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## THE REVISION PROCESS OF AN AAR MSRP

Submitted by Gary Alderson – AllTranstek, LLC

The revision of an Association of American Railroads (AAR) Manual of Standards and Recommended Practice (MSRP) involves a cross-section of talent from the rail industry. For example, AAR MSRP Section C-III, Specification for Tank Cars was last revised by a task force which included individuals with knowledge of freight cars, tank cars, tank car tanks, and the components used specifically for tank cars. Many subject matter experts who participate on a task force are employed by the major tank car builders, tank car repair facilities, and component manufacturers. Their employers allow them to volunteer their time. Some task force volunteers are subject matter experts who have earned special process certifications such as NDT (nondestructive testing) or welding, and interior coating application.

Some people also have quality assurance backgrounds and participate in the AAR M-1002 / M-1003 audit process which provides valuable input when making decisions regarding changes that could affect quality. Most volunteers have many years of experience in the industry, but other newer employees are also encouraged to participate. Other people participate on the task force and attend open meetings as non-voting participants and are able to provide comments and suggestions. The Federal Railroad Administration (FRA) attends the tank car related task force meetings and provides their input and expertise as a non-voting member.

The C-III specification lists many requirements for tank cars including, but not limited to; the design of tank car components; pressure gauge requirements for testing pressure relief devices; marking of the tank car; and minimum tank shell thickness, to name a few. The changes that occur to AAR specifications are realized by input from industry concerning safety, technological advances, and improvements that better the industry. Some changes occur when federal regulations are changed that impact tank car requirements.

When the changes to any AAR Manual of Standards and Recommended Practices (MSRP) are necessary, a docket is created by the technical committee (in this case, the Tank Car Committee) and task force members and subject matter experts are asked to volunteer to participate. The technical committee then follows the AAR Charter and SOP-050 to advance the changes. The technical committee reports to the Safety and Operations Mechanical Committee. The AAR Tank Car Committee consists of members of the Class 1 Railroads and members from industry selected by the Tank Car Committee.

Prior to the COVID pandemic, the AAR Tank Car Committee would hold public meetings in April and October each year. During these meetings the Tank Car Committee would ask for task force volunteers on a new or

existing docket. The Tank Car Committee would ask the volunteer(s) to provide contact information so the tank car committee could record in the docket who the task force members are, and who volunteered to be the task force chair. All this information is maintained in the background of the docket for historical reasons. The task force chair then sets up meetings with the members of the task force to determine a proposal to present at the next public meeting. When the docket is called on the agenda at the next public meeting, the task force chair presents the proposal to the Tank Car Committee and everyone in the audience can ask questions or make suggestions. During the pandemic these steps of the process were performed virtually.

Based on the input from the subject matter experts on the task force, the Executive Committee (which consists of members appointed by the Executive Director) determines if the proposal should be accepted for final voting by the Executive Committee. The technical committee then decides to accept or reject the proposal. If the committee has quorum and accepts the proposal, it moves it to Executive Committee for voting and acceptance. If the proposal is not accepted, the Executive Committee determines another status of the docket such as “*Continue On Docket*” (COD) meaning the task force has more work to do, or if no decision can be made, the docket may be “*Placed In Suspension*” (PIS) until further notice. If the proposal is accepted and all matters are resolved the docket is declared to be “*Removed From Docket*” (RFD). This typically means the charge of the task force has been met.

Once the changes are accepted by the vote of the Executive Committee, a Casualty Prevention Circular (CPC) is issued with the proposed changes and, in most cases, the industry has 30 days to comment. If no comments are received, the proposal is adopted. If comments are received, the technical committee (in this case, the Tank Car Committee) must review the comments and decide if more input is needed from the task force. The comments provide industry input and are necessary to complete the process. When all agree, the revisions are published in the AAR CPC and the various facilities are required to maintain copies of the CPC until the MSRP is revised and republished.

Using the tank car example, the last revision of AAR MSRP, C-III, Specifications for Tank Cars was November 2014. While the industry waits-for the next revision of C-III to be published, they must rely on keeping the CPC’s that pertain to it on file (electronically or in paper form) so they are using the most recent revision of each appendix. The most recent example of the changes made by the Tank Car Committee is Appendix T and associated Chapter 1 definitions. If you are using Appendix T and Chapter 1, you must follow CPC-1376 that was issued on March 19, 2021. You have six months to comply with all of the new changes. For example, all requirements for the new Visual Testing must be met by September 19, 2021.

With all AAR MSRP’s, maintaining copies of circulars is critical in maintaining compliance with current requirements.



## Have an Idea for an Article?

Please submit your drafts to Donna Jacobi at [djacobi@amstedrail.com](mailto:djacobi@amstedrail.com) or Gary Alderson at [alderson@alltranstek.com](mailto:alderson@alltranstek.com).

## Interested in Joining RSI QAC?

Contact Lee Verhey at [verhey@rsiweb.org](mailto:verhey@rsiweb.org).



## Not Getting the Newsletter and Want to Subscribe?

Contact Lee Verhey at [verhey@rsiweb.org](mailto:verhey@rsiweb.org).

## AAR ACTIVITY CODES AND REQUIRED TECHNICAL APPROVAL

Submitted by Michael Ruby – TrinityRail

The table below lists each of the AAR Activity Codes that require a technical approval and also lists which committee is responsible for the activity. There is an additional table below that includes the contact information for each of the technical committees.

<b>Activity Code</b>	<b>Activity Code Description</b>	<b>Technical Approval Required</b>	<b>Technical Committee</b> See Below for Further Detail
A1	Manufacturer of Journal Roller Bearings	M-934	WABL
A3	Manufacturer of Freight Couplers	M-211 or M-215	CSTCC
A5	Manufacturer of Freight Knuckles	M-211 or M-215	CSTCC
A7	Manufacturer of Freight Yokes	M-211 or M-215	CSTCC
A9	Manufacturer of Freight Side Frames and Bolsters	M-210	CSTCC
A11	Manufacturer of Freight Cushioning Devices	M-921/ M-921G	EEC
A13	Manufacturer of Wheels	M-107/ 208	WABL
A15	Manufacturer of Axles	M-101	WABL
A16	Manufacturer of Journal Roller Bearing Adapters	M-924	WABL
A17	Manufacturer of Freight Brake Valves	S-462	BSC
A19	Construction of Tank Cars by Manufacturing	S-2034/ M-1002	EEC/TCC
A20	Manufacturer of Freight Cars	S-2034	EEC
A22	Manufacturer of Freight Car Major Subassemblies	S-2034	EEC
B1	Manufacturer of Roller Bearing Grease	M-942	WABL
B5	Manufacturer of Freight Draft Gear	M-901	EEC
B6	Reconditioner of Freight Draft Gear	M-901B	EEC
B9	Manufacturer of Brake Hoses	M-601/ M-618	BSC
B10	Manufacturer of Rubber Goods, Including Gaskets, Packing Cups and Diaphragms	S-4001	BSC
B11	Manufacturers of Repair Kits	S-4001	BSC
B12	Reconditioner of Freight Couplers	M-212	CSTCC
B16	Reconditioner of Freight Yokes	M-212	CSTCC
B18	Reconditioner of Freight Side Frames and Bolsters	M-214	CSTCC
B20	Reconditioner of Freight Cushioning Devices	M-921C/G	EEC
B21	Manufacturer of Freight Car Brake Shoes	M-926/ M-997	BSC
B23	Reconditioner of Locomotive Journal Roller Bearings	H-II	WABL
B24	Maintenance and Modification of Tank Car Tanks	M-1002	TCC
B27	Facility Performing M-970 Certifications/Recertifications	M-970	SEFCC
B28	Designated Satellite Shop Repairs	M-992	SEFCC
B29	Manufacturer of Brake Beams	S-344	BSC
B30	Reconditioner of Brake Beams	M-300	BSC
B31	Freight Air Brake Repair Facility	S-477	BSC
B33	Wheel and Axle Shop	H-II/ G-II	WABL
B33-1	Status Code 1 Wheel mounting shop-freight car (complete with wheel press and boring mill)	G-II	WABL
B33-2b	Status Code 2B Approved roller bearing repair shop-freight and Amtrak passenger car	H-II	WABL

B33-2E	Roller Bearing Cone Bore and Outer Ring Counterbore Plating	H-II	WABL
B33-2f	Status Code 2F Approved roller bearing repair shop-freight car	H-II	WABL
B33-2p	Status Code 2P Approved roller bearing repair shop-Amtrak passenger car	H-II	WABL
B33-2s	Status Code 2S Roller bearing cone stress relieving approval	H-II	WABL
B33-3a	Status Code 3A M-967 Axle repair shop-journal, seal wear ring groove and water etch repairs-freight car	G-II/ M-967	WABL
B33-3b	Status Code 3B M-967 Axle repair shop-journal repairs only-freight car	G-II/ M-967	WABL
B33-4	Status Code 4 Wheel and axle shop-locomotive		
B33-5	Status Code 5 Wheel and axle lathe(s)-freight car	G-II	WABL
B33-6	Status Code 6 Wheel lathe(s)-freight car	G-II	WABL
B33-6a	Status Code 6A Wheel lathe(s)-Amtrak passenger car	G-II	WABL
B33-7	Status Code 7 Axle lathe(s)-freight car	G-II	WABL
B33-7a	Status Code 7A Axle lathe(s)-Amtrak passenger car	G-II	WABL
B33-8	Status Code 8 Wheel and axle shop-passenger car	G-II	WABL
B33-8a	Status Code 8A Wheel and axle shop-Amtrak passenger car	G-II	WABL
B33-9	Status Code 9 Roller bearing mounting—freight and Amtrak passenger car	G-II	WABL
B35	Manufacturer of Box Car Doors	S-212, S-213	EEC
B36	Manufacturer of Nailable Steel Flooring	M-964	EEC
B70	Reconditioner of Slack Adjusters	S-423	BSC
B73	Freight Car Assemblers	S-2034	EEC
B78	Construction of Tank Cars by Assembly	S-2034/ M-1002	EEC/TCC
B81	Qualification of Tank Car Tanks	M-1002	TCC
B82	Manufacturer of Tank Car Tanks	M-1002	TCC
B85	Manufacture of Tank Car Tank Components	M-1002	TCC
B87	Maintenance and Qualification of Fuel Tanks for Locomotive Fuel Tenders	M-1002	TCC
B89	Maintenance, Modification, and Qualification of Safety Systems	M-1002	TCC
B90	Maintenance, Alteration, and Qualification of Tank Car Stub Sills	M-1002	TCC
C4a	Assemble and Qualification of Tank Car Service Equipment	M-1002	TCC
C4m	Manufacture and Qualification of Tank Car Service Equipment	M-1002	TCC
C5	Maintenance and Qualification of Tank Car Service Equipment	M-1002	TCC
C6i	Install Tank Car Service Equipment, Including Leakage Test	M-1002	TCC
C6r	Remove and Replace Tank Car Service Equipment, Including Gaskets, Leakage Test, and Modifications	M-1002	TCC
C7	Removal of Interior Linings and Interior Coatings in Tank Cars	M-1002	TCC
C8	Installation and Qualification of Interior Linings and Interior Coatings in Tank Cars	M-1002	TCC
C9	Qualification of Interior Linings and Interior Coatings in Tank Cars	M-1002	TCC
C10	Maintenance and Qualification of Interior Linings and Interior Coatings in Tank Cars	M-1002	TCC
C12	Maintenance and Qualification of Locomotive Fuel Tender Service Equipment	M-1002	TCC

<b>Technical Committee</b>	<b>Contact eMail</b>	<b>Tech. Comm.</b>
Equipment Engineering Committee	<a href="mailto:eec@aar.com">eec@aar.com</a>	EEC
Tank Car Committee	<a href="mailto:tcc@aar.org">tcc@aar.org</a>	TCC
Brake Systems Committee	<a href="mailto:bsc@aar.com">bsc@aar.com</a>	BSC
Wheels, Axles, Bearings & Lubrication Committee	<a href="mailto:wabl@aar.com">wabl@aar.com</a>	WABL
Specially Equipped Freight Car Committee	<a href="mailto:sefcc@aar.com">sefcc@aar.com</a>	SEFCC
Coupling System & Truck Castings Committee	<a href="mailto:cstcc@aar.com">cstcc@aar.com</a>	CSTCC

## USEFUL LINKS

[Railway Supply Institute](#)

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

[RSI QAC & Previous Newsletters](#)

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

[RSI Tank Car Resource Center](#)

[AAR Training Schedule](#)

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

[AAR Circulars](#)

[M-1003 Frequently Asked Questions](#)

[MSRP Publication Current Revision Status](#)

[American Society for Quality - Training](#)

[AAR Online Material Nonconformance Reporting System \(Chapter 7\)](#)

[RSI 100](#)

## THE FOLLOWING RSI QAC TEAM MEMBERS WORKED ON THIS NEWSLETTER:

Gary Alderson – AllTranstek

David Book – McConway & Torley

Donna Jacobi – Amsted Rail

Michael Ruby – TrinityRail

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