



**Confidential
Close Call
Reporting System**

C³RS Report Form

OMB NO: 2139-0010
EXPIRATION DATE: 11-30-2009

C³RS Receipt Number: _____

C³RS Date/Time Stamp: _____

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2139-0010. Public reporting of a close call is estimated to take approximately 30 minutes, including the time for reviewing instructions, completing and reviewing the report. Reporting any information to the Confidential Close Calls Reporting System (C³RS) is voluntary. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: C³RS Data Collection Officer, Demetra Colliu, US DOT/ BTS, RTS-34, Room 3430, 400 7th Street, SW, Washington, D.C. 20590 or e-mail: Demetra.colliu@dot.gov.

Incident Description

Please provide your name and at least one telephone number where a C³RS rail safety analyst can contact you to discuss your report, if needed. Indicate the best time to call. Please provide an address to receive notice which will serve as confirmation of your report.

DATE OF OCCURRENCE	TIME OF OCCURENCE (24 HR.)	RR SUB/DIVISION	M.P.	YARD
10/15/06	10:35	Lehigh Sub	130	N/A

NAME Joe Smith JOB TITLE Engineer

ADDRESS/PO BOX 325 Main Street

CITY Paradise STATE PA ZIP 19002

	PHONE NUMBER	BEST TIME TO CALL	TIME ZONE			
PRIMARY	(215) 777-1234	0900 to 1500	<input checked="" type="radio"/> Eastern	<input type="radio"/> Central	<input type="radio"/> Mountain	<input type="radio"/> Pacific
ALTERNATE	(215) 777-1235	0900 to 1500	<input checked="" type="radio"/> Eastern	<input type="radio"/> Central	<input type="radio"/> Mountain	<input type="radio"/> Pacific

Immediate Co-Workers

Please provide the name and job title of any immediate co-workers involved in an event eligible for protection from discipline. Please encourage your immediate co-worker(s) to file their own report(s) so they receive a receipt confirming their participation in this event. You may file your reports together or separately.

NAME Joe Doe JOB TITLE Conductor PHONE # (215) 812-3478

NAME _____ JOB TITLE _____ PHONE # (____) _____

NAME _____ JOB TITLE _____ PHONE # (____) _____

To receive protection from discipline, call C³RS at **1.888.568.2377 (1.888.LOV.C3RS)** within 48 hours of the event to file a report and mail the completed C³RS Report Form, postmarked within 3 calendar days of the call, not counting weekends and Federal holidays.

Mail your report to: C³RS
Bureau of Transportation Statistics
P. O. Box 23295
Washington, DC 20026-3295



Event Description

Please use the space below to continue your description of the event or condition you wish to report. Your responses to the questions below, where relevant, will enable reviewers to conduct a more complete analysis of the event/condition. Add anything else you think is important to a full understanding of the event. PLEASE PRINT CLEARLY.

- a. What were you and your crew doing immediately prior to the close call incident?
- b. What did you notice that made you think a problem was developing?
- c. What factors (weather, light, terrain, equipment, human error, etc.) may have contributed to the incident?
- d. What, if anything, was unusual or unfamiliar to you or your crew with respect to this job assignment?
- e. If anything or anybody interfered with your ability to perform the assigned task safely, describe how.
- f. What prevented this incident from becoming a more serious accident?
- g. What corrective actions can you recommend to prevent similar incidents from occurring in the future?

While traveling east on Main Track #2 with coal train Cxxxx at 50MPH, I spotted maintenance of way workers working on the same track we were on. When I first spotted them, we were approximately one mile away from the location, which was at MPI30. My headlight was on Bright and I immediately turned on my locomotive bell and started blowing the horn. The closer we got, my conductor yelled over to me that they were not moving! There were 3 welders fending the track and facing east away from my train. I continued blowing the horn and put the train into emergency. At the last second, we were approximately 5 car lengths away when the 3 individuals jumped in the clear. We ran over their welding hoses as we went by. It took us approximately a mile to stop the train. The MOPW Foreman contacted us by radio that everyone got in the clear and no one was injured. At the location there were numerous trucks and a large payload which might have contributed to them not hearing our train approaching. The weather was great,

Please provide a drawing depicting the incident on the back of this page. Use additional paper, if needed.

The information you provide will be used for statistical purposes only. In accordance with the BTS confidentiality statute (49 U.S.C. 111 (k)) and the Confidential Information Protection provisions of Title V, Subtitle A, Public Law 107-347, your responses will be kept confidential and will not be disclosed in identifiable form to anyone other than BTS employees or BTS agents such as telephone interviewers. In accordance with these confidentiality statutes, only statistical and non-identifying data will be made publicly available through reports. By law, every BTS employee and BTS agent has taken an oath of confidentiality and is subject to a jail term of up to 5 years, a fine of up to \$250,000, or both if he or she discloses ANY identifiable about the respondent. BTS will not release to FRA or any other public or private entity any information that might reveal the identity of individuals or organizations mentioned in close call reports.

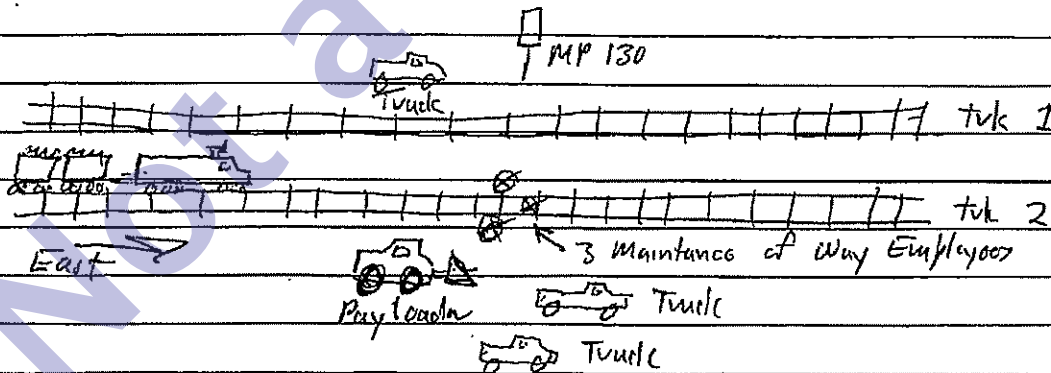


Event Description (continued)

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85° and sunny. The visibility was good, with straight level track at the location. There were no other ~~trains~~ trains in the area. This event could have been a disaster and resulted in 3 fatalities.



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