



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 across the grid from the bottom-left to the top-right.

June 2013

**Helena E. Williams
President**

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
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%	93.8%	93.7%	92.6%	95.4%
		AM Peak		94.0%	92.6%	93.3%	95.0%
		PM Peak		91.2%	90.5%	86.8%	92.6%
		Total Peak		92.7%	91.6%	90.2%	93.9%
		Off Peak Weekday		94.4%	94.1%	93.3%	95.7%
		Weekend		93.8%	95.4%	94.2%	96.6%
	Babylon Branch	Overall	95.1%	93.7%	93.3%	92.6%	94.9%
		AM Peak		93.6%	91.8%	94.9%	96.4%
		PM Peak		92.0%	90.1%	87.8%	91.9%
		Total Peak		92.9%	91.0%	91.7%	94.4%
		Off Peak Weekday		94.2%	93.8%	92.9%	94.7%
		Weekend		94.0%	95.5%	93.0%	96.4%
	Far Rockaway Branch	Overall	95.1%	97.5%	96.6%	96.0%	97.7%
		AM Peak		93.2%	92.6%	96.5%	96.1%
		PM Peak		95.6%	92.5%	90.5%	94.7%
		Total Peak		94.3%	92.6%	93.8%	95.4%
		Off Peak Weekday		98.2%	97.4%	97.3%	98.4%
		Weekend		99.1%	98.8%	95.6%	98.6%
	Huntington Branch	Overall	95.1%	92.0%	92.4%	92.4%	95.0%
		AM Peak		97.0%	92.9%	91.8%	94.2%
		PM Peak		87.9%	89.0%	83.3%	89.7%
		Total Peak		92.6%	91.0%	87.7%	92.0%
		Off Peak Weekday		91.0%	91.3%	92.4%	95.8%
		Weekend		92.6%	94.9%	96.3%	96.5%
	Hempstead Branch	Overall	95.1%	97.0%	96.6%	95.8%	97.5%
		AM Peak		97.5%	95.5%	95.7%	96.8%
		PM Peak		94.4%	94.2%	90.5%	94.4%
		Total Peak		96.1%	94.9%	93.2%	95.7%
		Off Peak Weekday		97.0%	96.8%	96.7%	97.9%
		Weekend		97.7%	97.8%	96.4%	98.3%
	Long Beach Branch	Overall	95.1%	96.1%	95.6%	94.9%	96.8%
		AM Peak		95.0%	93.6%	96.1%	96.8%
		PM Peak		94.6%	93.9%	89.5%	94.5%
		Total Peak		94.8%	93.7%	93.0%	95.7%
		Off Peak Weekday		96.0%	95.2%	95.7%	97.1%
		Weekend		97.5%	98.6%	95.5%	97.3%
	Montauk Branch	Overall	95.1%	88.5%	91.5%	86.6%	92.5%
		AM Peak		91.3%	92.3%	92.3%	94.2%
		PM Peak		83.9%	88.8%	77.9%	87.9%
		Total Peak		87.5%	90.7%	86.0%	91.5%
		Off Peak Weekday		93.7%	93.7%	88.0%	93.0%
		Weekend		82.1%	88.1%	84.4%	92.3%
	Oyster Bay Branch	Overall	95.1%	92.8%	92.5%	95.0%	95.9%
		AM Peak		97.9%	94.9%	92.5%	95.8%
		PM Peak		83.3%	87.9%	92.1%	92.9%
		Total Peak		91.2%	91.6%	92.3%	94.5%
		Off Peak Weekday		92.0%	92.1%	95.0%	95.9%
		Weekend		96.5%	94.7%	98.9%	98.1%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
Port Jefferson Branch	Overall	95.1%	89.7%	90.4%	88.1%	92.5%
	AM Peak		92.5%	90.8%	88.7%	92.3%
	PM Peak		88.7%	86.0%	82.3%	88.2%
	Total Peak		90.7%	88.6%	85.7%	90.4%
	Off Peak Weekday		87.4%	89.8%	85.1%	91.5%
	Weekend		96.0%	94.5%	97.2%	97.2%
Port Washington Branch	Overall	95.1%	94.2%	94.8%	93.3%	96.1%
	AM Peak		90.6%	91.5%	92.6%	94.6%
	PM Peak		91.1%	90.9%	87.7%	94.4%
	Total Peak		90.8%	91.2%	90.1%	94.5%
	Off Peak Weekday		95.2%	95.9%	94.5%	96.6%
	Weekend		96.7%	97.7%	94.9%	97.9%
Ronkonkoma Branch	Overall	95.1%	92.7%	91.0%	88.7%	93.3%
	AM Peak		93.1%	91.8%	89.7%	91.5%
	PM Peak		94.0%	90.3%	83.7%	94.1%
	Total Peak		93.5%	91.1%	87.1%	92.6%
	Off Peak Weekday		93.7%	90.3%	88.6%	93.6%
	Weekend		89.8%	92.2%	91.7%	93.5%
West Hempstead Branch	Overall	95.1%	97.0%	95.8%	96.4%	97.3%
	AM Peak		98.0%	94.9%	95.2%	96.7%
	PM Peak		92.5%	91.1%	88.1%	93.8%
	Total Peak		95.0%	92.8%	91.3%	95.1%
	Off Peak Weekday		98.1%	97.5%	99.2%	98.5%
	Weekend		100.0%	96.3%	100.0%	100.0%
Operating Statistics		Trains Scheduled	19,641	117,780	19,733	117,056
Avg. Delay per Late Train (min) excluding trains canceled or terminated			13.4	-13.1	-13.8	-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			217	1,367	324	1,083
Trains Canceled			146	596	90	273
Trains Terminated			59	339	44	170
Percent of Scheduled Trips Completed			99.0%	99.2%	99.3%	99.6%
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	99.3%			
		PM Peak	99.2%			
		Total Peak	99.3%			



**OPERATING REPORT
FOR MONTH OF JUNE 2013**

Categories Of Delay		2013 Data			2012 Data		YTD 2012 Vs 2013
		May	June	YTD Thru June	June	YTD Thru June	
Late Train Incidents	National Rail Passenger Corp	286	281	926	132	395	531
	Capital Programs	12	11	65	28	64	1
	Engineering	126	208	990	186	680	310
	Penn Station Central Control	33	11	91	16	48	43
	Maintenance of Equipment	113	119	776	131	828	(52)
	** Other / Miscellaneous	142	94	1,758	130	882	876
	Public	430	395	2,357	469	2,183	174
	Transportation	36	87	320	44	232	88
	Vandalism	4	7	43	20	65	(22)
	Maintenance of Way (Sched.)	59	10	146	9	57	89

*** 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
6/1	Sat	Loss of control of supervisory system in Babylon							12			12		
6/4	Tues	Track car incident in Divide Interlocking				13			45	7	3	58	7	3
6/5	Wed	Train 421 requiring medical assistance in Bayside	16						1			17		
6/8	Sat	Train 8735 struck unauthorized pedestrian west of Speonk							7	3	1	7	3	1
6/9	Sun	Train 8705 with equipment trouble in Montauk							10		1	10		1
6/11	Tues	Train 2019 with added stops	12									12		
6/16	Sun	Train 8710 with equipment trouble in Jamaica							11			11		
6/17	Mon	Amtrak switch 557 - Defective switch point guard				12	28		20	33	22	32	61	22
6/18	Mon	Amtrak switch 557 - Defective switch point guard(6/17)	21	18	14	48	20	1	16	6	2	85	44	17
6/24	Mon	Building fire close to right of way at New Hyde Park Road				5			6			11		
6/25	Tues	Train 300 operating late	11	1					3			14	1	
6/29	Sat	Broken rail at Nassau							56	15		56	15	
6/30	Sun	Heavy loading system wide							11			11		
TOTAL FOR MONTH			60	19	14	78	48	1	198	64	29	336	131	44
													511	

Long Island Rail Road

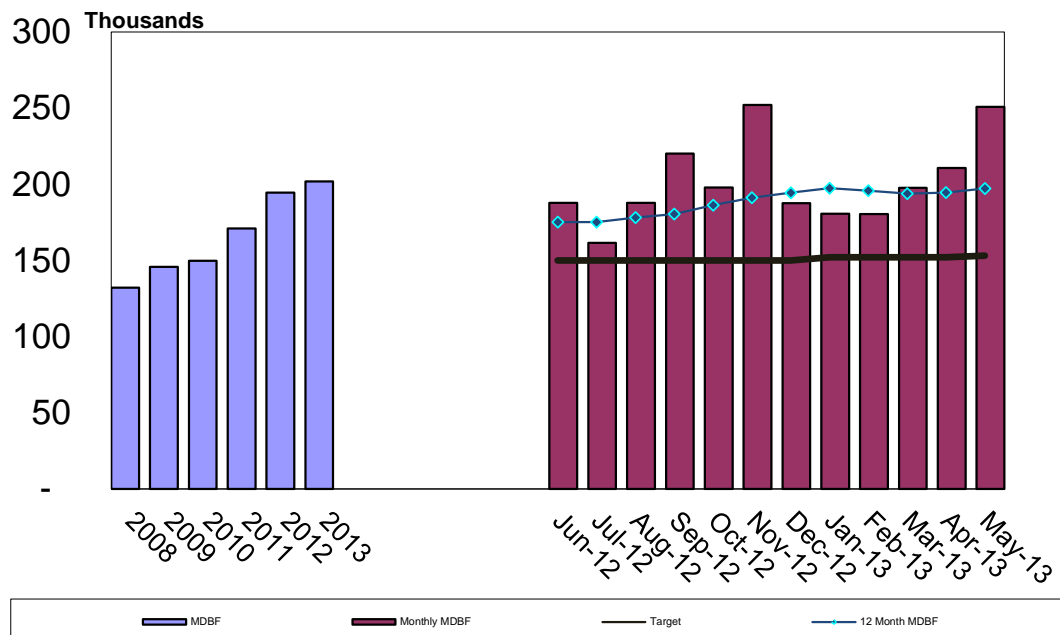
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M-3	150	55,000	102,377	6	91,165	84,964	63,963	9	72,359
	M-7	836	350,000	721,018	7	425,784	398,408	450,391	11	445,356
	DM	21	18,000	26,500	3	28,469	27,249	37,005	2	31,567
	DE	24	18,000	17,518	5	19,460	22,452	43,703	2	18,350
	C-3	134	75,000	138,071	5	102,721	107,447	108,201	6	99,250
	Diesel	179	45,000	65,957	13	60,205	63,983	81,062	10	59,170
	Fleet	1,120	152,000	250,724	26	201,749	197,113	211,353	30	195,190

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 JUNE 2013

Standee Report

East Of Jamaica			2013 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	2
		Total Standees	1	2
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	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	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	25	0
		Total Standees	25	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	19	0
		Total Standees	19	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	11	22
		Total Standees	19	22
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	13	17
		Total Standees	13	55
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK		81	78	

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 JUNE 2013

Standee Report

West Of Jamaica

			2013 Data May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	8
		Total Standees	1	8
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	0	11
		Total Standees	0	11
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	13
		Total Standees	0	13
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	2
		Total Standees	18	2
	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	7	0
		Total Standees	7	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	11	22
		Total Standees	19	22
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	10	16
		Total Standees	40	34
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			88	89

Definitions

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

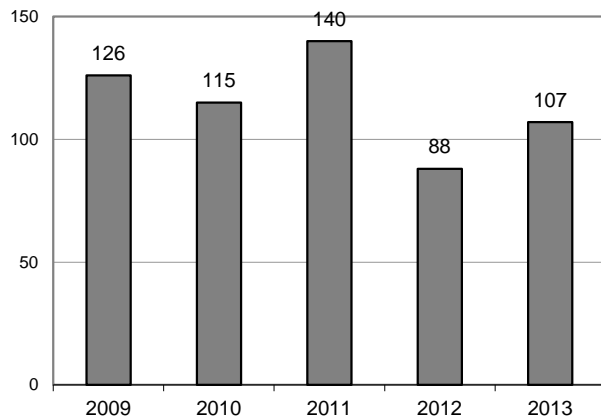
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Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

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

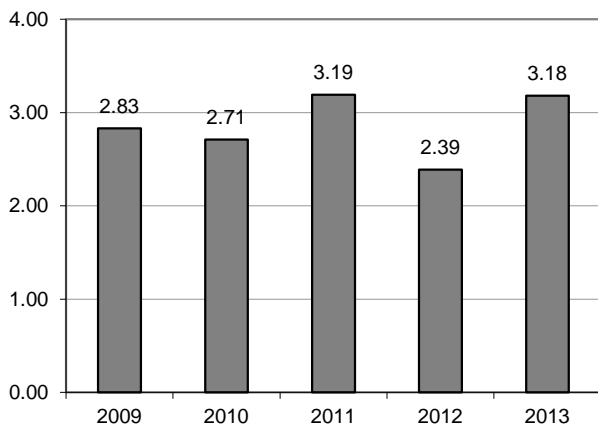
MTA Long Island Rail Road Summary of Employee Injuries thru May



Total Employee Injuries

Year	Total
2009	126
2010	115
2011	140
2012	88
2013	107

% change from last year: 21.6%



Employee FRA Reportable Injuries

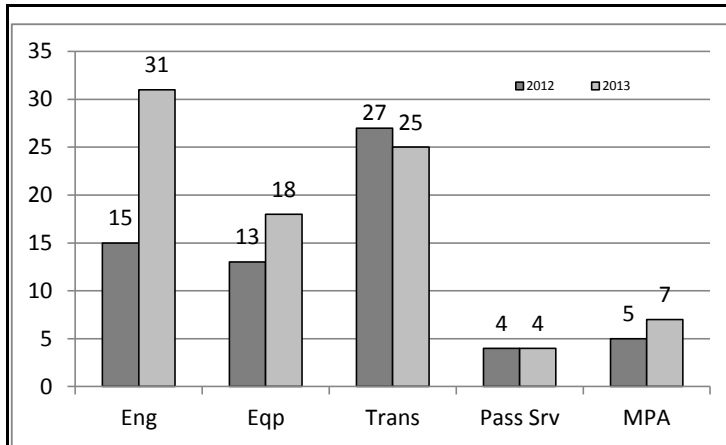
Year	Total	FRA FI*
2009	85	2.83
2010	77	2.71
2011	84	3.19
2012	64	2.39
2013	85	3.18

% change from last year: 33.1%

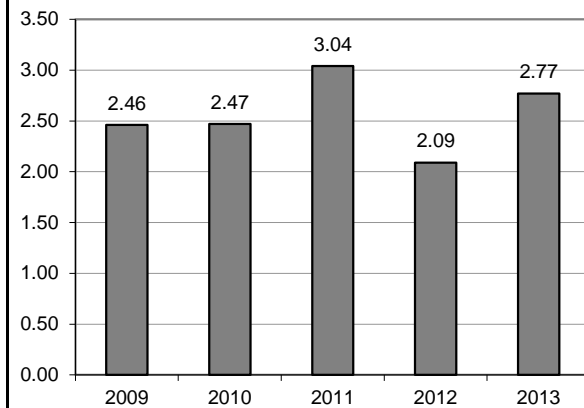
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF JUNE 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru May



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	15	31	107%
Equipment	13	18	38%
Transportation	27	25	-7%
Pass Serv	4	4	0%
MPA	5	7	40%



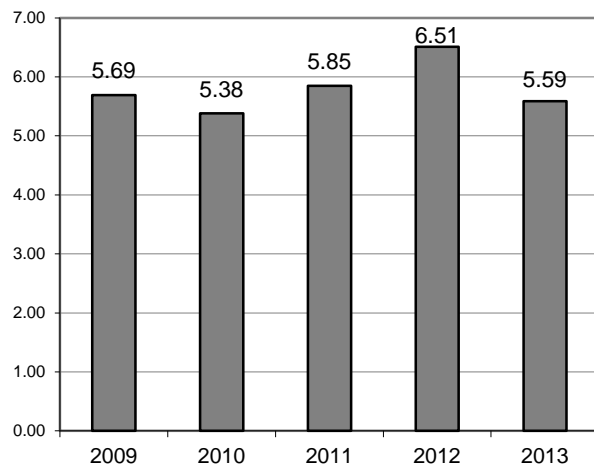
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	73	1	2.43	0.03	2.46
2010	68	2	2.40	0.07	2.47
2011	78	2	2.96	0.08	3.04
2012	56	0	2.09	0.00	2.09
2013	74	0	2.77	0.00	2.77

% change from last year: 32.5%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF JUNE 2013**

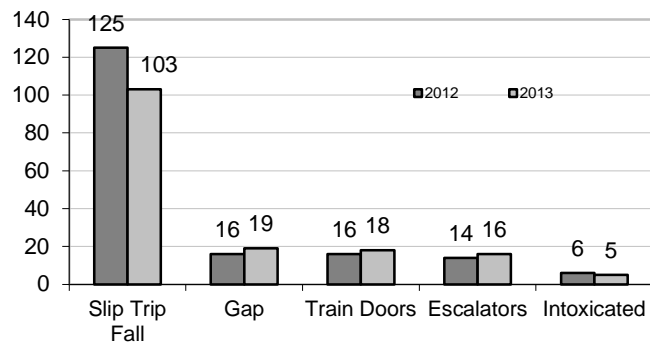
MTA Long Island Rail Road Summary of Customer Injuries thru May



Total Customer Injuries

Year	Total	FI*
2009	191	5.69
2010	176	5.38
2011	188	5.85
2012	221	6.51
2013	188	5.59

% change from last year: -14.1%



Top 5 Customer Injuries by Type

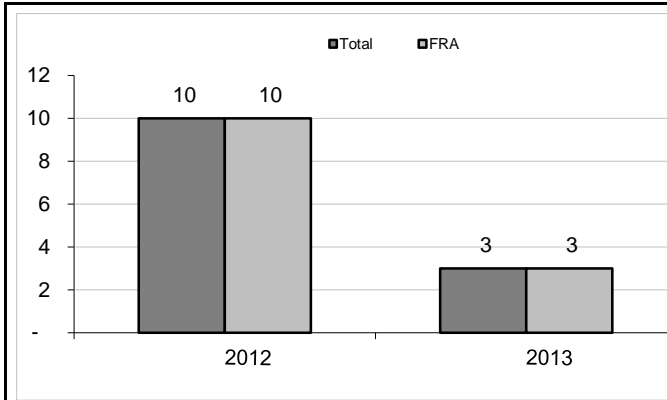
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	125	16	16	14	6
2013	103	19	18	16	5

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF JUNE 2013**

MTA Long Island Rail Road

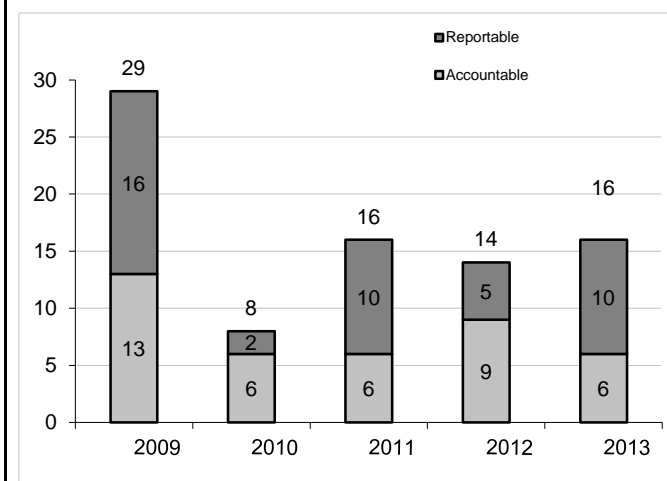
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru May



Contractor Injuries

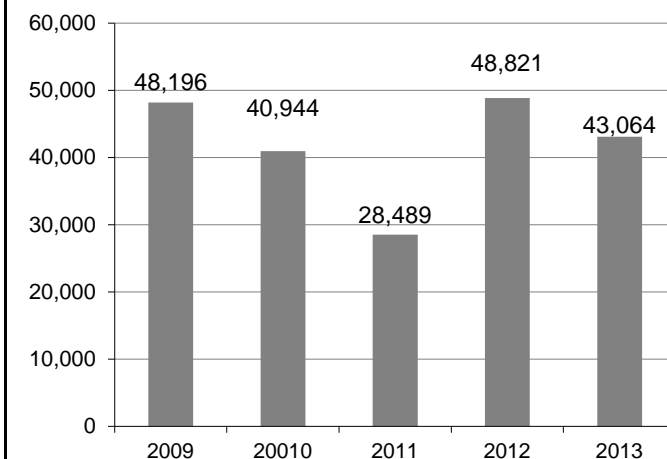
Year	Total	FRA Rpt.
2012	10	10
2013	3	3

% change from last year: -70.0%



Train Accidents

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



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

Total Participants

Year	Total
2009	48,196
2010	40,944
2011	28,489
2012	48,821
2013	43,064



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May 2013

**Helena E. Williams
President**

Performance Summary

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
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%	93.9%	93.6%	95.4%	95.9%
		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%
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		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%
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		PM Peak		90.4%	94.2%	93.9%	95.2%
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		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%
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		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) excluding trains canceled or terminated			-11.6	-13.1	-13.9	-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			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 (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	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

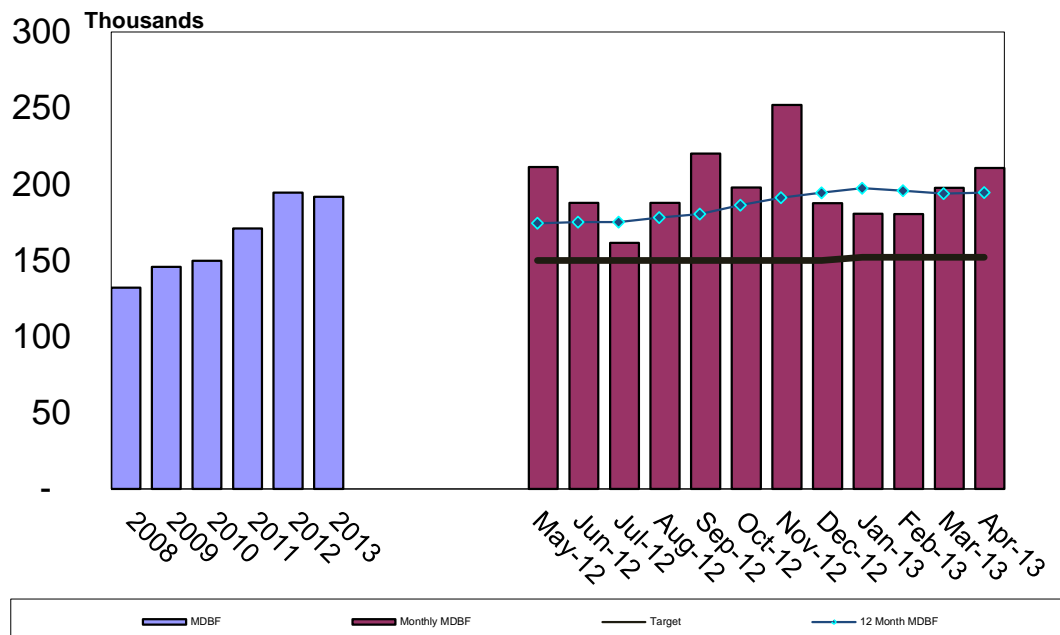
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			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 Distance Between Failures	M-3	150	55,000	113,365	5	88,474	81,341	54,990	10	74,964
	M-7	836	350,000	352,597	14	384,452	386,856	395,225	12	444,068
	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





Long Island Rail Road

OPERATING REPORT FOR MONTH OF MAY 2013

Standee Report

East Of Jamaica

East Of Jamaica			2013 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	2
		Total Standees	4	2
	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	0	6
		Total Standees	0	6
	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	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	36	0
		Total Standees	36	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	0	38
Add'l Standees		3	2	
Total Standees		3	40	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			61	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 May	
			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

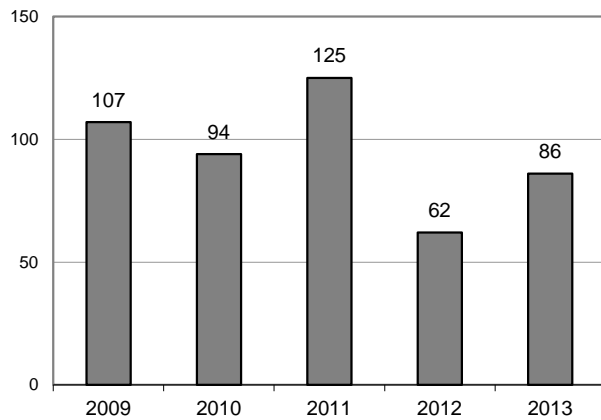
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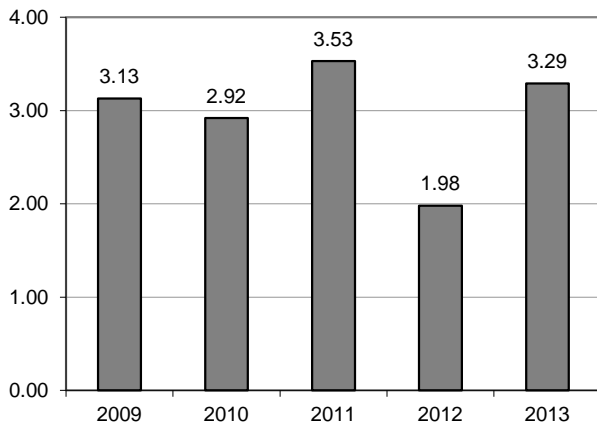
MTA Long Island Rail Road Summary of Employee Injuries thru April



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

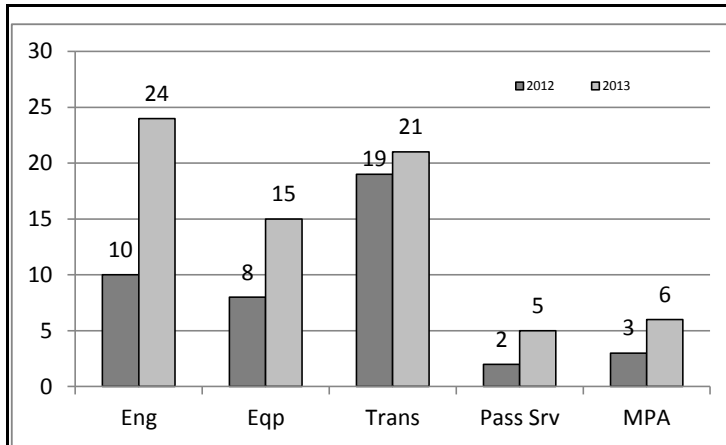
Year	Total	FRA FI*
2009	73	3.13
2010	64	2.92
2011	74	3.53
2012	42	1.98
2013	71	3.29

% change from last year: 66.2%

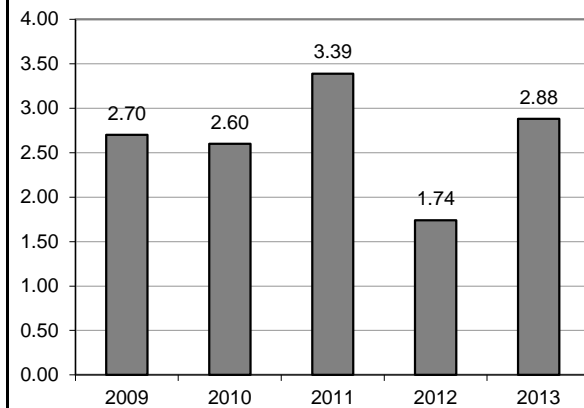
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF MAY 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru April



Employee Reportable Accidents Comparison by Department			
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%



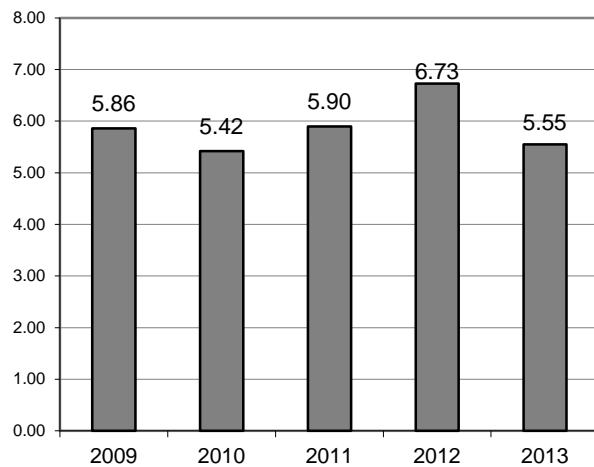
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	62	1	2.66	0.04	2.70
2010	56	1	2.55	0.05	2.60
2011	69	2	3.29	0.10	3.39
2012	37	0	1.74	0.00	1.74
2013	62	0	2.88	0.00	2.88

% change from last year: 65.5%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF MAY 2013**

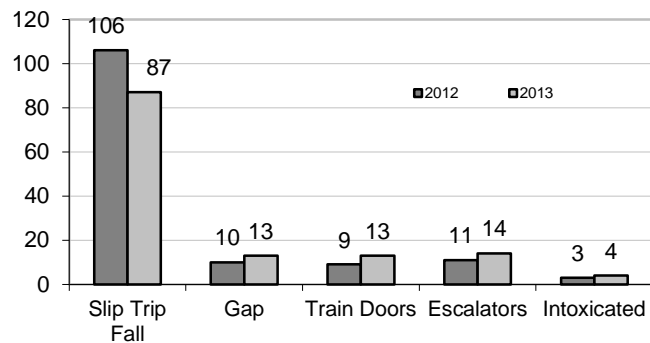
MTA Long Island Rail Road Summary of Customer Injuries thru April



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

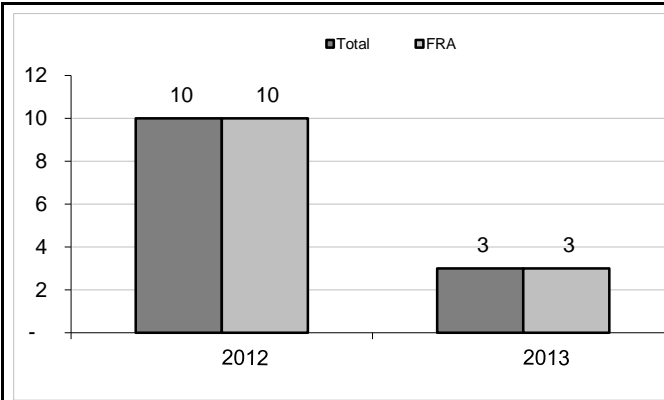
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	106	10	9	11	3
2013	87	13	13	14	4

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF MAY 2013**

MTA Long Island Rail Road

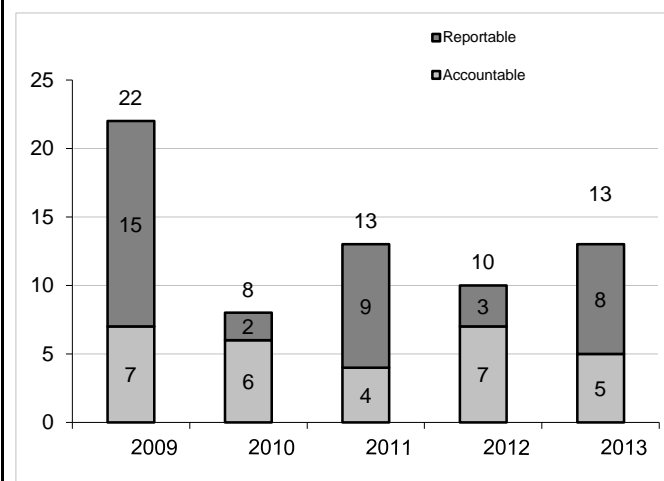
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru April



Contractor Injuries

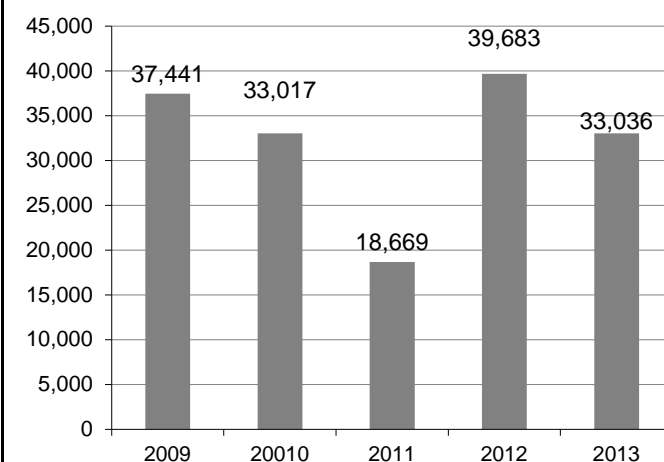
Year	Total	FRA Rpt.
2012	10	10
2013	3	3

% 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