1	7	8	5	8	-
Engineering	312	37	312	108	272	40
Penn Station Central Control	5	9	14	6	13	1
Maintenance of Equipment	112	165	276	131	296	(20)
** Other / Miscellaneous	394	492	887	47	143	744
Public	466	282	748	241	465	283
Transportation	26	34	60	27	61	(1)
Vandalism	16	2	18	8	23	(5)
Maintenance of Way (Sched.)	7	3	10	9	13	(3)

*** Other / Miscellaneous includes weather related delays*

*Service during the period Friday, 2/08/13 through Monday, 2/11/13, was affected by Blizzard Nemo. Pre-published modified schedules were in effect for Saturday and Monday. The LIRR issued a pre-published weekend schedule for Sunday announcing no service east of Ronkonkoma, Babylon or Huntington. There were 407 fewer trains than the normal schedule for this period.



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			PM Peak			Off Peak			Late	Cxd	Term	
			L	C	T	L	C	T	L	C	T				
2/7	Thurs	Police activity required at Bayshore Station							9	1		9	1	-	
2/8	Fri	Snow storm	4			20	1		44	4	5	68	5	5	
2/9	Sat	Snow storm							21	40	17	21	40	17	
2/10	Sun	Snow storm							42	60	9	42	60	9	
2/11	Mon	Snow storm	24	2	1		-	1	13	1	5	37	3	7	
2/21	Thurs	Train 15 with equipment trouble west of Babylon Station	32	12					5	1		37	13	-	
2/22	Fri	Train 2050 with inverter trouble at Pinelawn				6	3		18	2	1	24	5	1	
2/22	Fri	Train 140 with equipment trouble at Woodside				8			4		1	12	-	1	
2/25	Mon	Train 2076 with equipment trouble at Dunton				11		1	1			12	-	1	
2/27	Wed	Amtrak related loss of DC power in JO and C Interlockings	53	2	3				17	5		70	7	3	
2/27	Wed	Transformer fire west of East New York				1		3	5	2	12	6	2	15	
TOTAL FOR MONTH			113	16	4	46	4	5	179	116	50	338	136	59	
													533		

*Service during the period Friday, 2/08/13 through Monday, 2/11/13, was affected by Blizzard Nemo. Pre-published modified schedules were in effect for Saturday and Monday. The LIRR issued a pre-published weekend schedule for Sunday announcing no service east of Ronkonkoma, Babylon or Huntington. There were 407 fewer trains than the normal schedule for this period.

Long Island Rail Road

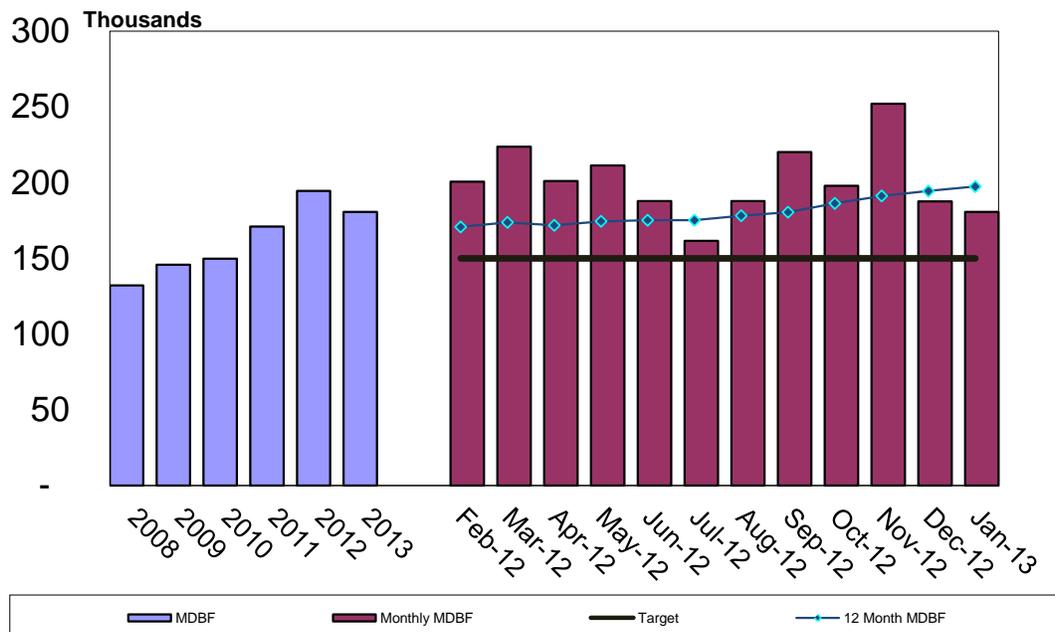
MEAN DISTANCE BETWEEN FAILURES

	2013 Data							2012 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean	M-3	150	55,000	97,588	6	97,588	80,483	59,629	9	59,629
Distance	M-7	836	350,000	353,109	14	353,109	403,025	374,865	13	374,865
Between Failures	DM	22	18,000	32,375	2	32,375	29,998	18,096	4	18,096
	DE	23	18,000	15,402	6	15,402	22,574	11,979	7	11,979
	C-3	134	70,000	90,506	7	90,506	106,063	89,172	7	89,172
	Diesel	179	44,000	52,714	15	52,714	64,939	43,358	18	43,358
Fleet	1,165		150,000	180,565	35	180,565	197,383	154,759	40	154,759

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

ALL FLEETS Mean Distance Between Failure

2008 - 2013





Standeer Report

East Of Jamaica

			2013 Data	
			February	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	35	37
			Total Standees	37
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	7
			Total Standees	7
	Huntington Branch	Program Standees	0	0
		Add'l Standees	4	4
			Total Standees	4
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	13
			Total Standees	13
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	10	13
			Total Standees	13
	Montauk Branch	Program Standees	0	0
		Add'l Standees	2	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	13	3
			Total Standees	3
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	19	0
			Total Standees	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	14	19
			Total Standees	19
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	0	10
			Total Standees	48
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	1
			Total Standees	1
			System Wide PEAK	114
				144

Definitions

Weekday standees are calculated based on the most recent average weekday customer counts

"**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 train cars. Holidays and Special Events for which there are special equipment programs are not included.



**OPERATING REPORT
FOR MONTH OF FEBRUARY 2013**

Standee Report

West Of Jamaica

			2013 Data February	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	52	49
			Total Standees	49
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	21
			Total Standees	21
	Huntington Branch	Program Standees	0	0
		Add'l Standees	10	21
			Total Standees	21
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	11	13
			Total Standees	13
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	28	26
			Total Standees	26
	Montauk Branch	Program Standees	0	0
		Add'l Standees	7	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	16	6
			Total Standees	6
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	25	0
			Total Standees	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	37	56
			Total Standees	56
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	10
			Total Standees	28
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	12
			Total Standees	12
			System Wide PEAK	232

Definitions

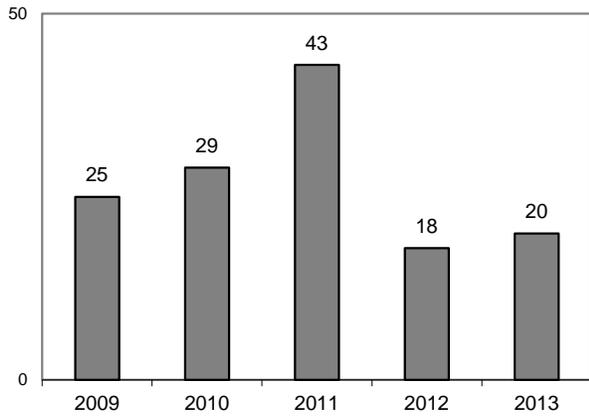
Weekday standees are calculated based on the most recent average weekday customer counts

"**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 train. Holidays and Special Events for which there are special equipment programs are not included.

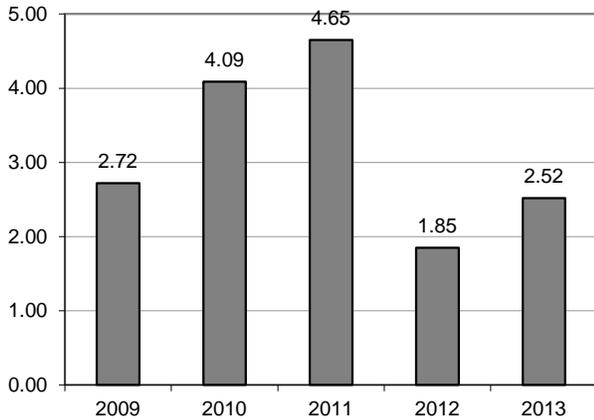
MTA Long Island Rail Road Summary of Employee Injuries thru January



Total Employee Injuries

Year	Total
2009	25
2010	29
2011	43
2012	18
2013	20

% change from last year: 11.1%



Employee FRA Reportable Injuries

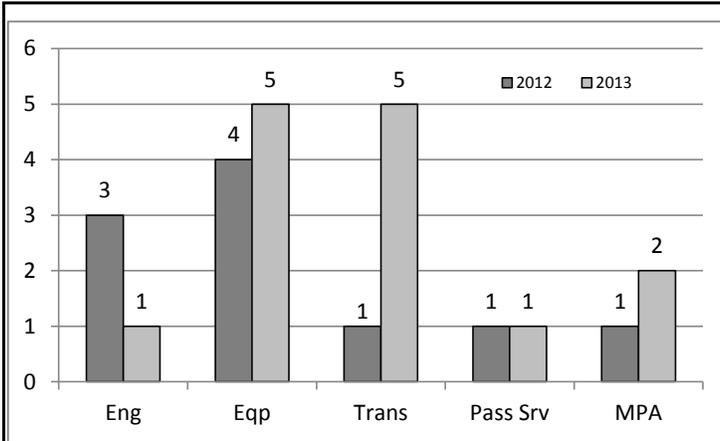
Year	Total	FRA FI*
2009	14	2.72
2010	19	4.09
2011	24	4.65
2012	10	1.85
2013	14	2.52

% change from last year: 36.2%

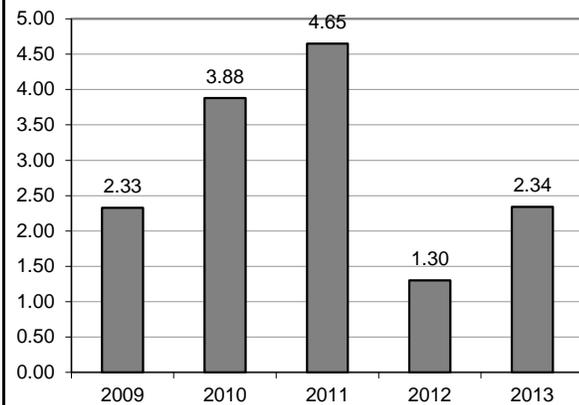
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF FEBRUARY 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru January



Department	2012	2013	% Change
Engineering	3	1	-67%
Equipment	4	5	25%
Transportation	1	5	400%
Pass Serv	1	1	0%
MPA	1	2	100%

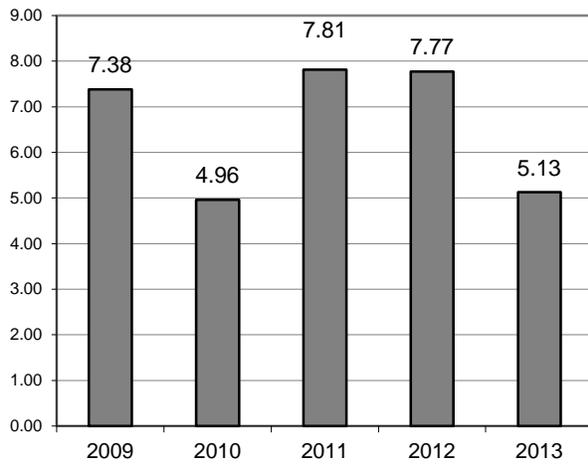


Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	12	0	2.33	0.00	2.33
2010	17	1	3.66	0.22	3.88
2011	24	0	4.65	0.00	4.65
2012	7	0	1.30	0.00	1.30
2013	13	0	2.34	0.00	2.34

% change from last year: 80.0%

* - Injuries per 200,000 hours worked

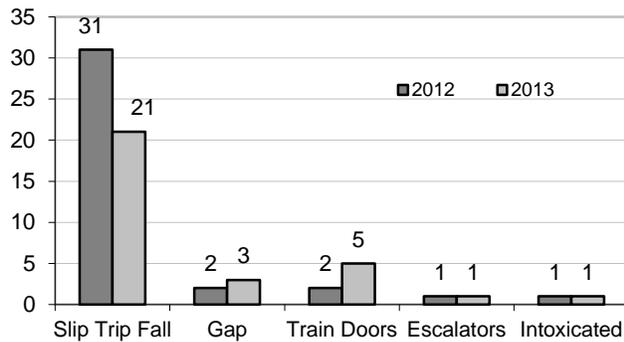
MTA Long Island Rail Road Summary of Customer Injuries thru January



Total Customer Injuries

Year	Total	FI*
2009	49	7.38
2010	31	4.96
2011	46	7.81
2012	50	7.77
2013	34	5.13

% change from last year: -34.0%



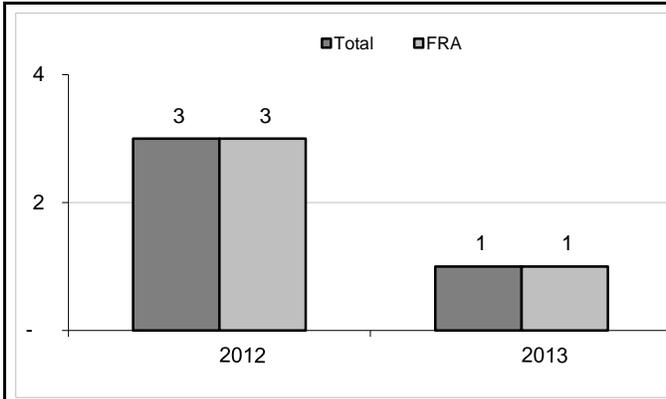
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	31	2	2	1	1
2013	21	3	5	1	1

*- Injuries per 1,000,000 rides

MTA Long Island Rail Road

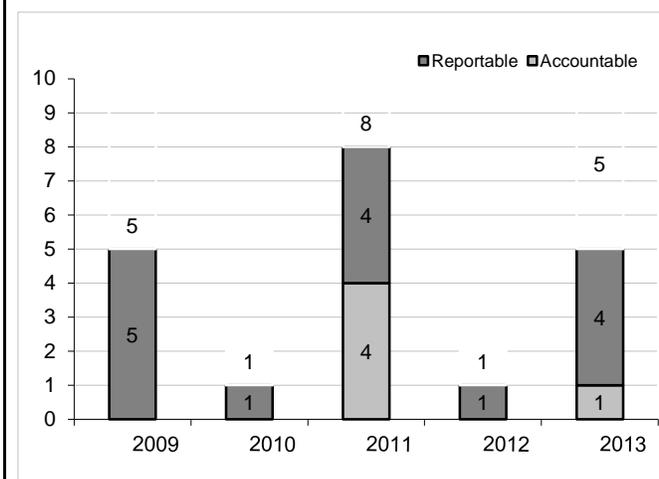
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru January



Contractor Injuries

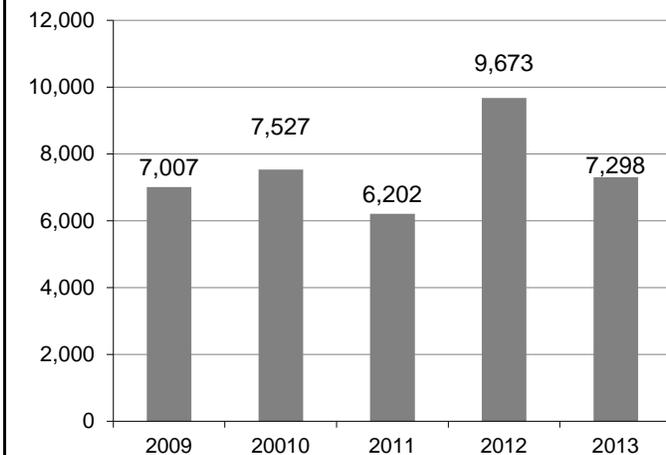
Year	Total	FRA Rpt.
2012	3	3
2013	1	1

% change from last year: -66.7%



Train Accidents

Year	Non-Reportable	Reportable
2009	0	5
2010	0	1
2011	4	4
2012	0	1
2013	1	4



T.R.A.C.K.S. Participants
Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	7,007
2010	7,527
2011	6,202
2012	9,673
2013	7,298