



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.

August 2013

**Helena E. Williams
President**

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	August	August	August	August
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%	91.9%	93.4%	93.6%	94.9%
		AM Peak		84.3%	92.2%	96.4%	94.8%
		PM Peak		93.1%	90.2%	89.6%	92.0%
		Total Peak		88.5%	91.2%	93.3%	93.5%
	Off Peak Weekday			93.3%	93.9%	92.9%	95.0%
	Weekend			93.3%	95.0%	96.2%	96.3%
	Babylon Branch	Overall	95.1%	90.8%	92.8%	93.2%	94.5%
		AM Peak		83.7%	91.6%	97.4%	96.1%
		PM Peak		93.9%	89.6%	88.1%	91.4%
		Total Peak		88.2%	90.7%	93.2%	94.0%
	Off Peak Weekday			92.7%	93.6%	91.7%	94.1%
	Weekend			90.2%	94.5%	97.6%	96.4%
	Far Rockaway Branch	Overall	95.1%	96.0%	96.5%	96.1%	97.4%
		AM Peak		84.7%	92.3%	95.7%	95.3%
		PM Peak		97.5%	92.8%	93.2%	94.7%
		Total Peak		90.5%	92.5%	94.6%	95.0%
	Off Peak Weekday			98.3%	97.3%	96.3%	98.1%
	Weekend			96.8%	98.6%	97.5%	98.5%
	Huntington Branch	Overall	95.1%	92.2%	92.4%	93.6%	94.6%
		AM Peak		87.0%	92.9%	98.0%	94.5%
		PM Peak		89.6%	88.3%	87.3%	89.1%
		Total Peak		88.2%	90.7%	92.8%	91.9%
	Off Peak Weekday			93.0%	91.7%	91.1%	94.7%
	Weekend			94.6%	94.8%	98.4%	96.7%
	Hempstead Branch	Overall	95.1%	95.1%	96.4%	96.4%	97.4%
		AM Peak		88.2%	95.0%	97.0%	96.7%
		PM Peak		96.0%	93.8%	91.3%	94.4%
		Total Peak		91.9%	94.4%	94.3%	95.6%
	Off Peak Weekday			96.0%	96.7%	97.4%	97.9%
	Weekend			96.4%	97.7%	96.3%	98.0%
	Long Beach Branch	Overall	95.1%	93.4%	95.0%	96.0%	96.6%
		AM Peak		84.9%	92.7%	95.3%	96.2%
		PM Peak		95.0%	93.5%	93.0%	94.2%
		Total Peak		89.7%	93.1%	94.2%	95.3%
	Off Peak Weekday			94.4%	94.9%	96.5%	96.9%
	Weekend			95.7%	97.6%	97.2%	97.3%
	Montauk Branch	Overall	95.1%	87.8%	90.4%	85.6%	90.7%
		AM Peak		87.5%	92.1%	89.1%	93.1%
		PM Peak		89.8%	87.5%	79.7%	86.0%
		Total Peak		88.7%	89.9%	85.0%	90.0%
	Off Peak Weekday			90.1%	92.9%	86.0%	91.5%
	Weekend			83.0%	86.3%	85.3%	89.8%
	Oyster Bay Branch	Overall	95.1%	92.1%	92.8%	96.1%	95.4%
		AM Peak		86.4%	94.1%	98.1%	95.7%
		PM Peak		86.4%	87.1%	92.0%	91.3%
		Total Peak		86.4%	90.9%	95.3%	93.7%
	Off Peak Weekday			95.0%	93.1%	95.3%	95.3%
	Weekend			93.3%	95.0%	100.0%	98.3%

August 2013

6-Nov-13

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	August	August	August	August
Port Jefferson Branch	Overall	95.1%	91.5%	90.9%	89.3%	91.8%
	AM Peak		82.4%	90.4%	93.5%	92.0%
	PM Peak		90.3%	86.2%	90.7%	88.2%
	Total Peak		86.1%	88.4%	92.2%	90.2%
	Off Peak Weekday		91.5%	90.3%	85.3%	90.2%
	Weekend		98.8%	95.7%	94.8%	97.0%
Port Washington Branch	Overall	95.1%	90.8%	94.1%	94.8%	95.9%
	AM Peak		80.7%	90.8%	96.9%	94.5%
	PM Peak		93.3%	90.5%	92.0%	94.3%
	Total Peak		87.3%	90.7%	94.4%	94.4%
	Off Peak Weekday		91.0%	95.0%	94.3%	96.2%
	Weekend		96.1%	97.1%	98.0%	98.0%
Ronkonkoma Branch	Overall	95.1%	90.1%	91.2%	92.6%	92.5%
	AM Peak		81.5%	91.2%	97.6%	92.0%
	PM Peak		94.9%	91.4%	89.1%	92.7%
	Total Peak		87.7%	91.3%	93.9%	92.3%
	Off Peak Weekday		91.0%	90.7%	90.8%	92.4%
	Weekend		91.8%	92.3%	95.0%	93.0%
West Hempstead Branch	Overall	95.1%	94.4%	95.4%	95.4%	96.9%
	AM Peak		88.2%	94.6%	97.4%	96.7%
	PM Peak		93.9%	90.2%	89.1%	92.8%
	Total Peak		91.3%	92.2%	92.9%	94.6%
	Off Peak Weekday		96.1%	97.3%	96.8%	98.3%
	Weekend		100.0%	97.3%	100.0%	100.0%
Operating Statistics						
Trains Scheduled			20,699	159,118	20,726	157,926
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-15.2	-13.3	-11.9	-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			439	1,995	235	1,590
Trains Canceled			78	748	24	313
Trains Terminated			42	431	28	239
Percent of Scheduled Trips Completed			99.4%	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	99.2%			
		PM Peak	99.5%			
		Total Peak	99.3%			



**OPERATING REPORT
FOR MONTH OF AUGUST 2013**

Categories Of Delay		2013 Data			2012 Data		YTD 2012 Vs 2013
		July	August	YTD Thru August	August	YTD Thru August	
Late Train Incidents	National Rail Passenger Corp	332	361	1,619	11	511	1,108
	Capital Programs	42	24	131	23	96	35
	Engineering	123	118	1,227	138	1,008	219
	Penn Station Central Control	20	43	154	8	71	83
	Maintenance of Equipment	137	245	1,151	143	1,158	(7)
	** Other / Miscellaneous	192	96	2,056	343	1,454	602
	Public	470	624	3,455	553	3,286	169
	Transportation	44	45	406	76	362	44
	Vandalism	3	97	143	3	73	70
	Maintenance of Way (Sched.)	17	24	187	20	87	100

*** 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
8/1	Thu	Broken crossing protection east of New Hyde Park				12						12		
8/5	Mon	Amtrak requiring extension on track work program in Line 4	73	3	5				21			94	3	5
8/6	Tues	Amtrak related track condition in Line 2	49		5				16			65		5
8/9	Fri	Train 2009 struck unauthorized pedestrian west of Brentwood	15	9	1				8		3	23	9	4
8/9	Fri	Loss of third rail power at Jamaica	6	2					4			10	2	
8/11	Sun	LIPA power outage in Valley Stream							10	2		10	2	
8/15	Thurs	Train 1001 disabled in Jay Interlocking	83	3	2				20	1		103	4	2
8/16	Fri	Track circuit failure in Hunt Interlocking				8			16			24		
8/18	Sun	Train 8055 struck unauthorized pedestrian west of New Hyde Park							28	5	3	28	5	3
8/19	Mon	Amtrak related third rail damage in Line 4	67	8	6				56	2		123	10	6
8/22	Thu	Amtrak related track circuit failure in JO Interlocking				10	3		3			13	3	
8/23	Fri	Track circuit failure west of Wood Interlocking due to vandalism	40	2					42	2		82	4	
8/23	Fri	Police assistance at Woodside due to suspicious people on Tr. 2401	4		6							4		6
8/24	Sat	Customer with fatal medical condition at Bellmore Station							25	10	2	25	10	2
8/25	Sun	Heavy Loading							10			10		
8/26	Mon	NYAR struck an unauthorized person in Hicksville Station	6	1					4		3	10	1	3
8/26	Mon	Crossing protection not functioning east of Bethpage	18									18		
8/27	Tues	Train 605 disabled in Line 4	7						8			15		
8/27	Tues	Track circuit failure at New Hyde Park				11			1			12		
8/29	Thurs	Amtrak related track circuit failure in C Interlocking	8			1			4			13		
8/29	Thurs	Heavy loading due to US Open	1			2			8			11		
8/30	Fri	Train 2714 with equipment trouble in Harold Interlocking				13	2		1			14	2	
TOTAL FOR MONTH			377	28	25	57	5	0	285	22	11	719	55	36
												810		

Long Island Rail Road

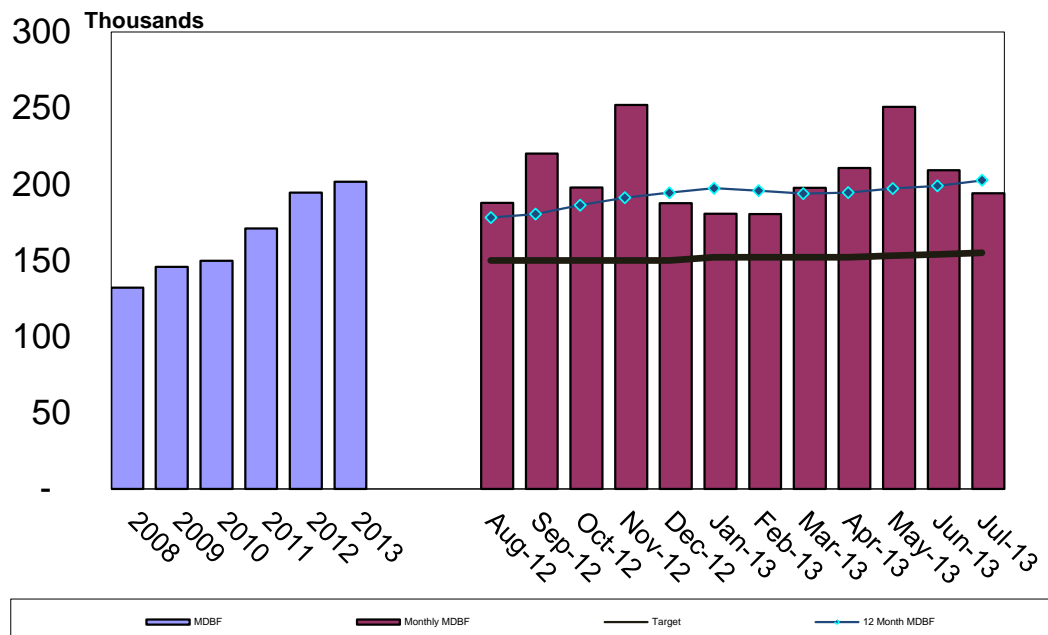
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
Mean Distance Between Failures	M-3	152	55,000	116,825	5	96,602	92,449	55,465	10	71,389
	M-7	836	350,000	637,252	8	456,396	424,092	375,624	13	421,934
	DM	21	18,000	16,504	5	23,928	25,988	19,100	4	27,582
	DE	24	18,000	10,138	9	17,372	21,867	18,465	5	17,283
	C-3	134	75,000	105,983	7	102,808	104,337	98,409	7	105,392
	Diesel	179	45,000	43,602	21	56,414	62,144	53,599	16	58,188
	Fleet	970	152,000	194,053	34	201,581	202,540	161,419	39	188,374

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 AUGUST 2013

Standee Report

East Of Jamaica

East Of Jamaica			2013 Data	
			August	
			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	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	7	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	31	0
		Total Standees	31	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	6	0
		Total Standees	14	0
Ronkonkoma Branch	Program Standees	0	38	
	Add'l Standees	2	16	
	Total Standees	2	54	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
August 2013		System Wide PEAK	64	56

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 AUGUST 2013

Standee Report

West Of Jamaica

			2013 Data August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	5
		Total Standees	1	5
	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	4	6
		Total Standees	4	6
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	10
		Total Standees	2	10
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	11	2
		Total Standees	29	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	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	6	0
		Total Standees	14	0
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	15
		Total Standees	30	33
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
August 2013		System Wide PEAK	85	56

Definitions

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

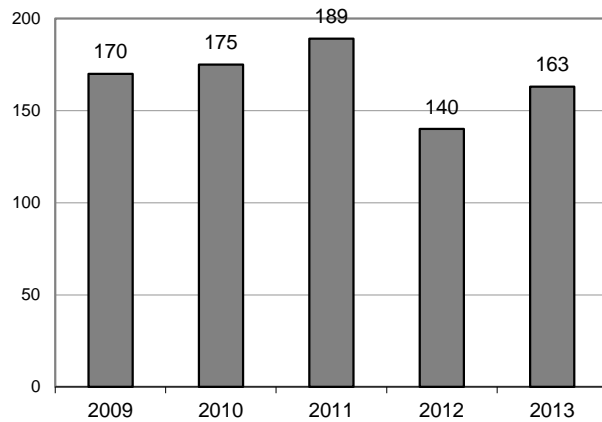
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Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

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

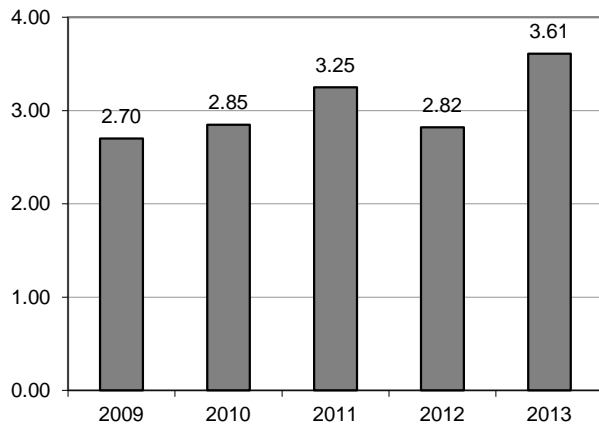
MTA Long Island Rail Road Summary of Employee Injuries thru July



Total Employee Injuries

Year	Total
2009	170
2010	175
2011	189
2012	140
2013	163

% change from last year: 16.4%



Employee FRA Reportable Injuries

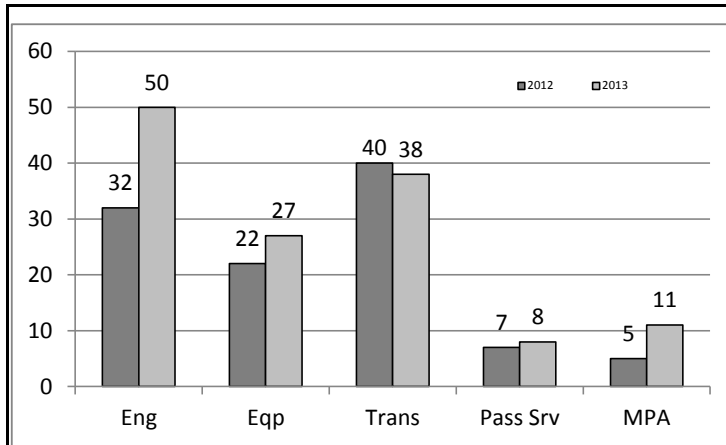
Year	Total	FRA FI*
2009	114	2.70
2010	113	2.85
2011	120	3.25
2012	106	2.82
2013	134	3.61

% change from last year: 28.0%

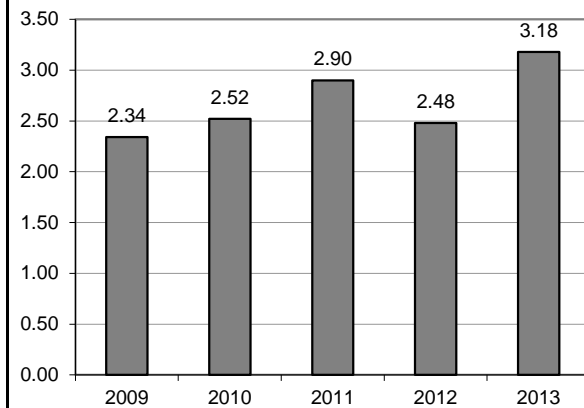
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF AUGUST 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru July



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	32	50	56%
Equipment	22	27	23%
Transportation	40	38	-5%
Pass Serv	7	8	14%
MPA	5	11	120%



Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	98	1	2.32	0.02	2.34
2010	100	2	2.47	0.05	2.52
2011	105	2	2.84	0.06	2.90
2012	93	0	2.48	0.00	2.48
2013	118	0	3.18	0.00	3.18

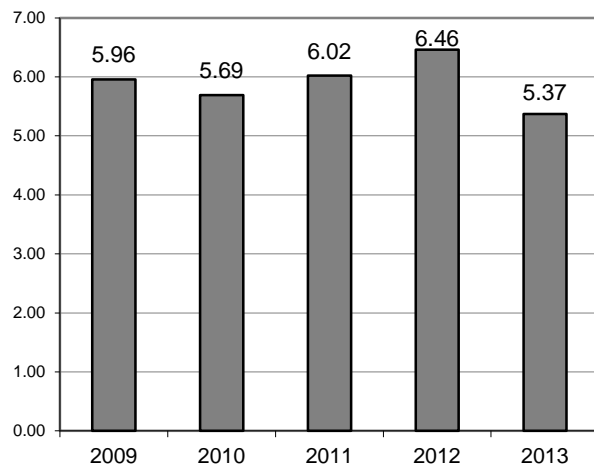
% change from last year: 28.2%

August 2013

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF AUGUST 2013**

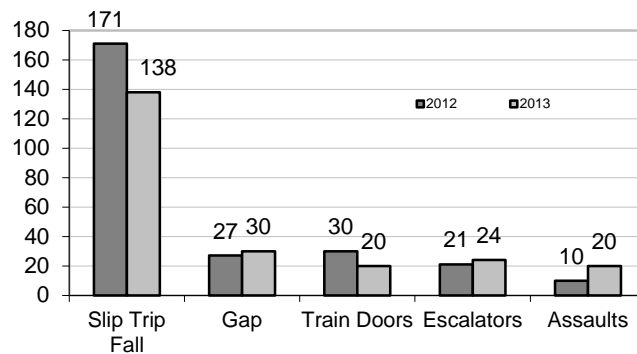
MTA Long Island Rail Road Summary of Customer Injuries thru July



Total Customer Injuries

Year	Total	FI*
2009	288	5.96
2010	269	5.69
2011	279	6.02
2012	313	6.46
2013	258	5.37

% change from last year: -16.9%



Top 5 Customer Injuries by Type

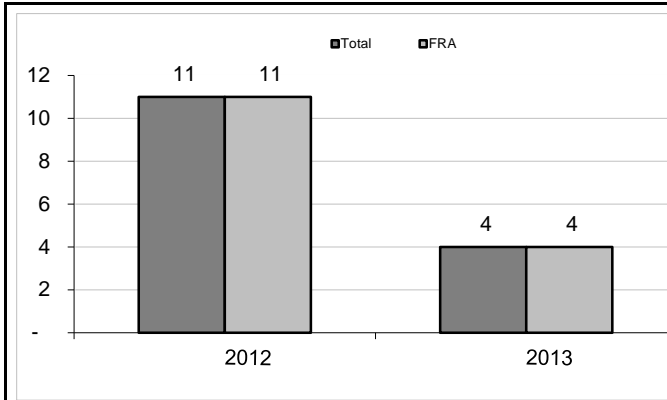
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2012	171	27	30	21	10
2013	138	30	20	24	20

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF AUGUST 2013**

MTA Long Island Rail Road

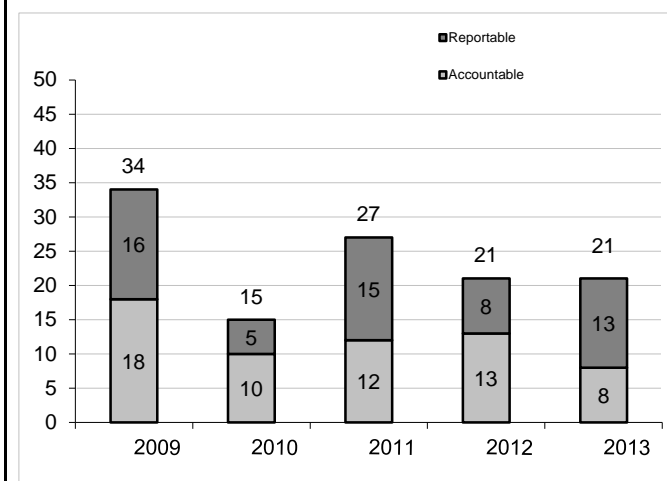
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru July



Contractor Injuries

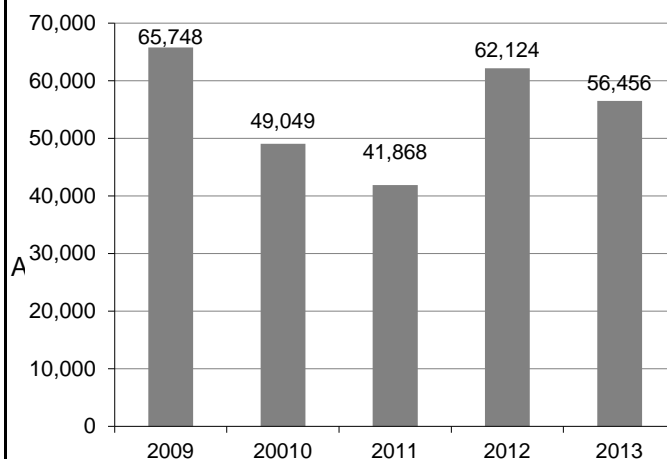
Year	Total	FRA Rpt.
2012	11	11
2013	4	4

% change from last year: -63.6%



Train Accidents

Year	Non-Reportable	Reportable
2009	18	16
2010	10	5
2011	12	15
2012	13	8
2013	8	13



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

Total Participants

Year	Total
2009	65,748
2010	49,049
2011	41,868
2012	62,124
2013	56,456