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**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. Behind the text is a grid of dotted lines. A solid black line, resembling a stylized 'M' or a series of connected peaks, runs diagonally from the bottom left to the top right, passing behind the text.

**July 2013**

**Helena E. Williams  
President**

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	July	July	July	July
<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>95.1%</b>	<b>93.3%</b>	<b>93.6%</b>	<b>93.3%</b>	<b>95.1%</b>
		AM Peak		97.6%	93.3%	91.9%	94.6%
		PM Peak		85.7%	89.8%	91.2%	92.4%
		<b>Total Peak</b>		<b>92.0%</b>	<b>91.7%</b>	<b>91.6%</b>	<b>93.5%</b>
		Off Peak Weekday		93.9%	94.0%	93.5%	95.4%
		Weekend		93.8%	95.2%	94.8%	96.3%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.4%</b>	<b>93.1%</b>	<b>93.2%</b>	<b>94.7%</b>
		AM Peak		98.6%	92.8%	92.4%	95.9%
		PM Peak		82.7%	89.0%	92.5%	92.0%
		<b>Total Peak</b>		<b>91.5%</b>	<b>91.1%</b>	<b>92.5%</b>	<b>94.1%</b>
		Off Peak Weekday		93.2%	93.7%	93.0%	94.4%
		Weekend		92.2%	95.1%	94.9%	96.2%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.4%</b>	<b>96.5%</b>	<b>97.0%</b>	<b>97.6%</b>
		AM Peak		98.4%	93.4%	90.5%	95.3%
		PM Peak		89.4%	92.1%	96.3%	94.9%
		<b>Total Peak</b>		<b>94.3%</b>	<b>92.8%</b>	<b>93.1%</b>	<b>95.1%</b>
		Off Peak Weekday		96.2%	97.2%	98.1%	98.3%
		Weekend		99.3%	98.9%	98.4%	98.6%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.6%</b>	<b>92.4%</b>	<b>93.1%</b>	<b>94.7%</b>
		AM Peak		99.4%	93.8%	92.7%	94.0%
		PM Peak		82.8%	88.1%	88.1%	89.4%
		<b>Total Peak</b>		<b>91.4%</b>	<b>91.1%</b>	<b>90.5%</b>	<b>91.8%</b>
		Off Peak Weekday		92.5%	91.5%	91.9%	95.2%
		Weekend		93.9%	94.8%	96.4%	96.5%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.6%</b>	<b>96.6%</b>	<b>97.6%</b>	<b>97.5%</b>
		AM Peak		98.6%	96.0%	96.2%	96.7%
		PM Peak		88.9%	93.4%	97.9%	94.9%
		<b>Total Peak</b>		<b>94.0%</b>	<b>94.8%</b>	<b>97.0%</b>	<b>95.8%</b>
		Off Peak Weekday		96.9%	96.8%	97.8%	97.9%
		Weekend		98.6%	97.9%	97.6%	98.2%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.7%</b>	<b>95.3%</b>	<b>95.8%</b>	<b>96.7%</b>
		AM Peak		95.8%	93.9%	93.9%	96.4%
		PM Peak		89.7%	93.2%	93.3%	94.3%
		<b>Total Peak</b>		<b>92.9%</b>	<b>93.6%</b>	<b>93.7%</b>	<b>95.4%</b>
		Off Peak Weekday		94.1%	95.0%	96.2%	97.0%
		Weekend		93.7%	97.9%	97.3%	97.3%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>87.2%</b>	<b>90.8%</b>	<b>85.9%</b>	<b>91.5%</b>
		AM Peak		95.5%	92.8%	90.5%	93.7%
		PM Peak		78.8%	87.1%	81.8%	87.0%
		<b>Total Peak</b>		<b>86.9%</b>	<b>90.1%</b>	<b>86.7%</b>	<b>90.8%</b>
		Off Peak Weekday		91.1%	93.3%	88.4%	92.3%
		Weekend		80.9%	86.9%	81.3%	90.4%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.0%</b>	<b>92.9%</b>	<b>91.8%</b>	<b>95.3%</b>
		AM Peak		97.4%	95.2%	91.8%	95.3%
		PM Peak		83.3%	87.2%	81.0%	91.2%
		<b>Total Peak</b>		<b>90.9%</b>	<b>91.5%</b>	<b>86.8%</b>	<b>93.4%</b>
		Off Peak Weekday		96.1%	92.8%	92.0%	95.3%
		Weekend		98.3%	95.2%	98.0%	98.1%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	July	July	July	July
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.3%</b>	<b>90.8%</b>	<b>89.9%</b>	<b>92.1%</b>
	AM Peak		96.0%	91.6%	88.1%	91.7%
	PM Peak		83.1%	85.6%	85.7%	87.8%
	<b>Total Peak</b>		<b>90.0%</b>	<b>88.8%</b>	<b>87.0%</b>	<b>89.9%</b>
	Off Peak Weekday		92.6%	90.1%	87.5%	90.9%
	Weekend		98.8%	95.2%	97.5%	97.3%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.1%</b>	<b>94.6%</b>	<b>96.0%</b>	<b>96.1%</b>
	AM Peak		96.4%	92.2%	91.5%	94.1%
	PM Peak		85.7%	90.1%	96.5%	94.7%
	<b>Total Peak</b>		<b>90.8%</b>	<b>91.1%</b>	<b>94.1%</b>	<b>94.4%</b>
	Off Peak Weekday		93.9%	95.6%	96.4%	96.5%
	Weekend		94.7%	97.3%	98.2%	98.0%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.5%</b>	<b>91.4%</b>	<b>87.8%</b>	<b>92.5%</b>
	AM Peak		97.4%	92.6%	89.4%	91.2%
	PM Peak		93.9%	90.8%	87.8%	93.2%
	<b>Total Peak</b>		<b>95.8%</b>	<b>91.8%</b>	<b>88.7%</b>	<b>92.1%</b>
	Off Peak Weekday		92.2%	90.6%	86.8%	92.6%
	Weekend		93.2%	92.4%	88.8%	92.7%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.5%</b>	<b>95.6%</b>	<b>96.7%</b>	<b>97.2%</b>
	AM Peak		99.1%	95.5%	96.2%	96.6%
	PM Peak		81.8%	89.7%	90.5%	93.4%
	<b>Total Peak</b>		<b>89.7%</b>	<b>92.3%</b>	<b>93.1%</b>	<b>94.8%</b>
	Off Peak Weekday		97.3%	97.5%	98.7%	98.5%
	Weekend		100.0%	96.9%	100.0%	100.0%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>20,639</b>	<b>138,419</b>	<b>20,144</b>	<b>137,200</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-11.7	-12.9	-13.1	-12.9
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			189	1,556	272	1,355
<b>Trains Canceled</b>			74	670	16	289
<b>Trains Terminated</b>			50	389	41	211
<b>Percent of Scheduled Trips Completed</b>			99.4%	99.2%	99.7%	99.6%
<b>Consist Compliance</b> (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	98.5%			
		PM Peak	99.3%			
		<b>Total Peak</b>	<b>98.9%</b>			



**OPERATING REPORT  
FOR MONTH OF JULY 2013**

Categories Of Delay		2013 Data			2012 Data		YTD 2012 Vs 2013
		June	July	YTD Thru July	July	YTD Thru July	
Late Train Incidents	<b>National Rail Passenger Corp</b>	281	332	1,258	105	500	758
	<b>Capital Programs</b>	11	42	107	9	73	34
	<b>Engineering</b>	207	123	1,110	190	870	240
	<b>Penn Station Central Control</b>	11	20	111	15	63	48
	<b>Maintenance of Equipment</b>	113	137	907	187	1,015	(108)
	<b>** Other / Miscellaneous</b>	100	192	1,958	229	1,111	847
	<b>Public</b>	397	470	2,831	550	2,733	98
	<b>Transportation</b>	86	44	361	54	286	75
	<b>Vandalism</b>	7	3	46	5	70	(24)
	<b>Maintenance of Way (Sched.)</b>	10	17	163	10	67	96

*\*\* 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
7/3	Wed	Heavy holiday loading system wide				14	1		13			27	1	
7/4	Thurs	Heavy holiday loading system wide							14			14		
7/7	Sun	Heavy loading system wide							10			10		
7/9	Tues	Switch trouble at Brook Interlocking				6			5			11		
7/9	Tues	Train 152 struck bench wall in Penn Station				13			2			15		
7/12	Fri	Amtrak related third rail trouble in A Interlocking				35	8		16			51	8	
7/15	Mon	Train 5761 with equipment trouble in Patchogue				4	1		6			10	1	
7/17	Wed	Amtrak related track condition in East River Tunnels				36	26		28	3	20	64	29	20
7/18	Thurs	Track circuit failure east of Wood Interlocking				35	1		5			40	1	
7/19	Fri	Amtrak related E29DC power problems in Line 4				66			36			102		
7/19	Fri	Heavy loading system wide							12			12		
7/20	Sat	Amtrak related track condition in Line 3							25	3		25	3	
7/20	Sat	Track circuit failure at Divide Interlocking							14	2	2	14	2	2
7/24	Wed	Train 819 disabled in F Interlocking	20		3					2		20	2	3
7/27	Sat	Track program between Jay and Harold Interlockings							20			20		
7/28	Sun	Heavy loading system wide							20			20		
7/29	Mon	Train 1725 striking unauthorized trespassers west of Hollis Station							11		2	11		2
7/30	Tues	Brush fire east of New Hyde Park				20	2		4			24	2	0
<b>TOTAL FOR MONTH</b>			20	0	3	229	39	0	241	10	24	490	49	27
													<b>566</b>	

## Long Island Rail Road

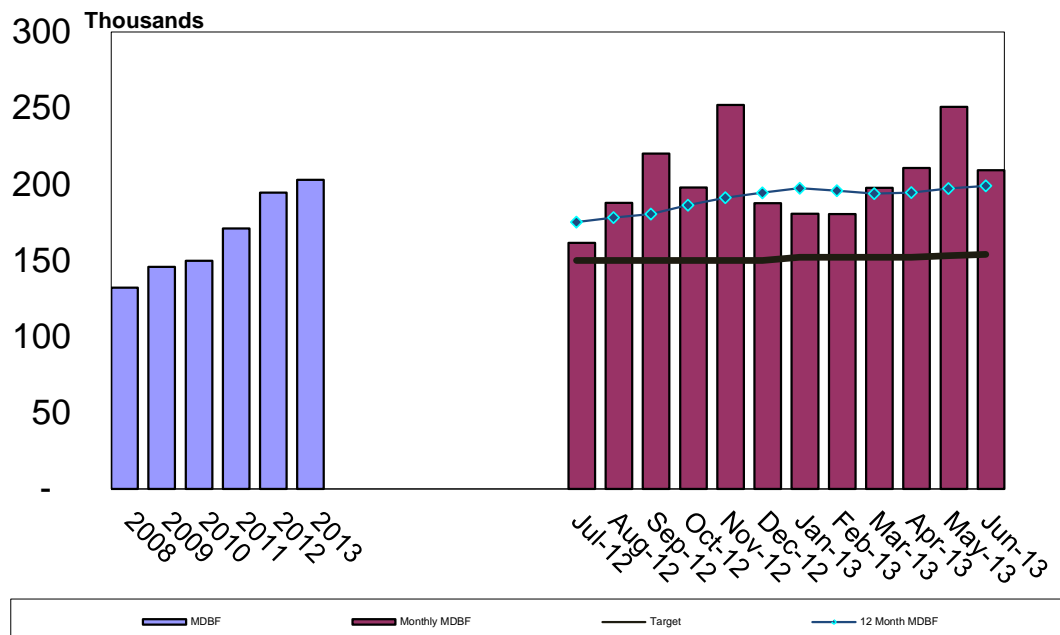
### MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	110,088	5	93,793	86,063	91,791	6	75,009
	M-7	836	350,000	486,194	10	434,801	407,291	370,955	13	430,920
	DM	21	18,000	19,587	4	26,248	26,590	24,279	3	30,005
	DE	24	18,000	21,640	4	19,783	23,926	12,930	7	17,085
	C-3	134	75,000	100,015	7	102,223	103,621	165,217	4	106,789
	Diesel	179	45,000	57,668	15	59,735	63,828	58,873	14	59,117
	<b>Fleet</b>	<b>1,120</b>	<b>152,000</b>	<b>209,246</b>	<b>30</b>	<b>202,972</b>	<b>198,947</b>	<b>187,799</b>	<b>33</b>	<b>193,907</b>

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 JULY 2013

### Standee Report

#### East Of Jamaica

East Of Jamaica			2013 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	4
		Total Standees	2	4
	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	7	1
		Total Standees	7	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	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	26	0
		Total Standees	26	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	14
		Total Standees	18	14
	Ronkonkoma Branch	Program Standees	0	38
Add'l Standees		2	0	
Total Standees		2	38	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			59	57

#### 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.



## OPERATING REPORT FOR MONTH OF JULY 2013

### Standee Report

West Of Jamaica			2013 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	15	4
		<b>Total Standees</b>	<b>15</b>	<b>4</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Huntington Branch	Program Standees	0	0
		Add'l Standees	9	13
		<b>Total Standees</b>	<b>9</b>	<b>13</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	4	18
		<b>Total Standees</b>	<b>4</b>	<b>18</b>
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	47	2
		<b>Total Standees</b>	<b>65</b>	<b>2</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	10	14
		<b>Total Standees</b>	<b>18</b>	<b>14</b>
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>30</b>	<b>18</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>140</b>	<b>69</b>

#### Definitions

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

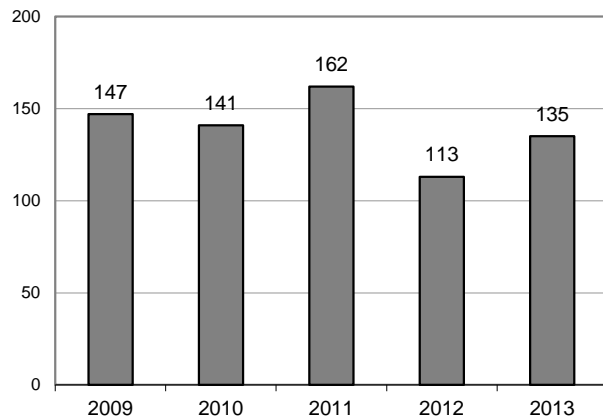
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**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

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

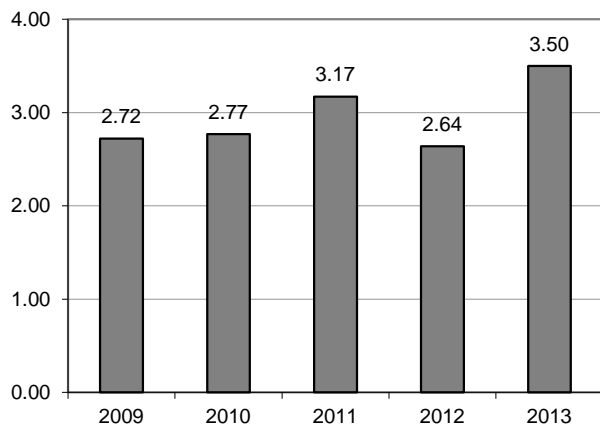
## MTA Long Island Rail Road Summary of Employee Injuries thru June



**Total Employee Injuries**

Year	Total
2009	147
2010	141
2011	162
2012	113
2013	135

% change from last year: 19.5%



**Employee FRA Reportable Injuries**

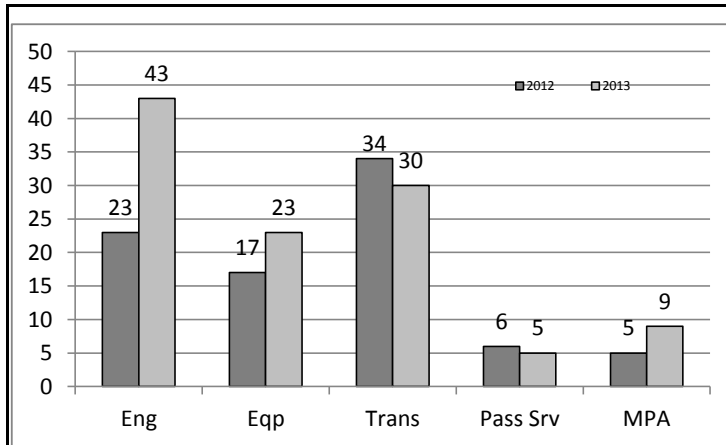
Year	Total	FRA FI*
2009	97	2.72
2010	93	2.77
2011	101	3.17
2012	85	2.64
2013	110	3.50

% change from last year: 32.6%

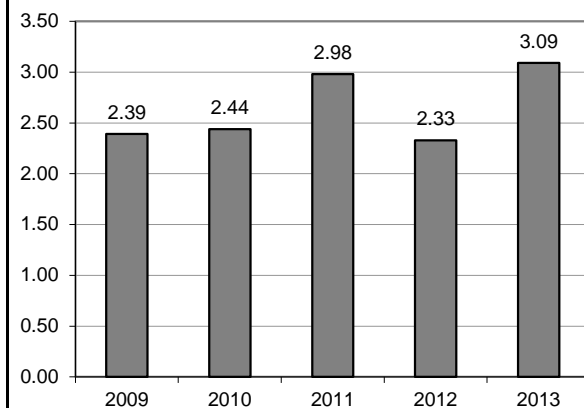
\* Federal Railroad Administration Frequency Index

**OPERATING REPORT  
FOR MONTH OF JULY 2013**

## MTA Long Island Rail Road Summary of Employee Injuries thru June



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	23	43	87%
Equipment	17	23	35%
Transportation	34	30	-12%
Pass Serv	6	5	-17%
MPA	5	9	80%



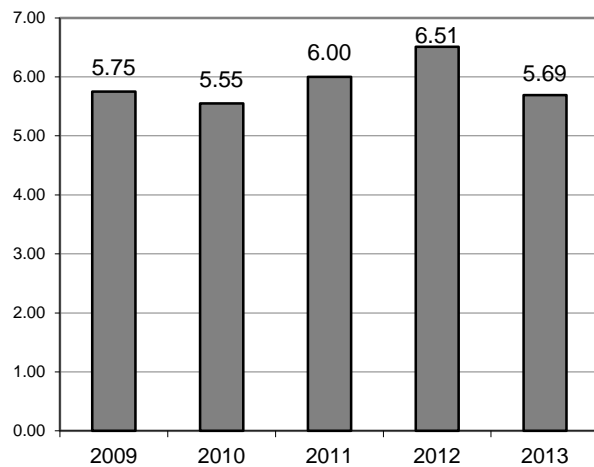
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	84	1	2.36	0.03	2.39
2010	80	2	2.38	0.06	2.44
2011	93	2	2.92	0.06	2.98
2012	75	0	2.33	0.00	2.33
2013	97	0	3.09	0.00	3.09

% change from last year: 32.6%

\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
FOR MONTH OF JULY 2013**

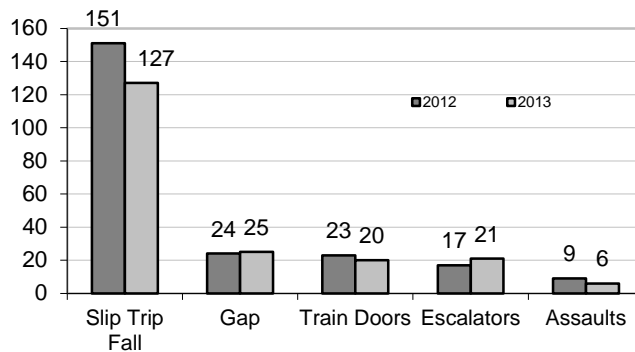
## MTA Long Island Rail Road Summary of Customer Injuries thru June



**Total Customer Injuries**

Year	Total	FI*
2009	236	5.75
2010	222	5.55
2011	236	6.00
2012	268	6.51
2013	231	5.69

% change from last year: -12.6%



**Top 5 Customer Injuries by Type**

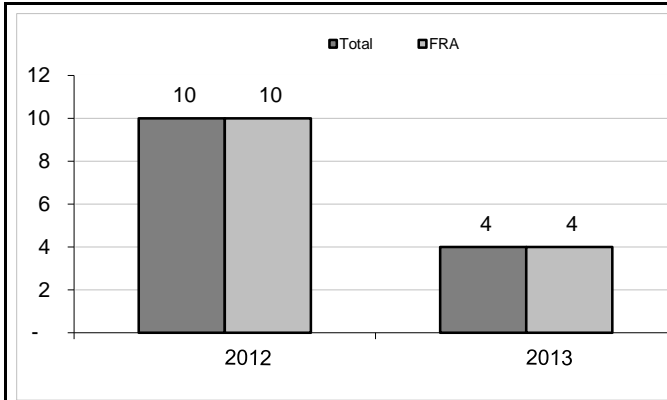
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2012	151	24	23	17	9
2013	127	25	20	21	6

\*- Injuries per 1,000,000 rides

**OPERATING REPORT  
FOR MONTH OF JULY 2013**

## MTA Long Island Rail Road

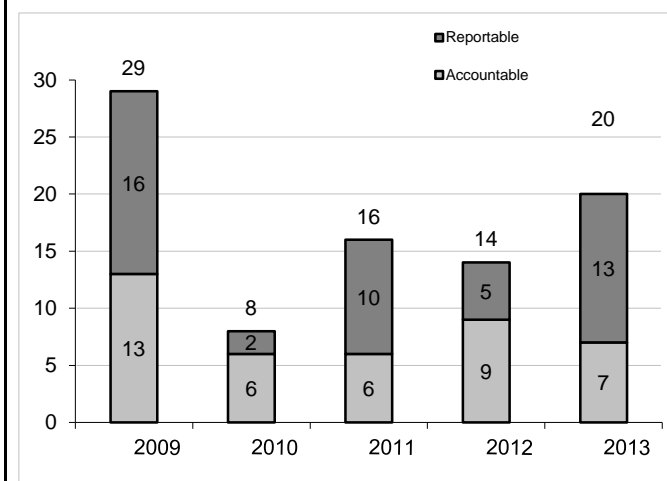
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru June



#### Contractor Injuries

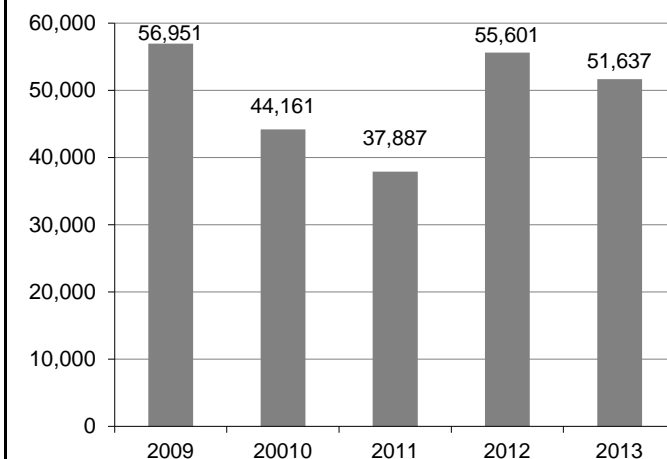
Year	Total	FRA Rpt.
2012	10	10
2013	4	4

% change from last year: -60.0%



#### Train Accidents

Year	Non-Reportable	Reportable
2009	13	16
2010	6	2
2011	6	10
2012	9	5
2013	7	13



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

#### Total Participants

Year	Total
2009	56,951
2010	44,161
2011	37,887
2012	55,601
2013	51,637