DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB No. 2130-0500

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 ☐ PM ☐

7. Nearest Railroad Station	8. Subdivision	9. County	10. State Abbr. / Code
11. City *(if in a city)*	12. Highway Name or Number Public ☐ Private ☐		

Highway User 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

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

Rail Equipment Involved

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; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code

18. Position of Car Unit in Train

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — 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-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 — Code	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 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	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		
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. Highway User's Age	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? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ 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).

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

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.