



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A solid line starts at the bottom left and trends upwards to the right, ending at the top right. The text "MONTHLY OPERATING REPORT" is centered within the grid in a large, bold, black, sans-serif font.

MONTHLY OPERATING REPORT

September 2013

Helena E. Williams
President

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	Sept	Sept	Sept	Sept
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%	94.0%	93.5%	95.0%	94.9%
		AM Peak		93.3%	92.3%	95.1%	94.8%
		PM Peak		92.8%	90.5%	94.0%	92.2%
		Total Peak		93.0%	91.4%	94.6%	93.6%
		Off Peak Weekday		94.1%	94.0%	94.3%	95.0%
		Weekend		95.0%	95.0%	96.5%	96.3%
	Babylon Branch	Overall	95.1%	93.3%	92.9%	94.7%	94.5%
		AM Peak		94.8%	92.0%	93.9%	95.9%
		PM Peak		94.2%	90.1%	94.8%	91.8%
		Total Peak		94.6%	91.1%	94.3%	94.0%
	Off Peak Weekday		91.5%	93.4%	93.2%	94.0%	
	Weekend		95.3%	94.6%	97.7%	96.5%	
	Far Rockaway Branch	Overall	95.1%	97.4%	96.6%	98.9%	97.6%
	AM Peak		94.6%	92.5%	96.2%	95.4%	
	PM Peak		97.2%	93.2%	99.4%	95.2%	
	Total Peak		95.8%	92.9%	97.6%	95.3%	
	Off Peak Weekday		97.9%	97.4%	99.0%	98.2%	
	Weekend		97.8%	98.5%	99.6%	98.6%	
	Huntington Branch	Overall	95.1%	92.7%	92.4%	95.0%	94.6%
	AM Peak		91.3%	92.8%	95.4%	94.6%	
	PM Peak		89.3%	88.4%	92.1%	89.4%	
	Total Peak		90.3%	90.7%	93.8%	92.1%	
	Off Peak Weekday		92.0%	91.7%	94.0%	94.6%	
	Weekend		95.2%	94.8%	96.8%	96.7%	
	Hempstead Branch	Overall	95.1%	97.4%	96.5%	97.6%	97.4%
	AM Peak		97.5%	95.2%	96.3%	96.7%	
	PM Peak		96.1%	94.0%	97.7%	94.7%	
	Total Peak		96.8%	94.7%	97.0%	95.8%	
	Off Peak Weekday		97.7%	96.8%	98.3%	97.9%	
	Weekend		97.3%	97.7%	97.1%	97.9%	
	Long Beach Branch	Overall	95.1%	95.3%	95.1%	95.7%	96.5%
	AM Peak		95.0%	93.0%	97.1%	96.3%	
	PM Peak		95.5%	93.7%	97.4%	94.5%	
	Total Peak		95.2%	93.3%	97.2%	95.5%	
	Off Peak Weekday		96.1%	95.1%	97.0%	96.9%	
	Weekend		93.9%	97.2%	92.2%	96.6%	
	Montauk Branch	Overall	95.1%	92.0%	90.6%	92.0%	90.8%
	AM Peak		92.5%	92.1%	95.4%	93.3%	
	PM Peak		91.7%	88.0%	85.1%	85.9%	
	Total Peak		92.1%	90.1%	90.8%	90.1%	
	Off Peak Weekday		94.1%	93.0%	92.7%	91.6%	
	Weekend		88.9%	86.6%	91.7%	90.0%	
	Oyster Bay Branch	Overall	95.1%	92.7%	92.8%	94.2%	95.3%
	AM Peak		91.4%	93.8%	94.0%	95.5%	
	PM Peak		86.7%	87.0%	93.9%	91.6%	
	Total Peak		89.2%	90.7%	93.9%	93.7%	
	Off Peak Weekday		93.0%	93.1%	91.6%	94.9%	
	Weekend		96.5%	95.2%	99.6%	98.5%	

August 2013

6-Nov-13

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Sept	Sept	Sept	Sept
Port Jefferson Branch	Overall	95.1%	93.3%	91.2%	89.3%	91.5%
	AM Peak		93.1%	90.7%	92.1%	92.0%
	PM Peak		95.0%	87.1%	88.0%	88.2%
	Total Peak		94.0%	89.0%	90.2%	90.2%
	Off Peak Weekday		92.3%	90.5%	83.8%	89.5%
	Weekend		94.3%	95.5%	96.7%	97.0%
Port Washington Branch	Overall	95.1%	94.2%	94.1%	95.9%	95.9%
	AM Peak		91.9%	90.9%	95.6%	94.6%
	PM Peak		91.1%	90.6%	93.6%	94.3%
	Total Peak		91.5%	90.7%	94.6%	94.4%
	Off Peak Weekday		94.5%	94.9%	95.4%	96.1%
	Weekend		97.1%	97.1%	98.2%	98.0%
Ronkonkoma Branch	Overall	95.1%	92.5%	91.4%	93.2%	92.6%
	AM Peak		90.6%	91.2%	95.6%	92.4%
	PM Peak		92.3%	91.5%	93.3%	92.7%
	Total Peak		91.4%	91.3%	94.6%	92.5%
	Off Peak Weekday		92.8%	90.9%	91.5%	92.3%
	Weekend		93.3%	92.4%	94.5%	93.2%
West Hempstead Branch	Overall	95.1%	94.5%	95.3%	97.2%	97.0%
	AM Peak		92.0%	94.3%	95.8%	96.6%
	PM Peak		89.2%	90.1%	94.7%	93.0%
	Total Peak		90.5%	92.0%	95.2%	94.6%
	Off Peak Weekday		96.8%	97.2%	98.6%	98.3%
	Weekend		100.0%	97.6%	80.0%	97.5%
Operating Statistics	Trains Scheduled		19,894	179,012	19,139	177,065
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.6	-13.2	-10.8	-12.9
	Trains Over 15 min. Late excluding trains canceled or terminated		234	2,229	119	1,709
	Trains Canceled		36	784	31	344
	Trains Terminated		27	458	36	275
	Percent of Scheduled Trips Completed		99.7%	99.3%	99.6%	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		99.2%			
	Total Peak		99.3%			



**OPERATING REPORT
FOR MONTH OF SEPTEMBER 2013**

Categories Of Delay	August	2013 Data		2012 Data		YTD 2012 Vs 2013
		Sept	YTD Thru Sept	Sept	YTD Thru Sept	
Late Train Incidents						
National Rail Passenger Corp	361	52	1,671	78	589	1,082
Capital Programs	24	151	282	9	105	177
Engineering	114	231	1,454	125	1,133	321
Penn Station Central Control	43	30	184	8	79	105
Maintenance of Equipment	234	68	1,208	116	1,274	(66)
** Other / Miscellaneous	108	196	2,264	142	1,596	668
Public	634	342	3,808	377	3,663	145
Transportation	38	63	461	48	410	51
Vandalism	97	16	159	11	84	75
Maintenance of Way (Sched.)	24	36	223	42	129	94

*** 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
9/2	Mon	Heavy holiday loading system wide							13			13		
9/4	Wed	Switch trouble in Harold Interlocking	7						5			12		
9/5	Thurs	Loss of F Interlocking due to Capital Program work				63	12		49	3	8	112	15	8
9/8	Sun	Signal trouble in Harold							21			21		
9/9	Mon	Signal trouble in Harold	12		3				38			50		3
9/11	Wed	Switch trouble in Queens	21	4		1			50	2	6	72	6	6
9/12	Thurs	Track condition west of Kew Gardens	43									43		
9/17	Tues	Broken rail west of Merrick Station	4		1				13	1		17	1	1
9/17	Tues	Third rail damage at Massapequa Park Station							7	4	1	7	4	1
9/20	Fri	Bridge strike at Woodside Station				9			4			13		
9/21	Sat	Substation fire at Island Park							4		7	4		7
9/23	Mon	Train 421 mis-platformed	12						2			14		
9/28	Sat	Amtrak related signal trouble in F Interlocking							26			26		
TOTAL FOR MONTH			99	4	4	73	12	0	232	10	22	404	26	26
												456		

Long Island Rail Road

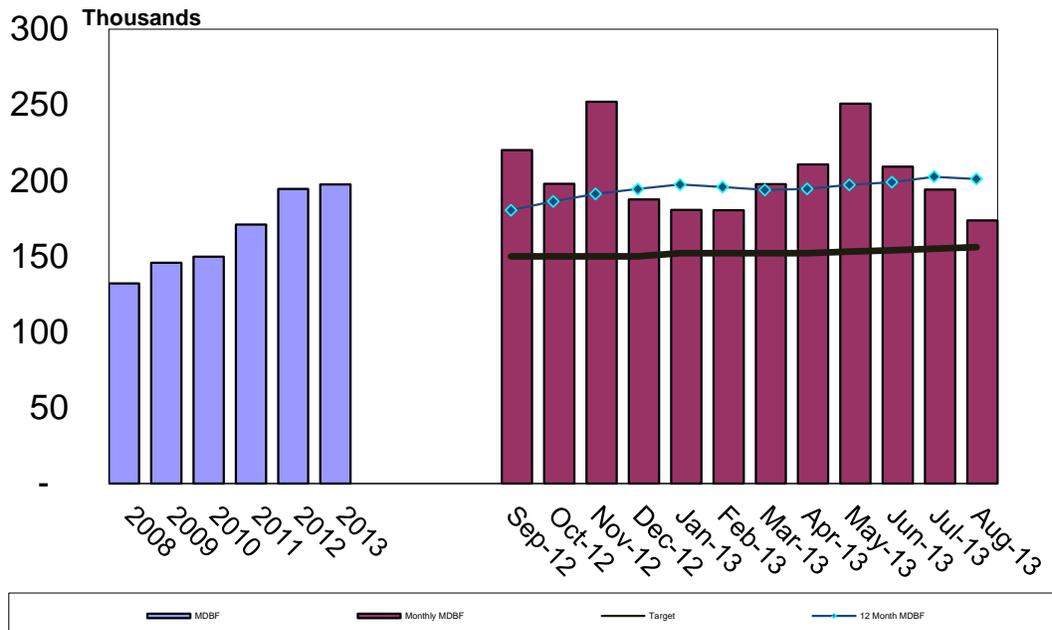
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month MDBF Rolling Avg (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
Mean Distance Between Failures	M-3	150	55,000	67,491	9	91,362	89,365	92,968	7	73,866
	M-7	836	350,000	361,721	14	441,503	424,213	360,558	14	412,793
	DM	21	18,000	20,752	4	23,420	25,190	28,321	3	27,687
	DE	24	18,000	13,377	7	16,722	20,279	29,056	3	18,212
	C-3	134	75,000	188,543	4	109,806	111,063	87,595	8	102,545
Diesel	179	45,000	62,055	15	57,137	62,117	62,350	14	58,722	
Fleet	970	152,000	173,746	38	197,449	200,956	187,756	35	188,292	

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 September	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	3	1
			3	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	13
			0	13
	Montauk Branch	Program Standees	0	0
		Add'l Standees	1	0
			1	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	31	0
			31	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	0	20
			8	20
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	7	21
			7	59
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
August 2013		System Wide PEAK	50	93

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 SEPTEMBER 2013

Standee Report

West Of Jamaica

		2013 Data		
		August		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	10
		Total Standees	6	10
	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	13	39
		Total Standees	13	39
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	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	0	20
		Total Standees	8	20
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	12	21
		Total Standees	42	39
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
August 2013		System Wide PEAK	87	108

Definitions

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

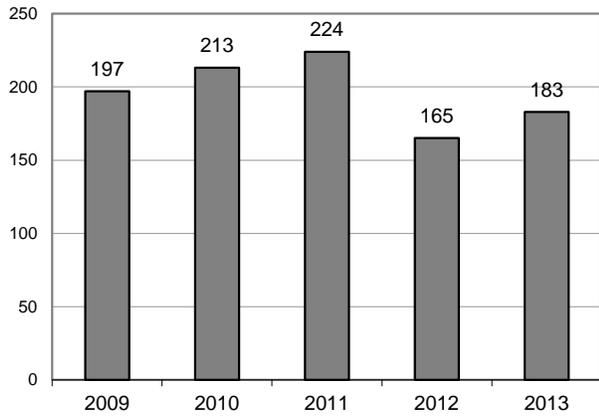
"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**Additional Standees**" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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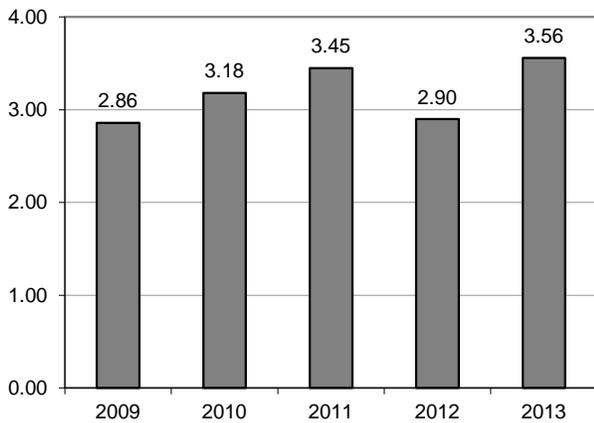
MTA Long Island Rail Road Summary of Employee Injuries thru August



Total Employee Injuries

Year	Total
2009	197
2010	213
2011	224
2012	165
2013	183

% change from last year: 10.9%



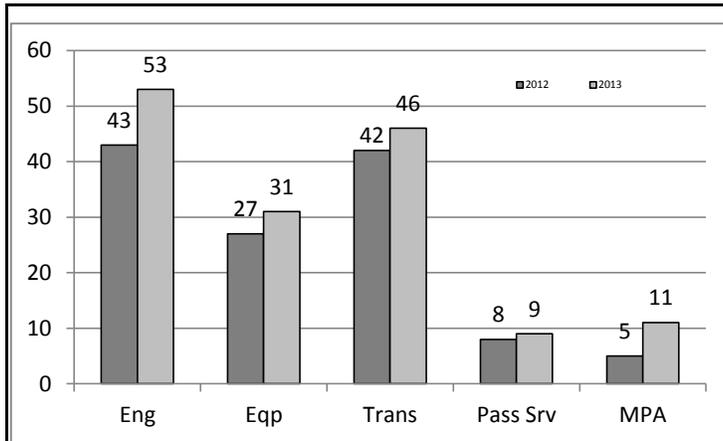
Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	136	2.86
2010	142	3.18
2011	147	3.45
2012	125	2.90
2013	150	3.56

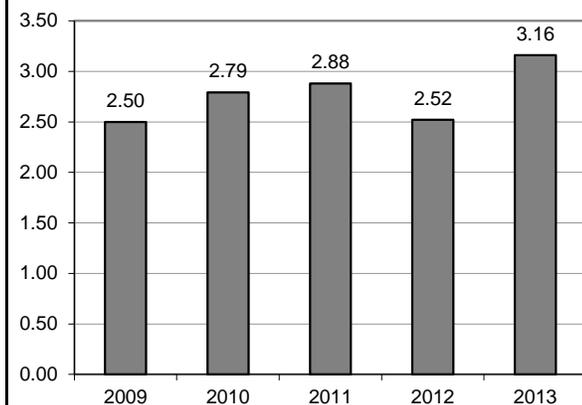
% change from last year: 22.8%

* Federal Railroad Administration Frequency Index

MTA Long Island Rail Road Summary of Employee Injuries thru August



Department	2012	2013	% Change
Engineering	43	53	23%
Equipment	27	31	15%
Transportation	42	46	10%
Pass Serv	8	9	13%
MPA	5	11	120%

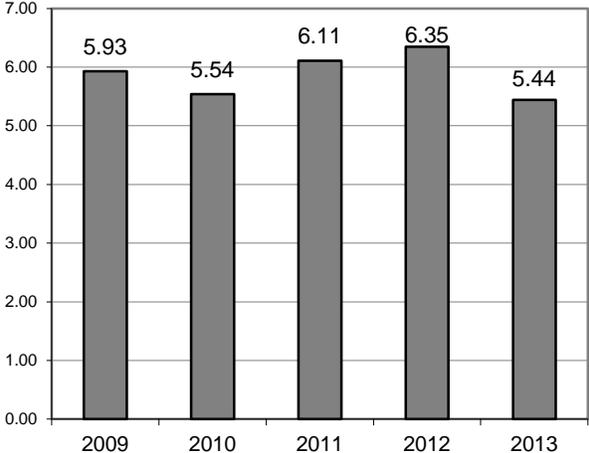


Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	118	1	2.48	0.02	2.50
2010	125	2	2.75	0.04	2.79
2011	121	2	2.84	0.04	2.88
2012	109	0	2.52	0.00	2.52
2013	113	0	3.16	0.00	3.16

% change from last year: 25.4%

* - Injuries per 200,000 hours worked

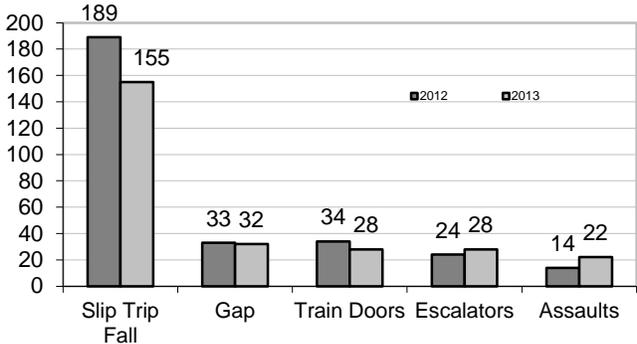
MTA Long Island Rail Road Summary of Customer Injuries thru August



Total Customer Injuries

Year	Total	FI*
2009	329	5.93
2010	301	5.54
2011	325	6.11
2012	355	6.35
2013	301	5.44

% change from last year: -14.3%



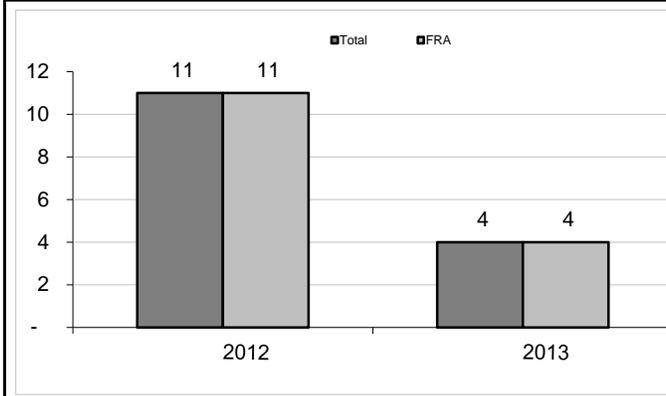
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2012	189	33	34	24	14
2013	155	32	28	28	22

*- Injuries per 1,000,000 rides

MTA Long Island Rail Road

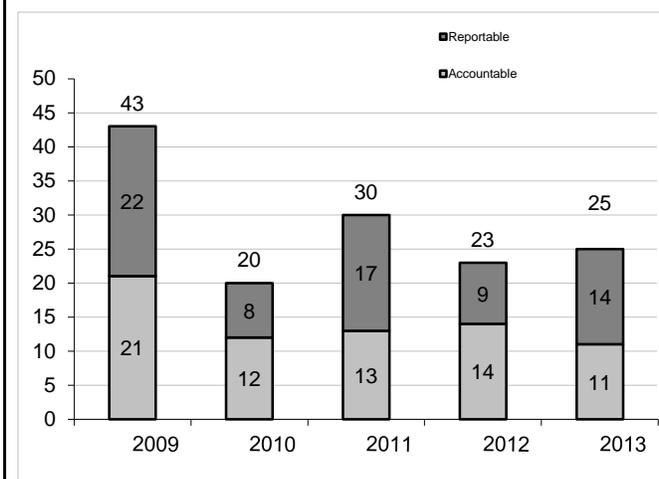
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru August



Contractor Injuries

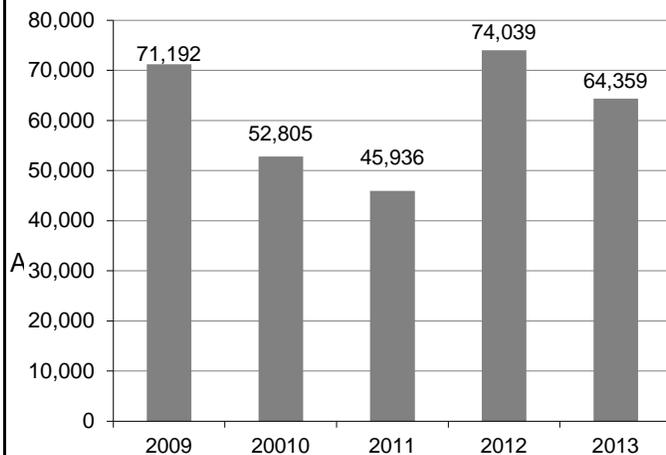
Year	Total	FRA Rpt.
2012	11	11
2013	4	4

% change from last year: -63.6%



Train Accidents

Year	Non-Reportable	Reportable
2009	21	22
2010	12	8
2011	13	17
2012	14	9
2013	11	14



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

Total Participants

Year	Total
2009	71,192
2010	52,805
2011	45,936
2012	74,039
2013	64,359