

Figure 5. Accident Report Form for Federal Railroad Administration

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No.: 2130-0500

1. Name of Reporting Railroad		1a. Alphabetic Code		1b. Railroad Accident/Incident No.	
2. Name of Other Railroad Involved in Train Accident/Incident		2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad 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. Division		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 C. Truck-trailer A. Auto D. Pick-up truck B. Truck E. Van F. Bus G. School bus H. Motorcycle J. Other motor vehicle K. Pedestrian M. Other (specify)			17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL		
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West		18. Position of Car Unit in Train	
16. Position 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user		
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	
24. Type of Equipment 1. Freight train 2. Passenger train 3. Commuter train 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. Code			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		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	
				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)		34. Whistle Ban 1. Yes 2. No 3. Unknown
Code(s)					
35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	
38. Driver's Age		39. Driver's Gender 1. Male 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	
				41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		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			
Casualties to:		Killed		Injured	
				44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users				45. Was Driver in the Vehicle? 1. Yes 2. No	
49. Railroad Employees				47. Highway Vehicle Property Damage (est. dollar damage)	
				48. Total Number of Highway-Rail Crossing Users (include driver)	
52. Passengers on Train				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	
53a. Special Study Block			53b. Special Study Block		
54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and 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.