



# MID Resumen de Actividades: 2024

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# MID Miembros

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▲ Jason Regan

Brad Purcell ▲

▲ Mike Yon

Arturo Castanon ▲

▲ Brian Crosier

▲ Alex Velasco

▲ Russ Wiles

Ken Jabczynski ▲

Ernie Guzman ▲  
Matt Krasney ▲

Steve Vanderhoff ▲

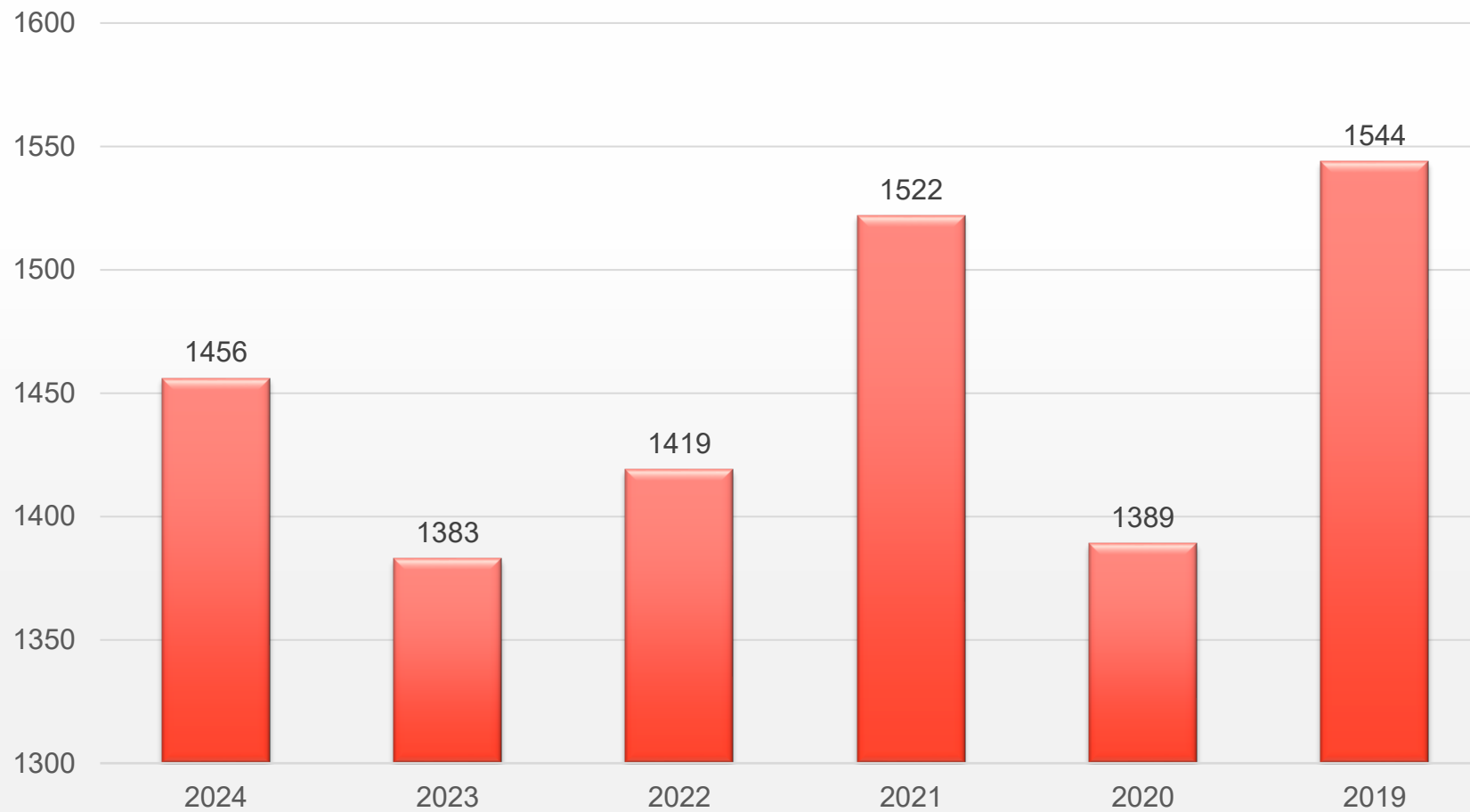
Alberto Chavez ▲

# Resumen

- **Resumen de Actividades**
- **Resumen de Hallazgos en Inspecciones**
- **Tablas de Hallazgos Mecánicos**
- **Hallazgos en vías de reparación**

# Histórico de Actividades

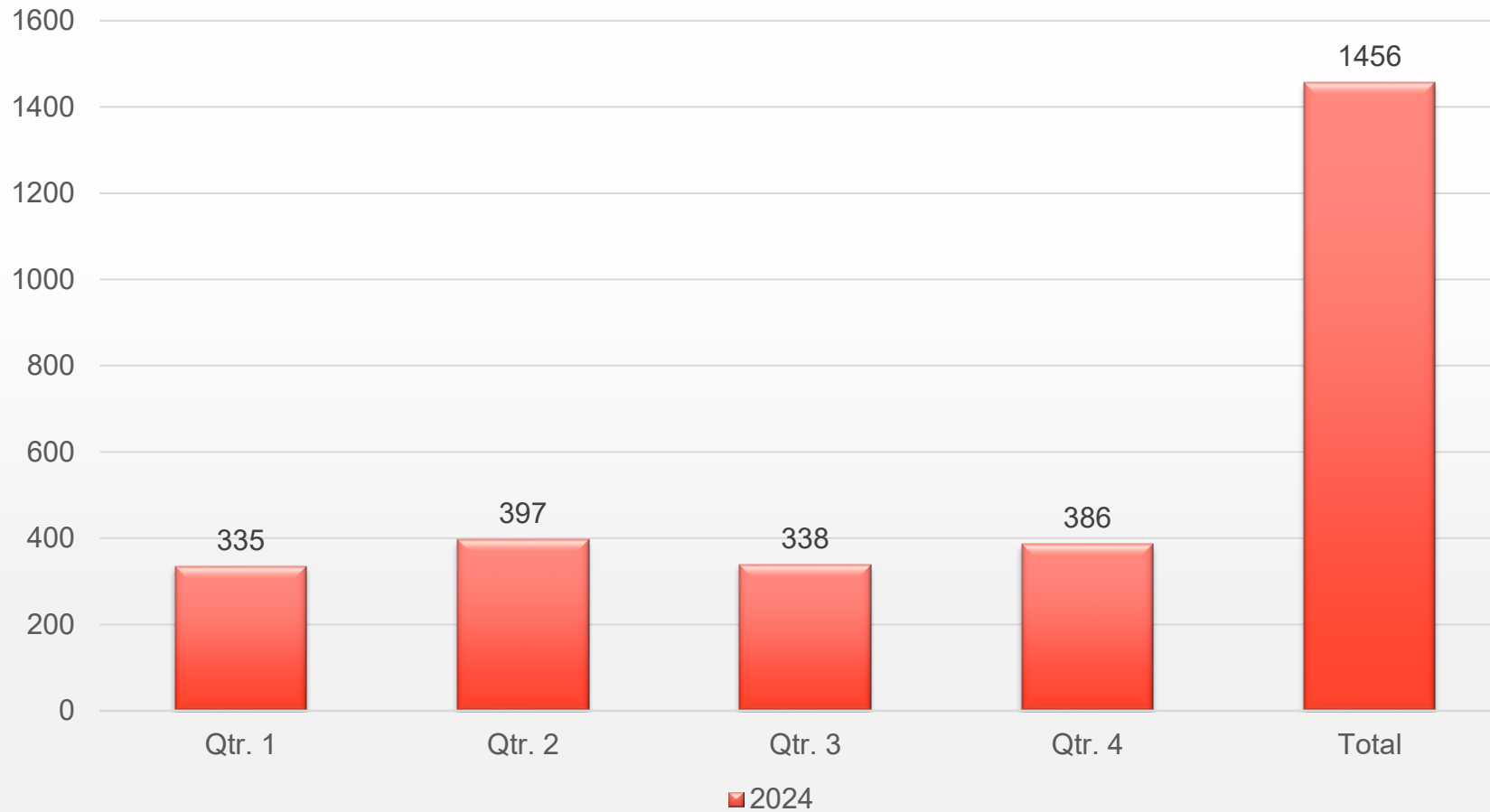
## Total Inspecciones



# Actividades 2024



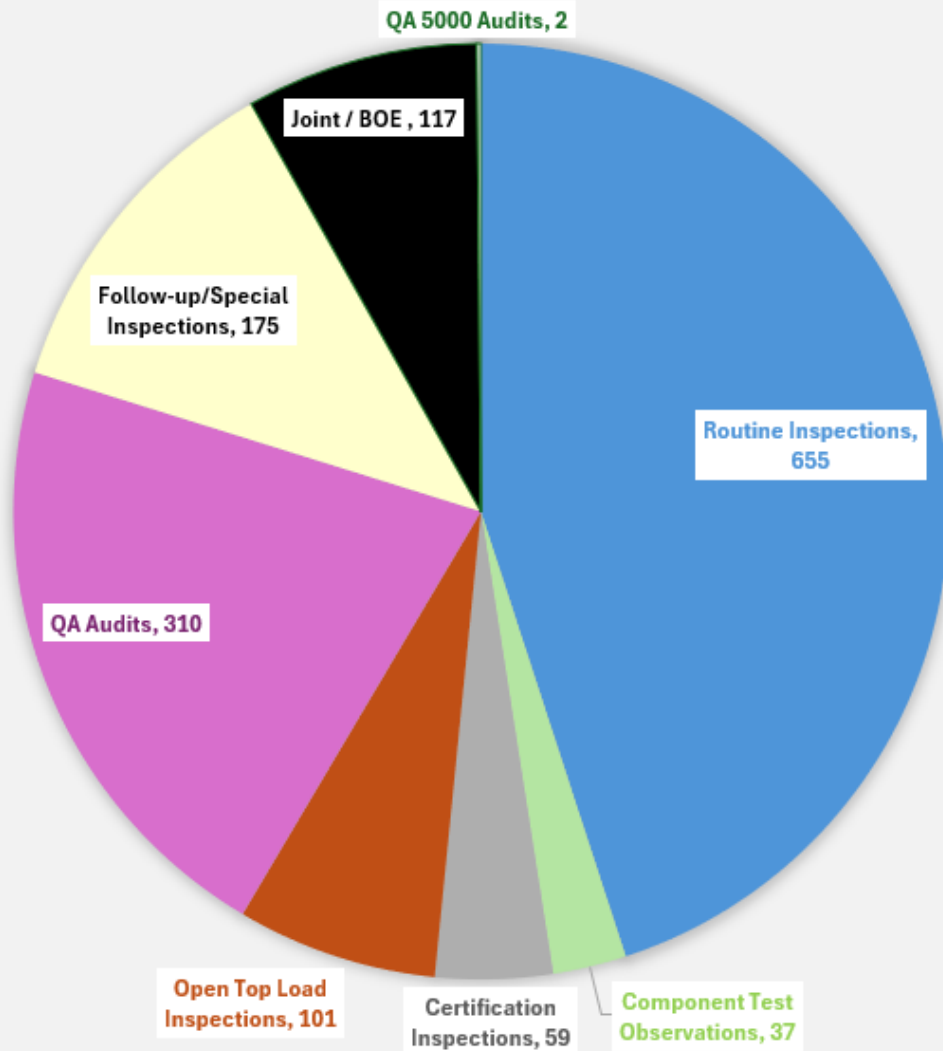
## Total de Inspecciones



# Actividades MID (En general)

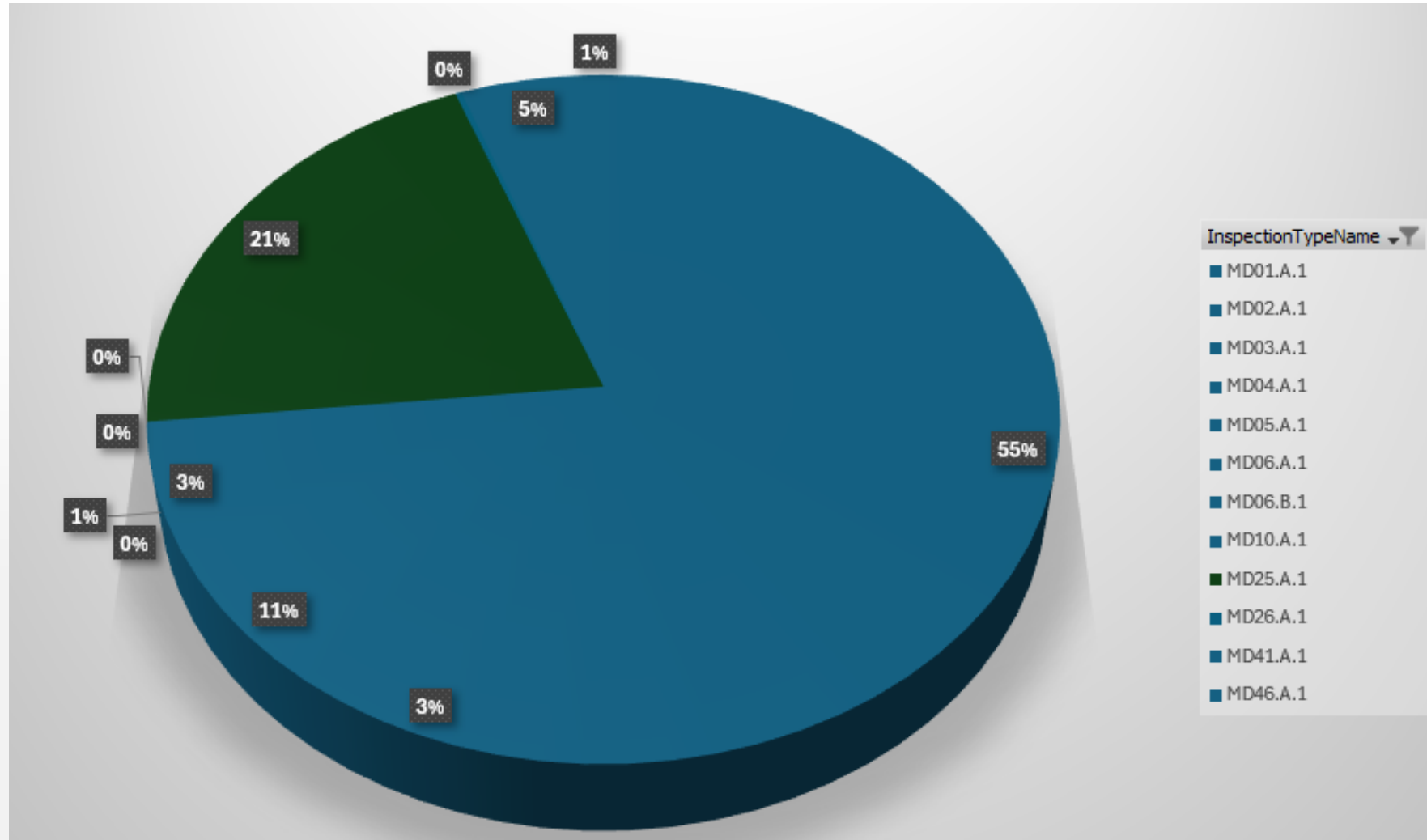


COUNT OF INSPECTION TYPE

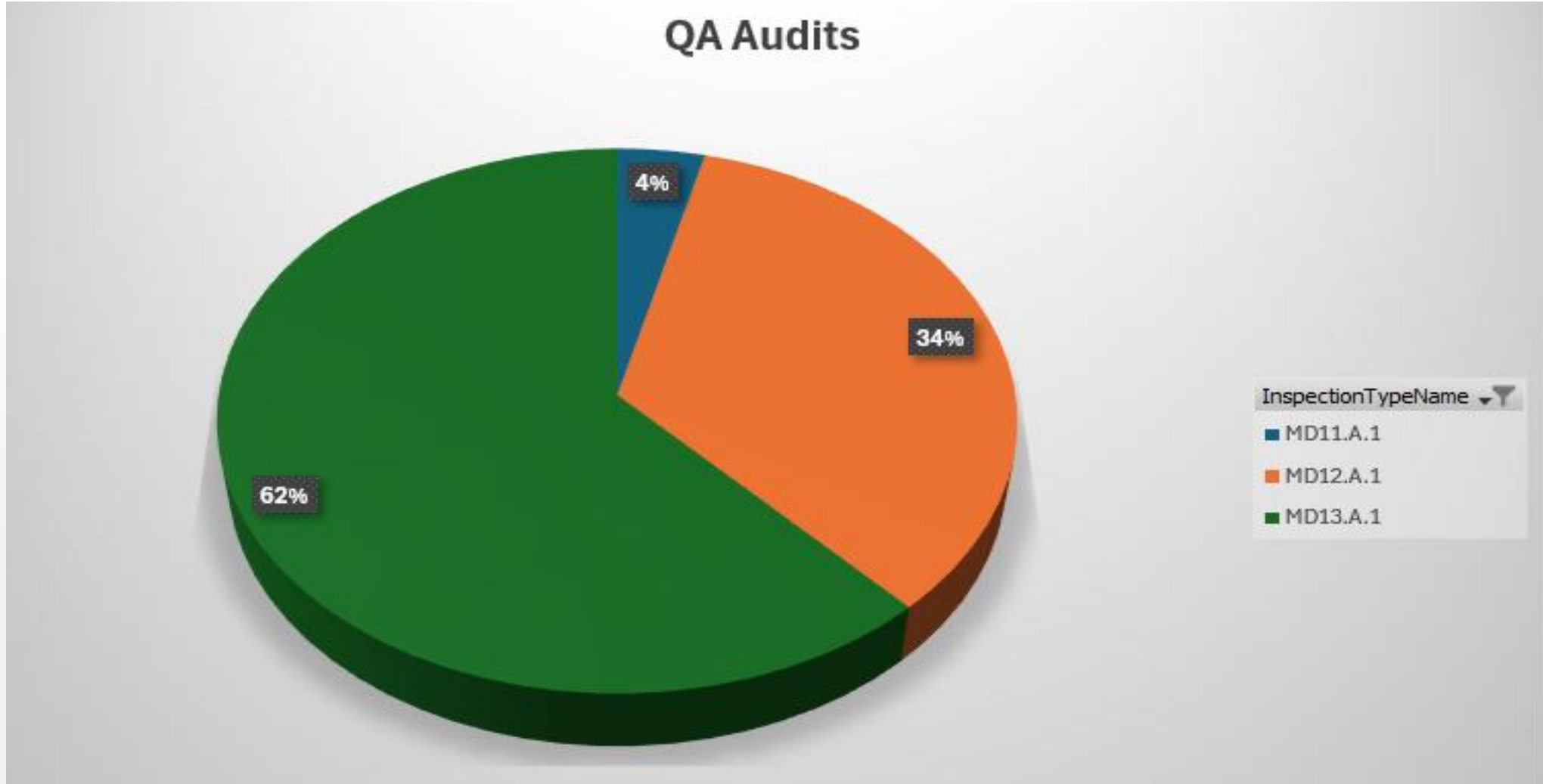


Row Lables	Count of Inspection Type	2023 Count of Inspection Type	Change YOY	
Routine Inspections	655	640	2.34%	15 ▲
Component Test Observations	37	20	85.00%	17 ▲
Certification Inspections	59	30	96.67%	29 ▲
Open Top Load Inspections	101	95	6.32%	6 ▲
QA Audits	310	316	-1.90%	6 ▼
Follow-up/Special Inspections	175	104	68.27%	71 ▲
Joint / BOE	117	110	6.36%	7 ▲
QA 5000 Audits	2	8	-75.00%	6 ▼
<b>Grand Total</b>	<b>1456</b>	<b>1323</b>	<b>10.05%</b>	<b>133 ▲</b>

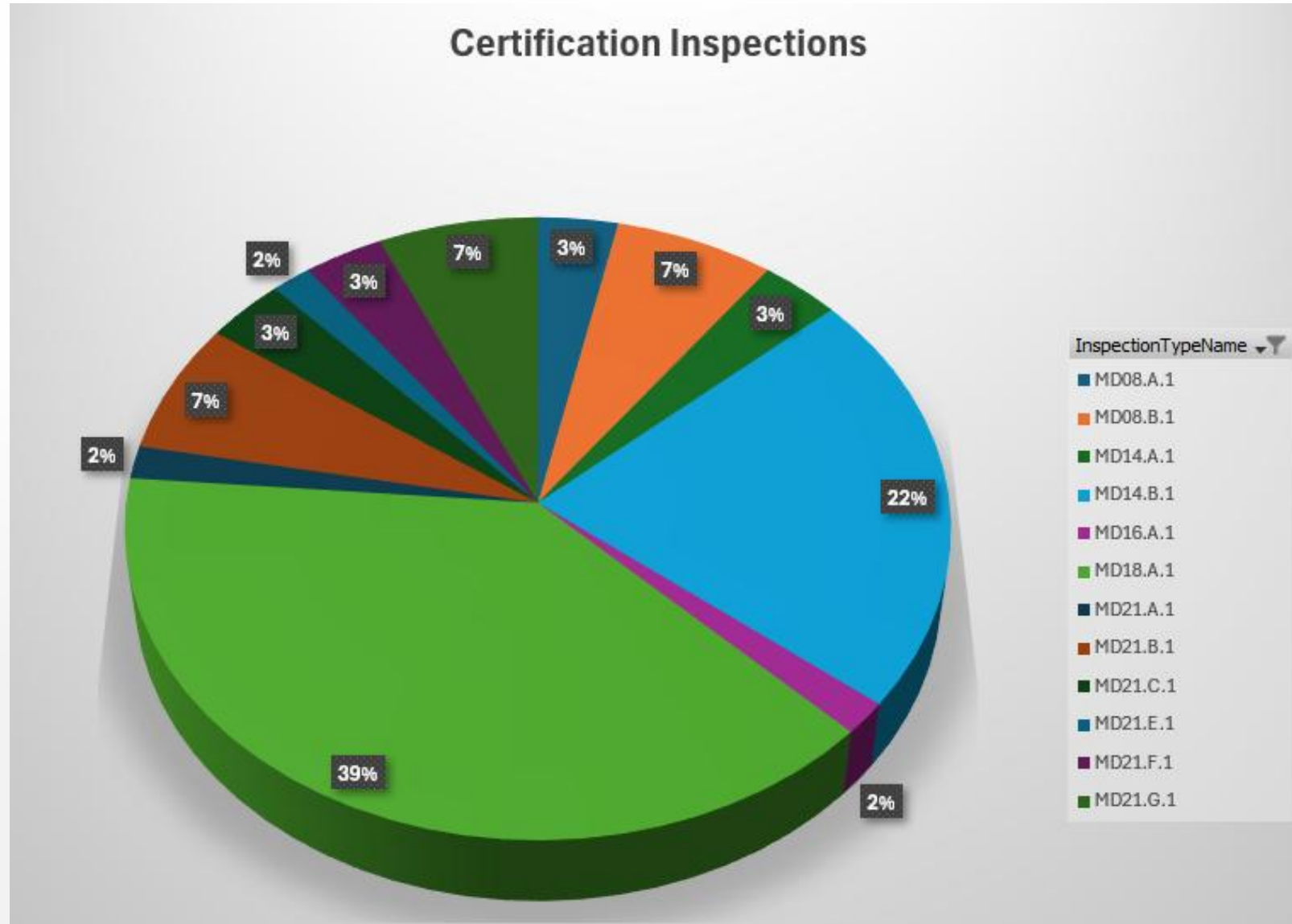
# MID Inspecciones de Rutina vs. Inspecciones de Seguimiento



# MID Auditorías de Aseguramiento de la Calidad



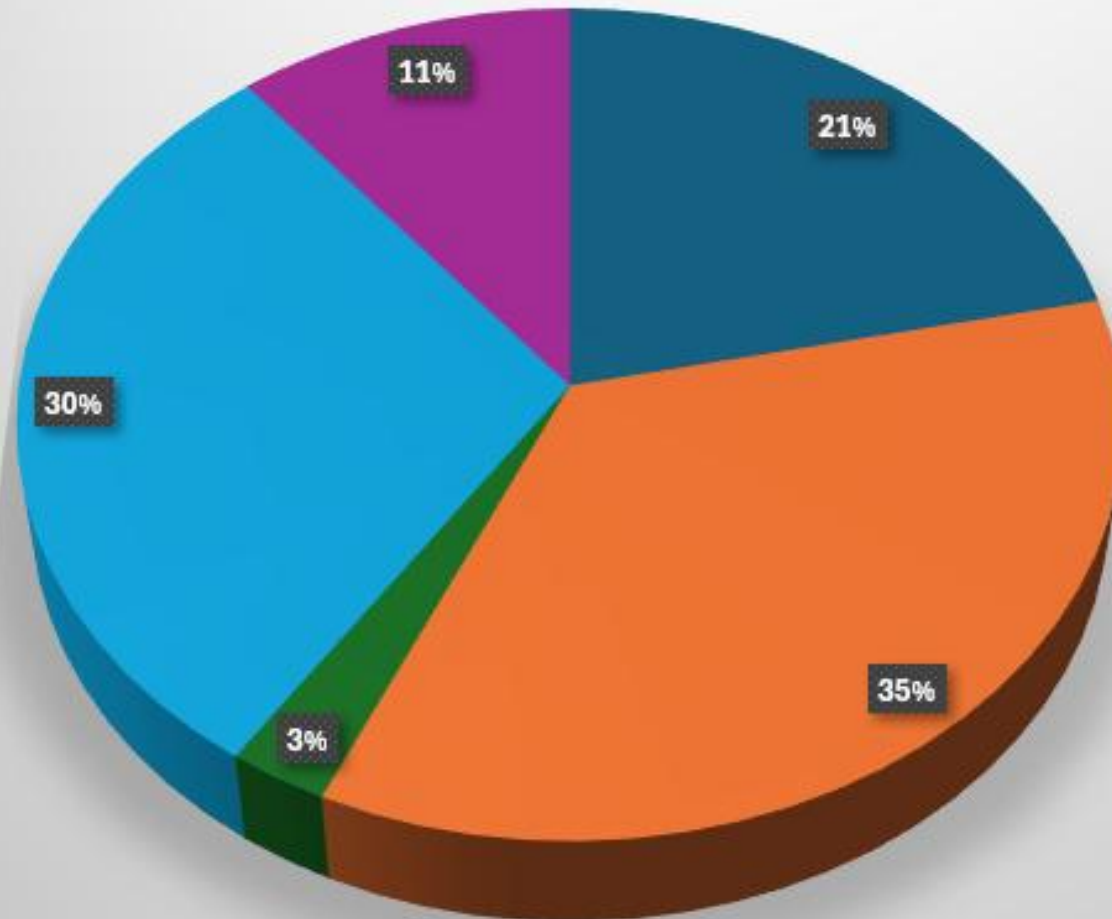
# MID Inspecciones de Certificación



# MID Observaciones de Componentes



Component Observations



InspectionTypeName ▼

MC01.A.1

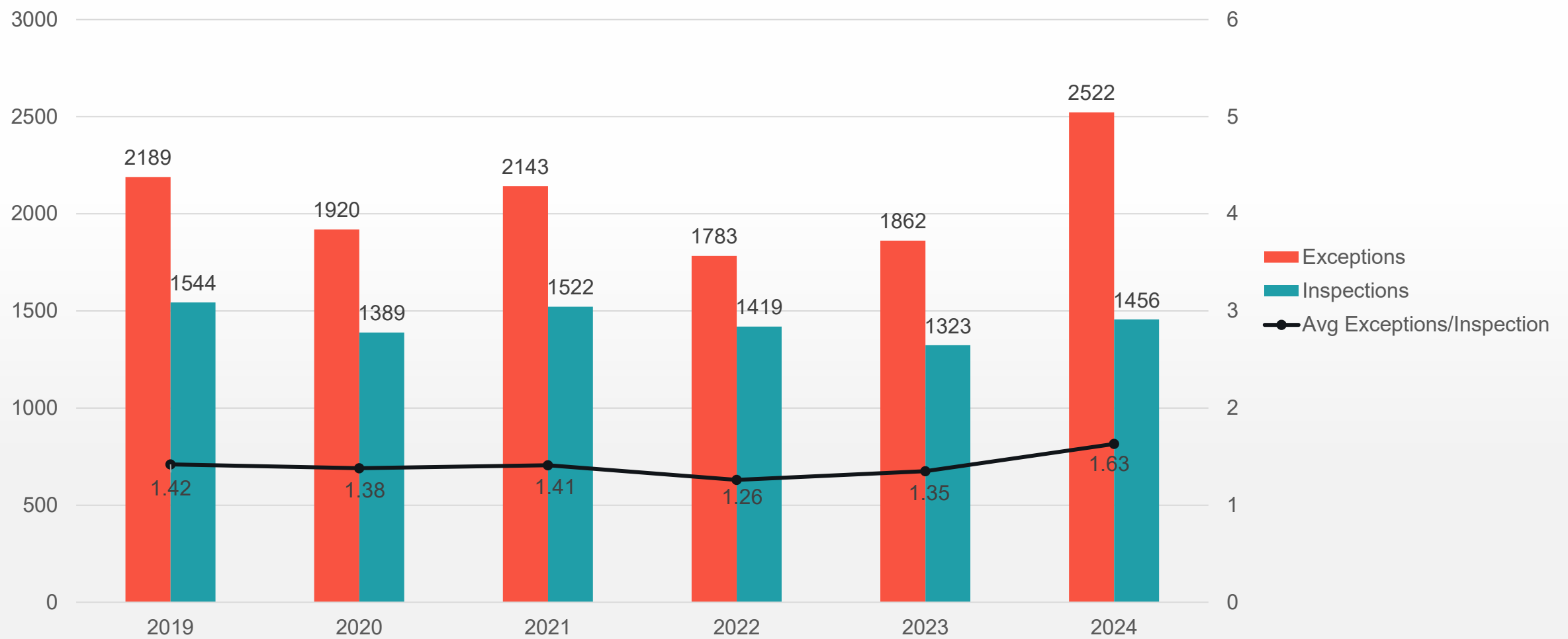
MC03.A.1

MC04.A.1

MC05.A.1

MC06.A.1

# Excepciones (Hallazgos) vs Inspecciones

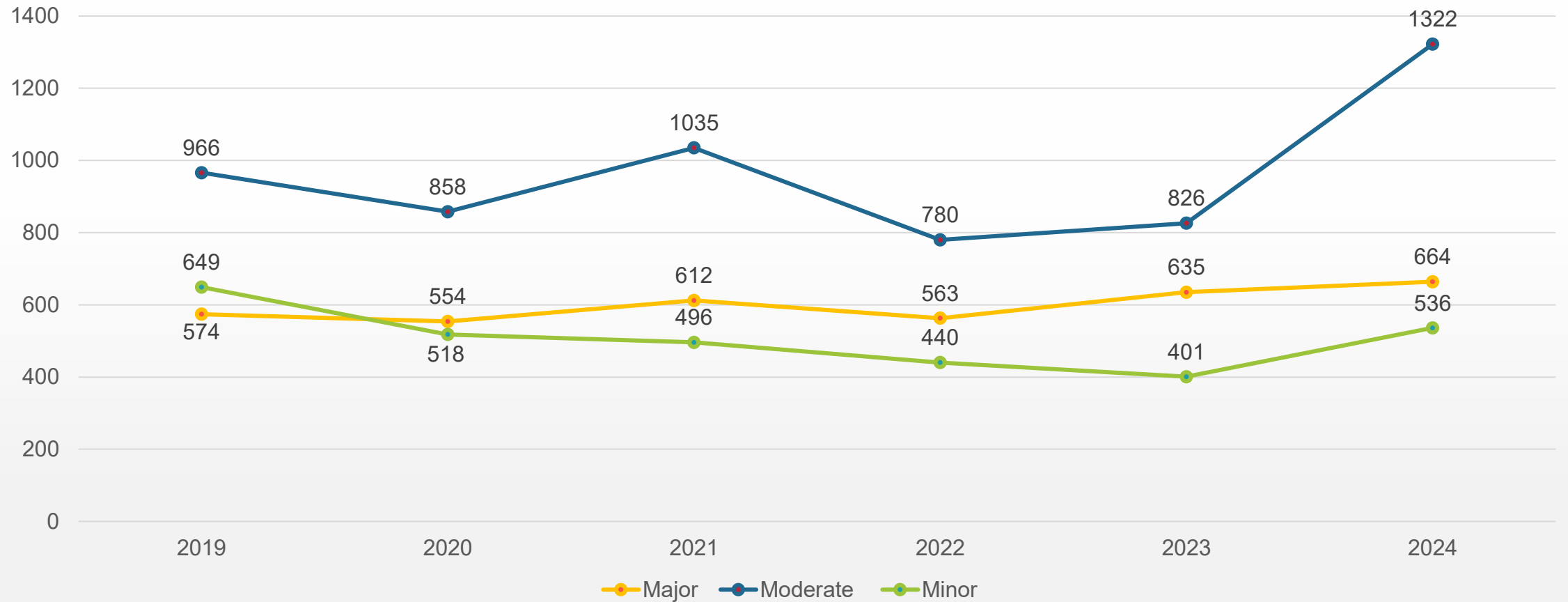


# 2024 Porcentaje de Excepciones (Hallazgos) por país



País	Total Inspecciones	Major	Moderadas	Menores	# Excepciones
USA	469	26%	53%	21%	2334
Canada	101	19%	57%	24%	144
Mexico	58	32%	56%	14%	44
Totals	628	664	1322	536	2522

# Excepciones por severidad



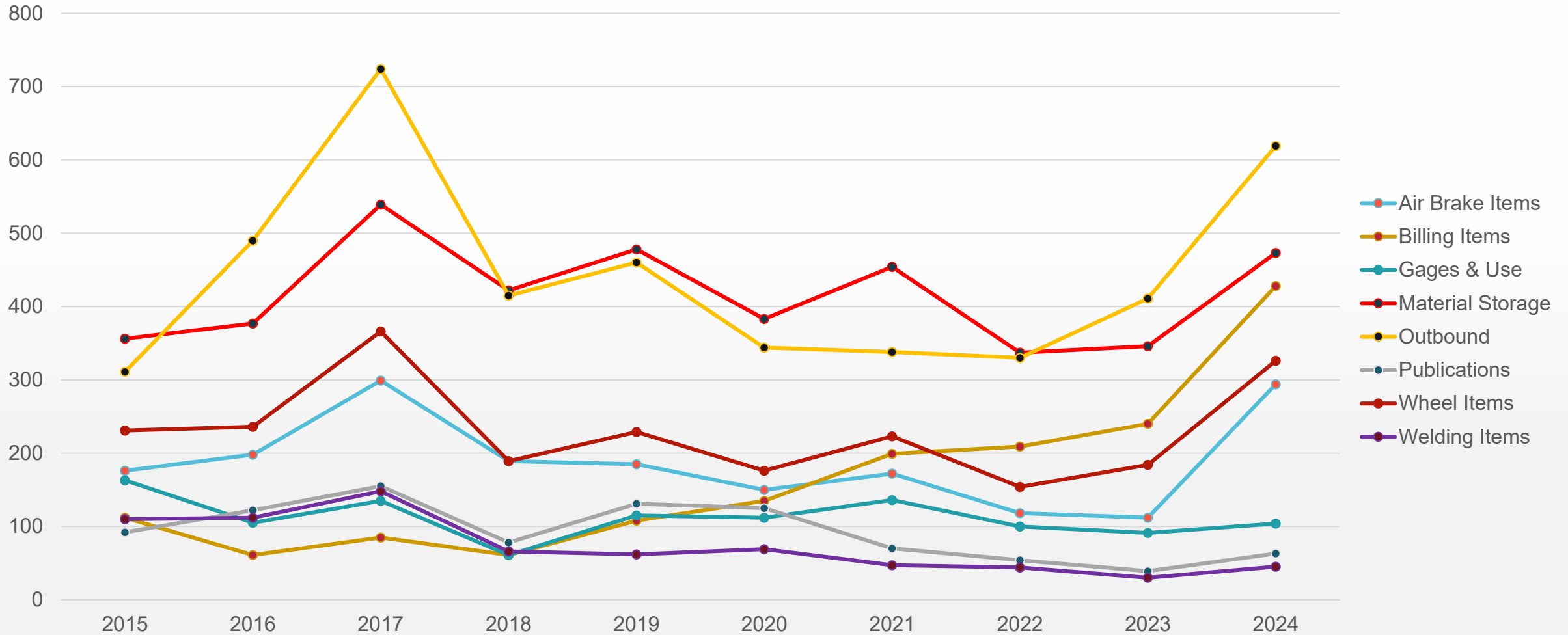
# Áreas de excepción principales de 2024 Excepciones de la vía de reparación señaladas

- **Inspección de Salida** 619 = 25 %
- **Almacenamiento Material** 473 = 19 %
- **Facturación** 428 = 17 %
- **Mancuernas** 326 = 13 %
- **Frenos de Aire (prueba/aparato)** 294 = 12 %

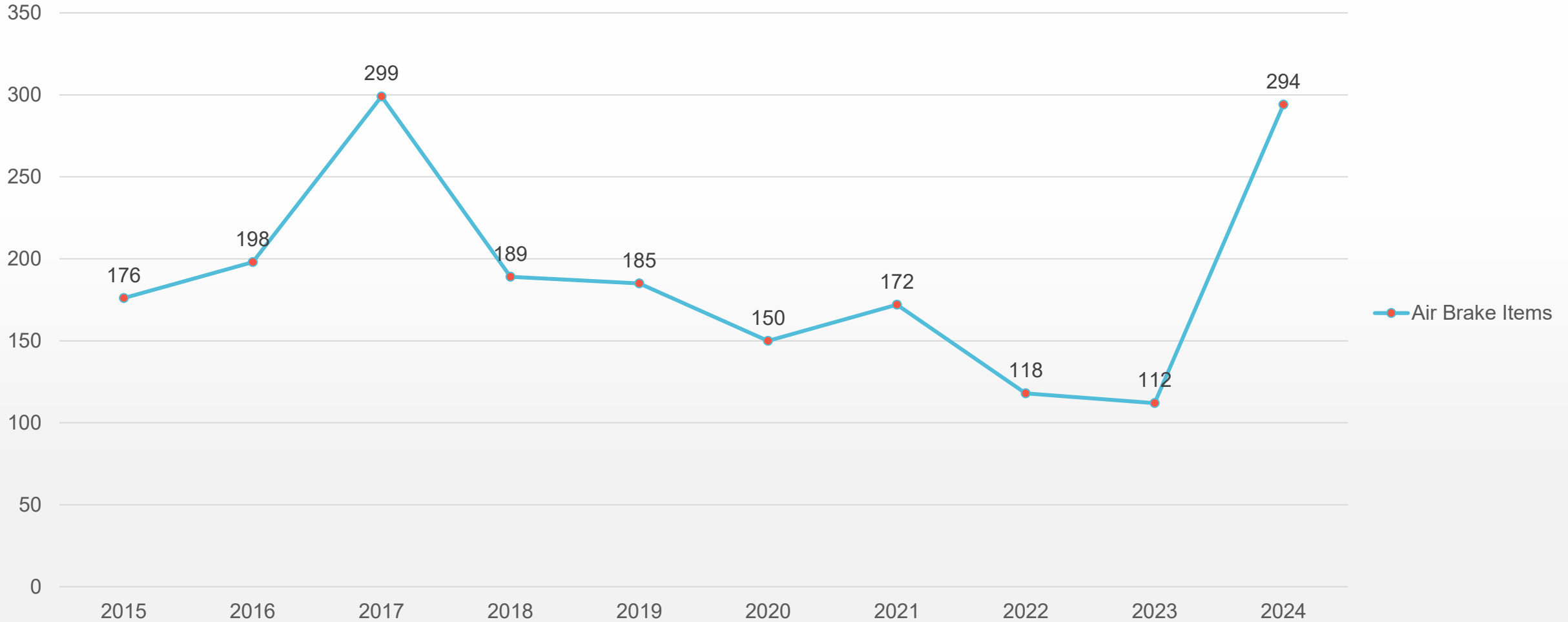
**NOTA:**

- Escantillones (faltantes y uso) 104 excepciones = 4 %
- Publicaciones (vencidas/sin acceso) 63 excepciones = 3 %

# Principales Excepciones (Históricamente)



# Excepciones Frenos de Aire (Historicamente)



# Excepciones Frenos de Aire

Leading Indicators

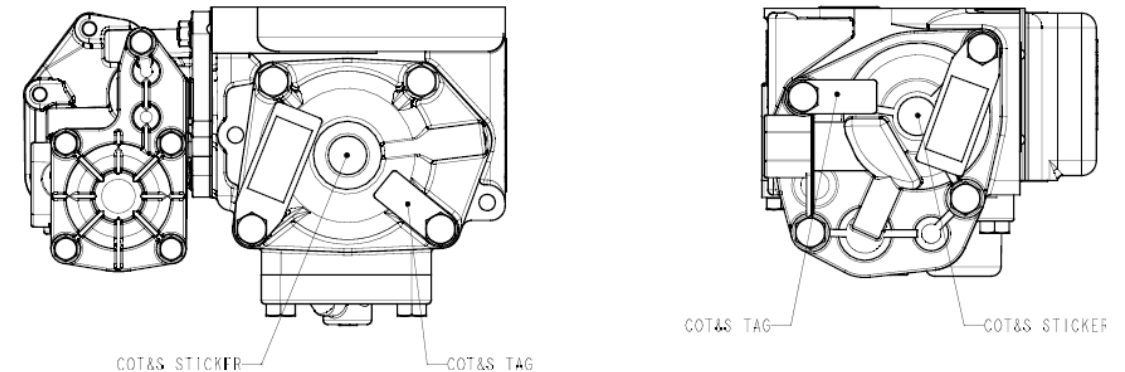


# Aplicaciones del Acceso de 4 Puertos

## RULE 4

- Regla 4 Sección B.13 permite el retrofit a 4 puertos al momento de realizar una Prueba de Frenos
- Regla 4 Sección B.14 menciona que se **DEBE** aplicar un 4 puertos cuando se reemplace una porción de servicio

FIGURE 4.3 COT&S TAG LOCATION FOR ABD TYPE VALVES



13. It is allowed to retrofit any car at the time of a single car test with all necessary equipment to allow 4-pressure testing and test from the newly installed equipment except as noted in Rule 4.B.15.

14. When a service portion is applied and the car is not 4-Pressure capable, the car must be brought into compliance, except as noted in Rule 4.B.15.

15. A car is not required to be upgraded to 4-pressure capability if:

- The car has a built or rebuilt date prior to July 1, 1975.
- Clearance issues exist that do not allow the application of 4-pressure equipment.
  - Utilize Job Code 1135 to notify car owner.

16. If car design requires alteration for upgrading to 4-pressure capability, repair party may contact car owner for instructions.

# Instrucciones de publicaciones requeridas

2391, S.5



- WABCO Repair Track Maintenance Supplement 2391, S.5

## Repair Track Maintenance

**3.1.18** Tighten the holding nuts evenly and firmly in order to sufficiently prevent gasket leakage and yet not excessively to cause distortion of covers and gaskets. (Wabtec recommended tightening sequence: starting at 3 o'clock position on each valve portion and going in counter clockwise direction, torque all hex nuts to 30 foot-pounds first. Then apply final torque of 70 foot-pounds in same direction and order.)

- New York Air Brake Instruction Pamphlet IP-175



**Instruction Pamphlet**  
 Repair Track Maint. of DB-60      Doc.-No.: IP-175  
 Rev.: 11 - en

**5.1.16** Remove the shipping cover from the clean service portion and immediately apply the portion to the pipe bracket and, after coating the threads lightly with brake cylinder lubricant (AAR Spec. M-914) or a compound consisting of one part dry graphite (AAR Spec. M-913) and two parts of oil (SAE-20) by weight, tighten the mounting nuts evenly and firmly to 65 to 75 ft. lb. of torque.

# MID Ejemplos de Hallazgos



- Ejemplos de componentes reemplazados que no eran accionables

## RULE 53 – RUNNING BOARDS, END PLATFORMS, BRAKE STEPS, AND SUPPORTS

### A. Cause for Attention

1. At Any Time
  - a. Missing
  - b. Broken
  - c. Loose
  - d. Bent such that the walking surface varies in height by more than 1 inch in any 2 feet when not in use (other than by design).
  - e. Improperly applied (for example brake step or end platform upside down)
  - f. Obstructed (other than by design).
2. When Car is on Shop or Repair Track for Any Reason
  - a. Torch-cut hand brake chain cutout in plate type board.
  - b. Corrosion that reduces metal thickness by 20% or more.
  - c. Board crack with total length spanning:
    - (1) 12 inches or more in any direction. See Figure 53.1
    - (2) Across half or more of the board width (transverse). See Figure 53.2
  - d. Plate type board crack with total length of 6 inches or more and located within 6 inches of where handhold attaches to board. See Figure 53.3.



# MID Ejemplos de Excepciones

- Ejemplos de componentes reemplazados que no eran accionables



# MID Ejemplos de Excepciones

- Ejemplos de componentes reemplazados que no eran accionables



# MID Ejemplos de Excepciones

- Ejemplos de reparaciones impropias



# MID Example Exceptions

- Examples of actionable components not repaired (Outbound)



# MID Excepciones a la Facturación

- Revisión de registros de facturación

## **RULE 83 – PREPARATION OF ORIGINAL RECORD OF REPAIR AND BILLING REPAIR DATA**

7. The following basic information must be shown on the original record of repairs.
  - a. Reporting marks (car initial)
  - b. Car number
  - c. Kind of car (not mandatory for Group Billable repairs).
  - d. Date repairs completed
  - e. Standard Point Location Code (SPLC)
  - f. Load/Empty indicator (not mandatory for Group Billable repairs)
8. Detailed records must be kept for ready reference, either at point where repairs are made or Billing Repair Data is prepared. Retention period will be in accordance with current Regulations but in no case less than a minimum of 24 months from date of repair.

# MID Excepciones a la Facturación

Revisión de los registros de facturación:

- Registros totales para todos los tipos de talleres

billing_road		(All)						
Sum of unique_car_ids_repaired		Column Labels						
Row Labels	BS	CS	ET	LR	RT	YD	(blank)	Grand Total
Grand Total	78683	279399	3594404	602522	6741773	2010848	2708	13310337

- Solo vías de reparación

billing_road		(All)	
Sum of unique_car_ids_repaired		Column Labels	
Row Labels	RT	Grand Total	
Grand Total	6741773	6741773	

# MID Excepciones a la Facturación

Revisión de registros de facturación:

- Registros totales para todos los tipos de talleres

billing_road		(All)	▼
Sum of unique_car_ids_repaired		Column Labels	▼
Row Labels	▼	ET	Grand Total
Grand Total		3594404	3594404

- Vías de reparación y vías expéditas combinadas

billing_road		(All)	▼	
Sum of unique_car_ids_repaired		Column Labels	▼	
Row Labels	▼	ET	RT	Grand Total
Grand Total		3594404	6741773	10336177

# MID Excepciones a la Facturación

- Revisión de los registros de facturación

## **RULE 120 – AAR RULE COMPLIANCE AND ENFORCEMENT**

10. Any signatory to the Interchange Rules who refuses to permit the AAR to come on its property to conduct an inspection or investigation or denies access to its facilities or any records specified in Section A.4.a., b., c., and d. shall be subject to a penalty not to exceed \$100,000, to be assessed by the Arbitration and Rules Committee. If access to components or equipment poses a safety hazard, the signatory shall be given a reasonable amount of time, but not more than 24 hours, to move components or idle equipment to allow the inspection to be conducted in a safe manner. The inspector shall forward a report of the failure of the signatory to cooperate to the Arbitration and Rules Committee and to the signatory. The report shall specify the repair records and billings in question by location(s), component(s) and time period(s) covered. The signatory shall be given the opportunity to rebut the report of the inspector by filing a written statement of fact and argument, and to appear before the Arbitration and Rules Committee.



# 2024: Excepciones en vías de reparación. Total acumulado

# Excepciones en Vías de Reparación



Repeat	Outbound			
3	Safety appliance loose or not secured	18		18
	Angle cock bracket broken / bent		3	3
	AEI tag securement loose / tag loose out of position		2	2
	Angle cock loose not secure		1	1
	Air hose support missing or hose incorrect height		16	16
	Air hose gaskets not changed		30	30
	Angle cock locations had already been modified but the hose extension was not removed		2	2
	Angle cock locations needed to be modified to comply with S-424 but the hose extension were not applied		5	5
	Bent hand hold / clearance to close	7		7
	Brake rigging angularity was incorrect		1	1
	Brake rigging support bracket broken	2		2
	Brake Shoe - missing / broken / worn		15	15
3	Column wear plate loose / broken and/or securement loose		14	14
	Coupler height incorrect	5		5
	Actionable wheel set	7		7
3	Coupler broken / cracked	19		19
	Coupler carrier plate broken or welds broken	12		12
3	Coupler carrier was not lubricated as required		38	38
	Coupler carrier wear plate made of incorrect material	1		1
	Coupler knuckle pin cotter key or clips were not applied on rotary dump car		12	12

# Excepciones en Vías de Reparación



Repeat	Outbound			
	Coupler pocket striker plate broken	2		2
	Coupler carrier plate bolts loose	4		4
	Hand brake chain was not painted		1	1
4	Knuckle had cracks or broken		66	66
	Crossover board / platform broken -bent	8		8
	Crossover board bolts loose or not deformed	18		18
	Cushioning unit / draft gear carrier bolts loose		4	4
	Empty box car door was not lubricated or cycled		6	6
	Plug box car door not properly shut (not engaged)	4		4
	End hose out of date / defective / not standard to car		15	15
	Fresh paint (over spray) coating the couplers, trucks, wheels and brake beams		10	10
	Friction casting wear plate bolt loose		10	10
4	Hand Brake lubrication		74	74
	Knuckle pin Broken	3		3
	Missing cotter key or key not bent as required		1	1
	End post bolts loose		1	1
	Broken or unsecured brake pipe	1		1
3	Poor welding - undercut / fit up / clean up		26	26
	Reflective tape improperly applied - vertical & horizontal		2	2
	The facility failed to clean the reflective tape		13	13
	Welds broken on end sheet / sill		5	5

# Excepciones en Vías de Reparación



Repeat	Outbound			
	Air pipe replaced with rubber/flexible hose. No support to keep from being water trap		8	8
	vent protector missing	1		1
	Running board support broken or bent		1	1
	Securement not properly applied (no tack weld / slag left / not peened)		5	5
	Side sill has a long crack in it			0
	Brake valve bracket broken		1	1
	Slack adjuster actionable		3	3
	Tie down edge protectors missing /broken or incorrect		4	4
	Empty box/gon was not graded			0
	Tie down chain - straps - cable unwound / loose / not secured on empty car		3	3
	Uncoupling lever bent or worn	3		3
	Body mounted side bearing loose	2		2
	Truck spring broken, missing or out of position		2	2
	Uncoupling lever bracket filler was not applied		7	7
	Uncoupling lever dimension between uncoupling lever and uncoupling lever bracket was out of tolerance		4	4
6	Uncoupling lever eye to locklift lever gap out of tolerance (toggle)		71	71
	Uncoupling lever bracket bent / not standard to car		8	8
	Cross key to long / too many washers		3	3
	Wedge heights <b>exceeded</b> condemning limits	7		7
	trucks bolster and side frame and/or wheelsets have been grit blasted		1	1
	Improper grade of bolt used	1		1

# Excepciones en Vías de Reparación



	Air Brake			
				0
	Repairman did not correctly perform the Single Car air Brake test.	14	43	57
	Repairman did not correctly perform the Daily test.		4	4
2	Repairman did not lubricate the hand brake or properly lube hand brake		12	12
4	The repairman did not renew the pipe bracket strainer and/or did not clean out the dirt collector when the service/emergency portion was changed out or 4 port access plate applied		40	40
5	Facility is not using lubrication as required when renewing portions		45	45
3	Facility is not using loctite during application of 4 pressure plate		40	40
3	Facility is not applying 4 port adapter plate as required	33		36
2	Facility not testing Via 4 port as required		27	29
1	During the Single Car Air Brake Test the facility was not cleaning and inspecting reflective tape		26	26
	Previously tested car failed SCT	1		1
	Device failed daily test automated or manual	1		1
	Incorrect calibration due on SCT device / test coupling or pressure tap gage / item out of date	6		6
	Facility does not have an air source capable of sustaining the required air pressure	2		2
				0

# Excepciones en Vías de Reparación



Wheels				
				0
7	Condemned wheels were not properly marked with car initial, car number, Why Made Code, location, and repair date on wheel sets		129	129
4	Bearing cup was <b>not marked</b> with all the needed information		51	51
	Wrong information applied to wheel set	8		8
3	Non-actionable wheel set removed / no defect could be shown	104		104
	Wheelsets marked with soapstone or other non-approved items		7	7
	Information tape was applied covering the bearing cup serial number		5	5
	"H" was not stenciled on wheel plate as required		3	3
	"Scrap" was not stenciled on wheel plate as required		6	6
	Could not demonstrate an RBI	3		3
	Thermal crack location not marked		1	1
	Reconditioned wheel found with V-notch unrepaired	8		8
	Reconditioned wheel found with a gouge on the axle and not bled	1		1
				0
				0
				0
Running Gear				
	During the inspection it was revealed that roller bearing adapters are not being gaged when wheelsets are removed		6	6
	During the inspection it was revealed that when wheelsets are removed the pedestal roofs are not gaged	5		5
	Observation of trucks being worked that were removed from under the car body, it was noted by the inspector that the side bearings were not inspected / measured		1	1
	Facility did not measure or clean bolster center-bowl as required		3	3
	Overdate sideframe	1		1

# Excepciones en Vías de Reparación



<b>Car Body</b>				0
	Facility failed to notice a sill step out of standard while working car	2		2
	Facility failed to inspect body side-bearings		1	1
	Facility is not inspecting/measuring center plate when trucks are removed - car is jacked	1		1
	Facility is not inspecting/lubricating doors		2	2
	Facility unable to demonstrate anti creep inspection		2	2
	Facility did not properly prepare area to be welded /poor welding		5	5
	Facility is not cycling empty box car doors		1	1
	Not inspecting TOFC hitches -- lube dates		2	2
	Facility did not prepare the car for new stencils (added new stencils over old stencils)		2	2
				0
<b>Gages</b>				0
6	Rule 1 gages not on hand or available	8	19	27
	Repair personnel were not able to demonstrate correct use of requested gage		12	12
	Out of date Comparator panel		60	60
	ASCTD is not on order			5
				0
<b>Pubs</b>				0
2	Out of date publications		33	33
	Not able to access Circular letters - Mandatory			7
2	Did not have needed rule 1 publications or access to them		23	23
				0
				0

# Excepciones en Vías de Reparación



	Billing			
				0
	7.1's not done		9	9
	Rule 88 inspection records - none available			0
	Air Brake repairs made on expediate or mobile but required tests were not done			0
	Airbrake test being performed & billed when not actionable (ex: mobile for overdate / internal)	1		1
1	Empty gondola-boxcars once on the repair track are not being graded		18	18
	Facility Billing for welds by a non qualified personnel	15		15
2	Facility could not produce billing records		10	10
	Facility billing and OOR do not match	6		6
	Facility is not addressing A2 defects when car is on repair track (wheels /sct/aei tags)		12	12
	Facility sending cars to repair track for A2 defects only		1	1
	Facility is not performing set & release air tests	8		8
	Facility is not listed in FindUs.rail		9	9
	Facility is charging for repairs that were not made / billing does not match repairs	33		33
	MD11, MD12, MD502 or MD115 form not prepared or submitted		34	34
	Facility cannot access MD11 or MD115 or MD500	10		10
	MD 500 / 502 not filed out or not within the proper time frame	9		9
	EHMS / UMLR fields not updated as required		18	18
	Required billing information is not on ORR's		5	17
	No record of a passing ASCT but car was billed and UMLR updated	62		62
	Facility is not performing required air brake test (SCT or special tests)	54		54
	Improper or not needed repairs were billed and/or observed	13		13
	A2 defect repair made when not on repair track (wheels / SCT ...etc.)		1	1
	Facility is not checking EHSM system, EA's or EI's	13		13
	Billing incorrect - wrong why made, job or responsibility code used // charges incorrect		41	41
	ASCTD information (in the machine) is incorrect or questionable		29	29
				0

# Excepciones en Vías de Reparación



	<b>Scrap</b>				0
	Roller bearing adapters / roof liners had no actionable defect	3			3
	Removed Brake shoe keys had no actionable defect	9			9
	Removed Brake shoes had no actionable defect	11			11
	Removed Hand brake still had a good hand brake wheel attached				0
	Removed knuckle pins with no actionable defect				0
	Removed knuckle with no actionable defect	10			10
	Removed friction casting wedges with no defect	1			1
	Removed coupler with no defect	11			11
1	Removed coupler parts with no defect	22			22
	Removed air brake hoses with no defect	11			11
	Removed non-actionable cushioning units	1			1
	Removed side bearing caps / tops with no actionable defect	1			1
	Cable assembly edge protectors were not actionable		3		3
2	Removed crossover board with no actionable defect		12		12
					0
	<b>Storage</b>				0
	M-914 grease open, exposed to elements and dirty			11	11
	Air brake gaskets exposed / not protected		20		20
4	Air brake gaskets over five years of age		70		70
	Air brake hoses not segregated for system cars when over all car use date		32		32
	Air brake hoses over use date		2		2
	Air hoses didn't have end protection on them			31	31
9	Brake cylinders / pistons were not properly covered.		43		43
	Low hydrogen electrodes were out of the rod oven and have been <b>out past</b> their exposure time		9		9
2	Open low hydrogen electrodes were not stored in rod oven / at correct or known temp.		57		57
16	Removed brake valves did not have all the required covers applied		121		121
2	Side bearing elements over five years of age		48		48
1	Welding wire not properly stored		3		3
	Wheel sets not positioned to prevent contact with roller bearings or wheel flange and adjacent axles		26		26

# Excepciones en Vías de Reparación



	<b>Welding</b>				0
	Weld repairs are performed in positions that the repairmen are not qualified	4			4
	Weld repairs are performed in a practices that the repairmen are not qualified	10			10
	No welding process/ procedure for weld/rod being applied		5		5
1	No record of qualified welding personnel performing welding in last 6 months		12		12
	No record of qualified welding personnel performing welding operations		9		9
	Visual acuity examination for welders are not performed or up to date		1		1
	Improper rod/wire used		4		4
					0
	<b>INBOUND</b>				0
	Car had cracked weld between sill and draft sill		4		4
	Car had a worn air release rod		2		2
					0
	<b>Other</b>				0
	Facility had an improper repair that was not corrected	1			1
	Facility did not have any M-914 brake cylinder lubricant or other required lubricant			12	12
1	Forklift or handling device with no protection for wheelset from metal to metal contact	19			19

*Gracias!*



TM