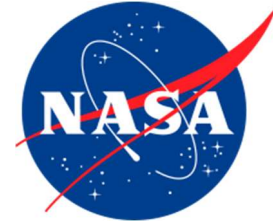


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**SUBJECT: September Summary of COVID-19 Related Reports**

The attached material is provided from the NASA Confidential Close Call Reporting System (C<sup>3</sup>RS). Recipients of this material are reminded when evaluating these data of the following points.

C<sup>3</sup>RS reports are submitted voluntarily. The existence in the C<sup>3</sup>RS reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the national rail system.

Information contained in reports submitted to C<sup>3</sup>RS may be further explained by contact with the individual who submitted them, but the information provided by the person is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all C<sup>3</sup>RS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All C<sup>3</sup>RS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to C<sup>3</sup>RS would be limited.

The National Aeronautics and Space Administration disclaims any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to C<sup>3</sup>RS related materials.

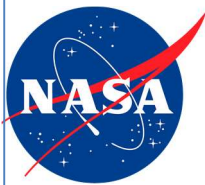
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## Caveats Regarding Use of C<sup>3</sup>RS Data

Certain caveats apply to the use of C<sup>3</sup>RS data. All C<sup>3</sup>RS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive hundreds of speed deviation reports each year. This number may comprise almost all the overspeed events that occurred, or it may be just a small fraction of total occurrences. All that can be known for certain is that this represents the lower measure of the true number of events that occurred in that time period.

Moreover, the data can reflect reporting biases, which are not fully known or measurable. As such, C<sup>3</sup>RS reports cannot be used to infer the true prevalence of that problem within the railroad system. Specifically, overspeed incidents may appear to be a high percentage of the total safety incidents reported, but this may simply be because rail employees are more aware of overspeed issues and are more inclined to report them.

With these statistical limitations in mind, we believe that the real power of C<sup>3</sup>RS data is the qualitative information contained in the report narratives. These narratives tell us about safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Finally, the reports often contain rich insights regarding potential corrective actions to mitigate the factors that contribute to overspeed events. It is our hope that by sharing these insights, we can work together to reduce overspeed incidents and accidents.



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

## COVID-19 Report Summary

September 2020



### Summary

As we move into the second half of 2020, the COVID-19 pandemic continues to challenge the rail industry's operations on a daily basis. C<sup>3</sup>RS has received several close call reports citing COVID-19 as a primary or contributing factor. We have identified three areas in which COVID-19 has affected C<sup>3</sup>RS reporters while on duty:

1. Operational changes due to COVID-19
2. COVID-19 related stress and/or fatigue
3. Issues related to face mask requirements

The C<sup>3</sup>RS de-identified excerpts provided below are examples of COVID-19 related incidents that have been reported to C<sup>3</sup>RS.

#### 1. Operational changes due to COVID-19

- [Engineer reported brake test event]...*After departing the Station, there was a train delayed in front of my train due to Working Limits at the Mile Post right outside of the Station. I had several Stop Signals prior to attempting to call the Foreman to get permission through his limits. I successfully got permission to enter his limits, but I forgot to complete my running brake test. The factors that have contributed to these errors include...COVID-19 related train scheduling. My attention to detail wasn't as sharp as it should be.*
- [Engineer reported misspotting a train event]...*We had an 8 car consist and were using all 8 cars. Usually, we use the rear 6 cars only, but due to COVID-19 we were using all 8 cars. At the Station, which holds 8 cars, I took the head car only off the platform and doors were opened with head cars' 2 doors off the platform.*
- [A Brakeman reported doors opened off a platform event]...*I was working my third train of the day, we were a Train to Station X. On our west bound trains, I always get the doors at Station Y, so I did. After leaving Station Y, I proceeded to do a lift of tickets. I was through the second train car, when I noticed we were stopping at Station Z. On our first train we stop there, and I get the doors at both Station Y and Station Z. I haven't made this train since mid-month because of the schedule in effect due to the Coronavirus.*

## 2. COVID-19 related stress and/or fatigue

- *[An Engineer reported speeding event] As I was proceeding out of the interlocking, I noticed we were still partially in the interlocking and the speedometer read Z MPH [8 MPH overspeed] and A MPH [9 MPH overspeed] for a second as I mashed the brakes and reduced the speed to B MPH and coasted into Station Z. The tail was speeding by 9 MPH before the brakes kicked in and reduced the speed. I was absolutely exhausted tonight. These late hours are not something I have been able to adjust to very well, after spending years working morning jobs. I got home late. Before the craziness of COVID-19 wreaking havoc on our runs and salaries, I was getting up at about the time I am getting home.*
- *[A Dispatcher reported routing event] I was overwhelmed with an exhaustive workload due to combined territories as a result of COVID-19... Although there was a block applied to the Out of Service track, he removed it at the request of a new Dispatcher to run a train on the Out of Service track without first confirming that the Out of Service track had been placed back in service or that the train was actually on the correct track.*

## 3. Issues related to face mask requirements

- *[A Conductor reported doors off platform event] So, when we got to Station X, I opened the doors and closed them quickly. There was no one getting off or on, and most importantly no one was injured or hurt. We as conductors are faced with a lot of stress from the company not covering the jobs properly. Prior to this train I ran an 8-car train with only one Trainman. It's very difficult to sweep 4 cars on a train and perform our conductor duties safely. Especially since the company has spotters out there just waiting to catch us if we miss a fare. With COVID-19, it's even worse cause we have to be reminding people to wear a mask and deal with the one that doesn't have mask on, and the passengers complaining about the people without a mask.*
- *[A Signal Inspector's safety concern event] When I arrived for training, no one in the building was wearing masks or face coverings in the entire building. No one in the very small classroom was wearing a mask either. When I voiced my concern that I was not comfortable about being in the building with no one wearing masks, I was told I could wear one and keep a social distance. The room is extremely small and impossible to keep 6 ft apart, as well, the door was kept closed to the room... There were no barriers or social distancing in place, creating a very unsafe condition for COVID-19 to spread rapidly.*