

**HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT**

1. Name of Reporting Railroad				1a. Alphabetic Code		1b. Railroad Accident/Incident No.	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)				3a. Alphabetic Code		3b. Railroad Accident/Incident No.	
4. U.S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year		6. Time of Accident/Incident AM <input type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station			8. Subdivision		9. County		10. State Abbr. Code
11. City (if in a city)				12. Highway Name or Number Public <input type="checkbox"/> Private <input type="checkbox"/>			
Highway User Involved				Rail Equipment Involved			
13. Type A. Auto C. Truck-trailer F. Bus J. Other motor vehicle D. Pick-up truck G. School bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)		18. Position of Car Unit in Train 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify)	
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user			
16. Position 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped				20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway user 2. Rail equipment 3. Both 4. Neither			
20b. Was there a hazardous materials release by 1. Highway user 2. Rail equipment 3. Both 4. Neither				20c. State here the name and quantity of the hazardous material released, if any.			
21. Temperature (Specify if minus) ° F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow		Code	
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. Car D. MU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/switching B. Passenger Train-Pushing 4. Work train 8. Light loco(s) C. Commuter Train-Pushing		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		26. Track Number or Name		Code	
27. FRA Track Class (1-9, X)		28. Number of Locomotive Units		29. Number of Cars		30. Consist Speed (Recorded speed, if available) R - Recorded E - Estimated MPH	
31. Time Table Direction 1. North 3. East 2. South 4. West		32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning (See reverse side for instructions and codes)		34. Quiet Zone 1. Yes Code 2. No 3. Unknown	
35. Location of Warning 1. Both sides Code 2. Side of vehicle approach 3. Opposite side of vehicle approach		36. Crossing Warning Interconnected with Highway Signals 1. Yes Code 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes Code 2. No 3. Unknown			
38. Driver's Age		39. Driver's Gender 1. Male Code 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code		41. Driver Action 1. Drove around the gate 5. Other (specify) 2. Stopped and then proceeded 6. Drove around or thru temporary barricade/closure 3. Did not stop 7. Drove thru the gate 4. Stopped on crossing 8. Suicide/Attempted suicide	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent structure 3. Passing train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway vehicles 8. Not obstructed					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code	
46. Highway-Rail Crossing Users		47. Highway Vehicle Property Damage (est. dollar damage)		48. Total Number of Highway-Rail Crossing Users (include driver)			
49. Railroad Employees		50. Total Number of People on Train (include passengers and train crew)		51. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No Code			
52. Passengers on Train							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name & Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

INSTRUCTIONS FOR COMPLETING BLOCK 33

Only if Types 1 - 6, Item 32 are indicated, mark in Block 33 the status of the warning devices at the crossing at the time of the accident, using the following codes:

1. Provided minimum 20-second warning.
2. Alleged warning time greater than 60 seconds.
3. Alleged warning time less than 20 seconds.
4. Alleged no warning.
5. Confirmed warning time greater than 60 seconds.
6. Confirmed warning time less than 20 seconds.
7. Confirmed no warning.

If status code 5, 6, or 7 was entered, also enter a letter code explanation from the list below:

- A. Insulated rail vehicle.
- B. Storm/lightning damage.
- C. Vandalism.
- D. No power/batteries dead.
- E. Devices down for repair.
- F. Devices out of service.
- G. Warning time greater than 60 seconds attributed to accident-involved train stopping short of the crossing, but within track circuit limits, while warning devices remain continuously active with no other in-motion train present.
- H. Warning time greater than 60 seconds attributed to track circuit failure (e.g., insulated rail joint or rail bonding failure, track or ballast fouled, etc.).
- J. Warning time greater than 60 seconds attributed to other train/equipment within track circuit limits.
- K. Warning time less than 20 seconds attributed to signals timing out before train's arrival at the crossing/island circuit.
- L. Warning time less than 20 seconds attributed to train operating counter to track circuit design direction.
- M. Warning time less than 20 seconds attributed to train speed in excess of track circuit's design speed.
- N. Warning time less than 20 seconds attributed to signal system's failure to detect train approach.
- P. Warning time less than 20 seconds attributed to violation of special train operating instructions.
- R. No warning attributed to signal system's failure to detect the train.
- S. Other cause(s). Explain in Narrative Description.

This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety by tracking – on a continual basis – all rail accidents/incidents above a stipulated dollar threshold. Public reporting burden is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a matter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.