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

**October 2013**

**Helena E. Williams  
President**

| Performance Summary  |                            |                   | 2013 Data    |              |              | 2012 Data    |              |
|--|----------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|
|  |                            |                   | Annual       | YTD thru     |              | YTD thru     |              |
|  |                            |                   | Goal         | Oct          | Oct          | Oct          | Oct          |
| <b>On Time Performance</b><br><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>95.0%</b> | <b>93.6%</b> | <b>95.3%</b> | <b>94.9%</b> |
|  |                            | AM Peak           |              | 94.1%        | 92.5%        | 96.5%        | 95.0%        |
|  |                            | PM Peak           |              | 92.6%        | 90.7%        | 92.3%        | 92.2%        |
|  |                            | <b>Total Peak</b> |              | <b>93.4%</b> | <b>91.6%</b> | <b>94.5%</b> | <b>93.7%</b> |
|  |                            | Off Peak Weekday  |              | 95.4%        | 94.1%        | 95.5%        | 95.0%        |
|  |                            | Weekend           |              | 96.6%        | 95.1%        | 96.1%        | 96.3%        |
|  | <b>Babylon Branch</b>      | <b>Overall</b>    | <b>95.1%</b> | <b>93.8%</b> | <b>93.0%</b> | <b>94.3%</b> | <b>94.5%</b> |
|  |                            | AM Peak           |              | 93.9%        | 92.2%        | 97.3%        | 96.0%        |
|  |                            | PM Peak           |              | 91.3%        | 90.3%        | 90.6%        | 91.7%        |
|  |                            | <b>Total Peak</b> |              | <b>92.7%</b> | <b>91.3%</b> | <b>94.3%</b> | <b>94.1%</b> |
|  |                            | Off Peak Weekday  |              | 93.2%        | 93.3%        | 93.9%        | 94.0%        |
|  |                            | Weekend           |              | 97.8%        | 94.8%        | 95.2%        | 96.4%        |
|  | <b>Far Rockaway Branch</b> | <b>Overall</b>    | <b>95.1%</b> | <b>98.3%</b> | <b>96.8%</b> | <b>98.2%</b> | <b>97.6%</b> |
|  |                            | AM Peak           |              | 96.8%        | 93.0%        | 96.4%        | 95.5%        |
|  |                            | PM Peak           |              | 98.6%        | 93.8%        | 98.9%        | 95.5%        |
|  |                            | <b>Total Peak</b> |              | <b>97.6%</b> | <b>93.4%</b> | <b>97.5%</b> | <b>95.5%</b> |
|  |                            | Off Peak Weekday  |              | 98.3%        | 97.5%        | 98.3%        | 98.2%        |
|  |                            | Weekend           |              | 99.2%        | 98.6%        | 98.9%        | 98.6%        |
|  | <b>Huntington Branch</b>   | <b>Overall</b>    | <b>95.1%</b> | <b>93.7%</b> | <b>92.6%</b> | <b>94.2%</b> | <b>94.6%</b> |
|  |                            | AM Peak           |              | 93.6%        | 92.9%        | 95.3%        | 94.7%        |
|  |                            | PM Peak           |              | 86.0%        | 88.1%        | 91.4%        | 89.6%        |
|  |                            | <b>Total Peak</b> |              | <b>90.0%</b> | <b>90.6%</b> | <b>93.5%</b> | <b>92.3%</b> |
|  |                            | Off Peak Weekday  |              | 94.3%        | 92.0%        | 95.8%        | 94.7%        |
|  |                            | Weekend           |              | 96.8%        | 95.0%        | 92.7%        | 96.4%        |
|  | <b>Hempstead Branch</b>    | <b>Overall</b>    | <b>95.1%</b> | <b>97.4%</b> | <b>96.6%</b> | <b>98.8%</b> | <b>97.5%</b> |
|  |                            | AM Peak           |              | 96.1%        | 95.3%        | 97.5%        | 96.8%        |
|  |                            | PM Peak           |              | 95.7%        | 94.2%        | 98.9%        | 95.1%        |
|  |                            | <b>Total Peak</b> |              | <b>95.9%</b> | <b>94.8%</b> | <b>98.2%</b> | <b>96.0%</b> |
|  |                            | Off Peak Weekday  |              | 97.9%        | 96.9%        | 99.0%        | 98.0%        |
|  |                            | Weekend           |              | 98.2%        | 97.7%        | 99.0%        | 98.0%        |
|  | <b>Long Beach Branch</b>   | <b>Overall</b>    | <b>95.1%</b> | <b>96.6%</b> | <b>95.2%</b> | <b>96.5%</b> | <b>96.5%</b> |
|  |                            | AM Peak           |              | 96.0%        | 93.3%        | 97.7%        | 96.5%        |
|  |                            | PM Peak           |              | 96.4%        | 94.0%        | 94.5%        | 94.5%        |
|  |                            | <b>Total Peak</b> |              | <b>96.2%</b> | <b>93.6%</b> | <b>96.2%</b> | <b>95.5%</b> |
|  |                            | Off Peak Weekday  |              | 96.7%        | 95.2%        | 96.6%        | 96.9%        |
|  |                            | Weekend           |              | 97.0%        | 97.1%        | 96.6%        | 96.6%        |
|  | <b>Montauk Branch</b>      | <b>Overall</b>    | <b>95.1%</b> | <b>93.4%</b> | <b>90.9%</b> | <b>93.2%</b> | <b>91.0%</b> |
|  |                            | AM Peak           |              | 89.7%        | 91.9%        | 91.9%        | 93.2%        |
|  |                            | PM Peak           |              | 92.6%        | 88.5%        | 86.9%        | 86.0%        |
|  |                            | <b>Total Peak</b> |              | <b>91.2%</b> | <b>90.2%</b> | <b>89.7%</b> | <b>90.1%</b> |
|  |                            | Off Peak Weekday  |              | 94.8%        | 93.2%        | 94.1%        | 91.8%        |
|  |                            | Weekend           |              | 92.7%        | 87.1%        | 95.2%        | 90.4%        |
|  | <b>Oyster Bay Branch</b>   | <b>Overall</b>    | <b>95.1%</b> | <b>94.1%</b> | <b>92.9%</b> | <b>96.1%</b> | <b>95.4%</b> |
|  |                            | AM Peak           |              | 96.9%        | 94.1%        | 98.6%        | 95.8%        |
|  |                            | PM Peak           |              | 87.0%        | 87.0%        | 90.8%        | 91.5%        |
|  |                            | <b>Total Peak</b> |              | <b>92.3%</b> | <b>90.9%</b> | <b>95.0%</b> | <b>93.8%</b> |
|  |                            | Off Peak Weekday  |              | 95.3%        | 93.3%        | 97.1%        | 95.1%        |
|  |                            | Weekend           |              | 93.7%        | 95.0%        | 95.3%        | 98.2%        |

| Performance Summary   |                   | 2013 Data               |               |                | 2012 Data     |                |
|---|-------------------|-------------------------|---------------|----------------|---------------|----------------|
|   |                   | Annual                  | YTD thru      |                | YTD thru      |                |
|   |                   | Goal                    | Oct           | Oct            | Oct           | Oct            |
| <b>Port Jefferson Branch</b>  | <b>Overall</b>    | <b>95.1%</b>            | <b>94.6%</b>  | <b>91.5%</b>   | <b>91.9%</b>  | <b>91.5%</b>   |
|   | AM Peak           |                         | 94.0%         | 91.0%          | 92.5%         | 92.0%          |
|   | PM Peak           |                         | 88.8%         | 87.3%          | 85.7%         | 88.0%          |
|   | <b>Total Peak</b> |                         | <b>91.6%</b>  | <b>89.3%</b>   | <b>89.3%</b>  | <b>90.1%</b>   |
|   | Off Peak Weekday  |                         | 96.2%         | 91.1%          | 91.5%         | 89.7%          |
|   | Weekend           |                         | 95.7%         | 95.5%          | 96.0%         | 96.9%          |
| <b>Port Washington Branch</b>   | <b>Overall</b>    | <b>95.1%</b>            | <b>95.8%</b>  | <b>94.3%</b>   | <b>96.1%</b>  | <b>96.0%</b>   |
|   | AM Peak           |                         | 93.0%         | 91.1%          | 95.8%         | 94.7%          |
|   | PM Peak           |                         | 93.6%         | 90.9%          | 94.2%         | 94.3%          |
|   | <b>Total Peak</b> |                         | <b>93.3%</b>  | <b>91.0%</b>   | <b>95.0%</b>  | <b>94.5%</b>   |
|   | Off Peak Weekday  |                         | 96.3%         | 95.1%          | 96.1%         | 96.1%          |
|   | Weekend           |                         | 99.4%         | 97.3%          | 98.6%         | 98.0%          |
| <b>Ronkonkoma Branch</b>  | <b>Overall</b>    | <b>95.1%</b>            | <b>92.9%</b>  | <b>91.5%</b>   | <b>93.8%</b>  | <b>92.7%</b>   |
|   | AM Peak           |                         | 93.0%         | 91.4%          | 97.2%         | 92.9%          |
|   | PM Peak           |                         | 95.1%         | 91.9%          | 91.0%         | 92.6%          |
|   | <b>Total Peak</b> |                         | <b>93.9%</b>  | <b>91.6%</b>   | <b>94.4%</b>  | <b>92.7%</b>   |
|   | Off Peak Weekday  |                         | 92.4%         | 91.1%          | 92.7%         | 92.3%          |
|   | Weekend           |                         | 92.6%         | 92.4%          | 95.4%         | 93.4%          |
| <b>West Hempstead Branch</b>  | <b>Overall</b>    | <b>95.1%</b>            | <b>96.1%</b>  | <b>95.4%</b>   | <b>95.8%</b>  | <b>96.9%</b>   |
|   | AM Peak           |                         | 94.8%         | 94.3%          | 100.0%        | 97.0%          |
|   | PM Peak           |                         | 92.8%         | 90.4%          | 90.0%         | 92.7%          |
|   | <b>Total Peak</b> |                         | <b>93.7%</b>  | <b>92.2%</b>   | <b>94.6%</b>  | <b>94.6%</b>   |
|   | Off Peak Weekday  |                         | 97.7%         | 97.3%          | 96.5%         | 98.2%          |
|   | Weekend           |                         | 75.0%         | 95.6%          | 100.0%        | 97.7%          |
| <b>Operating Statistics</b>   |                   | <b>Trains Scheduled</b> | <b>20,851</b> | <b>199,863</b> | <b>18,110</b> | <b>195,175</b> |
| <b>Avg. Delay per Late Train (min)</b><br>excluding trains canceled or terminated   |                   |                         | -11.6         | -13.1          | -11.8         | -12.9          |
| <b>Trains Over 15 min. Late</b><br>excluding trains canceled or terminated  |                   |                         | 176           | 2,405          | 133           | 1,842          |
| <b>Trains Canceled</b>  |                   |                         | 29            | 813            | 51            | 395            |
| <b>Trains Terminated</b>  |                   |                         | 19            | 477            | 30            | 305            |
| <b>Percent of Scheduled Trips Completed</b>   |                   |                         | 99.8%         | 99.4%          | 99.6%         | 99.6%          |
| <b>Consist Compliance</b><br>(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                 | 98.8%         |                |               |                |
|   |                   | <b>Total Peak</b>       | <b>99.0%</b>  |                |               |                |



**OPERATING REPORT  
FOR MONTH OF OCTOBER 2013**

| Categories Of Delay  |                              | Sept | 2013 Data |                 | 2012 Data |                 | YTD 2012<br>Vs 2013 |
|----------------------|------------------------------|------|-----------|-----------------|-----------|-----------------|---------------------|
|                      |                              |      | Oct       | YTD Thru<br>Oct | Oct       | YTD Thru<br>Oct |                     |
| Late Train Incidents | National Rail Passenger Corp | 52   | 71        | 1,742           | 59        | 648             | 1,094               |
|                      | Capital Programs             | 151  | 5         | 287             | 28        | 133             | 154                 |
|                      | Engineering                  | 231  | 204       | 1,658           | 54        | 1,187           | 471                 |
|                      | Penn Station Central Control | 30   | 25        | 209             | 13        | 92              | 117                 |
|                      | Maintenance of Equipment     | 68   | 69        | 1,277           | 100       | 1,374           | (97)                |
|                      | ** Other / Miscellaneous     | 196  | 151       | 2,415           | 148       | 1,744           | 671                 |
|                      | Public                       | 348  | 352       | 4,170           | 366       | 4,029           | 141                 |
|                      | Transportation               | 57   | 52        | 499             | 60        | 470             | 29                  |
|                      | Vandalism                    | 16   | 70        | 233             | 1         | 85              | 148                 |
|                      | Maintenance of Way (Sched.)  | 36   | 46        | 269             | 15        | 144             | 125                 |

*\*\* 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 |
| 10/1                   | Tues  | Amtrak related track circuit failure in "C" Interlocking       |         |    |   | 7       | 1 |   | 4        |   |   | 11         | 1    |      |
| 10/7                   | Mon   | Amtrak related track circuit failure in Line 1, Penn Station   |         |    |   | 18      |   |   | 5        |   |   | 23         |      |      |
| 10/8                   | Tues  | Signal trouble at Harold Interlocking                          | 11      |    |   |         |   |   | 10       |   |   | 21         |      |      |
| 10/9                   | Wed   | Broken rail east of Port Interlocking                          | 37      | 5  | 1 |         |   |   | 10       |   |   | 47         | 5    | 1    |
| 10/10                  | Thurs | Signal trouble at Harold Interlocking                          |         |    |   | 5       | 2 |   | 13       |   |   | 18         | 2    |      |
| 10/10                  | Thurs | Signal trouble at Forest Hills                                 |         |    |   | 5       |   |   | 13       |   |   | 18         |      |      |
| 10/16                  | Wed   | Train 4703 with a trespasser strike east of Hicksville Station |         |    |   | 22      | 5 |   | 10       |   | 1 | 32         | 5    | 1    |
| 10/21                  | Mon   | Tipped third rail east of Queens Interlocking                  | 64      | 7  | 1 |         |   |   | 8        |   |   | 72         | 7    | 1    |
| 10/31                  | Thurs | Low adhesion - 100W in effect                                  |         |    |   | 3       |   |   | 7        |   |   | 10         |      |      |
| <b>TOTAL FOR MONTH</b> |       |  | 112     | 12 | 2 | 60      | 8 | 0 | 80       | 0 | 1 | 252        | 20   | 3    |
|                        |       |  |         |    |   |         |   |   |          |   |   | <b>275</b> |      |      |

# Long Island Rail Road

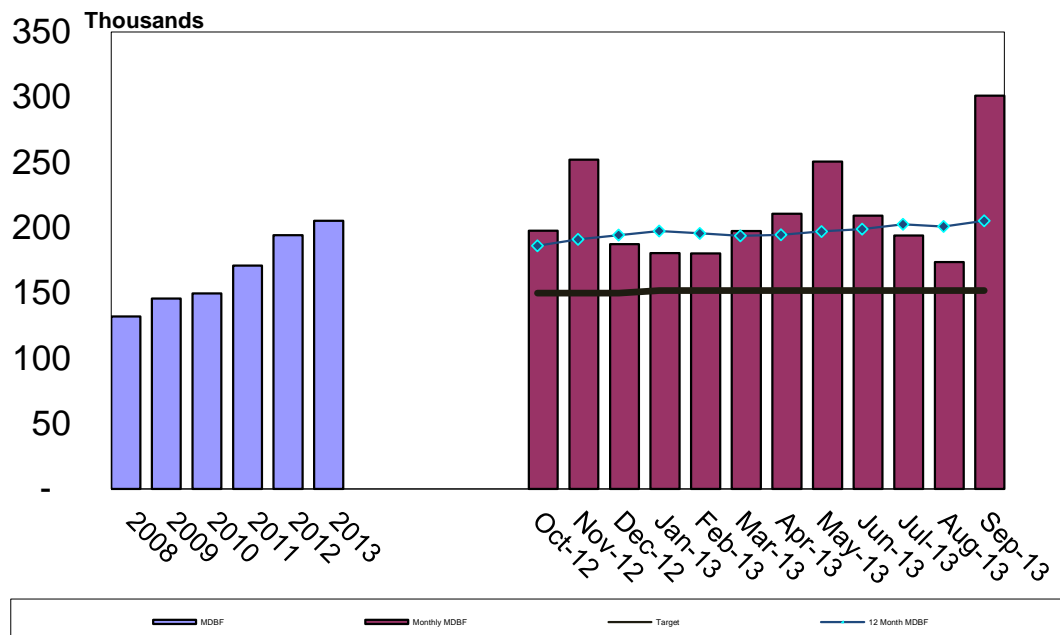
## MEAN DISTANCE BETWEEN FAILURES

|   | 2013 Data              |                        |                         |                              |  |  |  | 2012 Data                    |  |  |
|---|------------------------|------------------------|-------------------------|------------------------------|--|--|--|------------------------------|--|--|
|   | Equip-<br>ment<br>Type | Total<br>Fleet<br>Size | MDBF<br>Goal<br>(miles) | September<br>MDBF<br>(miles) | September<br>No. of<br>Primary<br>Failures | YTD<br>MDBF thru<br>September<br>(miles) | 12 month<br>MDBF<br>Rolling Avg<br>(miles) | September<br>MDBF<br>(miles) | September<br>No. of<br>Primary<br>Failures | YTD<br>MDBF thru<br>September<br>(miles) |
| <b>Mean<br/>Distance<br/>Between<br/>Failures</b> | M-3                    | 150                    | 55,000                  | 100,935                      | 6  | 92,387                                   | 89,195                                     | 105,792                      | 5  | 76,284                                   |
|   | M-7                    | 836                    | 350,000                 | 805,128                      | 6  | 464,469                                  | 445,772                                    | 384,714                      | 12   | 409,614                                  |
|   | DM                     | 21                     | 18,000                  | 76,821                       | 1  | 25,474                                   | 25,156                                     | 77,990                       | 1  | 29,974                                   |
|   | DE                     | 24                     | 18,000                  | 46,045                       | 2  | 18,025                                   | 20,982                                     | 25,738                       | 3  | 18,763                                   |
|   | C-3                    | 134                    | 75,000                  | 119,922                      | 6  | 110,910                                  | 112,195                                    | 106,708                      | 6  | 102,991                                  |
|   | Diesel                 | 179                    | 45,000                  | 98,716                       | 9  | 60,107                                   | 63,118                                     | 79,545                       | 10   | 60,472                                   |
|   | <b>Fleet</b>           | <b>970</b>             | <b>152,000</b>          | <b>301,182</b>               | <b>21</b>                                  | <b>205,313</b>                           | <b>205,396</b>                             | <b>220,036</b>               | <b>27</b>                                  | <b>191,237</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 OCTOBER 2013

### Standee Report

#### East Of Jamaica

| East Of Jamaica       |                        |                  | 2013 Data |         |
|-----------------------|------------------------|------------------|-----------|---------|
|                       |                        |                  | October   |         |
|                       |                        |                  | AM Peak   | PM Peak |
| Daily<br>Average      | Babylon Branch         | Program Standees | 0         | 0       |
|                       |                        | Add'l Standees   | 41        | 24      |
|                       |                        | Total Standees   | 41        | 24      |
|                       | 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         | 64      |
|                       |                        | Total Standees   | 0         | 64      |
|                       | Hempstead Branch       | Program Standees | 0         | 0       |
|                       |                        | Add'l Standees   | 0         | 25      |
|                       |                        | Total Standees   | 0         | 25      |
|                       | Long Beach Branch      | Program Standees | 0         | 0       |
|                       |                        | Add'l Standees   | 0         | 50      |
|                       |                        | Total Standees   | 0         | 50      |
|                       | Montauk Branch         | Program Standees | 0         | 0       |
|                       |                        | Add'l Standees   | 0         | 54      |
|                       |                        | Total Standees   | 0         | 54      |
|                       | Oyster Bay Branch      | Program Standees | 0         | 0       |
|                       |                        | Add'l Standees   | 22        | 26      |
|                       |                        | Total Standees   | 22        | 26      |
|                       | 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   | 16        | 117     |
|                       |                        | Total Standees   | 24        | 117     |
| Ronkonkoma Branch     | Program Standees       | 0                | 38        |         |
|                       | Add'l Standees         | 0                | 6         |         |
|                       | Total Standees         | 0                | 44        |         |
| West Hempstead Branch | Program Standees       | 0                | 0         |         |
|                       | Add'l Standees         | 0                | 4         |         |
|                       | Total Standees         | 0                | 4         |         |
| August 2013           |                        | System Wide PEAK | 87        | 409     |

#### 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 OCTOBER 2013

### Standee Report

#### West Of Jamaica

|               |                        |                         | 2013 Data<br>October |            |
|---------------|------------------------|-------------------------|----------------------|------------|
|               |                        |                         | AM Peak              | PM Peak    |
| Daily Average | Babylon Branch         | Program Standees        | 0                    | 0          |
|               |                        | Add'l Standees          | 47                   | 49         |
|               |                        | <b>Total Standees</b>   | <b>47</b>            | <b>49</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          | 7                    | 79         |
|               |                        | <b>Total Standees</b>   | <b>7</b>             | <b>79</b>  |
|               | Hempstead Branch       | Program Standees        | 0                    | 0          |
|               |                        | Add'l Standees          | 1                    | 20         |
|               |                        | <b>Total Standees</b>   | <b>1</b>             | <b>20</b>  |
|               | Long Beach Branch      | Program Standees        | 18                   | 0          |
|               |                        | Add'l Standees          | 10                   | 32         |
|               |                        | <b>Total Standees</b>   | <b>28</b>            | <b>32</b>  |
|               | Montauk Branch         | Program Standees        | 0                    | 0          |
|               |                        | Add'l Standees          | 0                    | 45         |
|               |                        | <b>Total Standees</b>   | <b>0</b>             | <b>45</b>  |
|               | Oyster Bay Branch      | Program Standees        | 0                    | 0          |
|               |                        | Add'l Standees          | 4                    | 21         |
|               |                        | <b>Total Standees</b>   | <b>4</b>             | <b>21</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          | 16                   | 117        |
|               |                        | <b>Total Standees</b>   | <b>24</b>            | <b>117</b> |
|               | Ronkonkoma Branch      | Program Standees        | 30                   | 18         |
|               |                        | Add'l Standees          | 0                    | 6          |
|               |                        | <b>Total Standees</b>   | <b>30</b>            | <b>24</b>  |
|               | West Hempstead Branch  | Program Standees        | 0                    | 0          |
|               |                        | Add'l Standees          | 0                    | 4          |
|               |                        | <b>Total Standees</b>   | <b>0</b>             | <b>4</b>   |
| August 2013   |                        | <b>System Wide PEAK</b> | <b>140</b>           | <b>391</b> |

#### 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.

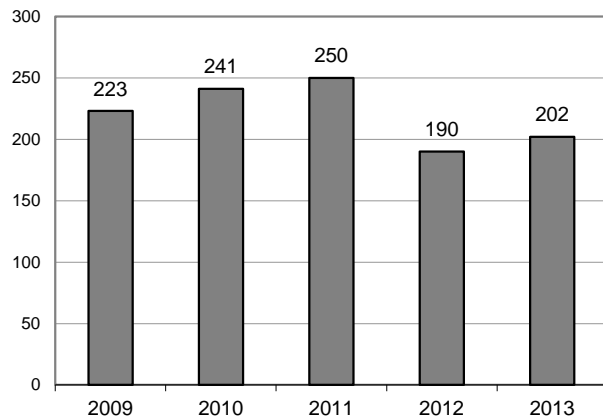
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**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.



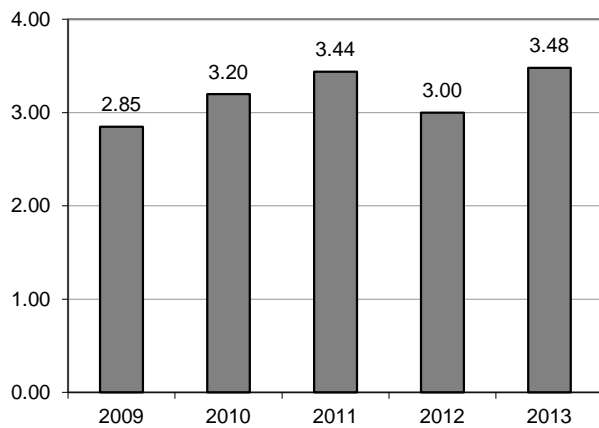
## MTA Long Island Rail Road Summary of Employee Injuries thru September



Total Employee Injuries

| Year | Total |
|------|-------|
| 2009 | 223   |
| 2010 | 241   |
| 2011 | 250   |
| 2012 | 190   |
| 2013 | 202   |

% change from last year: 6.3%



Employee FRA Reportable Injuries

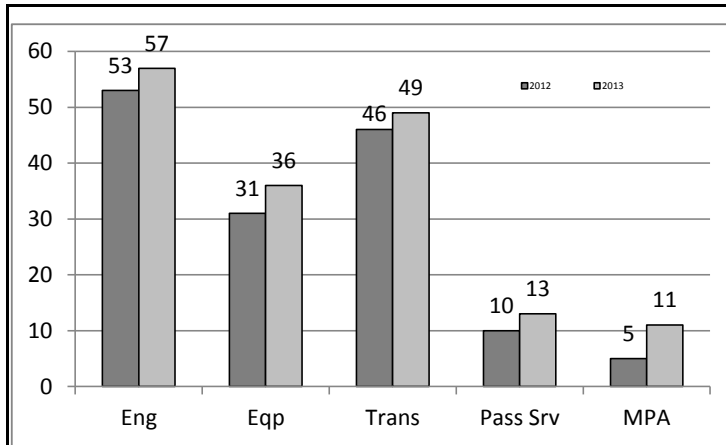
| Year | Total | FRA FI* |
|------|-------|---------|
| 2009 | 151   | 2.85    |
| 2010 | 159   | 3.20    |
| 2011 | 165   | 3.44    |
| 2012 | 145   | 3.00    |
| 2013 | 166   | 3.48    |

% change from last year: 16.0%

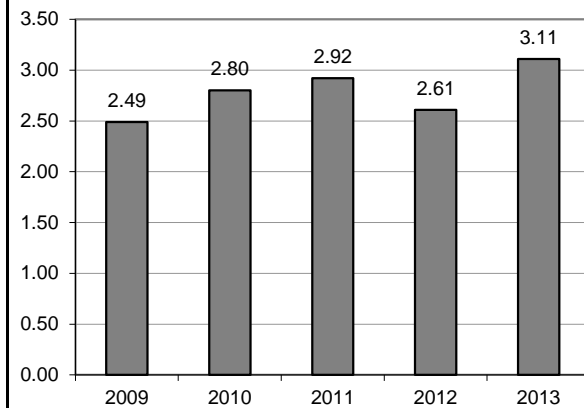
\* Federal Railroad Administration Frequency Index

**OPERATING REPORT  
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## MTA Long Island Rail Road Summary of Employee Injuries thru September



| Employee Reportable Accidents<br>Comparison by Department |      |      |             |
|---|------|------|-------------|
| Department  | 2012 | 2013 | %<br>Change |
| Engineering   | 53   | 57   | 8%          |
| Equipment   | 31   | 36   | 16%         |
| Transportation  | 46   | 49   | 7%          |
| Pass Serv   | 10   | 13   | 30%         |
| MPA   | 5    | 11   | 120%        |



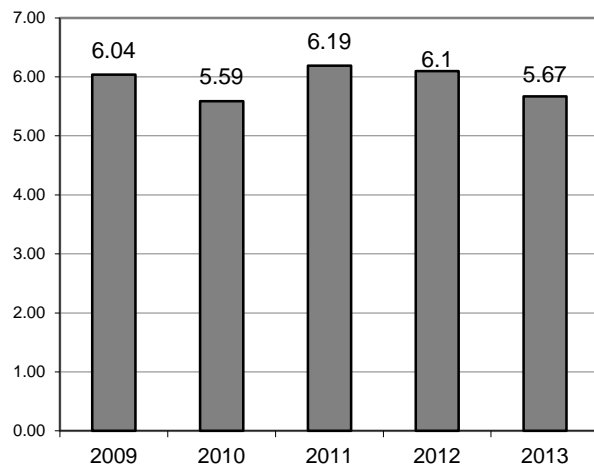
| Employee Lost Time and Restricted Duty Injuries |     |    |        |        |           |
|---|-----|----|--------|--------|-----------|
| Year  | LT  | RD | LT FI* | RD FI* | LT&RD FI* |
| 2009  | 131 | 1  | 2.47   | 0.02   | 2.49      |
| 2010  | 136 | 3  | 2.74   | 0.06   | 2.80      |
| 2011  | 138 | 2  | 2.88   | 0.04   | 2.92      |
| 2012  | 126 | 0  | 2.61   | 0.00   | 2.61      |
| 2013  | 148 | 0  | 3.11   | 0.00   | 3.11      |

% change from last year: 19.2%

\* - Injuries per 200,000 hours worked

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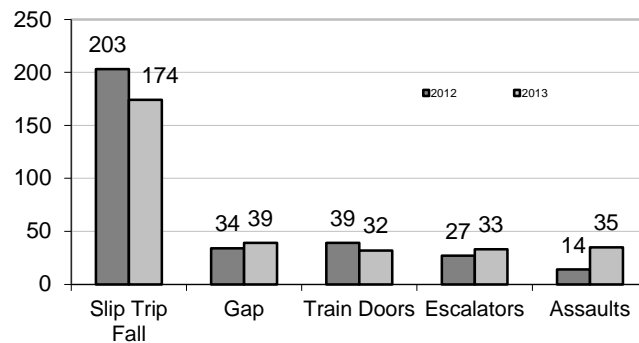
## MTA Long Island Rail Road Summary of Customer Injuries thru September



Total Customer Injuries

| Year | Total | FI*  |
|------|-------|------|
| 2009 | 377   | 6.04 |
| 2010 | 342   | 5.59 |
| 2011 | 372   | 6.19 |
| 2012 | 382   | 6.1  |
| 2013 | 352   | 5.67 |

% change from last year: -7.0%



Top 5 Customer Injuries by Type

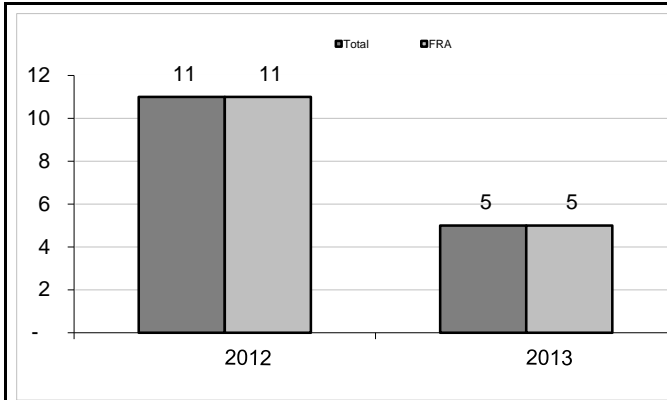
| Year | Slip Trip Fall | Gap | Train Doors | Escalators | Assaults |
|------|----------------|-----|-------------|------------|----------|
| 2012 | 203            | 34  | 39          | 27         | 14       |
| 2013 | 174            | 39  | 32          | 33         | 35       |

\* - Injuries per 1,000,000 rides

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## MTA Long Island Rail Road

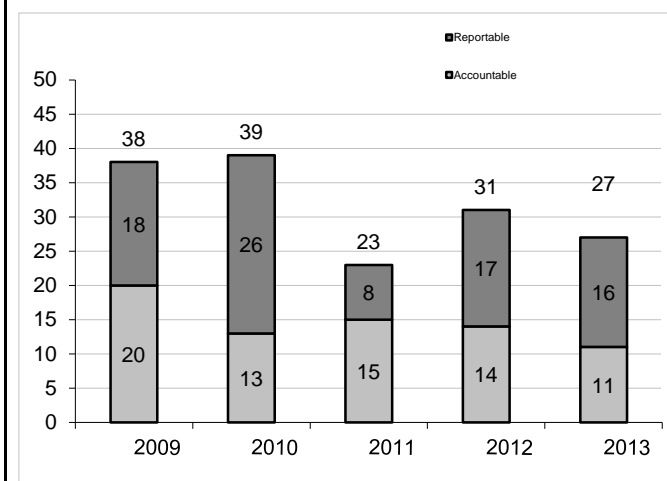
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru September



#### Contractor Injuries

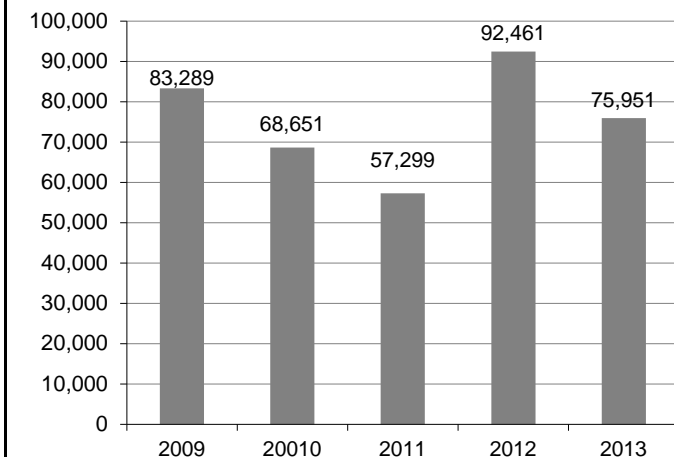
| Year | Total | FRA Rpt. |
|------|-------|----------|
| 2012 | 11    | 11       |
| 2013 | 5     | 5        |

% change from last year: -54.5%



#### Train Accidents

| Year | Non-Reportable | Reportable |
|------|----------------|------------|
| 2009 | 20             | 18         |
| 2010 | 13             | 26         |
| 2011 | 15             | 8          |
| 2012 | 14             | 17         |
| 2013 | 11             | 16         |



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

#### Total Participants

| Year | Total  |
|------|--------|
| 2009 | 83,289 |
| 2010 | 68,651 |
| 2011 | 57,299 |
| 2012 | 92,461 |
| 2013 | 75,951 |