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C³RS Update

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

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Peer Review Team



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What Makes a Good Report

Keeping in mind that the purpose of the C³RS program is to review potentially dangerous situations and to propose ways to minimize the risk in these incidents, it is vital to the program that the reports that are submitted are complete enough to support that review. When you complete the report, please ask yourself: What led up to the situation? What was my contribution to it? What role did other employees play? What could be done to avoid this? By addressing these issues in your report you support the program, and if your report is complete and clear enough there may not be a need for the screening crew at NASA to conduct an interview before sending your receipt.

Car Marker Signs Installed

The NJT C³RS program has consistently received reports of train doors opening off station platforms. An initial response to these reports was a poster illustrating the problem and outlining behavioral changes that could avoid it. The reports continued to be submitted, so the C³RS program worked with NJT to install car marker signs, initially at high level platforms, but eventually at all stations. The model called for the first sign to be 75 feet off the platform, and 2nd and 3rd signs at 85 feet intervals to keep the vestibule of the first car on the platform, and the following signs each 1 car length farther out.

Hang Tags

Engineers are expected to multi-task, but sometimes need support to do so. When the train stops at a station in the middle of a speed restriction, or stops facing an Interlocking signal at Stop, or when the list of upcoming speed restrictions is too long to remember – they can use the hang tag as a reminder. It is not mandatory; it is an optional tool that can be used however an Engineer chooses. If it helps even a handful of Engineers to double-check their situation before the train moves, then the hang tags will have served their purpose. Hang it on the throttle, prop it on the windshield, or summarize the paperwork. Use it to support safe train handling.

The NJ Transit PRT has seen a steady stream of incidents that involve speeds over MAS. Many incidents involve lapses in focus or distractions in the operating cab. Whatever the cause, speeding represents a significant risk to train crews and the riding public. The distribution of Hang Tags is one approach to reducing this lapse in focus by providing a physical reminder to Engineers that speed restrictions are in effect. More consistent placement of our property's Temporary Speed Limit Reminder sign (Special Instruction 296-1) could help as well.

National User Group Workshop

The eighth annual C3RS User Group Workshop was held in Scranton, PA, 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.

This year the workshop included a very personal appeal to support our veterans as they work beside us on the railroad, as well as an appeal for veterans to network across geographic boundaries to identify and address workplace safety issues in support of the C3RS program.

March Outreach Effort

During March the C3RS PRT visited sign up locations across the property to:

- Discuss the implementation of the car marker signs,
- Discuss the distribution of hang tags,
- Discuss the process of reporting incidents, and
- Hear employees' suggestions for the program.

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 Transportation project include the BLET, UTU, ATDA, NJT management, and the FRA. (The NJT Mechanical Department has also launched a C3RS Peer Review Team, and our projects work closely together.)

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 Multiple Cause Incident Analysis
- 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