

**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"/>			
<b>Highway User Involved</b>			<b>Rail Equipment Involved</b>			
13. Type A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School bus H. Motorcycle J. Other motor vehicle K. Pedestrian M. Other (specify)			Code		17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)	
14. Vehicle Speed (est. mph at impact)			15. Direction (geographical) 1. North 2. South 3. East 4. West		Code	
16. Position 1. Stalled or stuck on crossing 2. Stopped on crossing 3. Moving over crossing			4. Trapped on crossing by traffic 5. Blocked on crossing by gates		Code	
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			Code		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		Code		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work train		5. Single Car 6. Cut of cars 7. Yard/switching 8. Light loco(s)		9. Maint./inspect. Car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing		D. EMU E. DMU
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		Code		26. Track Number or Name		
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		Code	31. Time Table Direction 1. North 3. East 2. South 4. West
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None			33. Signaled Crossing Warning (See reverse side for instructions and codes)		Code	
34. Roadway Conditions A. Dry B. Wet C. Snow/slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving)			Code			
35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach		Code		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		Code
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown		Code		38. Highway User's Age		Code
39. Highway User's Gender 1. Male 2. Female		Code		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		Code
41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing		5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide		Code		
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code		43. View of Track Obscured by (primary obstruction) 1. Permanent structure 2. Standing railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other (specify) 8. Not obstructed		Code
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured		Code
45. Was Driver in the Vehicle? 1. Yes 2. No		Code		46. Highway-Rail Crossing Users		
47. Highway Vehicle Property Damage (est. dollar damage)		48. Total Number of Vehicle Occupants (including 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 Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No			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. 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.**