

The logo for the North Dakota Public Service Commission. It features the words "North Dakota" in a large, black, cursive script font. Below this, the word "LEGENDARY" is written in a smaller, black, all-caps, sans-serif font. Underneath the text are three horizontal bars: a green bar on the left, a yellow bar in the middle, and a blue bar on the right.

North Dakota[®]

L E G E N D A R Y

Public Service Commission

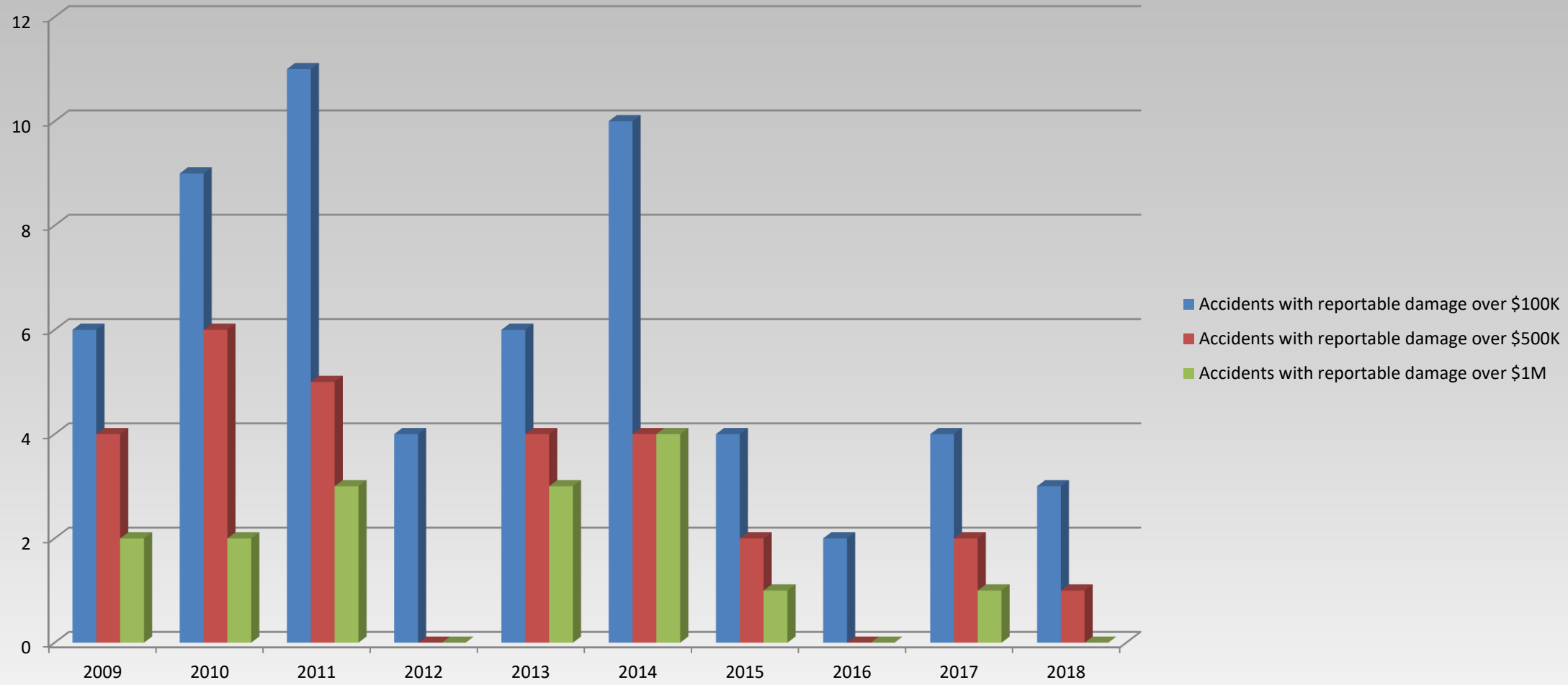
Annual Stakeholder Meeting
5/29/2019

Program Results

- **Costly Accidents:**
 - Since 2015:
 - Main line accidents in North Dakota have declined 68 percent
 - Accidents greater than \$100,000 have declined 72 percent
- **Track inspector:**
 - 456 inspection days/9,641 Units Inspected
 - 2,878 Defects Identified
- **Mechanical Inspector:**
 - 429 Inspection Days/92,931 Units Inspected
 - 3,536 Defects Identified

Information is current as of Dec 31, 2018

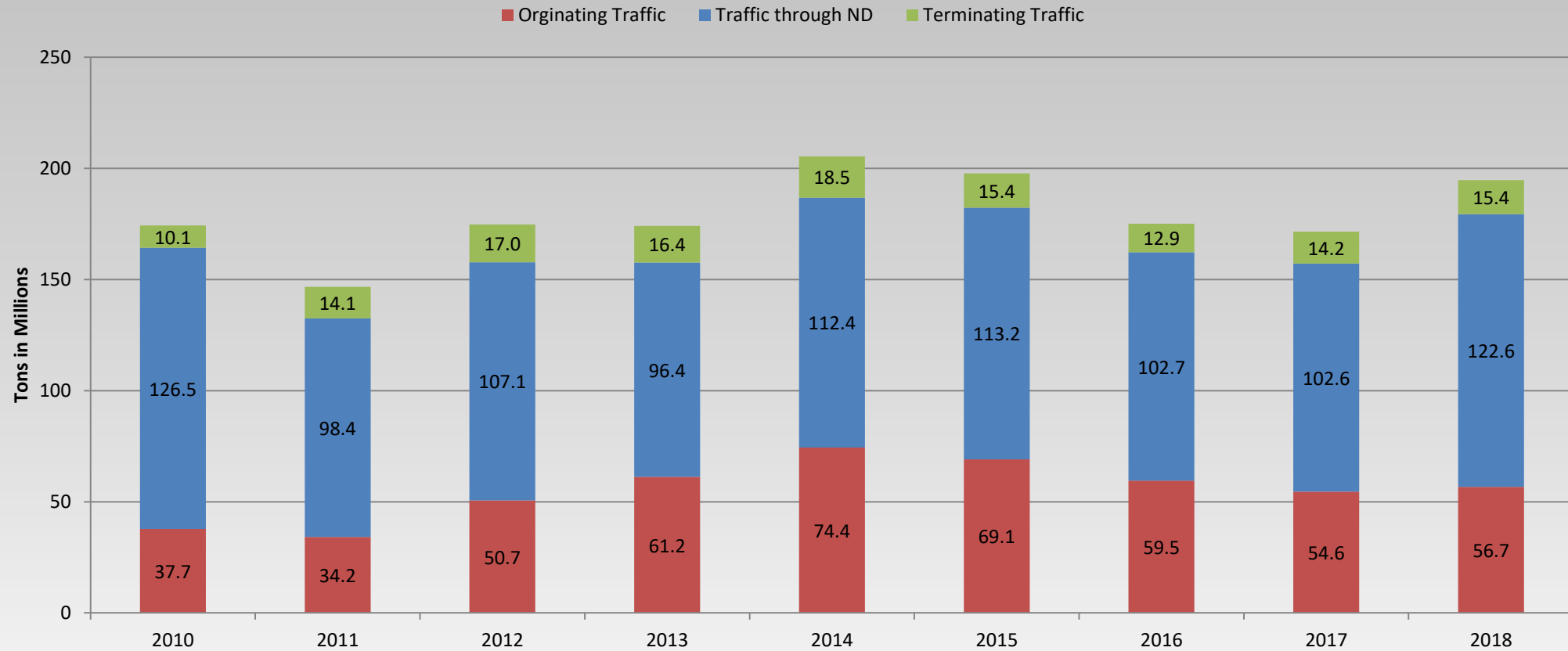
Accidents in North Dakota by Cost



Information is current as of Dec 31, 2018

ND Total Rail Traffic Volumes in Tons

North Dakota Revenue Traffic Totals



Information is current as of Dec 31, 2018

Monthly Data

Mechanical (2018)

	January	February	March	April	May	June	July	August	September	October	November	December	YTD Total
Inspection Days	15	14	12	12	13	12	14	16	14	9	14	8	152
Cars*	1057	797	709	673	774	765	719	1081	1120	529	978	548	9750
Total Defects	165	197	144	149	154	89	123	154	187	119	139	35	1655
Total Violations	0	2	12	2	2	1	1	0	0	0	0	0	27

Track (2018)

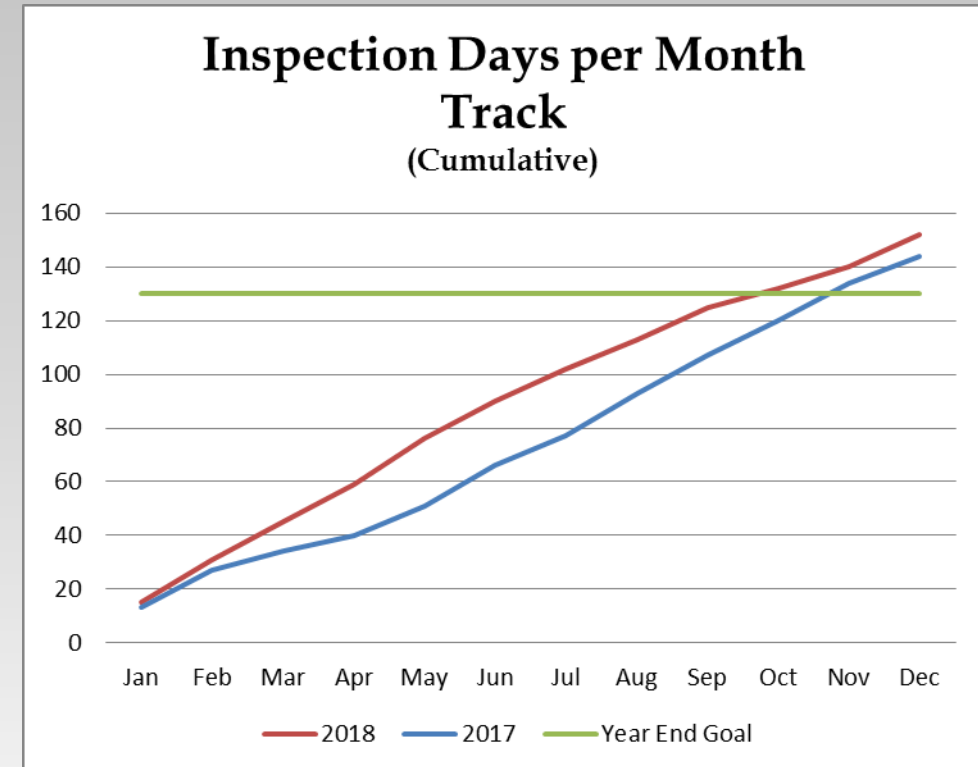
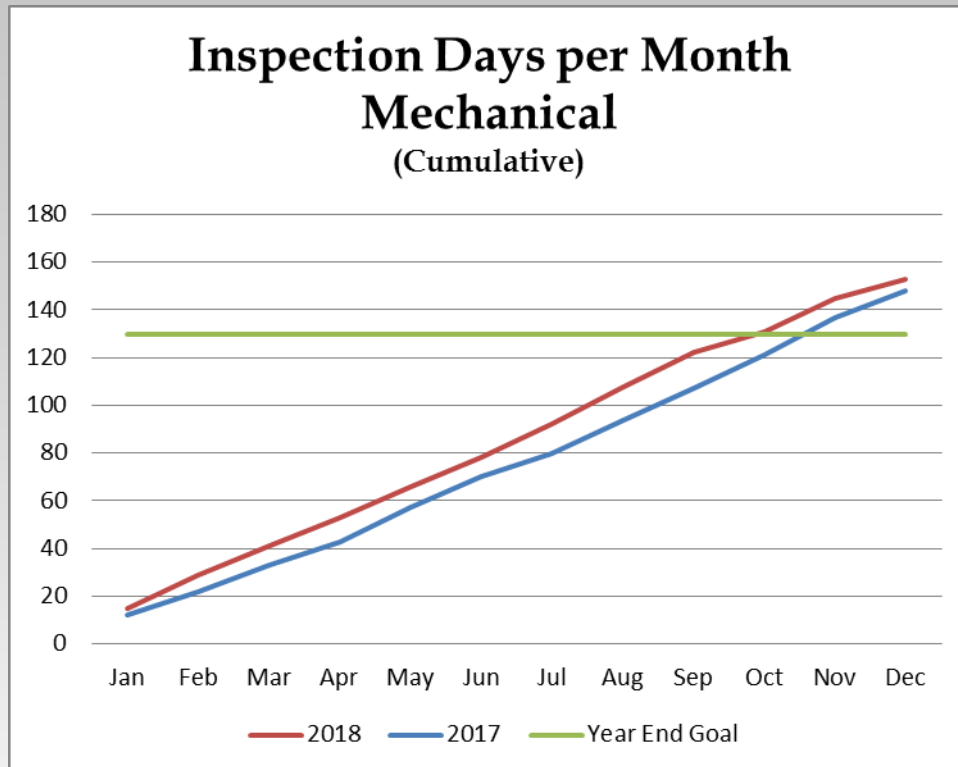
	January	February	March	April	May	June	July	August	September	October	November	December	YTD Total
Inspection Days	15	16	14	14	17	14	12	11	12	7	8	12	152
Units†	465	290	376	177	172	364	305	159	374	285	165	359	3491
Total Defects	60	11	43	37	229	96	86	76	102	26	22	34	822
Total Violations	1	0	1	0	0	0	0	3	2	0	0	0	7

* Cars inspected consist of all rolling stock not including locomotives. Each car can consist of multiple units or regulations inspected.

† One unit consists of one mile of track, a switch or turnout, and or a single derail.

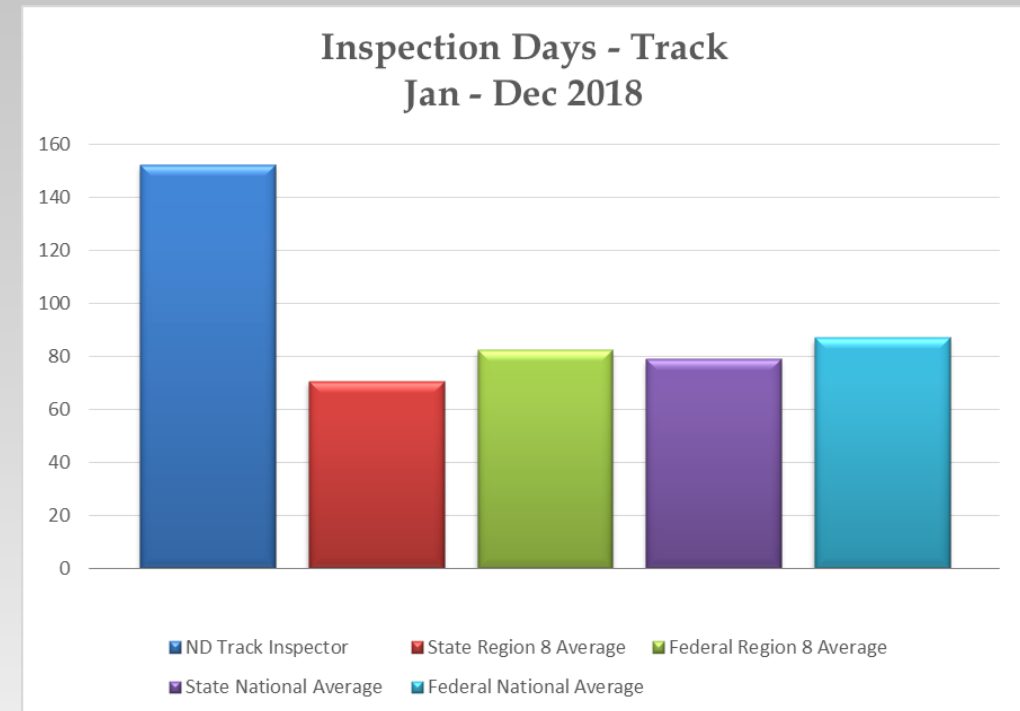
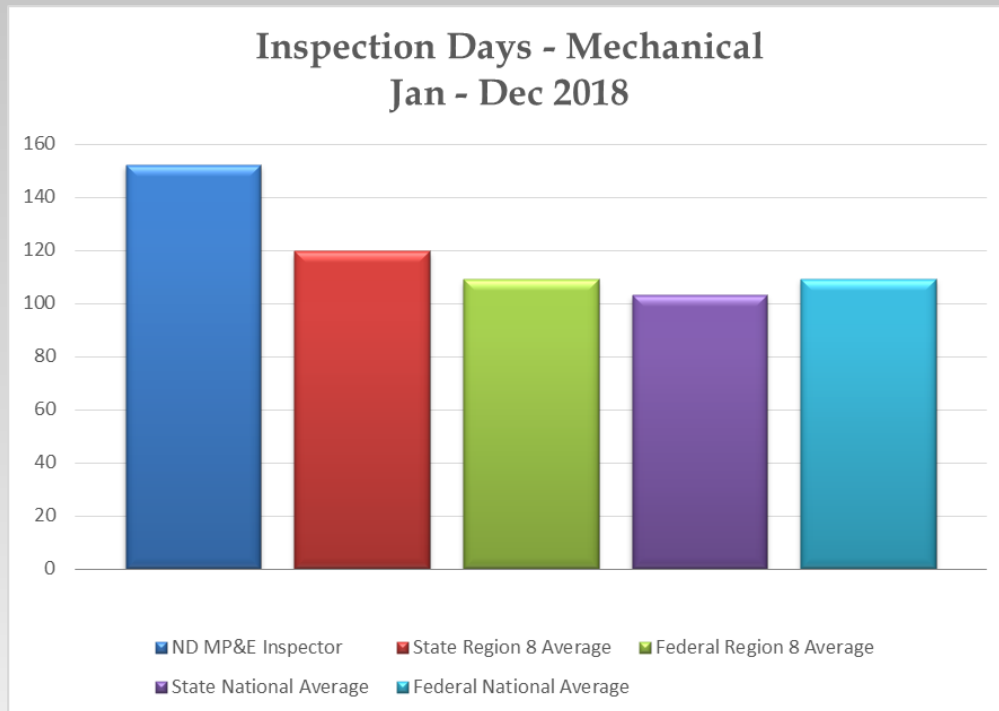
Information is current as of Dec 31, 2018

Year over Year Totals – Inspection Days



Information is current as of Dec 31, 2018

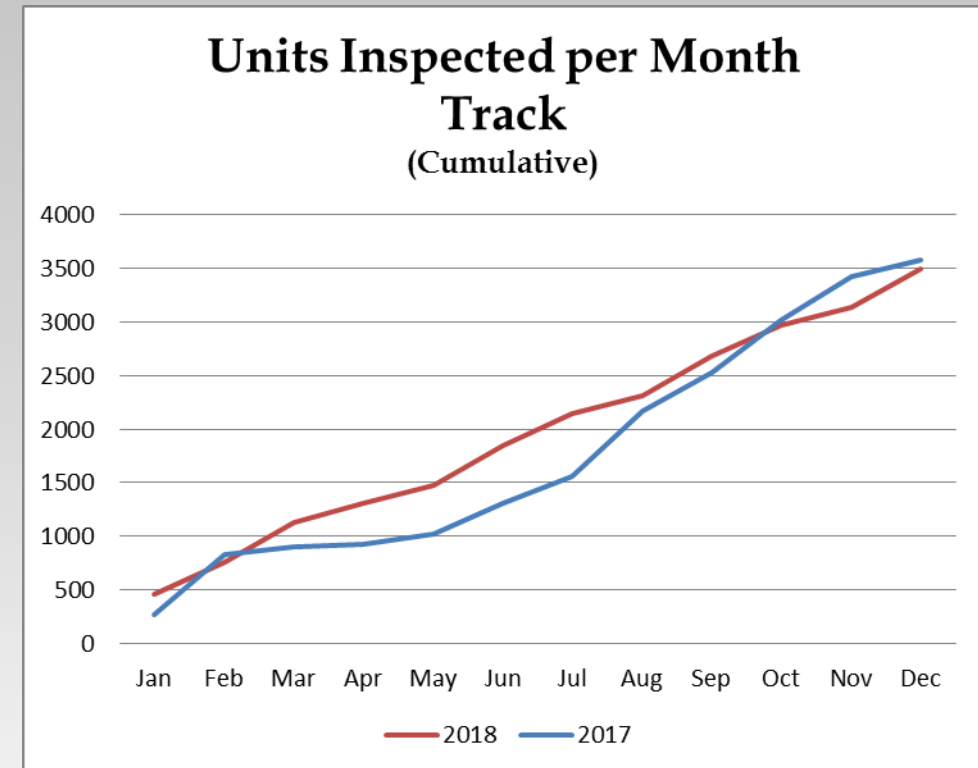
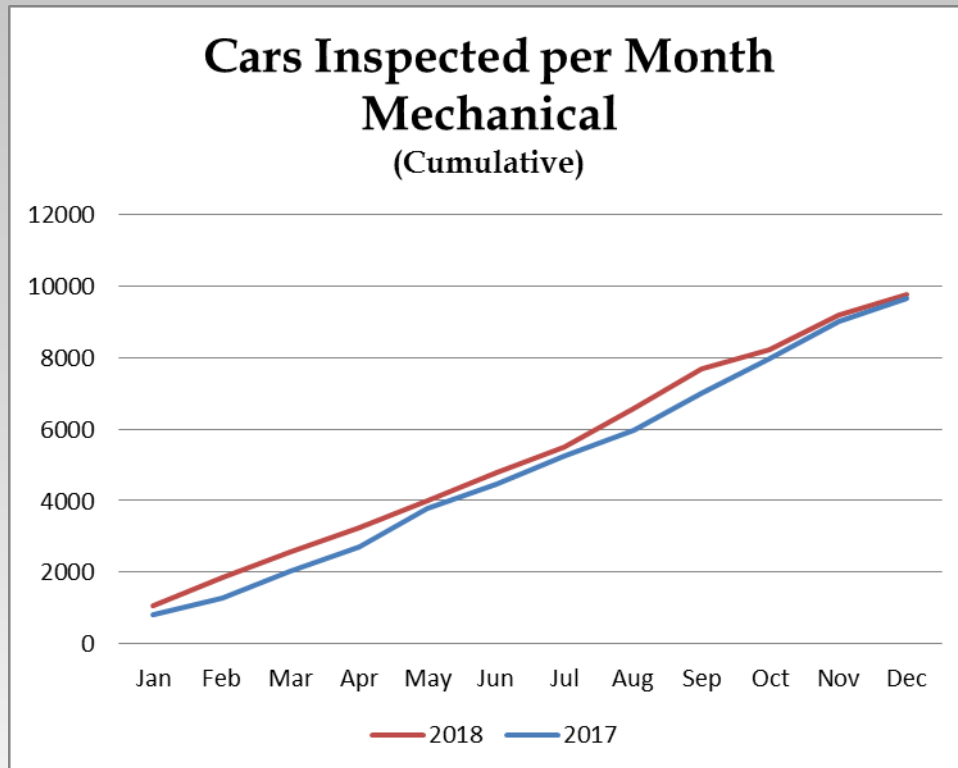
Year End Totals – Inspection days



-The Federal Railroad Administration Breaks the US into 8 regions, region 8 consists of Alaska, Washington, Oregon, Idaho, Montana, Wyoming, North Dakota and South Dakota.

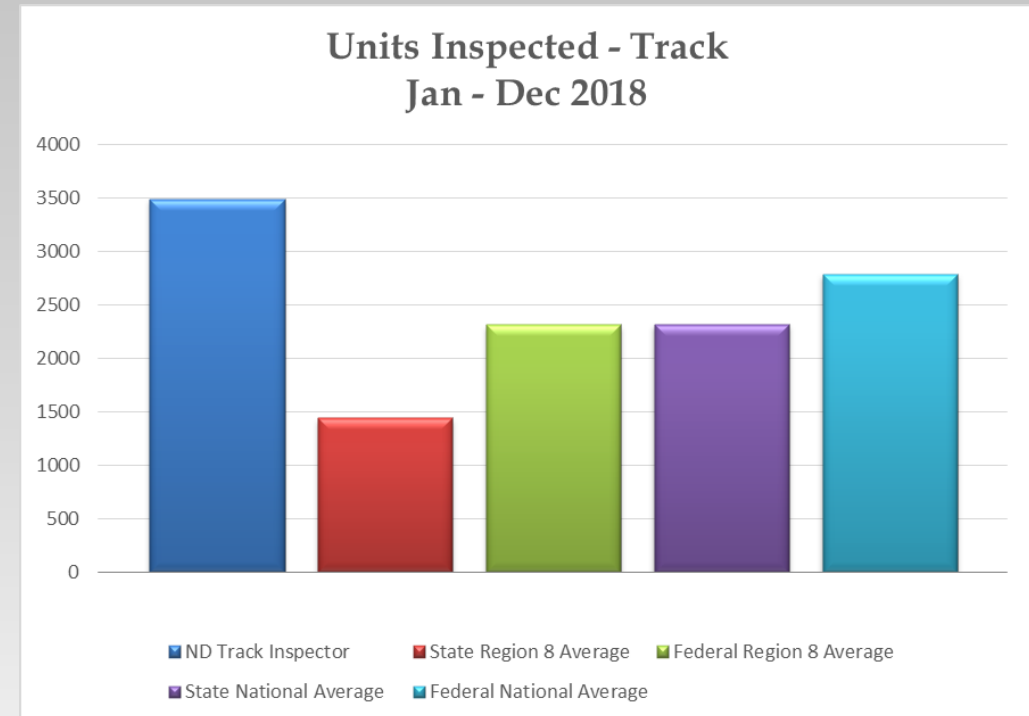
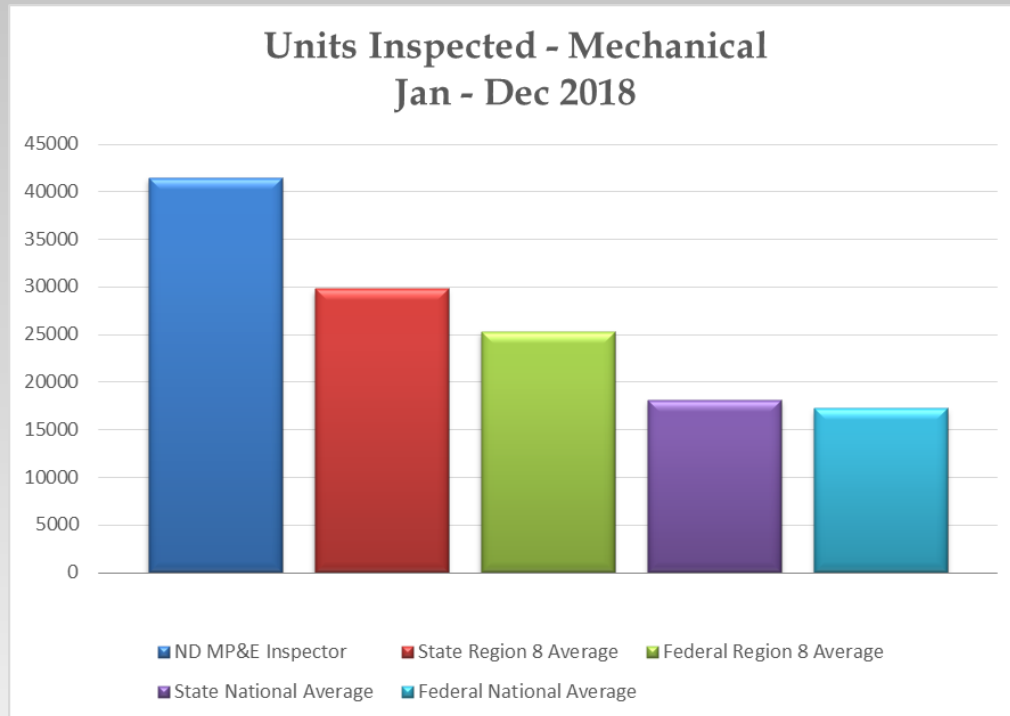
Information is current as of Dec 31, 2018

Year over Year Totals – Units



Information is current as of Dec 31, 2018

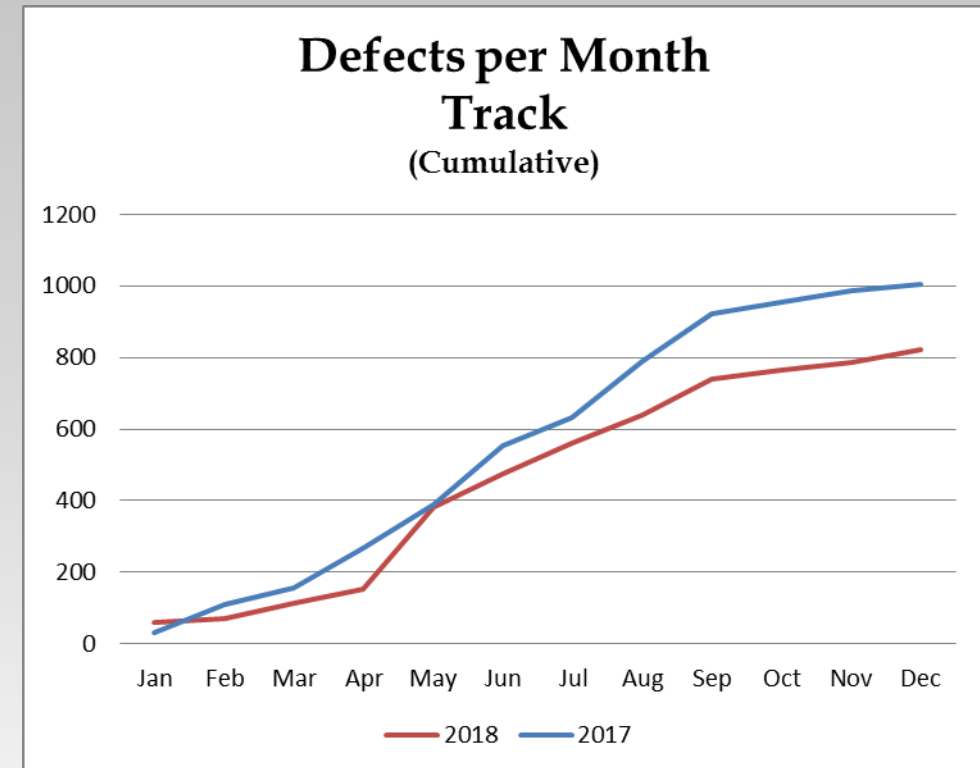
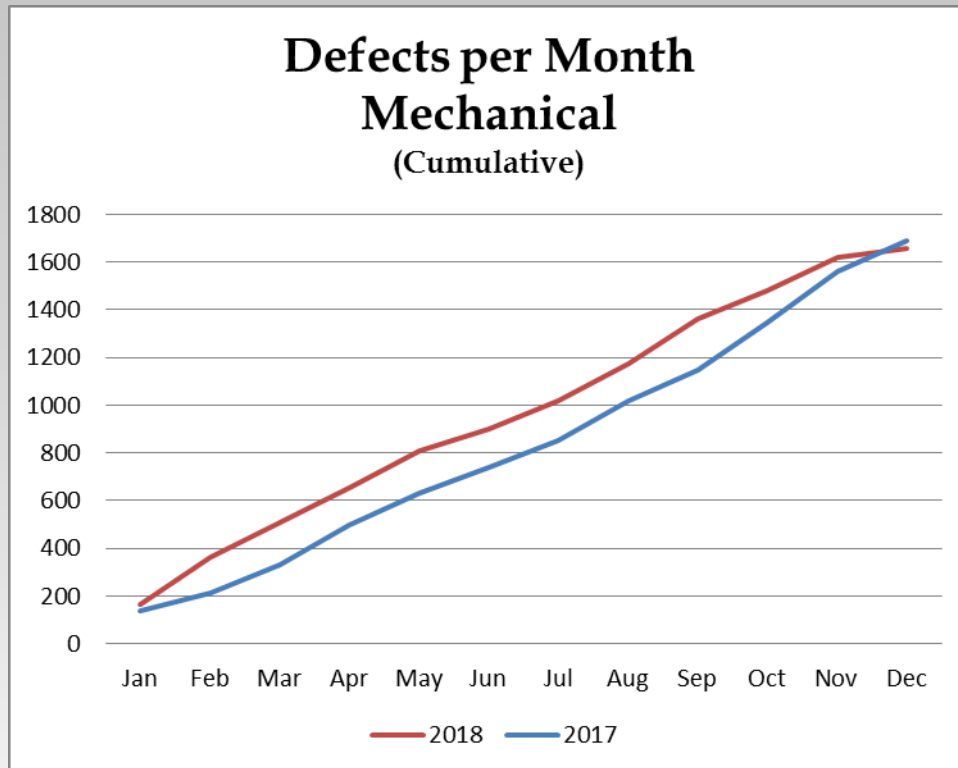
Year End Totals – Units



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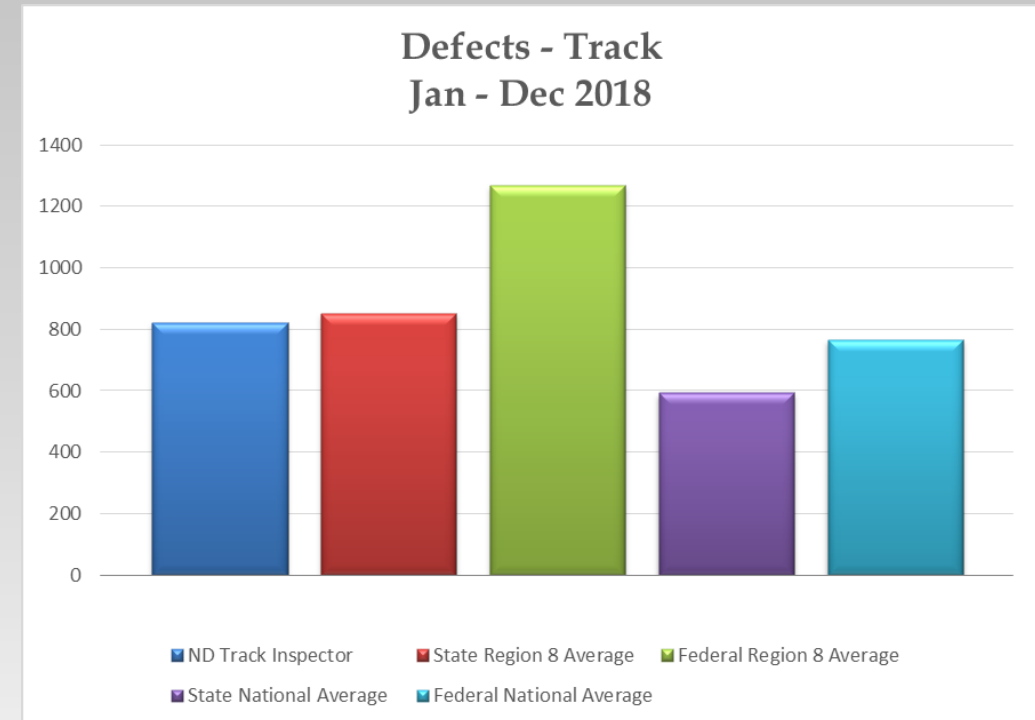
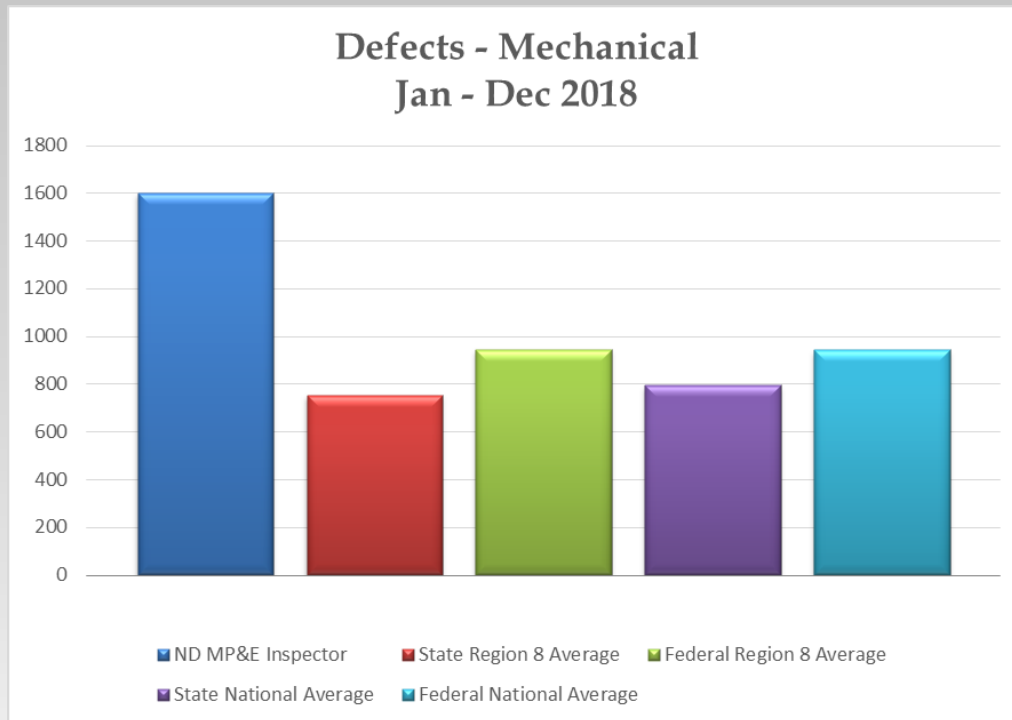
Information is current as of Dec 31, 2018

Year over Year Totals – Defects



Information is current as of Dec 31, 2018

Year End Totals – Defects



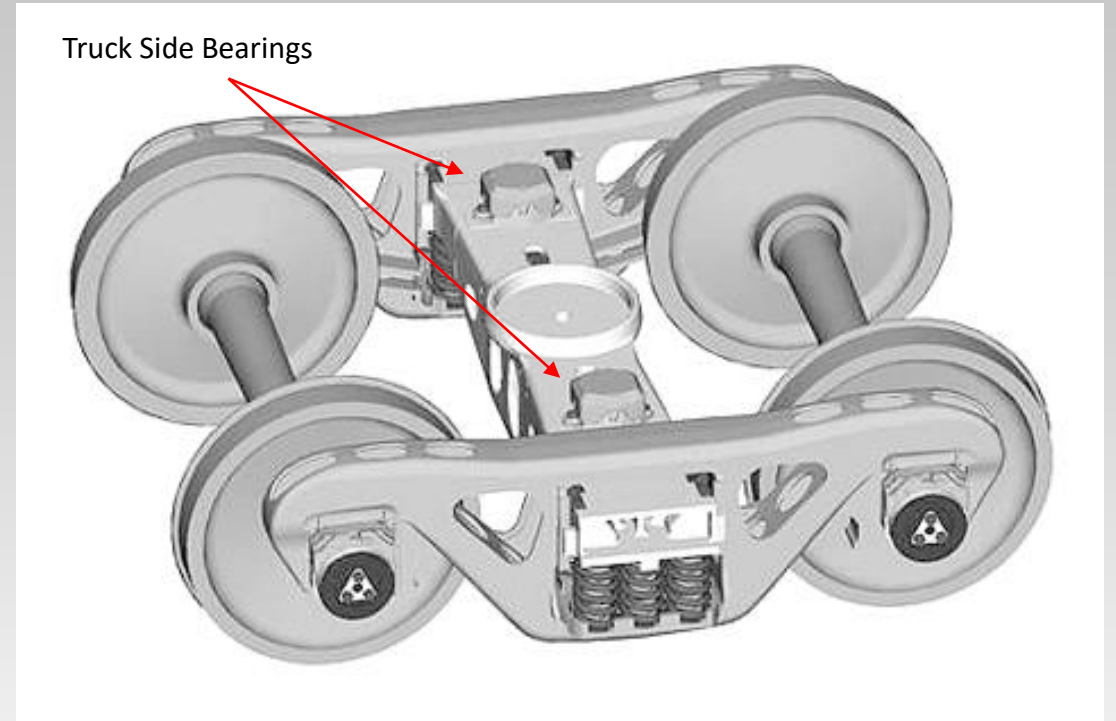
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Information is current as of Dec 31, 2018

Mechanical – Side Bearings

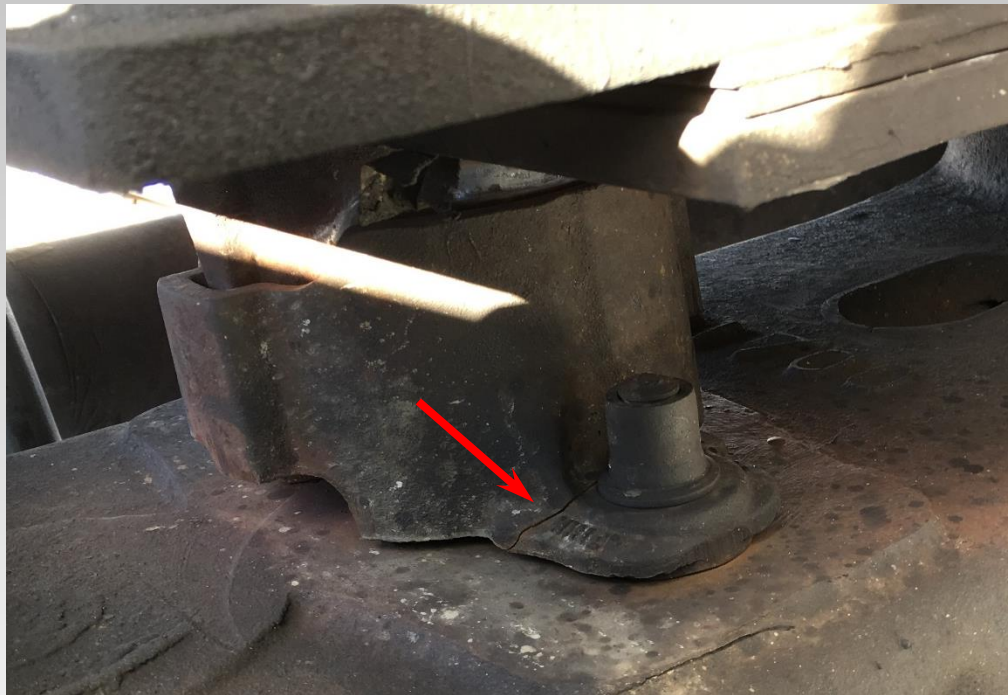


Truck Side Bearings



Information is current as of Dec 31, 2018

Mechanical – Side Bearings



- **First found 2/01/17**
 - 11 defects in one train
 - Same style side bearing – Miner LT 60 constant contact
 - Same built date range
 - Same freight car manufacturer
 - Same railroad
- **Since 2/01/17 there are a total 59 defects taken in the last 15 months**
 - Same style side bearing
 - Same built range
 - Different freight car manufacturers
 - Different railroads
- **FRA is investigating potential causes of this defect**
 - Conversations have taken place with tank car manufacturer and side bearing manufacturer
- **According to the FRA database since Jan 2013 side bearing related derailments nationwide:**
 - 34 derailments due to insufficient clearance
 - 10 derailments due to excessive clearance
 - 2 derailments due to broken side bearings
 - 1 derailment due to missing side bearing

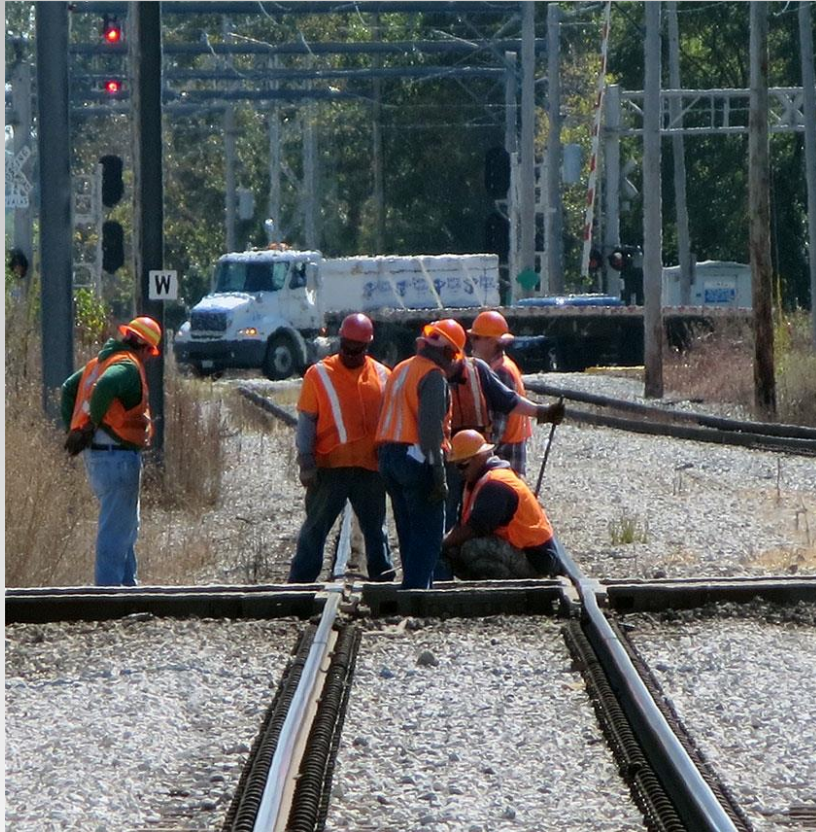
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Mechanical – Side Bearings

- 2018 Resolution
 - Investigations with the manufacturer of tank cars and side bearings were conducted
 - Found that during the manufacture process of the side bearings the casing process allowed for slight variance which caused rounding of the base that mounted to the freight car bolster. This caused excessive stress on the mounting feet ultimately causing the crack/break.
 - Through the inspection process conducted throughout the Bakken area it is believed all affected cars have been inspected
 - There has been a significant decrease in the findings over the last year, however the Mobile Inspectors in the area are still aggressively inspecting and are aware of the situation.

Information is current as of Dec 31, 2018

Track – Roadway Worker



Information provided by Federal Railroad Administration 2018

National Numbers

4 RWP Fatalities in 2018

4 RWP Fatalities in 2017

4 RWP Fatalities in 2016

2 RWP Fatalities in 2015

14 RWP Fatalities in 4 Years

1 BWS Fatality in 2018

1 BWS Fatality in 2016

2 BWS Fatalities in 2 Years

1 Hoisting Fatality in 2017

2 Hoisting Fatalities in 2016

3 Hoisting Fatalities in 3 Years

1 Rail Saw/Torch Fatality in 2018

Track – Crossing False Activation

Highway users rely on the proper functioning and integrity of these systems to provide accurate and credible warning of the approach of a train. Falsely activating warning systems, without providing protection, reduces the integrity of the warning system. Highway users may ignore an active warning system due to the lack of integrity and cause an accident.

