

DO NOT REPORT TRAIN ACCIDENTS OR CRIMINAL ACTIVITIES ON THIS FORM. ACCIDENTS AND CRIMINAL ACTIVITIES ARE NOT INCLUDED IN THE C³RS PROGRAM AND SHOULD NOT BE SUBMITTED TO NASA. ALL IDENTITIES CONTAINED IN THIS REPORT WILL BE REMOVED TO ASSURE COMPLETE REPORTER ANONYMITY.

IDENTIFICATION STRIP: Please fill in all blanks to ensure return of ID strip to you.
 NO RECORD WILL BE KEPT OF YOUR IDENTITY.

(SPACE BELOW RESERVED FOR NASA DATE/TIME STAMP)

TYPE OF EVENT/SITUATION _____

INVOLVED CO-WORKERS _____

TELEPHONE NUMBERS where we may reach you for further details of this occurrence

PRIMARY Area _____ No. _____ Hours _____ OH OM OW

ALTERNATE Area _____ No. _____ Hours _____ OH OM OW

NAME _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

EVENT LOCATION

Subdivision _____

Facility _____

Milepost _____ **State** _____

Nearest Station _____

CARRIER NAME _____

DATE OF OCCURRENCE _____

(MM/DD/YYYY)

LOCAL TIME (24 hr. clock) _____

(HH:MM)

PLEASE FILL IN APPROPRIATE SPACES AND CHECK ALL ITEMS WHICH APPLY TO THIS EVENT OR SITUATION.

REPORTER			CERTIFICATION		
<input type="checkbox"/> Boiler Maker	<input type="checkbox"/> Hostler (Inside)	<input type="checkbox"/> Pipe Fitter	<input type="checkbox"/> Air Brake Inspections	<input type="checkbox"/> Locomotive Inspection	
<input type="checkbox"/> Carman	<input type="checkbox"/> Laborer	<input type="checkbox"/> Trainee	<input type="checkbox"/> Blue Signal Protection	<input type="checkbox"/> Passenger Car Inspection	
<input type="checkbox"/> Electrician	<input type="checkbox"/> Machinist	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Conductor Certification	<input type="checkbox"/> Rear End Marker/EOT	
<input type="checkbox"/> Foreman	<input type="checkbox"/> Manager	_____	<input type="checkbox"/> FRA Glazing	<input type="checkbox"/> Safety Appliances	
			<input type="checkbox"/> Freight Car Inspection	<input type="checkbox"/> Other: _____	
			<input type="checkbox"/> Locomotive Engineer Certification	_____	
REPORTER EXPERIENCE	WORK GROUP SIZE	SHIFT DURING EVENT			
Railroad Years _____ yrs	Work Group Size _____	At time of incident, were you on		Hours into Shift _____ hrs	
Years in Craft _____ yrs		<input type="checkbox"/> Assigned Shift	<input type="checkbox"/> Emergency Duty		
		<input type="checkbox"/> Overtime Duty	<input type="checkbox"/> Other: _____		
REPORTER LOCATION		WEATHER		LIGHT / VISIBILITY	
<input type="radio"/> Yard	<input type="radio"/> Shop	<input type="radio"/> Other Track	<input type="checkbox"/> Clear	<input type="checkbox"/> Snow	<u>Outdoors</u>
<input type="radio"/> Adjacent to track/on ground	<input type="radio"/> On/under/between Rolling Equipment	<input type="checkbox"/> Fog	<input type="checkbox"/> Wind	<input type="radio"/> Dawn	<input type="radio"/> Night
<input type="radio"/> Office/Crew Facility	<input type="radio"/> Station Platform	<input type="checkbox"/> Hail	<input type="checkbox"/> Haze/Smoke	<input type="radio"/> Daylight	<input type="radio"/> Dusk
<input type="radio"/> On/under/between Motive Power	<input type="radio"/> Other: _____	<input type="checkbox"/> Ice	<input type="checkbox"/> Thunderstorm/Lightning	<u>Work Area Lighting</u>	
		<input type="checkbox"/> Rain	<input type="checkbox"/> Other: _____	<input type="radio"/> High	<input type="radio"/> Low
				<input type="radio"/> Medium	<input type="radio"/> Off
				<input type="checkbox"/> Reduced Visibility _____ feet	
ACTIVITY					
<input type="checkbox"/> Blocking/Jacking/Rerailing	<input type="checkbox"/> Installation	<input type="checkbox"/> Scheduled Maintenance		Were job/safety briefings completed?	
<input type="checkbox"/> Documentation	<input type="checkbox"/> Operating Vehicle/Equipment	<input type="checkbox"/> Testing		<input type="radio"/> Yes <input type="radio"/> No	
<input type="checkbox"/> Inspection	<input type="checkbox"/> Repair/Replace	<input type="checkbox"/> Other: _____			
EQUIPMENT					
Locomotives	Total Head End # _____	Remote Control	<input type="radio"/> Yes	<input type="radio"/> No	
	Locomotive Make/Model _____	Distributed Power	<input type="radio"/> Yes	<input type="radio"/> No	Position in Train _____
Passenger	# of Cars _____	# in Service _____	Cab Car Controlling	<input type="radio"/> Yes	<input type="radio"/> No
Freight	Loads _____	Empties _____	Tons _____	Length _____	feet
Status	Records complete	<input type="radio"/> Yes	<input type="radio"/> No	Released for service	<input type="radio"/> Yes <input type="radio"/> No
	Required/correct documents on board	<input type="radio"/> Yes	<input type="radio"/> No	Moving for repair	<input type="radio"/> Yes <input type="radio"/> No
	Maintenance deferred	<input type="radio"/> Yes	<input type="radio"/> No		
Type	<input type="radio"/> Passenger/Commuter	<input type="radio"/> Freight	<input type="radio"/> Other: _____	Involved Car Kind _____	
Location	<input type="checkbox"/> Main Track	<input type="checkbox"/> Yard	<input type="checkbox"/> Passenger Station	<input type="checkbox"/> Industry	<input type="checkbox"/> Repair Facility
Operating Rules	<input type="radio"/> GCOR	<input type="radio"/> NORAC	<input type="radio"/> Other: _____	Blue Signal Protection	<input type="radio"/> Yes <input type="radio"/> No

If more than one equipment was involved, please describe additional equipment in the "Describe Event/Situation" section.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

CONFIDENTIAL CLOSE CALL REPORTING SYSTEM

NASA, through agreements with the Federal Railroad Administration, is managing, operating, and accepting reports for the Railroad Confidential Close Call Reporting System (C³RS). The C³RS is expected to identify issues in the railroad system that could be addressed to provide improvements in safety. Your assistance in informing us about such issues is essential to the success of the project. Please fill out this form as completely as possible. The paper form is pre-addressed and postage paid. The C³RS website at <http://c3rs.arc.nasa.gov> provides two options: download, complete form, print, enclose in a sealed envelope, affix proper postage, and mail directly to us at address below OR submit your report through a secure, electronic submission (ERS) process.

The FRA has agreed through MOU's with rail carriers that the reports filed with NASA are prohibited from being used for FRA enforcement purposes. This report will not be made available to the FRA for disciplinary actions for violations. Your identity strip, date stamped by NASA, is proof that you have submitted a report to the C³RS. We can only return the ID strip to you if you have provided a mailing address. The information you provide on the identity strip will be used only by NASA to contact you for further information. We can often obtain additional useful information if our safety analysts can talk with you directly by telephone. For this reason, we have requested telephone numbers where we may reach you. THIS IDENTITY STRIP WILL BE RETURNED BY MAIL DIRECTLY TO YOU. The return of the identity strip assures your anonymity.

Thank you for your contribution to railroad safety.

NOTE: TRAIN ACCIDENTS AND/OR CRIMINAL ACTS SHOULD NOT BE REPORTED ON THIS FORM. SUCH EVENTS SHOULD BE FILED THROUGH APPROPRIATE AUTHORITIES.

If you want to mail this form, please fold both pages (and additional pages if required), enclose in a sealed, stamped envelope, and mail to:



NASA CONFIDENTIAL CLOSE CALL REPORTING SYSTEM
POST OFFICE BOX 177
MOFFETT FIELD, CALIFORNIA 94035-0177

DESCRIBE EVENT/SITUATION

Keeping in mind the topics shown below, discuss those which you feel are relevant and anything else you think is important. Include what you believe really caused the problem, and what can be done to prevent a recurrence, or correct the situation. (USE ADDITIONAL PAPER IF NEEDED)

CHAIN OF EVENTS

- How the problem arose
- How it was discovered
- Contributing factors
- Corrective actions

HUMAN PERFORMANCE CONSIDERATIONS

- Perceptions, judgments, decisions
- Actions or inactions
- Factors affecting the quality of human performance

DESCRIBE EVENT/SITUATION, continued...

[Empty space for describing the event/situation]

CHAIN OF EVENTS

- How the problem arose
- How it was discovered
- Contributing factors
- Corrective actions

HUMAN PERFORMANCE CONSIDERATIONS

- Perceptions, judgments, decisions
- Actions or inactions
- Factors affecting the quality of human performance