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C³RS Update

Web site for reporting:
<http://c3rs.arc.nasa.gov>

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Peer Review Team



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An Explanation

You may have received notification that you needed to save copies of your C3RS reports. This was due to a funding glitch between NASA and the FRA, which has since been resolved. The C3RS program continues as usual.

Mechanical Launches C3RS Program

NJT has created a separate C3RS program to support safety within the Mechanical Department. The Transportation C3RS program will continue to focus on safety issues for the Train Crews, Dispatchers and Yardmasters. Each program will have its own Peer Review Team (PRT) with its own incident review process. We welcome the Mechanical Department into the process, and look forward to coordinating our work with theirs.

Employee Outreach

During April you probably saw a member of the NJT C3RS team as we delivered an update on the program at all sign-up locations. As a reminder, when you submit reports to C3RS, we strongly encourage you to ask your fellow crew members to do so also. While they may not have detailed knowledge of the incident, it does help our team to know what every crew member was aware of and what actions they took.

Details, Details, Details

With the reporting system administered by NASA, your PRT has seen less call back interviews taken from reporting employees. This is the NASA-ASRS (Aviation Safety Reporting System) model where there are far fewer call backs and the PRT relies on the reporting employee's narrative to work cases.

Your PRT is asking reporting employees to use the "7 Key Questions: Who, What, Why, When, Where, How, How Much?" for each part of the incident your reporting. For example, when describing your SJB, answer the questions; when describing your incident being reported, answer the questions; when describing the aftermath, answer the questions.

This will help us to truly understand what occurred and create quality corrective actions to help us all avoid similar events in the future.

Your PRT works hard to create corrective actions that help employees by providing tools, engineering changes, and providing support without creating rules. Your being more specific will benefit us all by supporting the continued success of C3RS.

Switch Tender Positions

Early in 2017 NJT started a pilot program of having fulltime Conductor positions in Morrisville Yard in order to reduce the number of run through switches. Given the short term success in Morrisville, the pilot was expanded to include the MMC. These Switch Tenders have significantly reduced the number of run through switches. Thanks to everyone who contributed to making these positions an effective part of NJT's safe operating environment.

2017 User Group Workshop

The seventh annual C3RS User Group Workshop was held in Boston, MA, during the month of April. Delegates from both the NJT Transportation PRT and the NJT Mechanical PRT attended. Other participants included representatives from many rail carriers, associations, labor unions and the FRA. The multi-day event provides an opportunity for each PRT to share their progress and successes, and to share "best practices", as well as receive program updates from the FRA.

How To Report an Incident to C3RS

Online: Visit the website <http://c3rs.arc.nasa.gov>. Follow the prompts on each webpage: Electronic Report Submission (ERS), then Transportation as the category of reporting, then Continue to Report. This final screen is the same as the paper reporting form.

Paper: Every sign-up location has a C3RS kiosk hanging on a wall. These plastic bins are stocked with paper reporting forms which are the same as the on-line form. Each is one page, no postage required. Fill in the blanks & check the boxes to best describe the incident.

Whether using a web browser or a paper version, in the event description be as complete as you can be, with the circumstances that led up to the event as well as the event itself. (You must complete the name

and address at the top because after your report is recorded this piece of the report will be returned to you in the mail as your receipt for making the report. Your personal information is NOT recorded with the details of your report.)

If you have any questions about the process, or if you do not hear back from C3RS after 4 weeks of submitting a report, contact your Local Chairman.

C3RS in Brief

C3RS is designed to improve safety practices by studying conditions and incidents with potential for more serious consequences than they have already caused. Parties involved in the project include the BLET, UTU, ATDA, NJT management, and the FRA.

NJT C3RS Goals

- To effectively make for a safer work environment for all employees and customers
- To foster a cooperative environment between labor, management and FRA
- To turn out corrective actions that:
 - Our workforce values
 - Finds systemic issues and solutions to be addressed by multiple stakeholders
 - Reduces Human error incidents
 - Empowers all employees to provide feedback and/or information
 - Without burdening the system with unnecessary rules
- Commit to reaching root causes with corresponding actions within the context of MCIA
- Promote C3RS across our organization. To reach out and encourage all of our colleagues to be involved in the process.

T&E Safety Job Briefing Checklist

Use this form along with the T&E Safety Job Briefing trifold to make notes for your trip.

- Call Dispatcher / Yardmaster
- BO/RB/AMTRAK TSRB
- Form D's
- Special Instructions for line(s) or location
- RF and TM Notices
- TTSB's/Schedule Changes
- Train consist speed restrictions
- Dual Mode "change mode" locations
- Division Notices
- Summary Safety Bulletin
- Safety Rule of the Day
- Proper PPE for the Task
- Known Safety Hazards
- Unusual Yard Conditions
- Method of Communication between the crew
- Emergency Preparedness Equipment
- Comply with Electronic Device rules
- Correct Time
- Switches and Derails properly lined
- Working Portion of Train
- Cars to work
- Private cars or Groups
- ADA Passengers
- Method of Communication with passengers
- Role of crewmembers during passenger emergency or unusual occurrences

(Update SJB as per Rule SI 4-1.)

Train 1

Train 2

Train 3

Train 4

Train 5

Train 6