



Public Service Commission  
Division of Railroad Safety

# Annual Stakeholder Meeting 5/27/2020

# Monthly Data - 2019

## Mechanical

	January	February	March	April	May	June	July	August	September	October	November	December	YTD Total
Inspection Days	7	11	9	16	13	14	13	13	9	13	12	9	139
Cars*	246	431	385	768	631	742	1060	756	548	751	716	275	7309
Total Defects	28	81	90	232	137	146	160	134	58	134	196	29	1425
Total Violations	0	7	2	1	1	0	0	1	1	1	3	0	17
Defect Ratio	11%	19%	23%	30%	22%	20%	15%	18%	11%	18%	27%	11%	19%

## Track

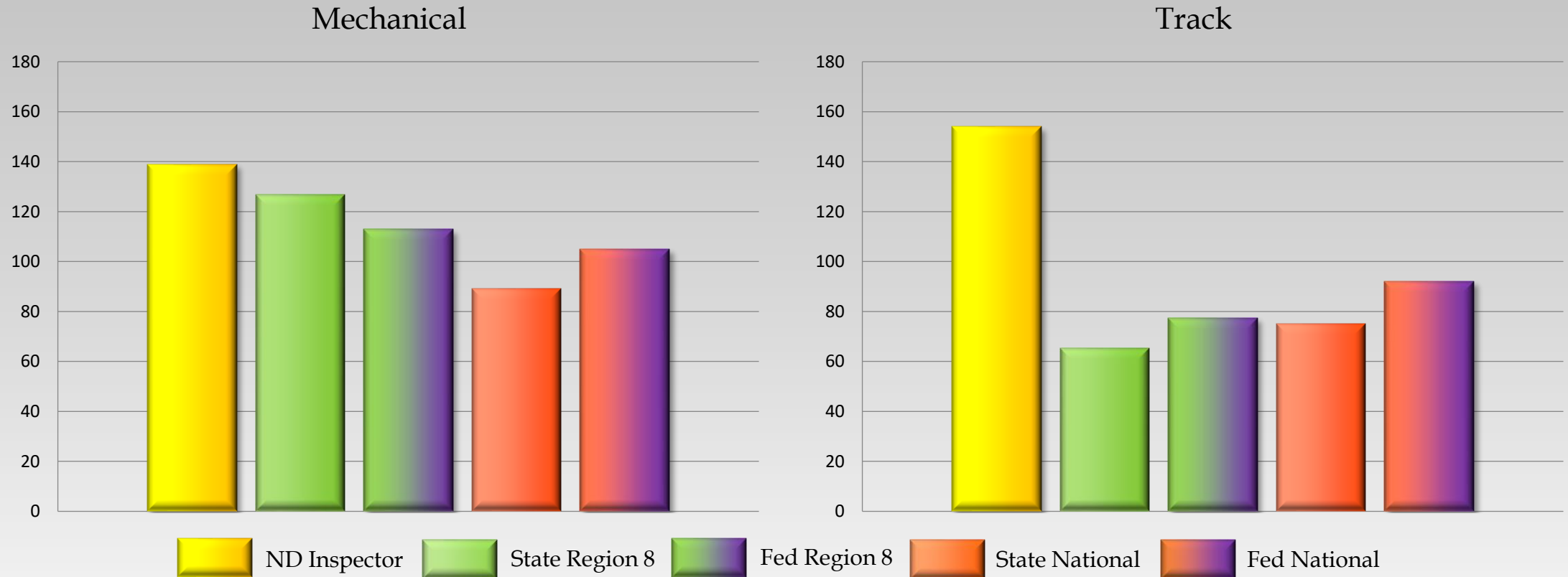
	January	February	March	April	May	June	July	August	September	October	November	December	YTD Total
Inspection Days	14	5	13	14	16	14	15	14	12	16	9	12	154
Units†	91	98	365	578	373	569	375	278	311	466	356	371	4231
Total Defects	663	11	23	9	260	62	82	122	48	71	43	24	1418
Total Violations	1	5	0	0	1	0	0	2	0	0	0	0	9
Defect Ratio	729%	11%	6%	2%	70%	11%	22%	44%	15%	15%	12%	6%	36%

\* 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 December 31, 2019

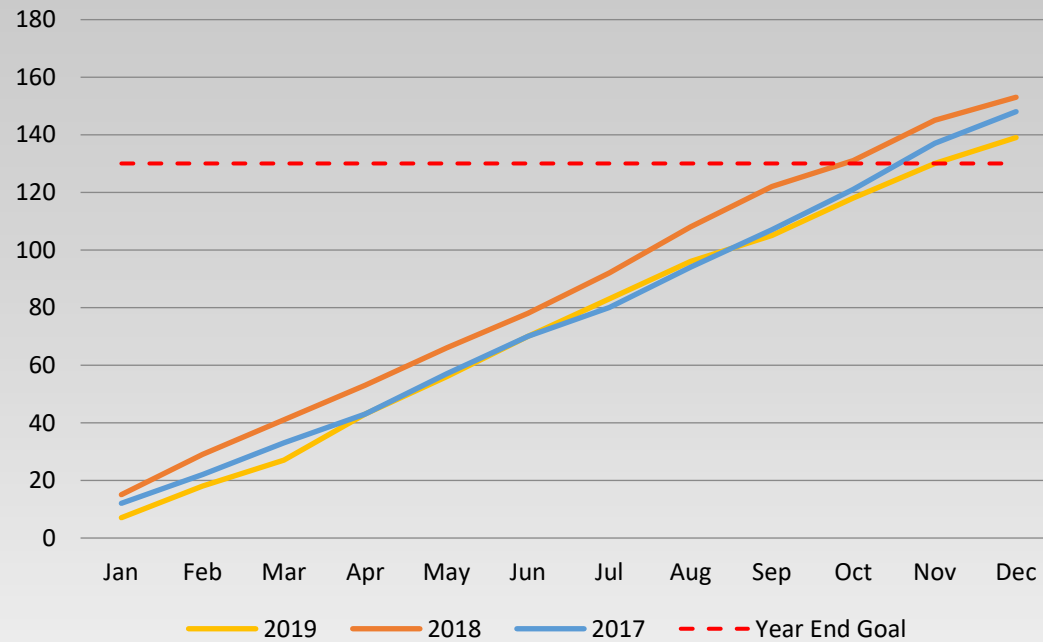
# Inspection Days - 2019



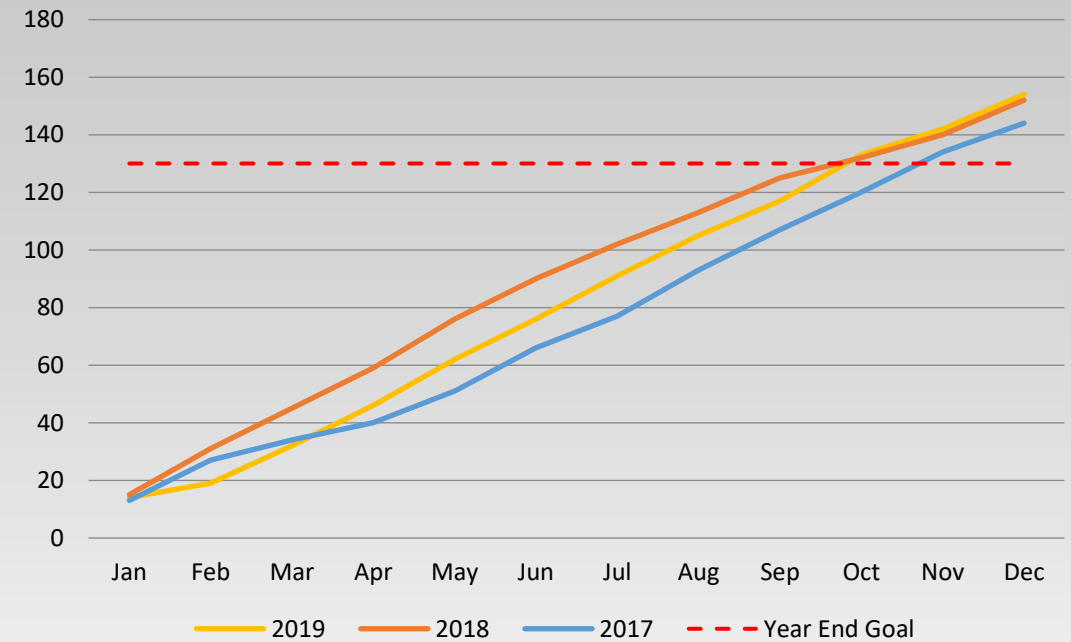
Information is current as of December 31, 2019

# Inspection Days – Year Over Year

Mechanical

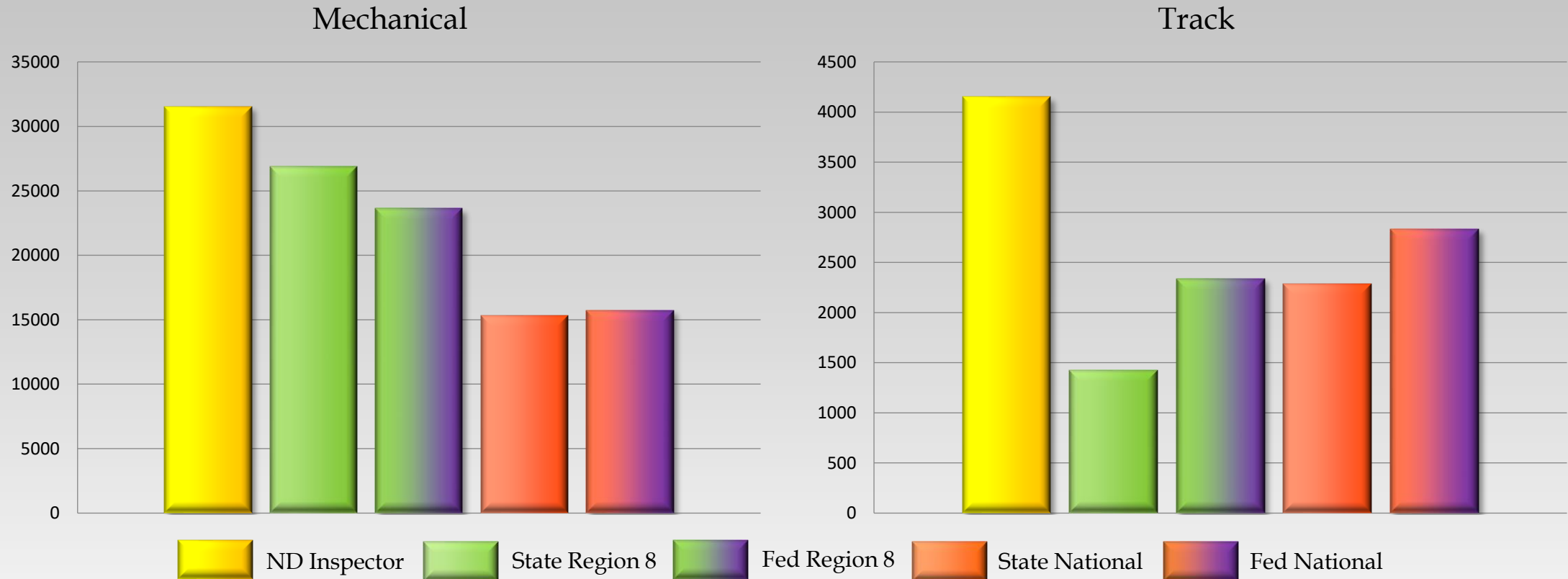


Track



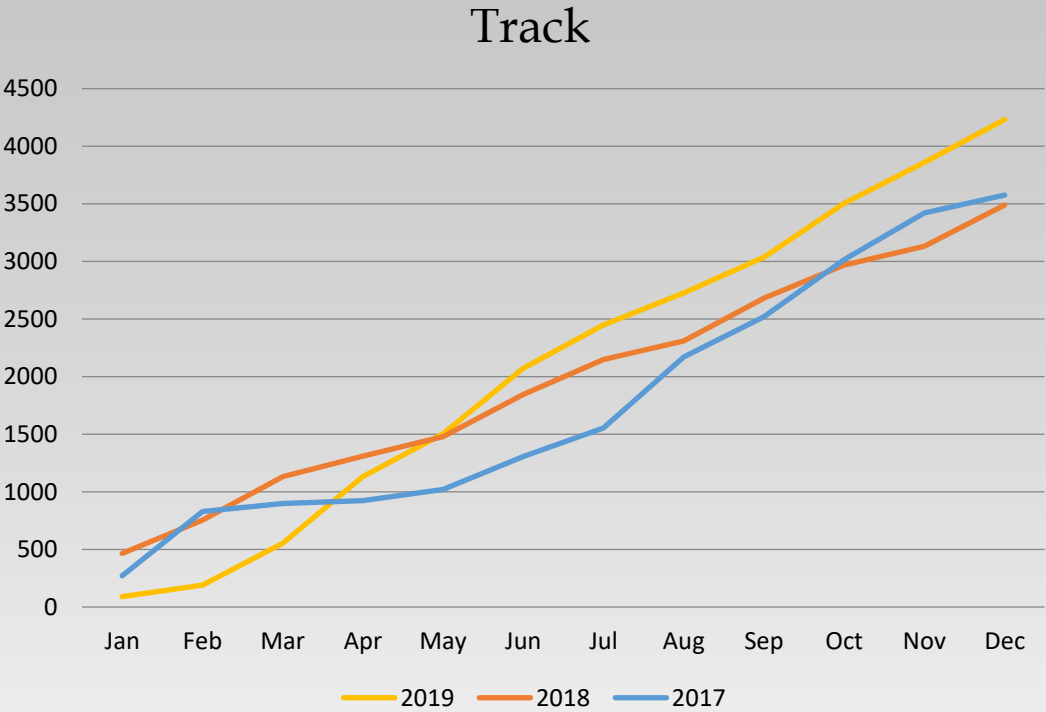
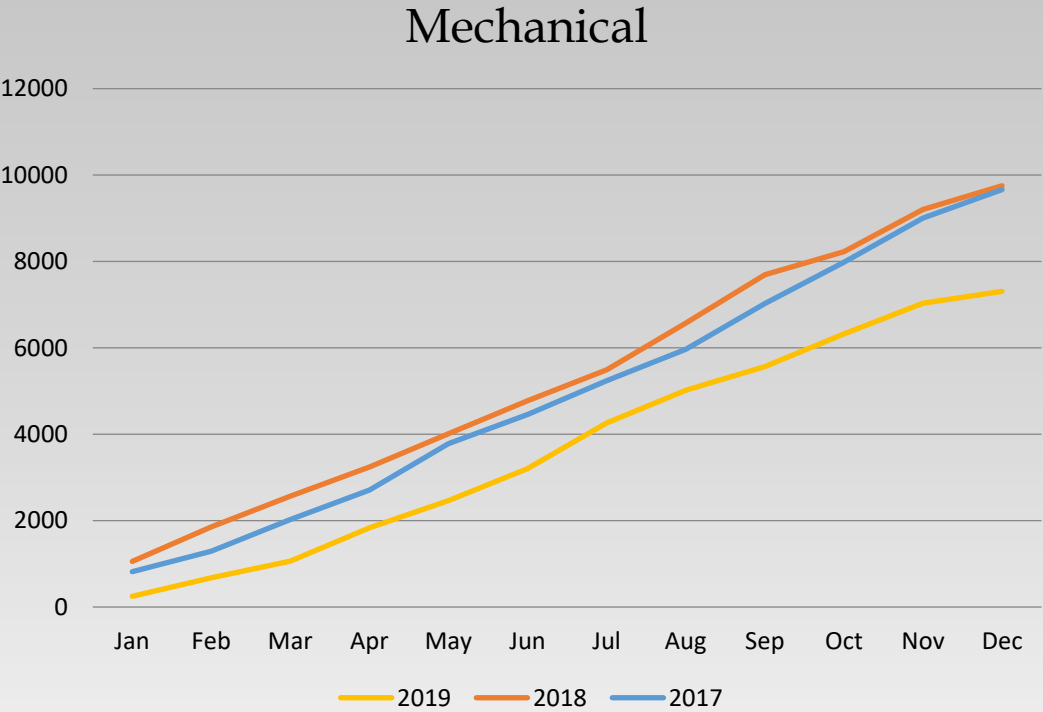
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# Units - 2019



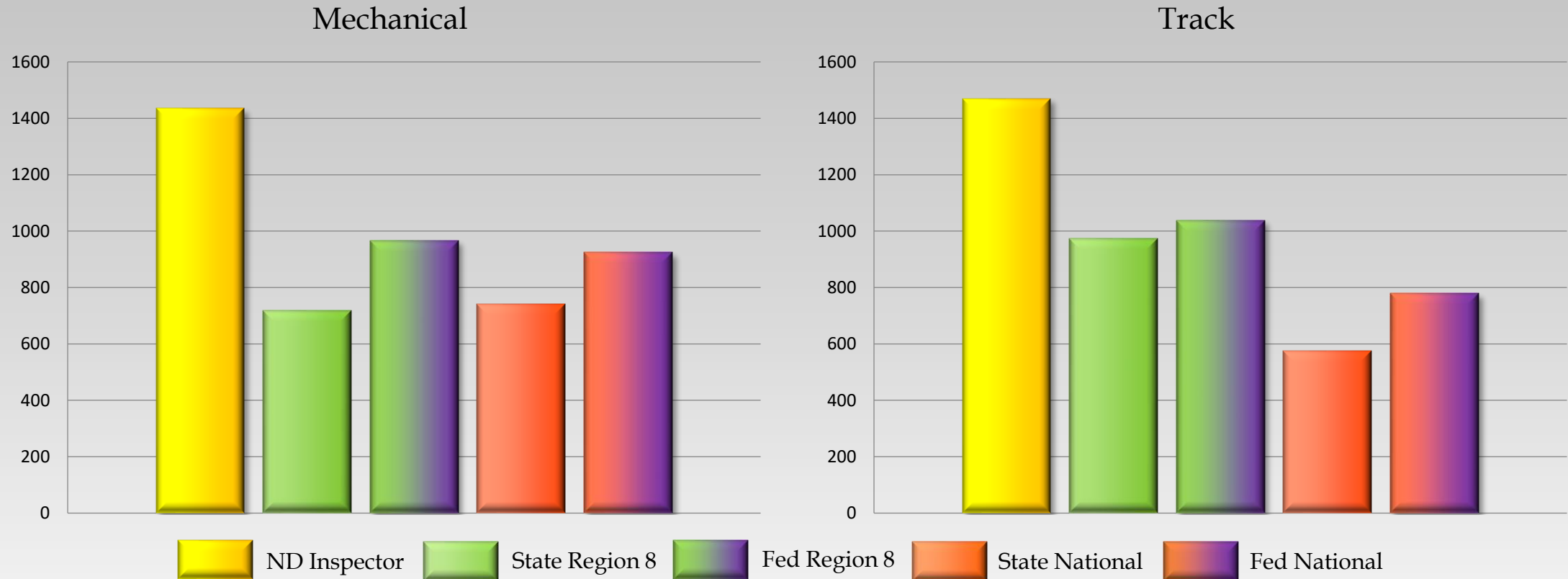
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# Units – Year Over Year



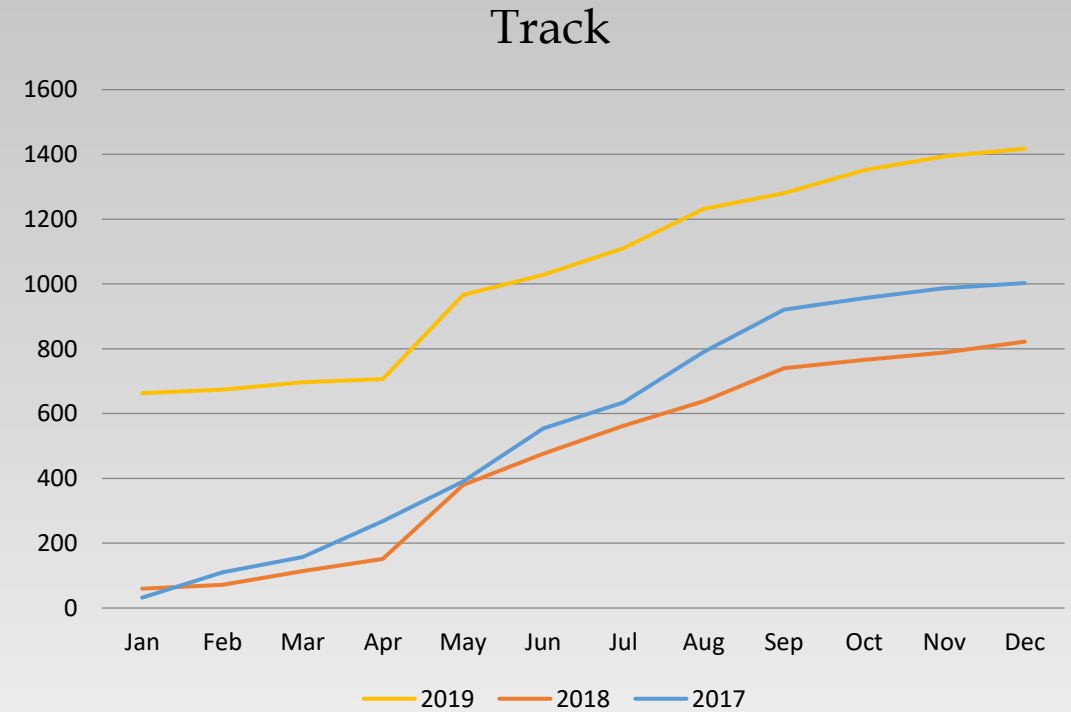
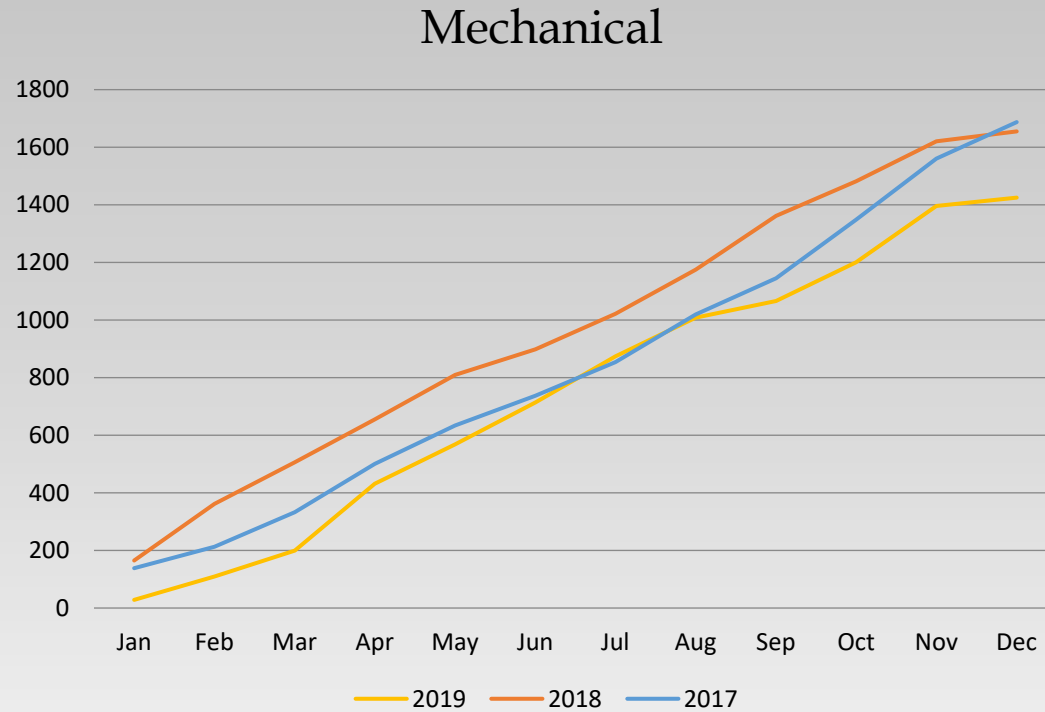
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# Defects - 2019



Information is current as of December 31, 2019

# Defects – Year Over Year



Information is current as of December 31, 2019



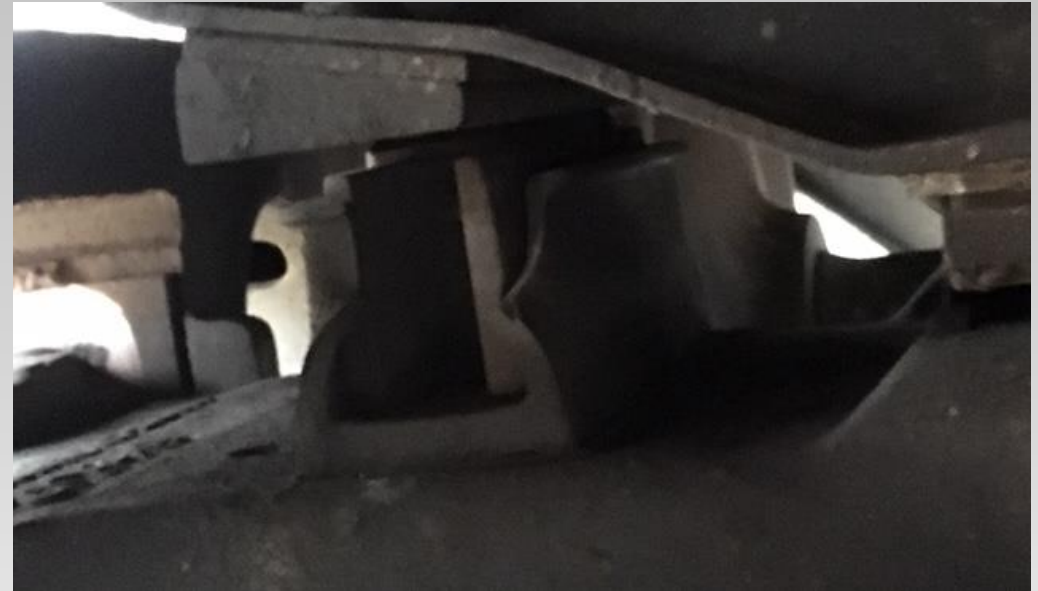
# Mechanical Violations



- Oct 24, 2019 Tioga, ND
  - HESS Transload Facility
  - Crude Oil Tank Car CBTX 717235
  - Inspected previously by railroad
    - Tank car was inspected by the mobile inspectors that day and was in line to be loaded for shipment.
  - Defective right number 1 wheel having a shelled spot 2.5 inches or greater

Information is current as of December 31, 2019

# Mechanical Violations



SOO 116590 (Left) and CP 606363 (Right) located in at Rogers, ND on 11/20/19. Identified to have broken side bearings within days of having a mechanical inspection completed. During the inspection conducted by the railroad there were zero defects identified, my inspection of 100 freight cars found 59 total defects on 41 defective cars.



# Track – Drainage

One of the most essential elements of track maintenance is a comprehensive drainage system. Openings under the track are used to channel and divert water from one side of the roadbed to the other. Failure of these drainage facilities, such as culverts can have a significant adverse affect to the track structure. Plugged culverts can lead to saturated or softened roadbed or enough pressure on one side can push out the whole subgrade from under the track. Broken or separated culverts (pictured) can also lead to a plugging of culvert or erosion of ballast and grade used to support the track itself.

