

# Confidential Close Call Reporting System (C<sup>3</sup>RS) NEWSLETTER

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The goal of the **Confidential Close Call Reporting System (C<sup>3</sup>RS)** 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 C<sup>3</sup>RS:

- 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.

## TIPS

The **C<sup>3</sup>RS** 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 421 reports for which 390 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 Improvement**
- 2) **Trainman’s Job Briefing Guide**
- 3) **Rule 241 Reference Cards**
- 4) **Track Car Procedure Notice**
- 5) **Form L Hang Tag - Below**
- 6) **Stop Signal Hang Tag – Below**



**\*The Form L tag is a reminder of the issuance of a Form L with the applicable location and restriction in place.**

**\*The Stop Signal tag is a reminder of a stop signal and/or rule 241 authority.**

**\*\*\*See the Safety Alerts on the next page published by NASA and the FRA to all C3RS participating railroads due to similar situations occurring at different railroads across the country. The alerts involve protection at grade crossing with malfunctioning warning devices and coordination of track authority.**

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## Participants



## ALERTS

C3RS has received reports describing grade **crossings with malfunctioning** warning devices being traversed by trains without protection. The following reports may illustrate the potential problem.

(ACN 6265) A Crossing Warning Malfunction was not discussed during the Job Briefing and the crew traversed the crossing at track speed.

(ACN 6226) A Dispatcher was given an incorrect crossing location to protect by a Signal employee. A train traversed a malfunctioning crossing at track speed without crossing protection provided.

(ACN 6376) A Dispatcher discovered that his Student did not verbally notify a train of a crossing malfunction.

C3RS has received reports from Dispatchers and Local Dispatchers describing the **issuance of Track Authority** and Protection. The following reports may illustrate some potential problems.

(ACN 6192) A Dispatcher observed a Local Dispatcher remove track blocking protection for a Track Car occupying Main Track.

(ACN 5971) After obtaining permission from the Engineer to change a signal, a Local Dispatcher dropped a different signal. As a result, the train went into emergency.

(ACN 5585) A Dispatcher informed a Local Dispatcher that a Track Inspector (TI) had to get by before lite power could enter Main Track. The Local Dispatcher authorized the lite power on the main prior to the TI voiding his Track Authority.

More information is available through  
the C<sup>3</sup>RS website at:

**IF IN DOUBT,  
FILL IT OUT!!!**

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