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## MEET THE ASSOCIATION OF AMERICAN RAILROADS, QUALITY ASSURANCE COMMITTEE

Submitted by Gary Alderson – AllTranstek, LLC

The Association of American Railroads Quality Assurance Committee consists of members from the Class 1 Railroads and Associate members. The committee maintains the M1003 Quality Assurance standard and participates in approval of facilities seeking M1003 certification. In addition to Don Guillen, AAR Quality Assurance Manager and Mark Rusovick, Quality Assurance Engineer, we would like to introduce you to the people who make up the committee:

- Tony Paralosi (Chairman) Sr. Director, Quality Management, Amtrak.
- Sanjay Varma (Vice Chairman) Director – Supply Quality, Union Pacific Railroad.
- Mark Lumadue (Associate) Director of Quality Assurance, Standard Steel, LLC.
- Bob Wolbert (Associate) Director, Quality / Reliability, Progress Rail Services.
- Jason Riggs (Associate) VP, Technical Services, Marmon Rail (UTLX).
- Gordana Halvadzija - Manager, Quality Assurance, Canadian Pacific Railway – Weston Shops.
- John “Scott” Gronberg - Manager, Quality, Watco.
- Adrian R. Morgan (Associate) Director Quality Engineering & Warranty, Greenbrier.
- Randall Norman - Manager, Mechanical Car Engineering, CSX Transportation.
- Chad Mowery (Affiliate) VP, Operations, Katahdin Rail Services.
- Don Barton – Quality Assurance Supervisor, Norfolk Southern Corporation.
- Michael Anderson – Compliance Manager, BNSF Railway.
- Tracy Ulm (Affiliate) Chief Mechanical Officer, New Orleans and Gulf Coast Railroad.
- Manuel Salazar – Director Mechanical Reliability, Canadian National Railway.
- Steven Geneva – Manager, Quality Assurance, TTX Company.
- Travis Barbour – Superintendent Asset Health, Quality & Processes, The Kansas City Southern Railway Co.

## AAR TANK CAR FACILITIES: CURRENT EVENTS

### Tank Car Committee Meetings

Submitted by Gary Alderson – AllTranstek, LLC

The AAR Tank Car Committee meetings will be held in Fort Worth, TX on October 18-20, 2022, at the Renaissance Dallas Addison Hotel, 15201 Dallas Parkway. Book your room as soon as possible.

Please use this link for the meeting schedule:

<https://www.aar.org/tank-car-committee-meeting-materials/>

## AAR QUALITY ASSURANCE - CURRENT EVENTS

### RSI Conference

Submitted by Donna Jacobi – Amsted Rail

The RSI will hold its annual Expo & Technical Conference in Fort Worth, TX on October 11-13, 2022. Please use this link to register:

<https://rsiconference.org/>

### AAR Quality Conference

Submitted by Gary Alderson – AllTranstek, LLC

The annual AAR QAC conference will be held February 7-9, 2023, in New Orleans, LA. See Circular letter C-14008, dated August 3, 2022.

## SPECIAL RECOGNITION



Submitted by Donna Jacobi – Amsted Rail

The RSI Quality Assurance Committee would like to recognize Alfredo Ricardo of AllTranstek, LLC for his hard work translating RSI-100 and associated forms from English to Spanish. We really appreciate his time spent and thank him for completing the task! Nice work, Alfredo!



## Have an Idea for an Article?

Please submit your drafts to Gary Alderson at

[alderson@alltranstek.com](mailto:alderson@alltranstek.com)

or Alfredo Ricardo at

[ricardo@alltranstek.com](mailto:ricardo@alltranstek.com)

## Interested in Joining RSI QAC?

Contact Sheena Prevette at

[sprevette@rsiweb.org](mailto:sprevette@rsiweb.org)



## Not Getting the Newsletter and Want to Subscribe?

Contact Sheena Prevette at

[sprevette@rsiweb.org](mailto:sprevette@rsiweb.org)

## ROOT CAUSE ANALYSIS CASE STUDY

Submitted by Donna Jacobi – Amsted Rail

There are several different root cause analysis (RCA) methodologies available. One of these is the Apollo RCA method. This case study will walk through the Apollo method using an example involving an injury.

Employees were setting up a bearing test rig with one employee driving a forklift and another positioning the axle. The forklift was being used to place the test axle into the rig. The employee driving the forklift was stationary while the other employee was squatting down to adjust a bearing adapter. He straightened up and contacted one of the forks with his forehead, resulting in 10 stitches. A team that included the injured employee was put together to complete the RCA.

**Step 1 – Define the Problem:** The first step in the Apollo RCA method is problem definition. The focus of an RCA team should always be to fix the problem, never to place blame. The team agreed on the problem definition below:

What: Head laceration from forklift fork

When: 7/12/17 at 9:15 am

Where: Test Rig

Significance: 10 stitches to the head

Safety: recordable injury, lost work days

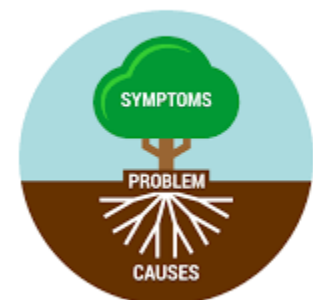
Environment: N/A

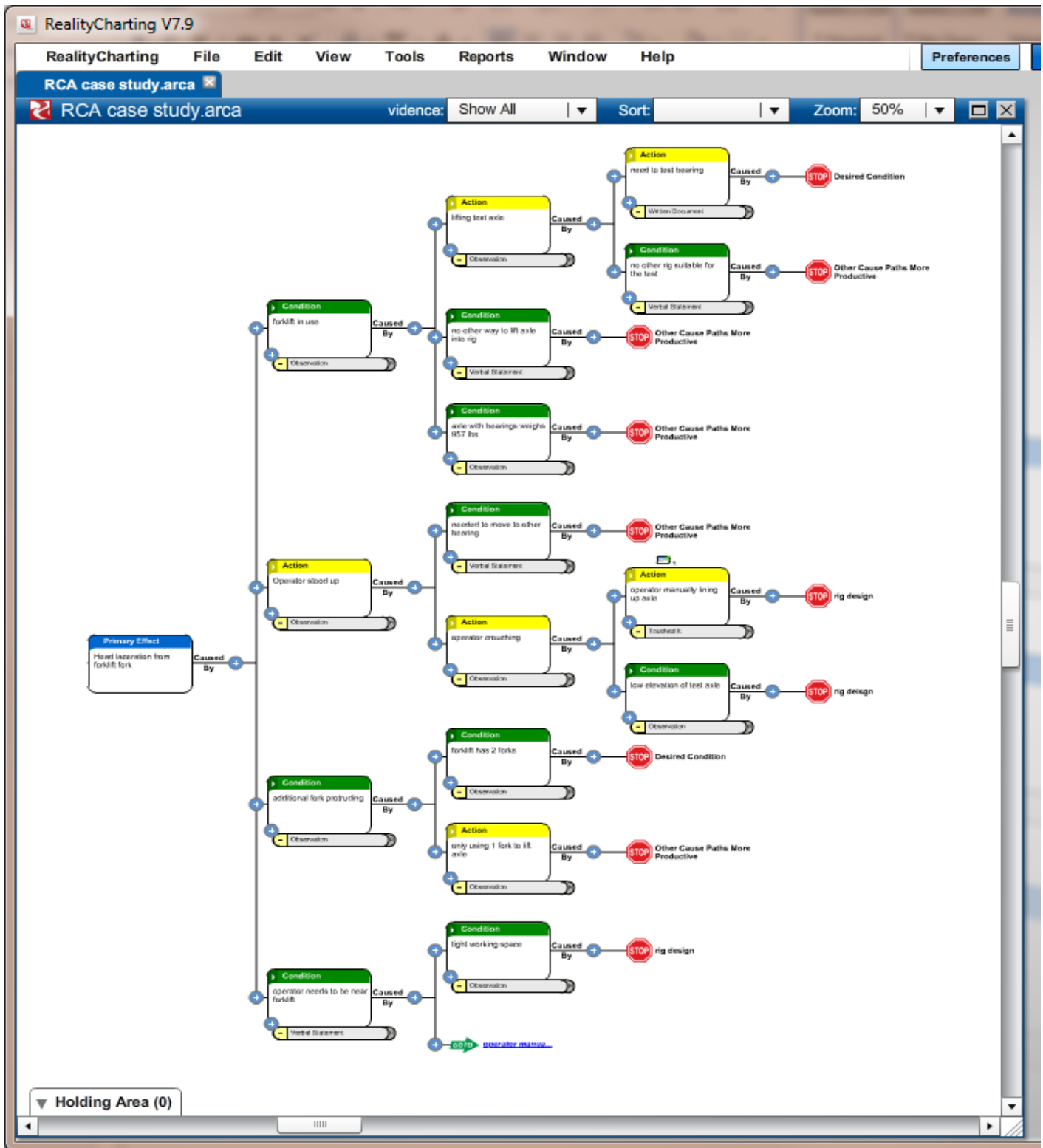
Revenue: N/A

Cost: medical bills

Frequency: 1st time

**Step 2 – Determine the Causal Relationships:** The next step is brainstorming possible root causes. Once the brainstorming was complete, the RCA facilitator led the group to organize all of the items in a cause and effect chart. In the Apollo RCA method each item must have at least 2 causes, one being a condition and the other an action. Once all of the causes are organized in the chart, evidence is entered for each item. In the example chart shown below, the primary effect is in blue, actions are yellow and conditions are green. Each item continues with causes until the team agrees that it is a place to stop. Stopping a chain of causes does not mean that no corrective action is needed, just that there isn't a need to continue to ask what caused that item to happen.





**Step 3 – Identify Effective Solutions:** Once the chart was complete, the team brainstormed possible corrective actions for each issue on the chart. All of the suggested corrective actions were then evaluated based on 4 criteria:

1. Does this solution prevent recurrence?
2. Is this solution within your control?
3. Does this solution meet your goals and objectives?

4. Does this solution cause other unacceptable problems that you are aware of?

In order to select a corrective action to implement, the answer to questions 1 – 3 must be yes and the answer to question 4 must be no. In this case study, the corrective action that was chosen was to redesign the lift fixture to require the use of both forks. There would then no longer be an additional fork protruding for the employee to contact. Although this example has only one corrective action, it is common to have multiple corrective actions.

**Step 4 – Implement and Track Solutions:** The final step in any RCA method is implementation and verification of effectiveness. In this example, the lift fixture was redesigned and then used to install the axle in the test rig. The employees (including the one who was injured) agreed that the new fixture would prevent the accident from happening again.

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

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

[AAR FAQ Page includes QAPE](#)

[M-1003 Frequently Asked Questions](#)

[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](#)

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

Gary Alderson – AllTranstek

Donna Jacobi – Amsted Rail

Alfredo Ricardo – AllTranstek

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