

Confidential Close Call Reporting System (C³RS) NEWSLETTER

Volume 1, Issue 4

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The goal of the **Confidential Close Call Reporting System (C³RS)** is to improve the safety of railroad operations by providing a voluntary, confidential method of reporting close calls that might otherwise go unreported and/or result in discipline. A “close call” is defined as an unsafe condition or event that has the potential for a more serious consequence. Reporting close calls provides the opportunity to develop improved safety practices using information from the event. The program provides an environment in which employees can voluntarily report close calls.

Key features of C³RS:

- A Peer Review Team (PRT) made up of labor, management, and FRA analyzes close calls to identify trends, sources of risk, and recommendations for corrective actions to address them.
- A close call report filed by one member of a crew or gang may potentially cover their immediate coworkers.



Why should you report a close call?

Information from your close call report will make the work environment safer for you and your co-workers. The information provided could help in preventing similar incidents that were previously not reported.

Benefits

- Complements Existing Safety Initiatives
- Builds a Positive Safety Culture
- Proactive
- Focuses on Problems not People

TIPS

The C³RS process is only as good as the information received in close call reports, so please provide detailed reports. Your confidentiality will not be breached.

- *We encourage that all members of the gang or crew fill out a separate report to gain all views of each incident.*

Reports Received

Since the inception of the program we have received 196 reports for which 179 have been reviewed by the PRT.

Reports are prioritized based on the likelihood of each close call becoming an actual event resulting in an injury or property damage. The cases that present the most imminent danger are

reviewed first to develop corrective actions.

Corrective Actions Implemented

- 1) **Stony Brook Crossing Gate Key**
- 2) **Trainman’s Job Briefing Guide**
- 3) **Rule 241 Reference Cards**
- 4) **Track Car Procedure Notice**

CLOSE CALL ALERT!!!!

An alert was published July 1, 2016 from NASA about a countrywide trend in reference to a Roadway Worker Protection close calls. The included work zone incursions and close calls with Roadway Workers. See the attached alert for more information.

IF IN DOUBT, FILL IT OUT!!!

More information is available through the C³RS website at:

<http://c3rs.arc.nasa.gov>

ALERT BULLETIN

AB 2016:1/1-1
7/1/2016
4101, 4387, 3472

TO: FRA-RRS

INFO: FRA-RCC, PRT, AAR, ASLRRA, APTA, ATDA, BLET, BMWED, BRS, NRC, SMART, TCU, TOURIST EXCURSION, VOLPE

FROM: Linda J. Connell, Director
NASA Confidential Close Call Reporting System

SUBJ: Maintenance Track Authority Issues

We recently received a C3RS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

C3RS has received reports describing maintenance work on sections of main track without receiving authority.

(ACN 4101) A Block Operator was informed that a Maintenance of Way work group occupied the tracks without receiving track authority and a train entered their track.

(ACN 4387) The Foreman and Trackmen understood they had foul time on a track and had their work interrupted when a train entered the same track.

(ACN 3472) A Dispatcher issued track authority to Maintenance of Way on an incorrect track.

The C3RS database contains additional records involving track authority related events. These records are available upon request.

(Keywords: Track Warrant Control, Working Limits, Form B Limits, Foul Time, Track and Time)

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Linda Connell at (408) 541-2827 or email at linda.j.connell@nasa.gov



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PARTICIPANTS



Examples of RWP Incidents submitted to C3RS (None of these are LIRR Reports)

- 1) “The reporter, a conductor working a flagging position, recalled that the crew consisted of 3 extra board flagmen: 1 lead and 2 subordinates. The reporter said that at the initial job briefing, the lead flagman assigned him to protect against westbound mainline traffic and the other flagman to protect against eastbound mainline movements. He mentioned that the lead flagman told them that they had foul time and to be in position to protect the work area. The reporter stated that, not too long after assuming his position, a westbound train was approaching on the track that was assumed to be out of service. He stopped the train traveling at track speed of 5 mph, using a red flag. After the lead flagman removed the outside contractor’s men and equipment, he told the reporter that it was okay to release the westbound train. The train continued with no further issues.”
- 2) “I was given my job briefing for the day by our foreman. He told us that the Track X was out of service. We started to work, when I look up and noticed that there was a train coming down on me with its lights. As we noticed it we stopped working so we could clear out of the way. I felt real scared. We tried to clear out but there was no place we could run.”
- 3) “I am a dispatcher and I got a call from the Maintenance of Way foreman. A train passed by him while he was working. He said nobody was injured. I gave him foul time on Track 2. It was written properly on the foul time sheet. After the event was reviewed, I did give him foul time, but on Track 1 not 2. I had a real busy day. At the time, I had a track car patrolling with foul time on both tracks. The foreman had both tracks, this was between times while I was still dispatching all of my regular scheduled trains. When I was giving foul time on Track1, I was waiting for a train to clear so I could give the foreman foul time on Track 2. That's when I said Track 1 instead of Track 2. All of this happened because of a real busy morning. I'm just glad nobody got injured because of my mistake.”