



LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

The graphic features the title "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame defined by a solid blue border. Inside this frame, there is a grid of dotted lines. A prominent dotted line forms a large 'X' shape, extending from the corners of the frame. The background of the entire page is white.

April 2013

**Helena E. Williams
President**

Performance Summary

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	Apr	Apr	Apr	Apr
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	95.1%	93.6%	95.7%	96.1%
		AM Peak		94.0%	91.1%	96.4%	95.1%
		PM Peak		94.2%	91.3%	91.5%	94.0%
		Total Peak		94.1%	91.2%	94.1%	94.6%
	Off Peak Weekday			95.2%	93.9%	96.3%	96.4%
	Weekend			96.2%	95.9%	96.7%	97.2%
	Babylon Branch	Overall	95.1%	96.0%	93.1%	95.3%	95.6%
		AM Peak		95.9%	90.0%	97.8%	96.5%
		PM Peak		94.9%	90.8%	87.9%	92.8%
		Total Peak		95.5%	90.3%	93.4%	94.9%
	Off Peak Weekday			96.0%	93.7%	96.1%	95.6%
	Weekend			97.2%	96.2%	96.7%	96.9%
	Far Rockaway Branch	Overall	95.1%	97.3%	96.5%	97.9%	98.0%
		AM Peak		92.2%	91.5%	97.8%	95.4%
		PM Peak		96.5%	93.6%	92.6%	95.8%
		Total Peak		94.1%	92.4%	95.5%	95.5%
	Off Peak Weekday			98.0%	97.1%	98.4%	98.7%
	Weekend			99.4%	99.3%	99.3%	99.0%
	Huntington Branch	Overall	95.1%	92.7%	92.1%	93.9%	95.5%
		AM Peak		91.5%	90.7%	95.6%	94.2%
		PM Peak		91.2%	89.6%	86.7%	91.3%
		Total Peak		91.4%	90.2%	91.3%	92.8%
	Off Peak Weekday			91.5%	90.7%	96.0%	96.5%
	Weekend			95.7%	95.5%	93.5%	96.3%
	Hempstead Branch	Overall	95.1%	97.7%	96.8%	97.8%	97.7%
		AM Peak		96.8%	94.5%	99.5%	96.6%
		PM Peak		98.5%	95.2%	91.5%	95.5%
		Total Peak		97.6%	94.8%	95.7%	96.1%
	Off Peak Weekday			97.7%	97.0%	98.7%	98.0%
	Weekend			97.9%	98.4%	98.0%	98.7%
	Long Beach Branch	Overall	95.1%	96.3%	95.3%	96.8%	97.2%
		AM Peak		95.1%	92.4%	98.3%	96.7%
		PM Peak		96.3%	94.2%	94.3%	95.7%
		Total Peak		95.7%	93.2%	96.4%	96.2%
	Off Peak Weekday			95.5%	94.8%	96.4%	97.4%
	Weekend			99.7%	98.8%	97.9%	97.8%
	Montauk Branch	Overall	95.1%	94.5%	92.0%	92.3%	94.4%
		AM Peak		95.5%	91.0%	92.9%	94.2%
		PM Peak		92.2%	90.2%	88.1%	90.5%
		Total Peak		93.9%	90.6%	90.8%	92.6%
	Off Peak Weekday			96.3%	93.6%	91.4%	94.6%
	Weekend			90.7%	89.9%	95.6%	95.7%
	Oyster Bay Branch	Overall	95.1%	89.8%	92.2%	97.1%	96.3%
		AM Peak		93.5%	93.1%	98.6%	96.9%
		PM Peak		91.7%	89.6%	92.1%	93.3%
		Total Peak		92.7%	91.5%	95.6%	95.2%
	Off Peak Weekday			90.0%	92.1%	97.6%	96.2%
	Weekend			83.6%	93.4%	98.3%	98.0%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Apr	Apr	Apr	Apr
Port Jefferson Branch	Overall	95.1%	92.4%	90.2%	94.2%	93.5%
	AM Peak		92.1%	89.5%	94.6%	92.9%
	PM Peak		90.9%	85.5%	89.8%	89.3%
	Total Peak		91.5%	87.6%	92.4%	91.2%
	Off Peak Weekday		91.0%	90.1%	94.1%	93.2%
	Weekend		96.9%	93.7%	96.8%	96.7%
	Port Washington Branch Overall	95.1%	96.0%	95.4%	97.4%	97.1%
Port Washington Branch	AM Peak		91.9%	90.8%	98.7%	95.0%
	PM Peak		93.3%	93.4%	95.0%	96.1%
	Total Peak		92.6%	92.1%	96.8%	95.6%
	Off Peak Weekday		97.3%	96.4%	97.4%	97.4%
	Weekend		97.9%	98.2%	98.5%	99.0%
	Ronkonkoma Branch Overall	95.1%	93.4%	90.1%	94.0%	94.5%
	AM Peak		94.2%	90.4%	89.7%	91.9%
Ronkonkoma Branch	PM Peak		95.2%	90.0%	96.6%	96.7%
	Total Peak		94.6%	90.2%	92.7%	94.0%
	Off Peak Weekday		92.3%	88.9%	94.4%	94.8%
	Weekend		94.0%	92.4%	95.5%	94.6%
	West Hempstead Branch Overall	95.1%	96.2%	95.4%	97.8%	97.4%
	AM Peak		94.6%	93.5%	99.1%	97.1%
	PM Peak		93.2%	90.8%	93.7%	95.0%
West Hempstead Branch	Total Peak		93.8%	92.0%	96.1%	96.0%
	Off Peak Weekday		97.6%	97.4%	98.7%	98.2%
	Weekend		100.0%	94.4%	100.0%	100.0%
Operating Statistics	Trains Scheduled		19,861	77,644	19,204	77,096
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-13.0	-13.4	-13.1	-12.9
	Trains Over 15 min. Late excluding trains canceled or terminated		200	969	156	553
	Trains Canceled		33	383	59	585
	Trains Terminated		24	239	41	406
	Percent of Scheduled Trips Completed		99.7%	99.2%	99.5%	98.7%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
	AM Peak		98.9%			
	PM Peak		98.8%			
	Total Peak		98.9%			

Categories Of Delay		Mar	2013 Data		2012 Data		YTD 2012 Vs 2013
			April	YTD Thru Apr	April	YTD Thru Apr	
Late Train Incidents	National Rail Passenger Corp	82	82	359	44	236	123
	Capital Programs	9	25	42	14	35	7
	Engineering	260	89	662	97	439	223
	Penn Station Central Control	16	17	47	5	25	22
	Maintenance of Equipment	179	103	545	123	559	(14)
	** Other / Miscellaneous	502	112	1,518	86	327	1,191
	Public	364	396	1,525	397	1,216	309
	Transportation	58	110	206	34	130	76
	Vandalism	7	7	32	16	43	(11)
	Maintenance of Way (Sched.)	21	42	72	2	24	48

*** Other / Miscellaneous includes weather related delays*



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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
4/1	Mon	Track circuit failure at Forest Hills							11			11		
4/4	Thurs	Switch trouble in JO Interlocking				18	4		5	1		23	5	
4/8	Mon	Train 504 gapped in West Side Yard	11									11		
4/10	Wed	Equipment train 4202 in siding fouling Main Line at Hicksville	51	5					13			64	5	
4/12	Fri	Train 5312 striking unauthorized person at New Hyde Park Station							9	6	7	9	6	7
4/12	Fri	Bridge strike east of Merillon Avenue							10			10		
4/17	Wed	Suspicious bag on Train 3010	11									11		
4/19	Fri	Track circuit failure in East River Tunnel	11						5			16		
4/27	Fri	Scheduled track work on the Oyster Bay Branch							10			10		
4/30	Wed	Train 2862 requiring police assistance in East New York				2			26	2	1	28	2	1
TOTAL FOR MONTH			84	5	0	20	4	0	89	9	8	193	18	8
												219		

Long Island Rail Road

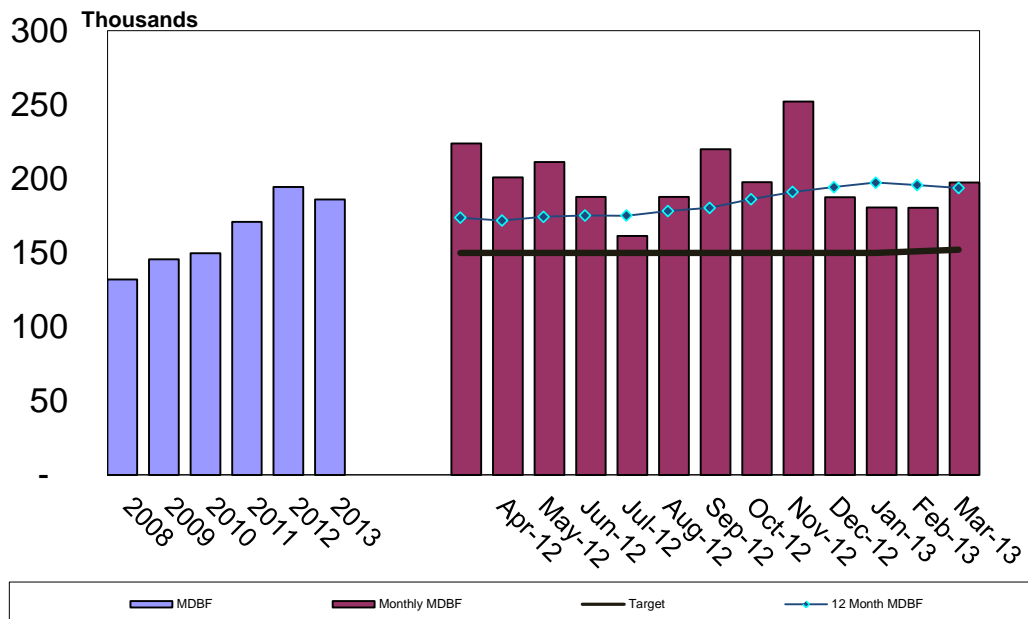
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
Mean Distance Between Failures	M-3	150	55,000	105,391	5	82,251	76,415	114,511	5	85,477
	M-7	836	350,000	453,193	11	396,840	390,885	545,161	9	462,975
	DM	22	18,000	22,835	3	27,619	27,770	72,456	1	30,004
	DE	23	18,000	23,020	4	20,550	24,994	21,316	4	13,870
	C-3	134	75,000	72,099	9	83,669	105,963	69,895	9	83,565
	Diesel	179	45,000	50,592	16	54,791	65,797	56,198	14	48,896
	Fleet	1,165	152,000	197,548	32	186,045	193,748	223,778	28	188,396

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





Long Island Rail Road

OPERATING REPORT FOR MONTH OF APRIL 2013

Standee Report

East Of Jamaica

East Of Jamaica			2013 Data	
			March	
			AM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	6
Total Standees		1	6	
Far Rockaway Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Huntington Branch	Program Standees	0	0	
	Add'l Standees	18	1	
	Total Standees	18	1	
Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Long Beach Branch	Program Standees	0	0	
	Add'l Standees	13	0	
	Total Standees	13	0	
Montauk Branch	Program Standees	0	0	
	Add'l Standees	5	0	
	Total Standees	5	0	
Oyster Bay Branch	Program Standees	0	0	
	Add'l Standees	34	0	
	Total Standees	34	0	
Port Jefferson Branch	Program Standees	0	0	
	Add'l Standees	1	0	
	Total Standees	1	0	
Port Washington Branch	Program Standees	8	0	
	Add'l Standees	34	37	
	Total Standees	42	37	
Ronkonkoma Branch	Program Standees	0	38	
	Add'l Standees	10	6	
	Total Standees	10	44	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			125	89

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 trains.

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF APRIL 2013

Standee Report

West Of Jamaica

			2013 Data	
			March	
			AM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	15
		Total Standees	1	15
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	11	20
		Total Standees	11	20
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	41
		Total Standees	0	41
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	14	0
		Total Standees	32	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	34	37
		Total Standees	42	37
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	10	5
		Total Standees	40	23
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			130	137

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.

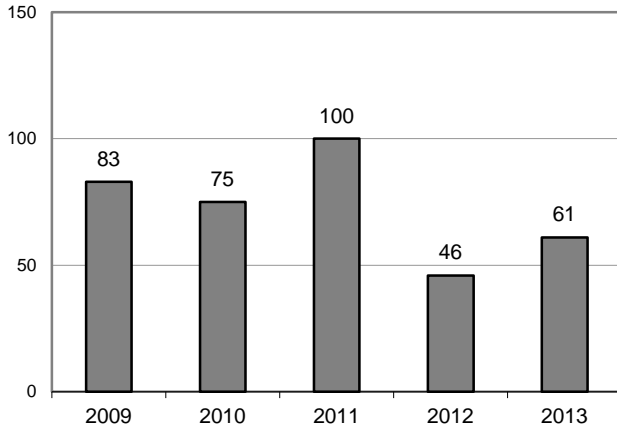
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**OPERATING REPORT
FOR MONTH OF APRIL 2013**

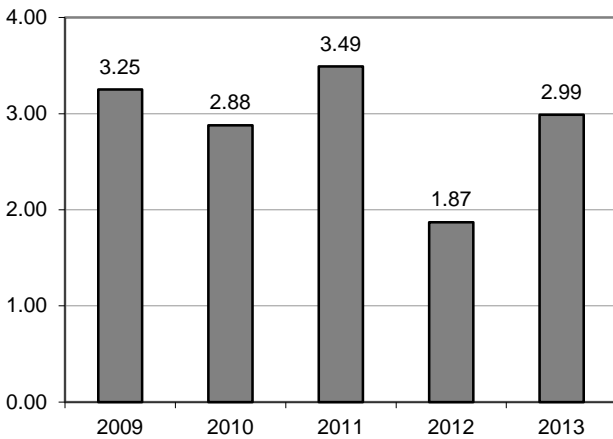
MTA Long Island Rail Road Summary of Employee Injuries thru March



Total Employee Injuries

Year	Total
2009	83
2010	75
2011	100
2012	46
2013	61

% change from last year: 32.6%



Employee FRA Reportable Injuries

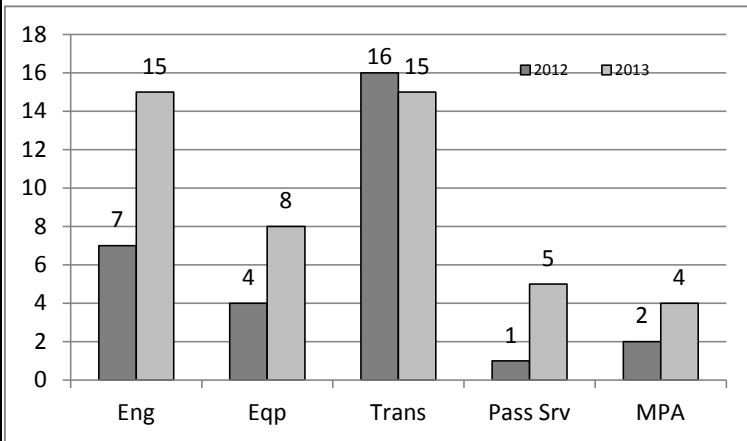
Year	Total	FRA FI*
2009	58	3.25
2010	48	2.88
2011	55	3.49
2012	30	1.87
2013	47	2.99

% change from last year: 59.9%

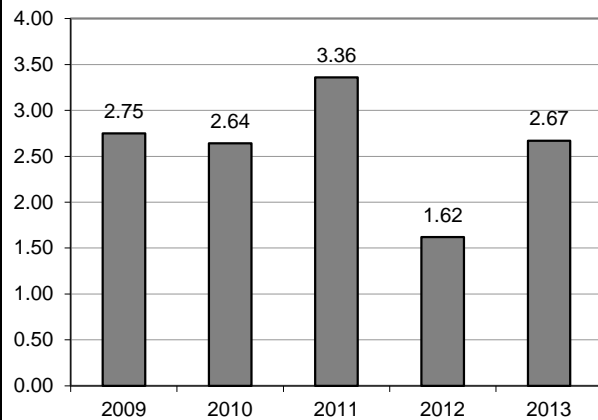
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF APRIL 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru March



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	7	15	114%
Equipment	4	8	100%
Transportation	16	15	-6%
Pass Serv	1	5	400%
MPA	2	4	100%



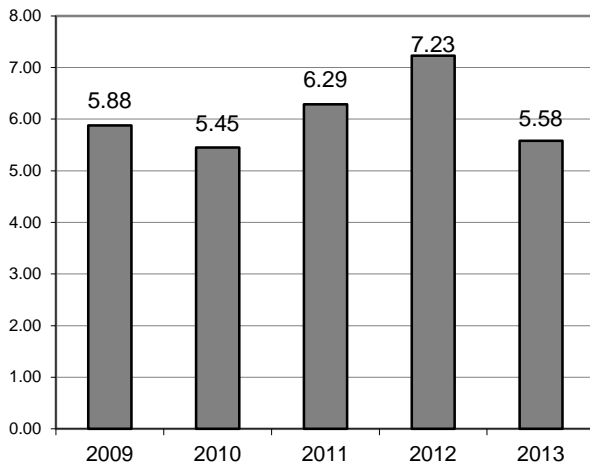
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	49	0	2.75	0.00	2.75
2010	43	1	2.58	0.06	2.64
2011	51	2	3.24	0.12	3.36
2012	26	0	1.62	0.00	1.62
2013	42	0	2.67	0.00	2.67

% change from last year: 64.8%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF APRIL 2013**

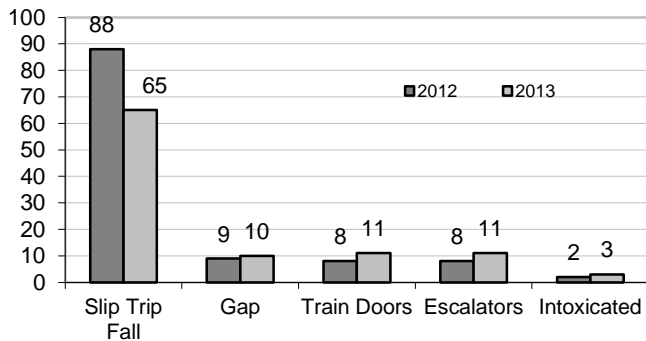
MTA Long Island Rail Road Summary of Customer Injuries thru March



Total Customer Injuries

Year	Total	FI*
2009	116	5.88
2010	104	5.45
2011	118	6.29
2012	144	7.23
2013	109	5.58

% change from last year: -22.8%



Top 5 Customer Injuries by Type

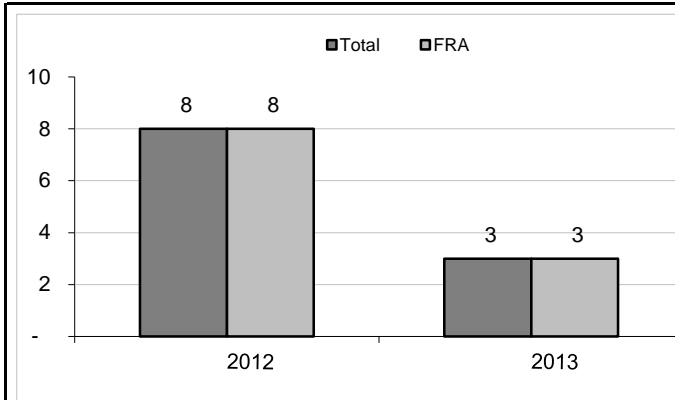
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	88	9	8	8	2
2013	65	10	11	11	3

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF APRIL 2013**

MTA Long Island Rail Road

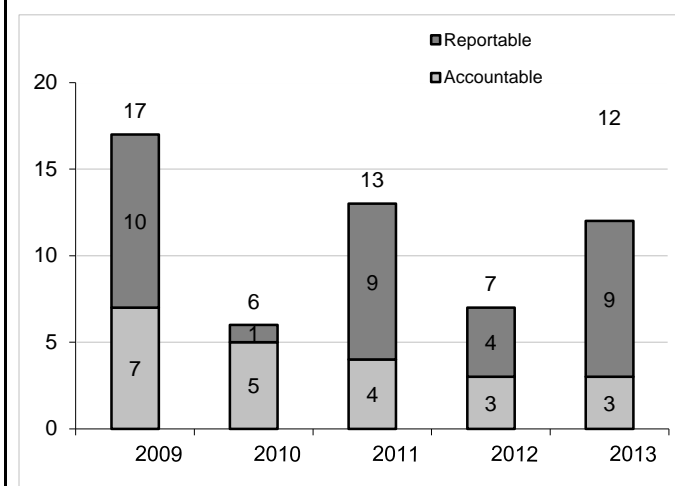
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru March



Contractor Injuries

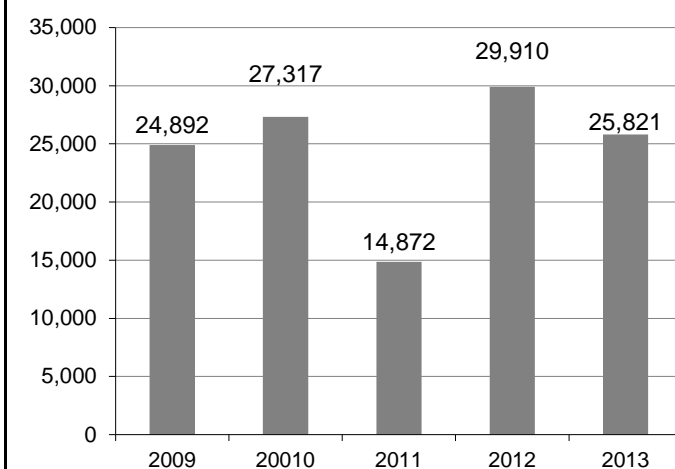
Year	Total	FRA Rpt.
2012	8	8
2013	3	3

% change from last year: -62.5%



Train Accidents

Year	Non-Reportable	Reportable
2009	7	10
2010	5	1
2011	4	9
2012	3	4
2013	3	9



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

Total Participants

Year	Total
2009	24,892
2010	27,317
2011	14,872
2012	29,910
2013	25,821