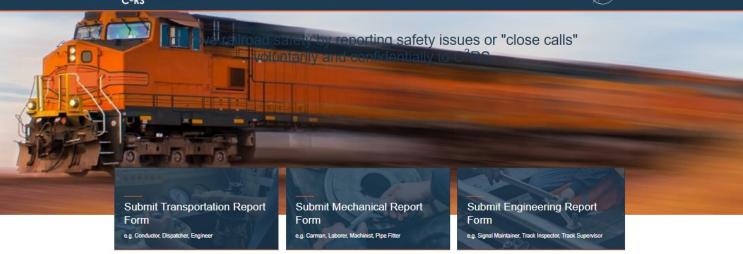
NASA C3RS

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









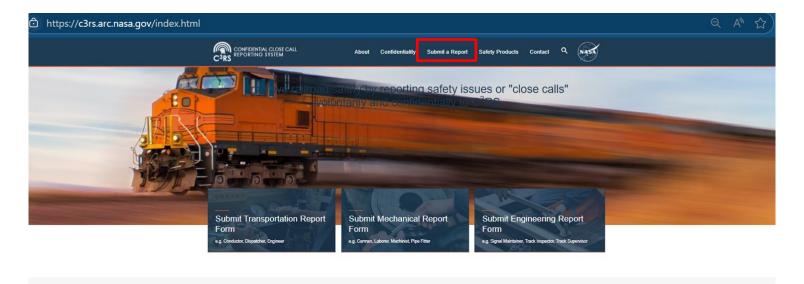
Inside The Rail is a rail safety newsletter, with de-identified C3RS report excerpts in a popular "lessons learned" format.

Sign up today to receive the free newsletter by email!

SUBSCRIBE

Read Past Issues









Confidentiality

Submit a Report

Safety Products Contact





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]









calls"

ering Report

nspector, Track Supervisor

ontact







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



InsideRAIL

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



NO RECORD WIL				risure relui	n of ID strip to y	you.		(SPACE	BELOW RESERVED FO	K NASA DATE/TIME	SIAMP)
TYPE OF EVENT	T/SITUA	TION									
NVOLVED CO-W	VORKER	RS			0.00						
TELEPHONE NUM	MBERS	where we	may reach you	reach you for further details of this occurrence			irrence		OCATION		
PRIMARY Are	ea	No.	lo. Hours OH		ОН	OM OW		/ Subdivision			
ALTERNATE Are	ea	No.		Hours_		OH (OM OW				
NAME											
									Station		-545 Fatto-50072
ADDRESS	·								R RAILROAD		
									F OCCURRENCE _		
CITY			STA	TE	ZIP		-3	LOCAL	TIME (24 hr. clock)		
									,,		
	PLE	ASE FILL I	N APPROPRIAT		AND CHECK AI	LL ITEI	MS WHICH		THIS EVENT OR SITU		
□ Engineer				RTER		1000	MS WHICH	APPLY TO	THIS EVENT OR SITU	JATION.	CE
			REPO ant Conductor	RTER Yardı		□ c		APPLY TO	THIS EVENT OR SITURE REPORT Railroad Ye	JATION. ER EXPERIENC	CE yrs
☐ Assistant Engir	neer	☐ Assista	REPO ant Conductor man	RTER Yardı	master er (Outside)	□ o	On Board S	APPLY TO	REPORT Railroad Years in C	JATION. ER EXPERIENCE	CE yrs
☐ Assistant Engir	neer	☐ Assista	REPO ant Conductor man	RTER Yardr	master er (Outside)	□ o	On Board S	APPLY TO	REPORT Railroad Ye Years in C CR	JATION. ER EXPERIENCE ears	CE yrs
☐ Assistant Engir	neer	☐ Assista ☐ Braker ☐ RCL 0	REPO ant Conductor man Operator REP	RTER Yardr	master er (Outside) atcher	□ o	On Board S	APPLY TO	REPORT Railroad Ye Years in C CR	JATION. ER EXPERIENCE ears Craft EW SIZE	CE yrs yrs
Assistant Engir Conductor Other: SHIFT DURI	neer ING EVE	☐ Assista ☐ Braker ☐ RCL C	REPO ant Conductor man Operator	RTER Yardr Hostl	master er (Outside) atcher	□ c	On Board S Foreman Frainee	APPLY TO	REPORT Railroad Ye Years in C CR	JATION. ER EXPERIENCE Pars Craft EW SIZE Size	CE yrs yrs
Assistant Engir Conductor Other: SHIFT DURI At time of inciden Regular Start T	ING EVE	☐ Assista ☐ Braker ☐ RCL C	REPO ant Conductor man Operator REP Locomotive	RTER Yardı Hostl Dispa	master er (Outside) atcher DCATION Train Car O Car	□ c	On Board S Foreman Frainee	Service WEAT	REPORT Railroad Ye Years in C CR	JATION. ER EXPERIENCE ears Craft EW SIZE Size LIGHT/VI	yrs yrs SIBILITY Night
☐ Engineer ☐ Assistant Engir ☐ Conductor ☐ Other: ☐ SHIFT DURI At time of inciden ○ Regular Start T ○ Unassigned (Po	ING EVE	☐ Assista ☐ Braker ☐ RCL C	REPO ant Conductor man Operator REP Locomotive	RTER ☐ Yardr ☐ Hostl ☐ Dispa ORTER LO y/Steps o track/on	master er (Outside) atcher DCATION Train Car O Car O Vestibu	□ C □ F □ T	On Board S Foreman Frainee	Service WEAT	REPORT Railroad Ye Years in C CR Crew 1	ER EXPERIENCE Bears Craft EW SIZE Size LIGHT/VI	yrs yrs SIBILITY Night
Assistant Engir Conductor Other: SHIFT DURI At time of inciden Regular Start T Unassigned (P	ING EVE at, were y Time Job	Assista Braker RCL C	REPO ant Conductor man Operator REP Locomotive	Parding Hosting Disparation ORTER Local Contract Contrac	master er (Outside) atcher DCATION Train Car O Car O Vestibu	□ C	On Board S Foreman Trainee Clear Fog	WEAT Snow Wind Haze/S	REPORT Railroad Ye Years in C CR Crew 1	ER EXPERIENCE Pears Craft EW SIZE Size LIGHT / VI O Dawn O Daylight Reduced	yrs yrs SIBILITY Night Dusk Visibility
Assistant Engir Conductor Other: SHIFT DURI At time of inciden Regular Start T Unassigned (Po	ING EVE nt, were y Fime Job	Assista Braker RCL C	REPO ant Conductor man Operator REP Locomotive	PATER □ Yardr □ Hostl □ Dispa ORTER LO y/Steps o track/on Center atform rol Center	master er (Outside) atcher DCATION Train Car O Car O Vestibu	□ C	On Board S Foreman Trainee Clear Fog Hail	WEAT Snow Wind Haze/S	REPORT Railroad Ye Years in C CR Crew S HER	ER EXPERIENCE Bears Craft EW SIZE Size LIGHT/VI O Dawn O Daylight	yrs yrs ISIBILITY Night Dusk Visibility
Assistant Engir Conductor Other: SHIFT DURI At time of inciden Regular Start T Unassigned (Po Extra Board Other:	ING EVE nt, were y Fime Job	Assista Braker RCL C	REPO ant Conductor man Operator REP Locomotive	PATER □ Yardr □ Hostl □ Dispa ORTER LO y/Steps o track/on Center atform rol Center	master er (Outside) atcher DCATION Train Car	□ C	On Board S Foreman Trainee Clear Fog Hail	WEAT Snow Wind Haze/S	REPORT Railroad Ye Years in C CR Crew HER	ER EXPERIENCE Pears Craft EW SIZE Size LIGHT / VI O Dawn O Daylight Reduced	yrs yrs SIBILITY Night Dusk Visibility

Type of Operation	☐ Passenger ☐ Freight		☐ Yard Assignment ☐ Other:		O Sho	A STATE OF THE STA	ull (Passe	inger)
Equipment	Locomotives	No. of the second	ake/Model		ed End #		OYes OYes	
	Passenger	# of Cars	# In Service		Cab Car Controlli	ng OYes ONo		
	Freight	Loads		The second of	O Unit Train O Intermodal Train	_		
Train Location	☐ Main Track	Yard Yard	☐ Passenger Station	□ In	dustry 🗆 Oth	ner:		
Rules in Effect - Methods of Operation (check all that apply)	☐ Centralized☐ Interlockin☐ Track warr☐ Direct traff	ant control	☐ Yard limits ☐ Other than main tr. ☐ Positive train contr ☐ Dark Territory (Nor	ol	Automatic Automatic Automatic Other:	cab signals		
Operating Rules	O GCOR	ONORAC	O Other:		Were job/safet	y briefings completed?	OYes	ONo
Train Activity Pre-Departure Departure Enroute			Switching in yard		☐ Passenger boarding/disembarking ☐ Freight loading/unloading ☐ Other:			
	If more than one	e train was involved	, please describe the addition	nal train in t				

NASA ARC 277F (September 2013)

C3RS TRANSPORTATION 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.

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.

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)

Page 2 of 3	VENTS	CHAIN OF E
	- How it was discovered	- How the problem arose
	 How it was discovered Corrective actions 	How the problem arose Contributing factors

NASA ARC 277F (September 2013)

CHAIN OF EVENTS New the protein sense		DESCRIBE E	VENT/SITUATION	ON, continued
CHAIN OF EVENTS - How the problem arose - How It was discovered - Perceptions, judgments, decisions - Actions or inactions - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How the was discovered - Perceptions, judgments, decisions - Actions or inactions - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, judgments, decisions - Actions or inactions - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose CHAIN OF EVENTS - How the problem arose Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose CHAIN OF EVENTS - How the problem arose Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose CHAIN OF EVENTS - How the problem arose Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arcse - How it was discovered - How it was discovered - Perceptions, judgments, decisions - Actions or inactions - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arcse - How it was discovered - How the problem arcse - How it was discovered - Perceptions, judgments, decisions - Actions or inactions - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arcse - How it was discovered - Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS CHAIN OF EVENTS How the problem arose How it was discovered Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS CHAIN OF EVENTS - How the problem arose - How it was discovered Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS CHAIN OF EVENTS How the problem arose How it was discovered Perceptions, judgments, decisions Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered Page 3 of 3 - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, Judgments, decisions - Actions or inactions				
CHAIN OF EVENTS - How the problem arose - How it was discovered - Perceptions, judgments, decisions - Actions or inactions				
- How the problem arose - How it was discovered - Perceptions, judgments, decisions - Actions or inactions	CHAIN OF	EVENTS	Page 3 of 3	HUMAN PERFORMANCE CONSIDERATIONS
- Contributing factors - Corrective actions - Factors affecting the quality of human performance	- How the problem arose	- How it was discovered		- Perceptions, judgments, decisions - Actions or inactions



How to Report Electronically

C3RS CONFIDENTIAL CLOSE CALL

- . 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

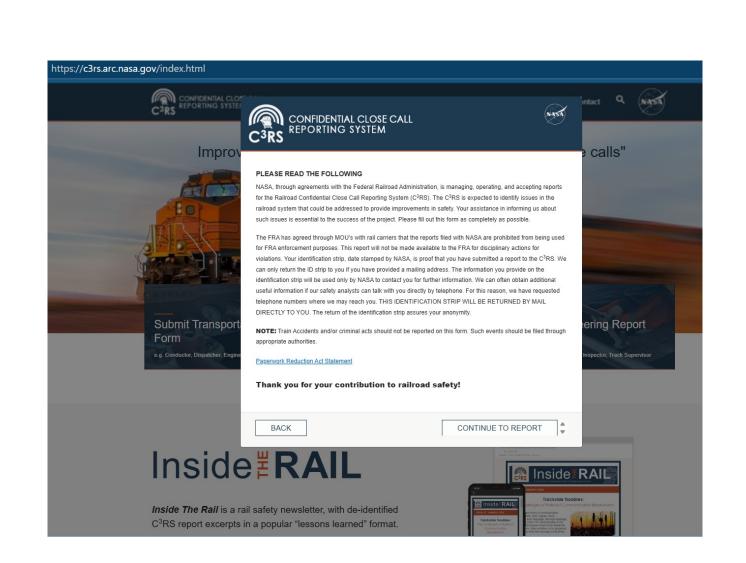
The C3RS Report Forms can also be mailed to C3RS by US Mail. They are provided here as interactive (fillable) PDF documents that you may fill out, print, and mail to C3RS using your own stamp. Select the form for your craft, fill it out, and mail your completed form to:

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]



NO RECORD W		fill in all blanks to ensure n YOUR IDENTITY.	eturn of ID strip to yo	DU.	(SPACE	BELOW RESERVED FOR	NASA DATE/TIME STAMP)
TYPE OF EVE	NT/SITUATION						
INVOLVED CO	-WORKERS						
TELEPHONE N	UMBERS where	we may reach you for fur			EVENT L		
	AreaNo.			OH OM OW			
ALTERNATE	AreaNo.	Hou	rs	OH OM OW			tate
27.11.							tate
						station	
ADDRES	88						
-					(MI)	M/DD/YYYY)	
CITY_		STATE	ZIP			IME (24 hr. clock) (HH:MM)	
	PLEASE FIL	L IN APPROPRIATE SPAC	ES AND CHECK AL	L ITEMS WHICH	APPLY TO T	HIS EVENT OR SITUA	TION.
	R	EPORTER				CERTIFICATION	
■ Boiler Maker	Hostler (I	nside) Pipe Fitter		Air Brake II			comotive Inspection
☐ Carman	☐ Laborer	☐ Trainee		Blue Signa			ssenger Car Inspection
☐ Electrician	■ Machinist	Other:		☐ Conductor ☐ FRA Glazin			ar End Marker/EOT fety Appliances
Foreman	■ Manager			☐ Freight Car			
				Locomotive			
REPORTER E	EXPERIENCE	WORK GROUP SIZE			SHIFT DU	RING EVENT	
Railroad Years	yrs	Work Group Size	At time of incide				Hours into Shift
Years in Craft	yrs		Assigned Shif	_			hrs
	REPORTER LO	CATION	Overtime Dut	y Other:			VISIBILITY
		ner Track	□ Clear □ Sr		14		1
O Adjacent to		/under/between	□ Fog □ W			Outdoors	Work Area Lighting
track/on grou		lling Equipment		aze/Smoke			O High O Low
	Facility O Sta	tion Platform		hunderstorm/Lic	abbalaa	Daylight O Dusk	O Medium O Off
O Office/Crew			LICE LIF	nunder storm/Lig	gnuning		
On/under/be	etween Ott	ier:	□ Rain □ □	ther		Peduced Visibility	foot
Office/Crew On/under/be Motive Powe		ner:	Rain O	ther:		Reduced Visibility	feet
On/under/be Motive Powe	er	□ Installation	ACTIV	VITY			feet e job/safety briefings
On/under/be	cking/Rerailing		ACTIV			Wer	
On/under/be Motive Powe	cking/Rerailing	□ Installation	ACTIV	VITY cheduled Mainte		Wer	e job/safety briefings
On/under/be Motive Powe Blocking/Jac Documentati	cking/Rerailing	☐ Installation ☐ Operating Vehicle/E	ACTIV	cheduled Mainte		Wer	e job/safety briefings pleted?
On/under/be Motive Powe Blocking/Jac Documentati	cking/Rerailing	☐ Installation ☐ Operating Vehicle/E	ACTIVE Company of the	cheduled Mainte esting ther:		Wer	e job/safety briefings pleted?
On/under/be Motive Powe	cking/Rerailing	☐ Installation ☐ Operating Vehicle/E ☐ Repair/Replace	ACTIVE CONTRACT OF SEQUIPMENT	cheduled Mainte esting ther:	enance Yes O No	Wer	e job/safety briefings pleted?) Yes O No
On/under/be Motive Powe	cking/Rerailing ion Total Hea	☐ Installation ☐ Operating Vehicle/E ☐ Repair/Replace	ACTIN Squipment To EQUIPT Remote Distribut	cheduled Mainte esting ther: MENT Control	enance Yes O No Yes O No	Wer com	e job/safety briefings pleted?) Yes O No
On/under/be Motive Power Blocking/Jac Documentati Inspection Locomotives	cking/Rerailing ion Total Hea Locomotive Mai	Installation Operating Vehicle/E Repair/Replace Installation Operating Vehicle/E Repair/Replace Installation I	ACTIN Squipment To EQUIPT Remote Distribut	cheduled Maintenant of the control o	enance Yes O No Yes O No	Wer com	e job/safety briefings pleted?) Yes
On/under/be Motive Powe Blocking/Jac Documentati Inspection Locomotives Passenger	cking/Rerailing ion Total Heal Locomotive Mail # of Cars Loads Records compile	Installation Operating Vehicle/E Repair/Replace d End # re/Model # in Service Empties ete ct documents on board	ACTIV	cheduled Maintensting ther: Control Cab Car Con Tons Rele Movi	enance Yes O No Yes O No	Position in Train Yes O No Length	e job/safety briefings ploted? Yes No

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

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 The FRA has agreed through MOU's with rail carriers that the reports filed 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.

CONFIDENTIAL CLOSE CALL REPORTING SYSTEM

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.

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)

CHAIN OF EVENTS		Page 2 of 3	HUMAN PERFORMANCE CONSIDERATIONS
- How the problem arose	- How it was discovered		- Perceptions, judgments, decisions - Actions or inactions
- Contributing factors	- Corrective actions		- Factors affecting the quality of human performance

NASA ARC 277G (September 2013)

CHAIN OF EVENTS Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS
- How the problem arose - How it was discovered - Contributing factors - Corrective actions - Factors affecting the quality of human performance
Contribution feature Contribution of the contr



Submit a Report

Safety Products







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

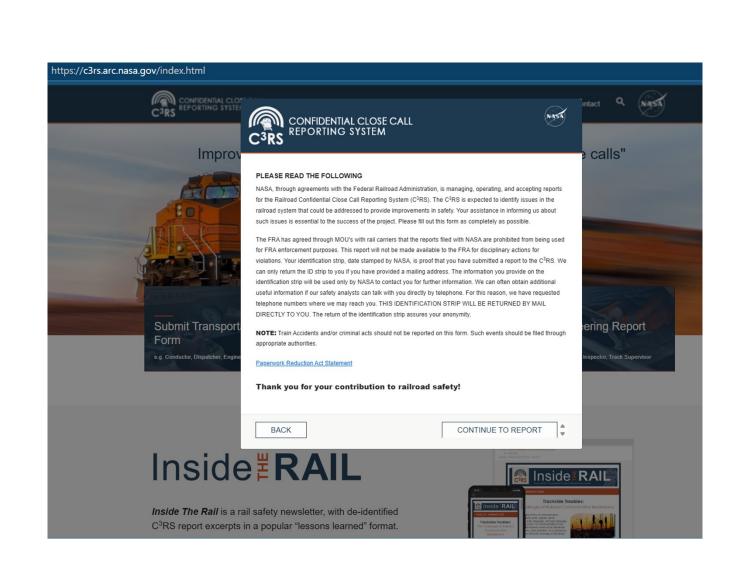
The C3RS Report Forms can also be mailed to C3RS by US Mail. They are provided here as interactive (fillable) PDF documents that you may fill out, print, and mail to C3RS using your own stamp. Select the form for your craft, fill it out, and mail your completed form to:

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]



					AND CRIMINAL A	ACTIVITIES ARE L BE REMOVED	NOT INCLUDED IN THE C ³ RS TO ASSURE COMPLETE RE-	
		e fill in all blanks to ensure rel F YOUR IDENTITY.	turn of ID strip to yo	ou.	(SPACE BE	LOW RESERVED F	OR NASA DATE/TIME STAMP)	
TYPE OF EVENT	T/SITUATION							
INVOLVED CO-V	WORKERS _							
TELEPHONE NU	MRFRS where	we may reach you for furth	ner details of this	occurrence	EVENT LOC	CATION		
	rea No	- Committee of the Comm		OH OM OW	Division / St	ubdivision		
		. Hours						
ALIERNAIE A	rea No	Hours		SH OM OW			State	
NAME					100000000000000000000000000000000000000			
ADDRESS	S					The state of the s		
1000				-	DATE OF O	CCURRENCE _		
CITY		STATE	ZIP			E (24 hr. clock)		
						,		
	PLEASE F	LL IN APPROPRIATE SPACE	S AND CHECK ALL		H APPLY TO THIS	EVENT OR SITE	UATION.	
O Buildings & Bri	idane : F	Carpenter	Laborer		Signal Inspector	/Tester	□ Trainee	
	CDI Vehicle Operator		Lineman				Other:	
 Maintenance of 	or way .	Crane Operator	☐ Machine Operator		□ Signalman			
O Signal & Train	Control	Electrician	Mechanic		Technician			
O Telecommunic	ations	Foreman	Plumber	☐ Plumber ☐ Track Su		or/Inspector		
REPORTER E	XPERIENCE	WORK GROUP SIZE		SHIFT DURING EVENT				
			At time of in	cident, were y	ou on		1	
Railroad Years	yrs	Work Group Size	☐ Assigned	Shift	Other:		Hours into Shift	
V 00			□ Overtime	Overtime Duty			hrs	
Years in Craft	yrs		☐ Emerger	ncy Duty				
	REPORTER	LOCATION		WEATHER			GHT/VISIBILITY	
O Yard	O Adjacent	to track/on ground	☐ Clear	Snow		Outdoors	Work Area Lighting	
	O Office/Cr	ew Facility	□ Fog	□ Wind		O Dawn	○ High	
O Shop				☐ Haze/Smok	le o	O Daylight	O Medium O Low	
O Main Track		On Track Equipment				O Night O Dusk	OOff	
Other Track	O Station P	latform	☐ Ice	Thundersto	orm/Lightning			
O Other:		Rain	Other:		Reduced Visibilityfeet			
			ACTIV	TY				
☐ Blocking/Jack	ing/Rerailing	☐ Installation		Testing			ere job/safety briefings	
□ Construction		□ Operating Vehicle/	Equipment	Other:		co	mpleted?	
Documentatio	n	☐ Repair/Replace		2		_	O Yes O No	
Inspection		☐ Scheduled Mainter						
			EQUIPN					
Туре	Crane		ff Track Equipmen	100	Portable/Hand	Tools		
	☐ Motor	r Vehicle O	n Track Equipmer	nt 🗆	Other:			
Location	☐ Yard		lain Track		Public Roadwa		Other:	
	☐ Shop	☐ Shop ☐ Other Track			Adjacent to track			

ONORAC

Other:

Operating Rules

O MOW Rules

O GCOR

Rules in Effect - Methods of Operation (check all that apply)	☐ Centralized traffic control ☐ Interlocking ☐ Track warrant control ☐ Direct traffic control	Yard limits Other than main to Positive train cont Dark Territory (No	rol	Automatic block signals Automatic cab signals Automatic train stop Camp Car Protection	☐ Roadway Worker Protection ☐ Other:
NASA ARC 277H (Sep	otember 2013)	C3RS ENGINE		FORM	OMB No. 2700-017
NASA, through agr managing, operatin Close Call Reportin issues in the railr improvements in s issues is essential tas completely as popaid. The C ³ RS weldownload, complete postage, and mail of through a secure, e Thank you for you Paperwork Reduction Act of 198	SUCH EVENTS: on Act Statement - This informal 95. You do not need to answer the	pad Administration, is Railroad Confidential sexpected to identify ddressed to provide ming us about such lease fill out this form ldressed and postage provides two options: envelope, affix proper DR submit your report cess. AND/OR CRIMINAL AC SHOULD BE FILED TH tion collection meets the ese questions unless we	The FRA with NAS This repo for violatinhave sub you if you on the idinformatic analysts or requester STRIP W of the ide CTS SHOUGH AF	A are prohibited from being use rt will not be made available nos. Your identity strip, date st mitted a report to the C ³ RS. I interest to the C ³ RS. I have provided a mailing addr entity strip will be used only by no. We can often obtain additio can talk with you directly by tels telephone numbers where we ILL BE RETURNED BY MAIL Intity strip assures your anony! D NOT BE REPORTED ON TI PROPRIATE AUTHORITIES. ts of 44 U.S.C. § 3507, as amer ralid Office of Management and	th rail carriers that the reports filed of for FRA enforcement purposes. The trail of the FRA for disciplinary actions amped by NASA, is proof that you we can only return the ID strip to ress. The information you provide y NASA to contact you for further nal useful information if our safety ephone. For this reason, we have a may reach you. THIS IDENTITY DIRECTLY TO YOU. The return mity. HIS FORM. Indeed by section 2 of the Paperwork Budget control number. The OMB
If you want to	mail this form, please fol- elope, and mail to:	stimate above to: P.O. B	lox 189 Mof	ett Field, CA 94035-0189.	close in a sealed,
stamped enve	NAS POS	T OFFICE BOX	177	SE CALL REPORTII	NG SYSTEM
		DESCRIBE EVE			
	topics shown below, discuss to differ the problem, and what can be				s important. Include what you ADDITIONAL PAPER IF NEEDED)

CHAIN OF EVENTS

- How the problem arose - How it was discovered - Contributing factors - Corrective actions - Factors affecting the quality of human performance

NASA ARC 277H (September 2013)

DESCRIBE E	VENT/SITUATION, continued
	[B 8 - 48]
CHAIN OF EVENTS - How the problem arose - How it was discovered - Contributing factors - Corrective actions	Page 3 of 3 HUMAN PERFORMANCE CONSIDERATIONS - Perceptions, judgments, decisions - Actions or inactions - Factors affecting the quality of human performance