

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 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-AAR 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 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) 4. Car(s) (moving) 5. Car(s) (standing)		6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) Code					
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code		18. Position of Car Unit in Train							
16. Position 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped				Code		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user			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			Code				
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			Code				
24. Type of Equipment Consist (single entry) 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		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 (1-6, 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 2. South 3. East 4. West		Code	
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		Code		33. Signaled Crossing (See reverse side for instructions and codes)		Code		34. Whistle Ban 1. Yes 2. No 3. Unknown		Code			
Code(s)													
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. Driver's Age			39. Driver's Gender 1. Male 2. Female			Code	
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 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)			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 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			
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 and Title						56. Signature			57. Date				

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.