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# NJT C<sup>3</sup>RS Update

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

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## Contents

Scenario Training	1
Addressing Speeding Incidents	1
SJB Rooms	2
Regional PRT Meeting	2
More Effective C3RS Reports	2
How to Report an Incident to C3RS	3
SJB Worksheet	4

## Scenario Training

The NJT Peer Review Team (PRT) has implemented an innovative classroom exercise (called Scenario Training) that brings together students of different crafts to work through real-life operational situations. As part of their training, future Dispatchers, Trainmen and Locomotive Engineers are presented with a scenario which requires pulling together written resources (Physical Characteristics, Rules in Effect, NORAC and Special Instructions) along with some careful thought and teamwork to find a resolution. The scenarios can be as simple as a Dispatcher unable to make radio contact with a train, or as complex as a disabled train with passengers that choose to exit through the windows onto live track. Immediately following each exercise, the situation and their responses are reviewed by senior employees, Trainers, and PRT members to reinforce proper procedures. Participant surveys are highly positive. Other railroads have expressed interest in developing similar programs, and the FRA Region 1 has recommended that our program be the basis for a pilot program at other carriers.

## Addressing Speeding Incidents

Recently the PRT has focused on reducing the number of speeding incidents. Many of these speeding incidents take place in Temporary Speed Restrictions (TSRs). [Earlier the PRT convinced NJT to implement SI 296-1 Temporary Speed Limit Reminder Sign. Once implemented SI 296-1 led to a significant reduction in incidents of speeding.] In order to collect more data, the PRT asked Locomotive Engineers to report absent or misplaced Speed Restriction signs to the Dispatcher, and to note

## **Addressing Speeding Incidents (continued)**

the placement of signs in any C3RS report that was submitted. Not only did this effort clarify the role of signs in speeding incidents, but it also made Engineers more aware of TSRs which likely improved compliance.

The PRT urges all train crew members to make use of the tools available to them to increase awareness of (and compliance with) speed restrictions, whether that is radio reminders as the train approaches a restriction, using the hang tag, running with the daily paperwork visible, or completing the SJB worksheets. In addition, any C3RS reports should include how much over the speed limit the train was moving, and any recommendations for avoiding such incidents in the future.

## **Safety Job Briefing Rooms**

Safety Job Briefings are crucial to guide the communication among crew members, insuring that each member understands the work to be accomplished and their role in working safely. The PRT has long been arguing for upgrades to the locations where SJBs take place, providing a dedicated space with resources to support the Briefings. To date the spaces in NY Penn Station, Hoboken, Long Branch and Bay Head have been improved, the Dover room is under construction, and plans are in place to improve Gladstone. (In a separate initiative the PRT hopes to provide territory maps in each SJB room to reduce misunderstandings about locations mentioned in Bulletins, Restriction Bulletins, Form Ds and any other documents.)

## **Regional PRT Meeting**

In January NJT hosted the quarterly meeting of representatives from the PRTs of the Northeast Railroads that participate in C3RS. Delegates from both the NJT Transportation PRT and the NJT Mechanical PRT attended, as well as representatives from NASA, LIRR, Amtrak, and MBTA/Keolis, and the FRA. The event provided an opportunity for each PRT to share their progress, successes and challenges, and to share “best practices”, as well as receive program updates from the FRA.

## **More Effective C3RS Reports**

What was the “close call”? What actions would prevent this from happening again? 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

## More Effective C3RS Reports (continued)

that review. When you complete the report, please ask yourself: What caused the situation? Did I contribute to it? What role did other employees play?

Remember that a close call does not necessarily mean a rule violation. It is any situation that could present the risk of injury or property damage. Reporting situations that “almost happened” makes it possible to avoid the sequence of events that would lead to another risky incident. By addressing these issues in your C3RS report you support the program and lay the basis for the on-going success of 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.

<p><b>T&amp;E Safety Job Briefing Checklist</b></p> <p>Use this form along with the T&amp;E Safety Job Briefing trifold to make notes for your trip.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Call Dispatcher / Yardmaster</li> <li><input type="checkbox"/> BO/RB/AMTRAK TSRB</li> <li><input type="checkbox"/> Form D's</li> <li><input type="checkbox"/> Special Instructions for line(s) or location</li> <li><input type="checkbox"/> RF and TM Notices</li> <li><input type="checkbox"/> TTSB's/Schedule Changes</li> <li><input type="checkbox"/> Train consist speed restrictions</li> <li><input type="checkbox"/> Dual Mode "change mode" locations</li> <li><input type="checkbox"/> Division Notices</li> <li><input type="checkbox"/> Summary Safety Bulletin</li> <li><input type="checkbox"/> Safety Rule of the Day</li> <li><input type="checkbox"/> Proper PPE for the Task</li> <li><input type="checkbox"/> Known Safety Hazards</li> <li><input type="checkbox"/> Unusual Yard Conditions</li> <li><input type="checkbox"/> Method of Communication between the crew</li> <li><input type="checkbox"/> Emergency Preparedness Equipment</li> <li><input type="checkbox"/> Comply with Electronic Device rules</li> <li><input type="checkbox"/> Correct Time</li> <li><input type="checkbox"/> Switches and Derails properly lined</li> <li><input type="checkbox"/> Working Portion of Train</li> <li><input type="checkbox"/> Cars to work</li> <li><input type="checkbox"/> Private cars or Groups</li> <li><input type="checkbox"/> ADA Passengers</li> <li><input type="checkbox"/> Method of Communication with passengers</li> <li><input type="checkbox"/> Role of crewmembers during passenger emergency or unusual occurrences</li> </ul> <p>(Update SJB as per Rule SI 4-1.)</p>	Train 1	Train 2
	Train 3	Train 4
	Train 5	Train 6