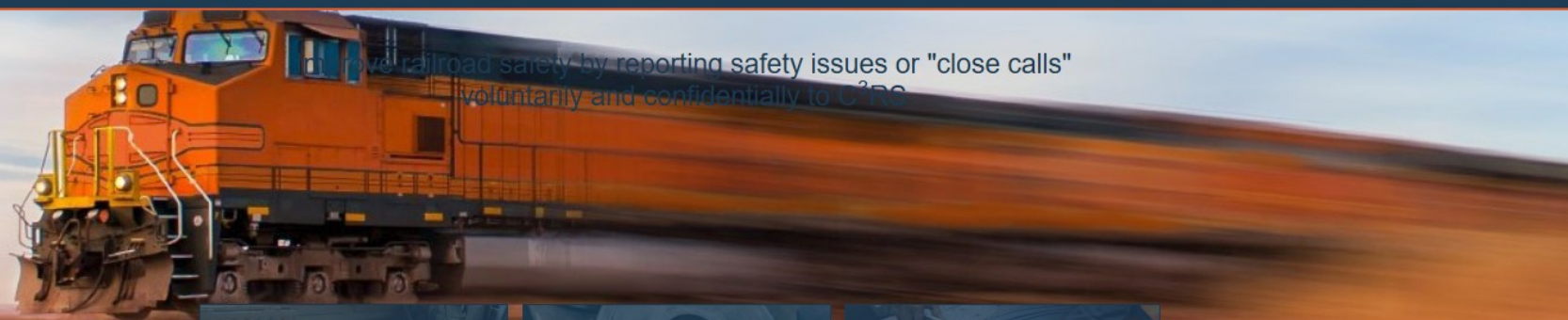


NASA C3RS

<https://c3rs.arc.nasa.gov/report/electronic.html>



Improve railroad safety by reporting safety issues or "close calls"
voluntarily and confidentially to C³RS

Submit Transportation Report Form

e.g. Conductor, Dispatcher, Engineer

Submit Mechanical Report Form

e.g. Carman, Laborer, Machinist, Pipe Fitter

Submit Engineering Report Form

e.g. Signal Maintainer, Track Inspector, Track Supervisor

Inside THE RAIL

Inside The Rail is a rail safety newsletter, with de-identified C³RS report excerpts in a popular "lessons learned" format.

Sign up today to receive the free newsletter by email!

SUBSCRIBE

Read Past Issues



Improve railroad safety by reporting safety issues or "close calls"
voluntarily and confidentially to C³RS

Submit Transportation Report
Form

e.g. Conductor, Dispatcher, Engineer

Submit Mechanical Report
Form

e.g. Carman, Laborer, Machinist, Pipe Fitter

Submit Engineering Report
Form

e.g. Signal Maintainer, Track Inspector, Track Supervisor

Inside THE RAIL

Inside The Rail is a rail safety newsletter, with de-identified
C³RS report excerpts in a popular "lessons learned" format.

Sign up today to receive the free newsletter by email!

SUBSCRIBE

Read Past Issues



NASA C³RS Video

C³RS Overview Webinar **New!**



Submit Transportation Report Form

e.g. Conductor, Dispatcher, Engineer

Submit Mechanical Report Form

e.g. Carman, Laborer, Machinist, Electrician

Submit Engineering Report Form

e.g. Signal Maintainer, Track Inspector, Track Supervisor

How to Report Electronically

- Once you have filled out the electronic form, you may wish to print a copy for your records. You must print it *BEFORE* clicking Submit.
- After you click the Submit button, a computer-generated verification code will appear to indicate your report has been securely transmitted to NASA C³RS.

Note: NASA C³RS cannot accept reports through e-mail or fax due to security concerns. If you are having difficulty submitting electronically, you may want to download, print and mail the report form assuring a timely postmark date. (Please see your company's IMOU for reporting deadlines).

Fill out (PDF) & Print for US Mail

The C³RS Report Forms can also be mailed to C³RS by US Mail. They are provided here as interactive (fillable) PDF documents that you may fill out, print, and mail to C³RS using your own stamp. Select the form for your craft, fill it out, and mail your completed form to:

NASA Confidential Close Call Reporting System
P.O. Box 177
Moffett Field, California
94035-0177

Transportation Report Form for US mail [PDF]

Mechanical Report Form for US mail [PDF]

Engineering Report Form for US mail [PDF]



CONFIDENTIAL CLOSE CALL REPORTING SYSTEM



PLEASE READ THE FOLLOWING

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 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 identification 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 identification 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 IDENTIFICATION STRIP WILL BE RETURNED BY MAIL DIRECTLY TO YOU.** The return of the identification strip assures your anonymity.

NOTE: Train Accidents and/or criminal acts should not be reported on this form. Such events should be filed through appropriate authorities.

[Paperwork Reduction Act Statement](#)

Thank you for your contribution to railroad safety!

BACK

CONTINUE TO REPORT

Inside THE RAIL

Inside The Rail is a rail safety newsletter, with de-identified C³RS report excerpts in a popular "lessons learned" format.



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 _____ ☐ H ☐ M ☐ W

ALTERNATE Area _____ No. _____ Hours _____ ☐ H ☐ M ☐ W

NAME _____

ADDRESS _____

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

EVENT LOCATION

Division / Subdivision _____

Facility _____

Milepost _____ **State** _____

Nearest Station _____

CARRIER RAILROAD _____

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		REPORTER EXPERIENCE	
☐ Engineer	☐ Assistant Conductor	☐ Yardmaster	☐ On Board Service
☐ Assistant Engineer	☐ Brakeman	☐ Hostler (Outside)	☐ Foreman
☐ Conductor	☐ RCL Operator	☐ Dispatcher	☐ Trainee
☐ Other: _____		Railroad Years _____ yrs	
		Years in Craft _____ yrs	
SHIFT DURING EVENT		CREW SIZE	
At time of incident, were you on		Crew Size _____	
☐ Regular Start Time Job			
☐ Unassigned (Pool Turn)			
☐ Extra Board			
☐ Other: _____			
REPORTER LOCATION		WEATHER	
Locomotive	Train Car	☐ Clear	☐ Snow
☐ Cab	☐ Car	☐ Fog	☐ Wind
☐ Walkway/Steps	☐ Vestibule	☐ Hail	☐ Haze/Smoke
☐ Adjacent to track/on ground		☐ Ice	☐ Thunderstorm/Lightning
☐ Dispatch Center		☐ Rain	☐ Other: _____
☐ Station Platform			
☐ Yard Control Center			
☐ Other: _____			
LIGHT / VISIBILITY			
☐ Dawn ☐ Night			
☐ Daylight ☐ Dusk			
☐ Reduced Visibility			
_____ car lengths			
Hours into Shift _____ hrs			
TRAIN			
Type of Operation	☐ Passenger/Commuter	☐ Yard Assignment	☐ Shoving ☐ Push/Pull (Passenger)
	☐ Freight	☐ Other: _____	☐ Pulling

Type of Operation	☐ Passenger/Commuter ☐ Yard Assignment ☐ Shoving ☐ Push/Pull (Passenger) ☐ Freight ☐ Other: _____ ☐ Pulling		
Equipment	Locomotives	Controlling Loco. Make/Model _____ Total Head End # _____ Remote Control ☐ Yes ☐ No Control Stand Type _____ # of Helpers _____ Distributed Power ☐ Yes ☐ No	
	Passenger	# of Cars _____ # In Service _____ Cab Car Controlling ☐ Yes ☐ No	
	Freight	Loads _____ Tons _____ ☐ Unit Train ☐ Mixed Freight	
		Empties _____ Length _____ feet ☐ Intermodal Train ☐ Other: _____	
Train Location	☐ Main Track ☐ Yard ☐ Passenger Station ☐ Industry ☐ Other: _____		
Rules in Effect - Methods of Operation (check all that apply)	☐ Centralized traffic control ☐ Yard limits ☐ Automatic block signals ☐ Interlocking ☐ Other than main track rules ☐ Automatic cab signals ☐ Track warrant control ☐ Positive train control ☐ Automatic train stop ☐ Direct traffic control ☐ Dark Territory (Non-ABS) ☐ Other: _____		
Operating Rules	☐ GCOR ☐ NORAC ☐ Other: _____		Were job/safety briefings completed? ☐ Yes ☐ No
Train Activity	☐ Pre-Departure ☐ Arrival ☐ Passenger boarding/disembarking ☐ Departure ☐ Switching in yard ☐ Freight loading/unloading ☐ Enroute ☐ Hold (meet, MOW, yard, etc.) ☐ Other: _____		
If more than one train was involved, please describe the additional train in the "Describe Event/Situation" section.			

NASA ARC 277F (September 2013)

C3RS TRANSPORTATION FORM

OMB No. 2700-0172

[Reset Form](#)**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.

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.

Paperwork Reduction Act Statement - This information collection meets the requirements of 44 U.S.C. § 3507, as amended by section 2 of the Paperwork Reduction Act of 1995. You do not need to answer these questions unless we display a valid Office of Management and Budget control number. The OMB control number for this information collection is 2700-0172. We estimate that it will take about 30 minutes to read the instructions, gather the facts, and answer the questions. You may send comments on our time estimate above to: P.O. Box 189 Moffett Field, CA 94035-0189.

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)

DESCRIBE EVENT/SITUATION, continued...		
Page 3 of 3		HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions - Factors affecting the quality of human performance
CHAIN OF EVENTS - How the problem arose - Contributing factors	- How it was discovered - Corrective actions	

NASA ARC 277F (September 2013)



Submit Transportation Report Form

e.g. Conductor, Dispatcher, Engineer

Submit Mechanical Report Form

e.g. Carman, Laborer, Machinist, Electrician

Submit Engineering Report Form

e.g. Signal Maintainer, Track Inspector, Track Supervisor

How to Report Electronically

- Once you have filled out the electronic form, you may wish to print a copy for your records. You must print it *BEFORE* clicking Submit.
- After you click the Submit button, a computer-generated verification code will appear to indicate your report has been securely transmitted to NASA C³RS.

Note: NASA C³RS cannot accept reports through e-mail or fax due to security concerns. If you are having difficulty submitting electronically, you may want to download, print and mail the report form assuring a timely postmark date. (Please see your company's IMOU for reporting deadlines).

Fill out (PDF) & Print for US Mail

The C³RS Report Forms can also be mailed to C³RS by US Mail. They are provided here as interactive (fillable) PDF documents that you may fill out, print, and mail to C³RS using your own stamp. Select the form for your craft, fill it out, and mail your completed form to:

NASA Confidential Close Call Reporting System
P.O. Box 177
Moffett Field, California
94035-0177

Transportation Report Form for US mail [PDF]

Mechanical Report Form for US mail [PDF]

Engineering Report Form for US mail [PDF]



CONFIDENTIAL CLOSE
CALL
REPORTING SYSTEM



CONFIDENTIAL CLOSE CALL
REPORTING SYSTEM



Contact



Improv

e calls"

PLEASE READ THE FOLLOWING

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 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 identification 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 identification 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 IDENTIFICATION STRIP WILL BE RETURNED BY MAIL DIRECTLY TO YOU. The return of the identification strip assures your anonymity.

NOTE: Train Accidents and/or criminal acts should not be reported on this form. Such events should be filed through appropriate authorities.

[Paperwork Reduction Act Statement](#)

Thank you for your contribution to railroad safety!

BACK

CONTINUE TO REPORT



Inside THE RAIL

Inside The Rail is a rail safety newsletter, with de-identified C³RS report excerpts in a popular "lessons learned" format.



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 RE-

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 _____ ☐ H ☐ M ☐ W

ALTERNATE Area _____ No. _____ Hours _____ ☐ H ☐ M ☐ W

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

EVENT LOCATION

Division / Subdivision _____

Facility _____

Milepost _____ State _____

Nearest Station _____

CARRIER / RAILROAD _____

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	
☐ Boiler Maker	☐ Hostler (Inside)	☐ Pipe Fitter	☐ Air Brake Inspections
☐ Carman	☐ Laborer	☐ Trainee	☐ Blue Signal Protection
☐ Electrician	☐ Machinist	☐ Other: _____	☐ Conductor Certification
☐ Foreman	☐ Manager		☐ FRA Glazing
			☐ Freight Car Inspection
			☐ Locomotive Engineer Certification
			☐ Locomotive Inspection
			☐ Passenger Car Inspection
			☐ Rear End Marker/EOT
			☐ Safety Appliances
			☐ Other: _____

REPORTER EXPERIENCE	WORK GROUP SIZE	SHIFT DURING EVENT	
Railroad Years _____ yts	Work Group Size _____	At time of incident, were you on	Hours into Shift _____ hrs
Years in Craft _____ yts		☐ Assigned Shift	☐ Emergency Duty
		☐ Overtime Duty	☐ Other: _____

REPORTER LOCATION	WEATHER	LIGHT / VISIBILITY	
☐ Yard	☐ Clear	☐ Snow	☐ Outdoors
☐ Shop	☐ Fog	☐ Wind	☐ Dawn
☐ Other Track	☐ Hail	☐ Haze/Smoke	☐ Night
☐ Adjacent to track/on ground	☐ Ice	☐ Thunderstorm/Lightning	☐ Daylight
☐ Office/Crew Facility	☐ Rain	☐ Other: _____	☐ Dusk
☐ On/under/between Motive Power			☐ High
			☐ Low
			☐ Medium
			☐ Off
			☐ Reduced Visibility _____ feet

ACTIVITY		Were job/safety briefings completed?
☐ Blocking/Jacking/Rerailing	☐ Installation	☐ Yes
☐ Documentation	☐ Operating Vehicle/Equipment	☐ No
☐ Inspection	☐ Repair/Replace	
	☐ Scheduled Maintenance	
	☐ Testing	
	☐ Other: _____	

EQUIPMENT	
Locomotives	Total Head End # _____
	Locomotive Make/Model _____
	Remote Control ☐ Yes ☐ No
	Distributed Power ☐ Yes ☐ No
	Position in Train _____
Passenger	# of Cars _____
	# in Service _____
	Cab Car Controlling ☐ Yes ☐ No
Freight	Loads _____
	Empties _____
	Tons _____
	Length _____ feet
Status	Records complete ☐ Yes ☐ No
	Required/correct documents on board ☐ Yes ☐ No
	Maintenance deferred ☐ Yes ☐ No
Type	☐ Passenger/Commuter
	☐ Freight
	☐ Other: _____
	Involved Car Kind _____

Type	☐ Passenger/Commuter ☐ Freight ☐ Other: _____	Involved Car Kind _____
Location	☐ Main Track ☐ Yard ☐ Passenger Station ☐ Industry ☐ Repair Facility ☐ Other: _____	
Operating Rules	☐ GCOR ☐ NORAC ☐ Other: _____	Blue Signal Protection ☐ Yes ☐ No

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

NASA ARC 277G (September 2013)

C3RS MECHANICAL FORM

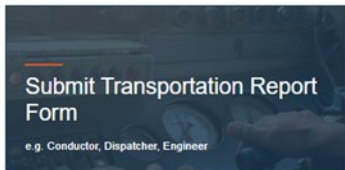
OMB No. 2700-0172

[Reset Form](#)

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION 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. 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. Paperwork Reduction Act Statement - This information collection meets the requirements of 44 U.S.C. § 3507, as amended by section 2 of the Paperwork Reduction Act of 1995. You do not need to answer these questions unless we display a valid Office of Management and Budget control number. The OMB control number for this information collection is 2700-0172. We estimate that it will take about 30 minutes to read the instructions, gather the facts, and answer the questions. You may send comments on our time estimate above to: P.O. Box 189 Moffett Field, CA 94035-0189.	CONFIDENTIAL CLOSE CALL REPORTING SYSTEM 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.
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)	

DESCRIBE EVENT/SITUATION, continued...		
CHAIN OF EVENTS - How the problem arose - Contributing factors	- How it was discovered - Corrective actions	HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions - Factors affecting the quality of human performance

NASA ARC 277G (September 2013)



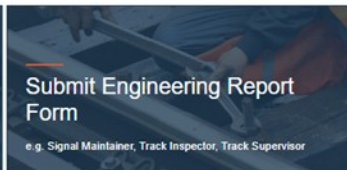
Submit Transportation Report Form

e.g. Conductor, Dispatcher, Engineer



Submit Mechanical Report Form

e.g. Carman, Laborer, Machinist, Electrician



Submit Engineering Report Form

e.g. Signal Maintainer, Track Inspector, Track Supervisor

How to Report Electronically

- Once you have filled out the electronic form, you may wish to print a copy for your records. You must print it *BEFORE* clicking Submit.
- After you click the Submit button, a computer-generated verification code will appear to indicate your report has been securely transmitted to NASA C³RS.

Note: NASA C³RS cannot accept reports through e-mail or fax due to security concerns. If you are having difficulty submitting electronically, you may want to download, print and mail the report form assuring a timely postmark date. (Please see your company's IMOU for reporting deadlines).

Fill out (PDF) & Print for US Mail

The C³RS Report Forms can also be mailed to C³RS by US Mail. They are provided here as interactive (fillable) PDF documents that you may fill out, print, and mail to C³RS using your own stamp. Select the form for your craft, fill it out, and mail your completed form to:

NASA Confidential Close Call Reporting System
P.O. Box 177
Moffett Field, California
94035-0177

✚ [Transportation Report Form for US mail \[PDF\]](#)

✚ [Mechanical Report Form for US mail \[PDF\]](#)

✚ [Engineering Report Form for US mail \[PDF\]](#)



CONFIDENTIAL CLOSE CALL REPORTING SYSTEM



Contact



Improv

e calls"

PLEASE READ THE FOLLOWING

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 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 identification 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 identification 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 IDENTIFICATION STRIP WILL BE RETURNED BY MAIL DIRECTLY TO YOU. The return of the identification strip assures your anonymity.

NOTE: Train Accidents and/or criminal acts should not be reported on this form. Such events should be filed through appropriate authorities.

[Paperwork Reduction Act Statement](#)

Thank you for your contribution to railroad safety!

BACK

CONTINUE TO REPORT



Inside THE RAIL

Inside The Rail is a rail safety newsletter, with de-identified C³RS report excerpts in a popular "lessons learned" format.



TYPE OF EVENT/SITUATION _____

INVOLVED CO-WORKERS _____

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

PRIMARY Area _____ No. _____ Hours _____ ☐ H ☐ M ☐ W

ALTERNATE Area _____ No. _____ Hours _____ ☐ H ☐ M ☐ W

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

EVENT LOCATION

Division / Subdivision _____

Facility _____

Milepost _____ State _____

Nearest Station _____

CARRIER / RAILROAD _____

DATE OF OCCURRENCE _____

LOCAL TIME (24 hr. clock) _____

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

REPORTER					
☐ Buildings & Bridges	☐ Carpenter	☐ Laborer	☐ Signal Inspector/Tester	☐ Trainee	
☐ Maintenance of Way	☐ CDL Vehicle Operator	☐ Lineman	☐ Signal Maintainer	☐ Other: _____	
☐ Signal & Train Control	☐ Crane Operator	☐ Machine Operator	☐ Signaller		
☐ Telecommunications	☐ Electrician	☐ Mechanic	☐ Technician		
	☐ Foreman	☐ Plumber	☐ Track Supervisor/Inspector		
REPORTER EXPERIENCE		WORK GROUP SIZE		SHIFT DURING EVENT	
Railroad Years _____ yrs	Work Group Size _____	At time of incident, were you on ☐ Assigned Shift ☐ Other: _____		Hours into Shift _____ hrs	
Years in Craft _____ yrs		☐ Overtime Duty _____			
		☐ Emergency Duty _____			
REPORTER LOCATION		WEATHER		LIGHT / VISIBILITY	
☐ Yard	☐ Adjacent to track/on ground	☐ Clear	☐ Snow	<u>Outdoors</u>	<u>Work Area Lighting</u>
☐ Shop	☐ Office/Crew Facility	☐ Fog	☐ Wind	☐ Dawn	☐ High
☐ Main Track	☐ On Track Equipment	☐ Hail	☐ Haze/Smoke	☐ Daylight	☐ Medium
☐ Other Track	☐ Station Platform	☐ Ice	☐ Thunderstorm/Lightning	☐ Night	☐ Low
	☐ Other: _____	☐ Rain	☐ Other: _____	☐ Dusk	☐ Off
☐ Reduced Visibility _____ feet					
ACTIVITY					
☐ Blocking/Jacking/Rerailing	☐ Installation	☐ Testing		Were job/safety briefings completed?	
☐ Construction	☐ Operating Vehicle/Equipment	☐ Other: _____		☐ Yes ☐ No	
☐ Documentation	☐ Repair/Replace				
☐ Inspection	☐ Scheduled Maintenance				
EQUIPMENT					
Type	☐ Crane	☐ Off Track Equipment	☐ Portable/Hand Tools		
	☐ Motor Vehicle	☐ On Track Equipment	☐ Other: _____		
Location	☐ Yard	☐ Main Track	☐ Public Roadway	☐ Other: _____	
	☐ Shop	☐ Other Track	☐ Adjacent to track		
Operating Rules	☐ MOW Rules	☐ GCOR	☐ NORAC	☐ Other: _____	

Rules in Effect - Methods of Operation (check all that apply)	☐ Centralized traffic control	☐ Yard limits	☐ Automatic block signals	☐ Roadway Worker Protection
	☐ Interlocking	☐ Other than main track rules	☐ Automatic cab signals	☐ Other: _____
	☐ Track warrant control	☐ Positive train control	☐ Automatic train stop	
	☐ Direct traffic control	☐ Dark Territory (Non-ABS)	☐ Camp Car Protection	

NASA ARC 277H (September 2013)

C3RS ENGINEERING FORM

OMB No. 2700-0172

Reset Form

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

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.

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.

Paperwork Reduction Act Statement - This information collection meets the requirements of 44 U.S.C. § 3507, as amended by section 2 of the Paperwork Reduction Act of 1995. You do not need to answer these questions unless we display a valid Office of Management and Budget control number. The OMB control number for this information collection is 2700-0172. We estimate that it will take about 30 minutes to read the instructions, gather the facts, and answer the questions. You may send comments on our time estimate above to: P.O. Box 189 Moffett Field, CA 94035-0189.

CONFIDENTIAL CLOSE CALL REPORTING SYSTEM

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.

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)

DESCRIBE EVENT/SITUATION, continued...		
CHAIN OF EVENTS - How the problem arose - Contributing factors	- How it was discovered - Corrective actions	HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions - Factors affecting the quality of human performance