



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A large, bold, black text "MONTHLY OPERATING REPORT" is centered within the grid. The text has a slight drop shadow. The grid lines are also dotted and form a rectangular frame around the text.

MONTHLY OPERATING REPORT

May 2013

Helena E. Williams
President



**OPERATING REPORT
FOR MONTH OF MAY 2013**

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
On Time Performance	System	Overall	95.1%	93.9%	93.6%	95.4%	95.9%
	<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>						
		AM Peak		96.7%	92.3%	96.0%	95.3%
		PM Peak		86.9%	90.4%	92.7%	93.7%
		Total Peak		92.0%	91.4%	94.5%	94.6%
		Off Peak Weekday		94.4%	94.0%	95.3%	96.2%
		Weekend		95.6%	95.8%	96.7%	97.1%
	Babylon Branch	Overall	95.1%	93.4%	93.2%	94.7%	95.4%
		AM Peak		96.9%	91.4%	97.4%	96.7%
		PM Peak		85.9%	89.8%	92.3%	92.7%
		Total Peak		91.9%	90.7%	95.1%	94.9%
		Off Peak Weekday		93.9%	93.8%	93.0%	95.0%
		Weekend		94.6%	95.9%	98.2%	97.1%
	Far Rockaway Branch	Overall	95.1%	95.9%	96.4%	98.1%	98.0%
		AM Peak		96.3%	92.5%	98.4%	96.0%
		PM Peak		85.9%	92.0%	94.4%	95.5%
		Total Peak		91.6%	92.2%	96.6%	95.8%
		Off Peak Weekday		97.6%	97.2%	98.2%	98.6%
		Weekend		96.8%	98.8%	99.8%	99.2%
	Huntington Branch	Overall	95.1%	93.9%	92.5%	95.7%	95.5%
		AM Peak		97.3%	92.1%	96.7%	94.7%
		PM Peak		88.0%	89.3%	89.3%	90.9%
		Total Peak		92.8%	90.7%	93.1%	92.9%
		Off Peak Weekday		93.7%	91.4%	96.0%	96.4%
		Weekend		95.2%	95.5%	97.6%	96.5%
	Hempstead Branch	Overall	95.1%	95.3%	96.5%	98.3%	97.8%
		AM Peak		97.7%	95.1%	98.6%	97.0%
		PM Peak		90.4%	94.2%	93.9%	95.2%
		Total Peak		94.3%	94.7%	96.4%	96.1%
		Off Peak Weekday		95.6%	96.7%	99.0%	98.2%
		Weekend		95.6%	97.8%	98.6%	98.7%
	Long Beach Branch	Overall	95.1%	96.2%	95.4%	97.1%	97.2%
		AM Peak		96.6%	93.3%	97.9%	96.9%
		PM Peak		92.2%	93.7%	94.6%	95.5%
		Total Peak		94.5%	93.5%	96.3%	96.2%
		Off Peak Weekday		95.9%	95.0%	97.3%	97.4%
		Weekend		99.0%	98.8%	97.4%	97.7%
	Montauk Branch	Overall	95.1%	93.0%	92.2%	91.0%	93.7%
		AM Peak		98.3%	92.5%	96.0%	94.6%
		PM Peak		89.2%	90.0%	88.0%	90.0%
		Total Peak		93.9%	91.3%	92.6%	92.6%
		Off Peak Weekday		94.1%	93.7%	91.8%	94.0%
		Weekend		89.8%	89.9%	88.1%	94.1%
	Oyster Bay Branch	Overall	95.1%	93.5%	92.5%	95.4%	96.1%
		AM Peak		98.7%	94.3%	94.8%	96.5%
		PM Peak		85.6%	88.7%	92.4%	93.1%
		Total Peak		92.7%	91.7%	93.7%	94.9%
		Off Peak Weekday		92.3%	92.2%	95.5%	96.1%
		Weekend		97.8%	94.3%	97.8%	97.9%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	95.1%	91.8%	90.6%	93.1%	93.4%
	AM Peak		94.3%	90.5%	93.8%	93.0%
	PM Peak		85.1%	85.4%	89.6%	89.4%
	Total Peak		90.0%	88.1%	91.8%	91.3%
	Off Peak Weekday		90.5%	90.2%	90.9%	92.7%
	Weekend		98.0%	94.4%	99.2%	97.2%
Port Washington Branch	Overall	95.1%	93.1%	94.9%	95.7%	96.8%
	AM Peak		95.2%	91.7%	94.7%	95.0%
	PM Peak		81.3%	90.9%	94.5%	95.7%
	Total Peak		88.1%	91.3%	94.6%	95.4%
	Off Peak Weekday		94.6%	96.0%	95.9%	97.1%
	Weekend		97.0%	97.9%	97.2%	98.6%
Ronkonkoma Branch	Overall	95.1%	92.9%	90.7%	92.8%	94.2%
	AM Peak		96.2%	91.6%	91.7%	91.8%
	PM Peak		88.2%	89.6%	94.2%	96.2%
	Total Peak		92.6%	90.7%	92.8%	93.7%
	Off Peak Weekday		92.4%	89.7%	93.6%	94.6%
	Weekend		94.6%	92.8%	91.2%	93.9%
West Hempstead Branch	Overall	95.1%	96.1%	95.5%	97.6%	97.5%
	AM Peak		97.3%	94.3%	96.4%	97.0%
	PM Peak		90.9%	90.8%	94.7%	95.0%
	Total Peak		93.8%	92.4%	95.5%	95.9%
	Off Peak Weekday		97.3%	97.4%	98.8%	98.4%
	Weekend		100.0%	95.5%	100.0%	100.0%
Operating Statistics	Trains Scheduled		20,495	98,139	20,227	97,323
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		-11.6	-13.1	-13.9	-12.9
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		181	1,150	206	759
	Trains Canceled		67	450	45	183
	Trains Terminated		41	280	23	126
	Percent of Scheduled Trips Completed		99.5%	99.3%	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		99.4%			
	PM Peak		99.3%			
	Total Peak		99.3%			



**OPERATING REPORT
FOR MONTH OF MAY 2013**

Categories Of Delay	April	2013 Data		2012 Data		YTD 2012 Vs 2013
		May	YTD Thru May	May	YTD Thru May	
Late Train Incidents						
National Rail Passenger Corp	82	286	645	27	263	382
Capital Programs	25	12	54	1	36	18
Engineering	89	126	782	55	494	288
Penn Station Central Control	17	33	80	7	32	48
Maintenance of Equipment	102	113	657	138	697	(40)
** Other / Miscellaneous	113	142	1,661	130	457	1,204
Public	397	430	1,957	498	1,714	243
Transportation	109	36	241	58	188	53
Vandalism	7	4	36	2	45	(9)
Maintenance of Way (Sched.)	42	59	136	24	48	88

*** 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
5/1	Wed	Amtrak related signal trouble in the East River Tunnels				26	8		10	3		36	11	
5/5	Sun	Fire in Dunton Interlocking							4		6	4		6
5/8	Wed	Loss of third rail power between Bay and Shea Interlocking				1	4		5	2	1	6	6	1
5/10	Fri	Train 5051 struck a motor vehicle east of Brentwood Station				14	4	1	6	1	4	20	5	5
5/10	Fri	Operator misroute in Harold Interlocking				16			5			21		
5/15	Wed	Track circuit failure at Nassau Interlocking							11			11		
5/16	Thurs	Train 605 with equipment trouble east of Woodside Station	5		1				4			9		1
5/16	Thurs	Amtrak related power loss in Harold Interlocking				56	22		21	4	8	77	26	8
5/17	Fri	Possible 3rd rail defect in Harold Interlocking				17			2			19		
5/17	Fri	Train 554 with equipment trouble in Jamaica							10			10		
5/21	Tues	Train 605 with equipment trouble in Harold Interlocking	16									16		
5/21	Tues	Amtrak related signal trouble in the East River Tunnels	11						5			16		
5/21	Tues	Signal trouble west of Jamaica due to a power outage	9						2			11		
5/21	Tues	Amtrak related signal trouble in Harold Interlocking				11			7			18		
5/22	Wed	Train 1056 assisting a wheelchair customer onto train				10			2			12		
5/23	Thurs	Amtrak related signal trouble in East River Tunnels				16	1					16	1	
5/23	Thurs	Severe weather conditions in West Side yard				19			4			23		
5/29	Wed	Amtrak related signal trouble in "F" Interlocking				24	6		9			33	6	
TOTAL FOR MONTH			41	0	1	210	45	1	107	10	19	358	55	21
												434		

Long Island Rail Road

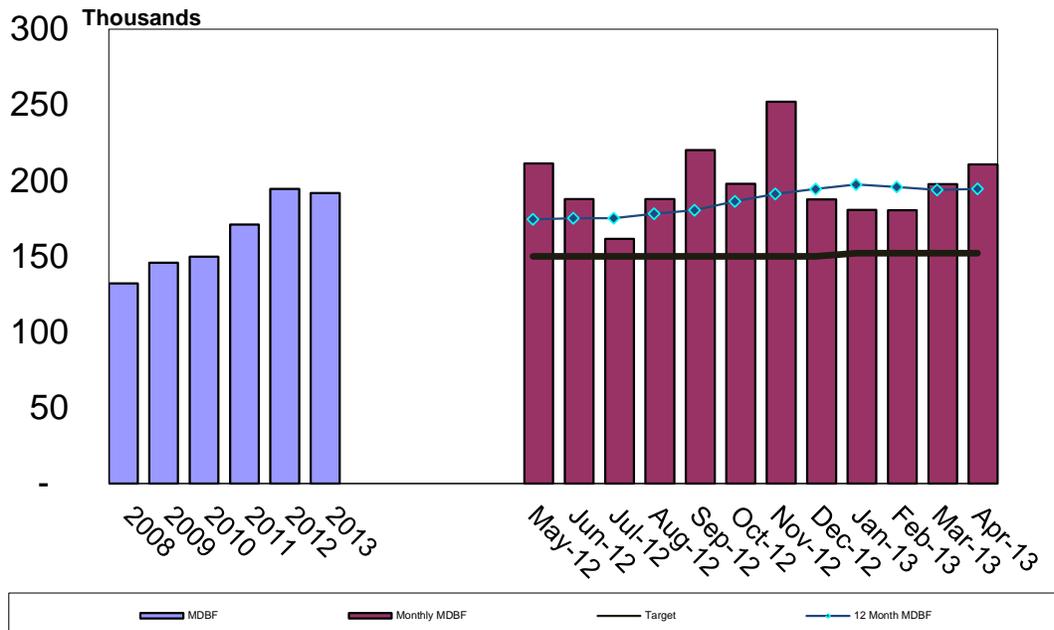
MEAN DISTANCE BETWEEN FAILURES

	2013 Data							2012 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month MDBF Rolling Avg (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean	M-3	150	55,000	113,365	5	88,474	81,341	54,990	10	74,964
Distance	M-7	836	350,000	352,597	14	384,452	386,856	395,225	12	444,068
Between Failures	DM	21	18,000	34,395	2	29,125	27,951	31,599	2	30,359
	DE	24	18,000	18,568	5	19,999	24,014	28,327	3	15,935
	C-3	134	75,000	163,319	4	95,923	105,383	196,370	3	97,102
	Diesel	179	45,000	74,082	11	58,795	64,977	92,161	8	55,189
Fleet	1,120		152,000	210,603	30	191,801	194,521	200,997	30	191,372

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





Standee Report

East Of Jamaica

			2013 Data	
			May	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	2
			Total Standees	2
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	0	6
			Total Standees	6
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	36	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	10	2
			Total Standees	2
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	3	2
			Total Standees	40
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
			System Wide PEAK	50

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 MAY 2013

Standee Report

West Of Jamaica		2013 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	7
		Total Standees	4	7
	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	7	30
		Total Standees	7	30
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	25
		Total Standees	0	25
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	0
		Total Standees	18	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	10	2
		Total Standees	18	2
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	1	0
		Total Standees	31	18
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	81	83

Definitions

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

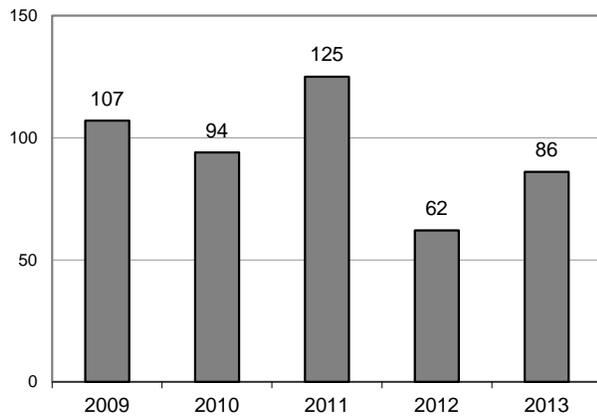
"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**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.

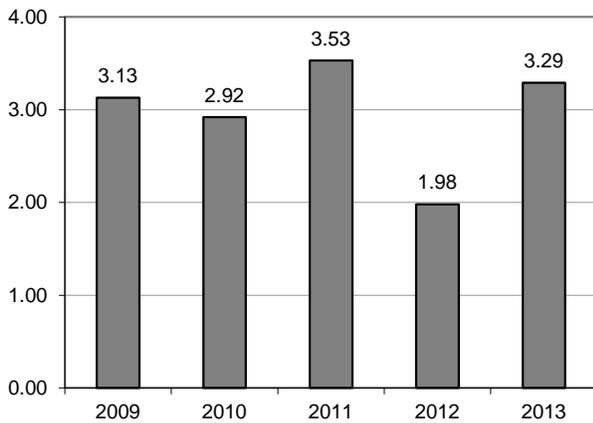
MTA Long Island Rail Road Summary of Employee Injuries thru April



Total Employee Injuries

Year	Total
2009	107
2010	94
2011	125
2012	62
2013	86

% change from last year: 38.7%



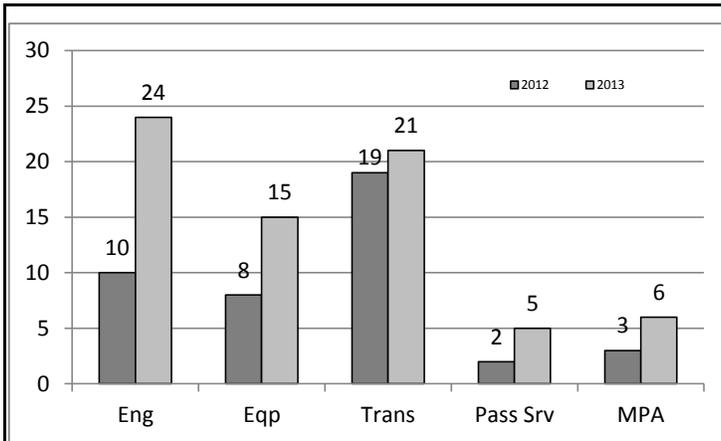
Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	73	3.13
2010	64	2.92
2011	74	3.53
2012	42	1.98
2013	71	3.29

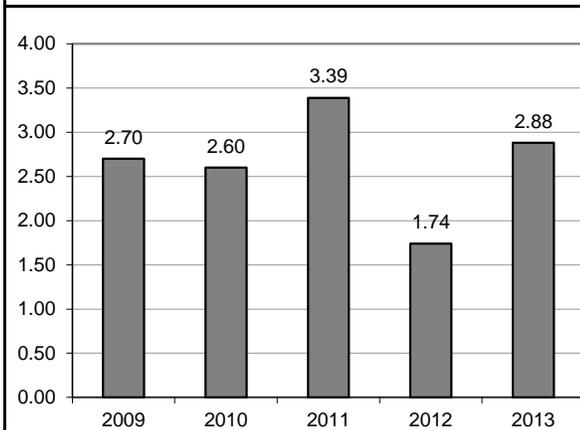
% change from last year: 66.2%

* Federal Railroad Administration Frequency Index

MTA Long Island Rail Road Summary of Employee Injuries thru April



Department	2012	2013	% Change
Engineering	10	24	140%
Equipment	8	15	88%
Transportation	19	21	11%
Pass Serv	2	5	150%
MPA	3	6	100%

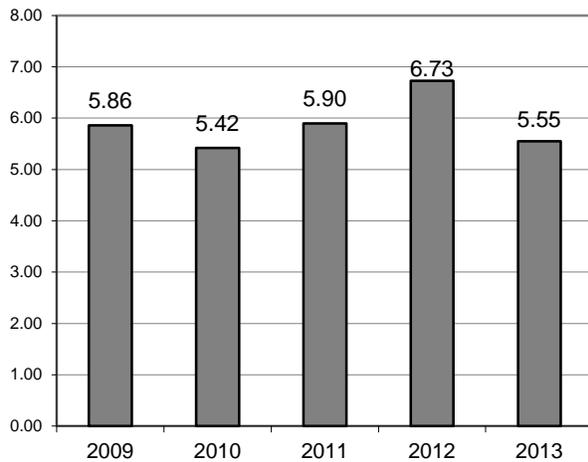


Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	62	1	2.66	0.04	2.70
2010	56	1	2.55	0.05	2.60
2011	69	2	3.29	0.10	3.39
2012	37	0	1.74	0.00	1.74
2013	62	0	2.88	0.00	2.88

% change from last year: 65.5%

* - Injuries per 200,000 hours worked

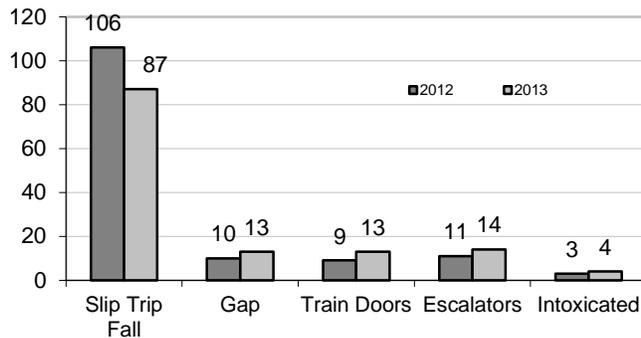
MTA Long Island Rail Road Summary of Customer Injuries thru April



Total Customer Injuries

Year	Total	FI*
2009	157	5.86
2010	141	5.42
2011	150	5.90
2012	180	6.73
2013	147	5.55

% change from last year: -17.5%



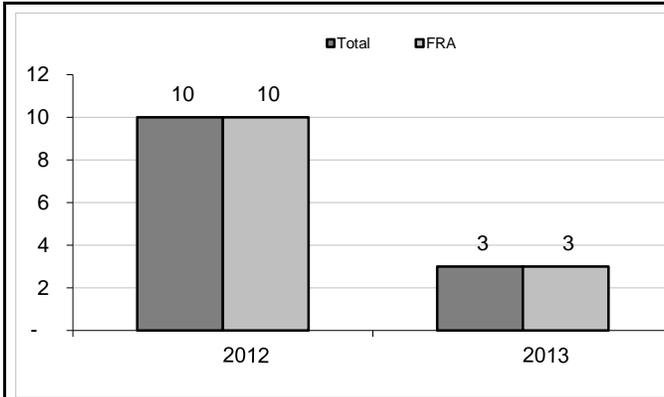
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	106	10	9	11	3
2013	87	13	13	14	4

*- Injuries per 1,000,000 rides

MTA Long Island Rail Road

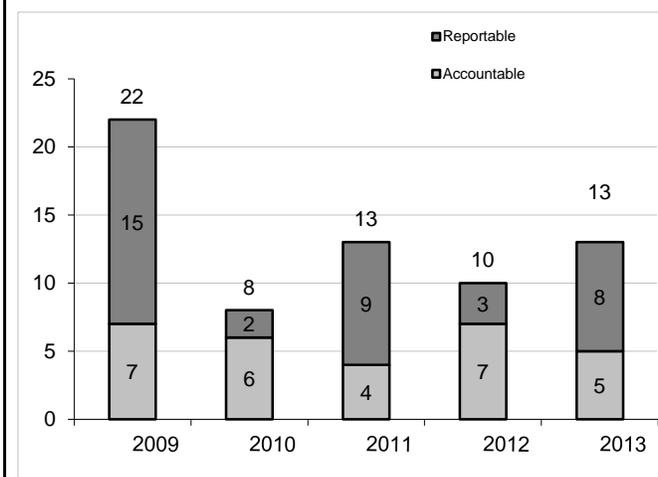
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru April



Contractor Injuries

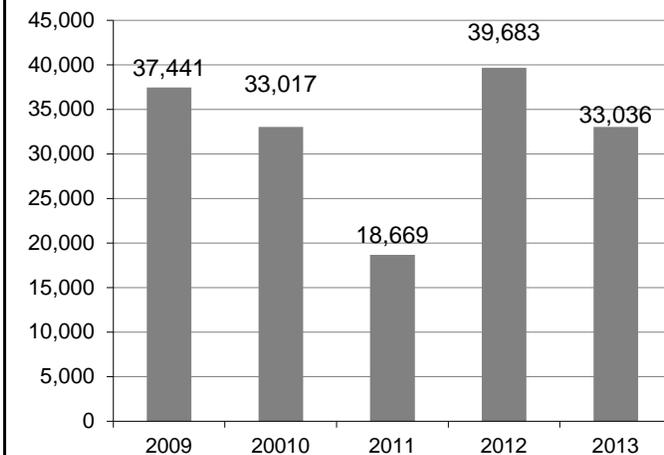
Year	Total	FRA Rpt.
2012	10	10
2013	3	3

% change from last year: -70.0%



Train Accidents

Year	Non-Reportable	Reportable
2009	7	15
2010	6	2
2011	4	9
2012	7	3
2013	5	8



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

Total Participants

Year	Total
2009	37,441
2010	33,017
2011	18,669
2012	39,683
2013	33,036