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PLEASE SUBMIT YOUR ARTICLE

We need your input for our newsletter. We are looking for people who can provide their experiences to the new people in our quality world and for those who have

experience but are looking for advice on how to improve what they do. If you have a better way to stay organized as a quality assurance manager, or in-process inspector, or tips on how to be the best final inspector, we want to hear about it. Let's share our knowledge and work toward continuous improvement. You can submit draft articles to Gary Alderson at alderson@alltranstek.com and also in Español to Alfredo Ricardo at ricardo@alltranstek.com.



CRITICAL EDUCATION AND CONNECTIONS AT RAILWAY INTERCHANGE 2023

Submitted by Sheena Prevette – Railway Supply Institute



Join us in Indianapolis from October 1-4 for [Railway Interchange 2023](#) at the largest railway exhibition and education conference in North America! This is your chance to access an engaging, jam-packed schedule filled with opportunities to connect, learn, and grow with experts in the railway industry:

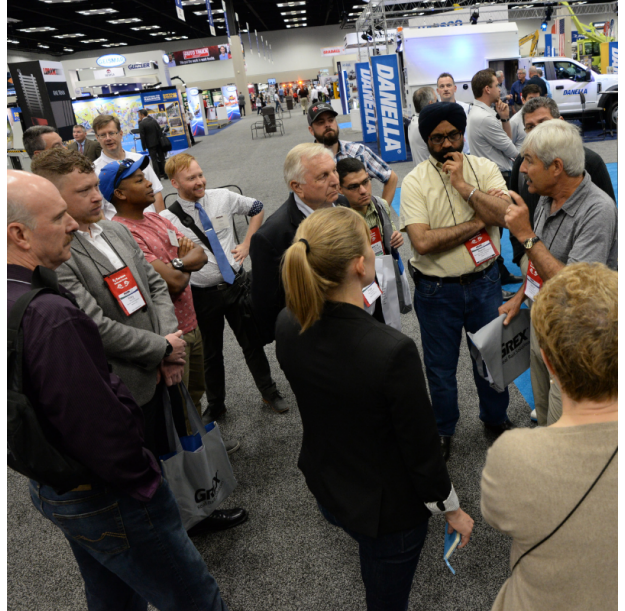
Connect

Join more than 8,500+ of your colleagues and peers from around the globe for the chance to reconnect and engage in an engaging atmosphere. Our schedule provides you a wealth of opportunities to **network and reconnect with the industry.**

Learn

Thanks to our educational partners, the RSI Technical Conference hosted at Railway Interchange will keep you and your colleagues up to date on all the latest industry developments. Learn from experts in the field and grow your expertise, with sessions like:

- Keynote Presentation: Rail Collaboration to Increase Modal Share
- Technology and Human Capital – Not a Zero-Sum Game
- Procurement for Inclusive Growth
- And much more – view the [full education lineup here!](#)



Grow

With a robust exhibit hall that includes 750+ exhibitors, you and your company have the unique opportunity to grow your business and forge new relationships within the industry. Join us in Indianapolis and expand your network!

SHARE YOUR PREFERENCES: QUALITY ASSURANCE NEWS ARTICLE TOPICS

Submitted by Sheena Prevette – Railway Supply Institute

Dear Valued Readers,

Your Input Matters!

Quality assurance encompasses a vast range of topics, methodologies, and best practices. We want to hear from you about the topics that pique your curiosity and that you would like to explore further. Whether it's the latest advancements in QMS software, quality control in manufacturing, process optimization, or quality management systems – your preferences will guide our content creation.

Take Our Brief Survey

To better understand your preferences and interests, we kindly ask you to complete a short survey. Your responses will play a crucial role in shaping the direction of our upcoming articles. The survey will only take a few minutes to complete and can be accessed by [clicking here.](#)



ADDING M1002 CERTIFICATION ELEMENTS

Submitted by Gary Alderson – AllTranstek, L.L.C.

When adding M1002 certification elements such as Repair Levels, Material Groups, or Service Equipment Categories, to your current M1002/M1003 tank car facility certification you must follow AAR Section J, Chapter 3, paragraph 3.9.3 and AAR Section C-III, Appendix B paragraph 4.9.3. Do not assume that the addition of the activity code being approved by the AAR QAC (M1003) is all you need. You also must complete the requirements of AAR C-III, Appendix B by accessing aar.iirx.net and then follow the Facility's User Guide in aar.iirx.net to add the certification element. When both Section J and C-III Appendix B are completed, you will receive notification from the AAR in the IIRX system and from the AAR QAC. The repair level, material group or service equipment category will be added to the facility audit notification letter by the AAR QAC.

AAR Section C-III, Appendix B, paragraph 4.9.3.3 states that the addition of the certification element requiring technical approval must be completed 60 days prior to your scheduled AAR audit. You should also be aware that Section J, Chapter 3, paragraph 3.9.3.2 states that activity codes that require a technical approval cannot be added once your audit is scheduled. If you are not sure about how to add certification elements that require technical approval you can contact the General Manager of the Bureau of Explosives.

RAILROAD FREIGHT CAR REGULATIONS AND RULES

Submitted by Tom DeLafosse – Salco Products / A. Stucki Company

For people getting into the rail industry, it is difficult to learn, or even know where to start to look for the rules and regulations governing freight car manufacture, inspection, repair, and usage.

First, a railroad “freight” car is any rolling stock that carries freight, moved within in North American Interchange by a subscriber. A subscriber is a car owner, railroad, or running repair agent that is party to the AAR Interchange Agreement.

The first reference I would offer someone is get a copy of the latest edition of AAR's Manual of Standards and Recommended Practices (MSRP) Section J, Specification for Quality Assurance, M-1003. In Appendix A it provides a list of Activity Codes. As noted at the very top, each activity code listed requires an M-1003 certification. The activity code is on the left, next to it explains the description of the activity code, then any AAR Field Manual reference, any referencing AAR Circular Letter along with its issuance date, then lastly if any additional technical approvals are required.

For example, for technical approvals you will see that M-934 is also a requirement for the activity code A1 “Manufacture of Journal Roller Bearings”. If you manufacture freight cars you also need a technical approval for S-2034, and so forth. To find out the details of any technical requirement you would need to go to the applicable AAR MSRP for those details as well as each supporting technical approval checklist that applies.

If a company wishes to obtain an M-1003 certification but makes parts or provides a service for which there is not an existing activity code currently listed in Appendix A, they can apply for “Voluntary” certification. The quality assurance requirements in Chapter 2 of M-1003 remain the same for the required activity codes, or for a voluntary certification.

The process is the same if you manufacture a tank car, which is part of the freight car family. The biggest difference for tank cars, federal rules also come into play. The Pipeline and Hazardous Materials Safety Administration (PHMSA). This is the agency that writes the HazMat law. Title 49, Subtitle B, Chapter I, Subchapter C, Parts 100-199. Hazardous material transportation requirements This is also where the Office of Inspector General (OIG) resides. The OIG has the authority to arrest parties for criminal actions.

The Federal Railroad Administration (FRA) is responsible for the enforcement of HazMat law. FRA is also responsible for establishing the minimum standards for Title 49, Subtitle B, Chapter II, Parts 200-299, Freight car safety standards, Reflective sheeting, Safety appliances, and Power brakes.

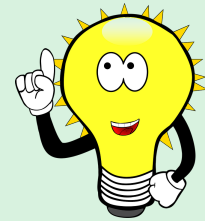
The technical approval for tank cars is MSRP, Section C-III, M-1002, Specification for Tank Cars. The application requirements are listed in Appendix B. A “technical” certification to M-1002, is in addition to the quality assurance requirements in M-1003. You cannot have one without the other if your activity code(s) are tank car related. The AAR Online System for which tank car facility certification is administered and managed resides at <https://aar.iirx.net/>. A user must request and establish an account with the AAR through the following link: <https://aar.iirx.net/Account/AccountRequest>

Application is required for initial M-1003 and M-1002 certification only. The user is responsible for completing this single application using the AAR Online System by selecting the desired certification elements and uploading the required files when prompted. The required files include but are not limited to the Exhibit B-3A and, as applicable, Exhibit B-1. AAR’s web site has a full listing of the various committees as well as their chair’s contact information. That information can be found at the following web site:

<https://aar.com/standards/committees.php>

The AAR maintains the Interchange Rules within their Field Manual (FM). This is the manual repair shops use to determine if a part is condemnable, and if so, what are acceptable replacements. The Office Manual (OM) also contains additional rules with corresponding numbers to the Field Manual. In addition, the OM contains Appendix’s. Appendix A contains key definitions, and Appendix E contains the AAR audit pricing based on the activity codes you are seeking certification to. Lastly every quarter the OM issues a new Price Matrix that uses the current AAR billing rate along with the associated time standard. This price matrix creates fair exchange between railroads for intercompany freight car repairs.

Obviously there are many, many twists, and turns to industry as well as federal requirements but this should offer new people to the rail industry a starting point.



Have an Idea for an Article?

Please submit your drafts to Gary Alderson at alderson@alltranstek.com or Alfredo Ricardo at ricardo@alltranstek.com

Interested in Joining RSI QAC?

Contact Sheena Prevette at sprevette@rsiweb.org

Not Getting the Newsletter and Want to Subscribe?

Contact Sheena Prevette at sprevette@rsiweb.org



SOON-TO-BE RELEASED RSI-100 REVISIONS

Submitted by Tom DeLafosse – Salco Products / A. Stucki Company



As presented during the first quarter 2022 RSI newsletter, RSI-100 was developed for tank car certified shops to use in developing their tank car parts and materials purchase orders, along with enhancing their shops incoming inspections. This project was undertaken because of FRA's enforcement of the requirements in 49 CFR Part 179.7 (4), (5), and (f). FRA increased their enforcement actions because of the clarification by the Pipeline and Hazardous Materials Administration (PHMSA) of what a "tank car facility" consisted of. Service equipment manufactures of all types were no longer classified as a tank car facility from a federal viewpoint because they are not marked "DOT," only the completed car is by each builder. As a result, FRA's quality team had no jurisdiction over these companies. M-1002, Appendix B still requires valve, pressure relief devices, and instruments, assemblers and manufactures, to be M-1003 and M-1002 certified and audited by AAR's Bureau of Explosives (AAR/BOE) group.

To date this recommended practice has not received very much endorsement by the tank car certified companies. Most did not understand how to implement it and others said their vendors were not party to it. Some companies used it as a guide and "cherry picked" the areas they liked from it. As a result, a small group of us took another look at it and then spoke to FRA's Randy Keltz to ask specifically what FRA is looking for to meet 179.7's requirements. FRA wants to see more than just simply counting the number of widgets ordered against a packing slip, they want to see all boxes opened and a certain number of measurements taken to the quality of the parts and materials are in fact ordered, received, and verified before they are accepted. Any required approvals are still valid, and any MTR's are included with the deliveries.

With that thought in mind we went through revision 5 to delete unnecessary actions, cleaned up the definition section, and deleted the requirements for castings, since these are foundry requirements, not tank car shops, (PCP 3). We then deleted several inspection characteristics in revision 3 of Schedule A.

As a result, revision 6 of RSI-100, and Revision 4 of Schedule A should be much easier to follow as well as implement. It is still important for certified tank car facilities to engage your vendors to perform the lion's share of the inspections along with supplying the certifying statement that the parts and/or materials meet your companies, or RSI-100's requirements. If a company chooses to still cherry pick what they like from the document that is their choice. All RSI wanted to do is show companies how to enhance their purchasing and incoming inspection to meet 49 CFR's 179.7's requirements and not receive findings from any future FRA unannounced inspections.

Lastly, RSI-100-5 shop inspection form will also be revised to meet the changes made to Schedule A. As soon as the final edits have been reviewed for the last time RSI will post them on their web site. We hope to provide the industry with some training on its usage at upcoming industry events.

[2023 AAR TRAINING – REGISTER BY CLICKING HERE](#)

Root Cause & Corrective Action Class - In-person: The Root Cause Analysis and Corrective Action course is an interactive two-day training program and is designed to improve the problem-solving skills of employees by promoting the understanding of the processes and techniques used for effective root cause analysis and corrective action implementation. The intent is to enhance awareness of the underlying causes of problems that negatively impact many organizations' operations, quality, and profitability.

October 24-25 – Pueblo, CO

M-1003 Advanced Auditor Training Class – In-person: The M-1003 Advanced Auditor Training Seminar is designed for those parties seeking in-depth training in AAR Quality Assurance Program auditing techniques and practices. Attendees must have attended the AAR Basic Auditor Training seminar. The attendee must have performed at least one internal or external audit prior to attending the seminar. The course will include case study work, a detailed quality assurance manual review using the QAPE checklist, and various role-playing activities. Hands-on experience is obtained through participation in an on-site compliance audit, hands-on exercises, and other interactive activities to develop the knowledge and skills of the attendees.

September 12-14 – San Antonio, TX

M-1003 Basic Auditor Training Class - In-person: The M-1003 Basic Auditor Training is intended to improve the participant's knowledge, background, and skills needed in conducting M-1003 internal or external audits. This course provides a thorough review of the M-1003 requirements; development of an organization's Quality Assurance Manual/Procedures; and administration of a facilities audit program. Personal auditing experience is gained through active interaction in class discussions.

November 7-9 – San Diego, CA

2024 AAR QUALITY ASSURANCE & INDUSTRY CONFERENCE

Registration is now open for the 2024 AAR Quality Assurance & Industry Conference schedules for February 27 – 29 in Phoenix. [Click here for more information](#)



Don't miss this invaluable opportunity to meet and engage with railway industry professionals! While the conference is designed as a forum for AAR Accredited Auditors, anyone interested in the M-1003 auditing process is welcome.

Cost: \$930/person

[Registration quick link](#)

Featured Sessions:

Presented by AAR Quality Assurance Committee members and railway industry professionals:

- 2024 M-1003 revisions
- The future of the M-1003 program
- Advanced quality topics
- Emerging railway technologies
- Association of American Railroads updates



Hilton Phoenix Resort at the Peak



Questions? E-mail QA@aar.com

USEFUL LINKS

[Railway Supply Institute](#)

[AAR Circulars](#)

[RSI QAC & Previous Newsletters](#)

[MSRP Publication Current Revision Status](#)

[RSI Tank Car Resource Center](#)

[AAR Online Material Nonconformance](#)

[Registry of M-1003 Certified Companies](#)

[Reporting System \(Chapter 7\)](#)

[M-1003 Frequently Asked Questions](#)

[AAR FAQ Page includes QAPE](#)

[American Society for Quality - Training](#)

[RSI 100](#)

[AAR M-1003 Certification on-line](#)

[Application](#)

[AAR M1003, Section J Specification for
Quality Assurance](#)

[AAR Training Schedule](#)

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The information given in this newsletter is for informational and educational purposes only. It is not intended to provide legal advice and should not be relied upon to make business decisions about any existing, future or prior rule, regulation or interpretation.