

Train Accidents Cause Codes

(Appendix C of the FRA Guide for Preparing Accident/Incident Reports)

TRACK, ROADBED, AND STRUCTURE

Select one of these codes and enter in Form F6180.54, 38 & 39. Causes
Alphabetic Listing

Frogs, Switches and Track Appliances			
Causes	Code	Causes	Code
Derail, defective	T301	Stock rail worn, broken or disconnected	T308
Expansion joint failed or malfunctioned	T302	Switch (hand operated) stand mechanism broken, loose, or worn	T309
Guard rail loose/broken or mislocated	T303	Switch connecting or operating rod is broken or defective	T310
Other frog, switch and track appliance defects (Provide detailed description in narrative)	T399	Switch damaged or out of adjustment	T311
Railroad crossing frog, worn or broken	T304	Switch lug/crank broken	T312
Retarder worn, broken, or malfunctioning	T305	Switch out of adjustment because of insufficient rail anchoring	T313
Retarder yard skate defective	T306	Switch point gapped (between switch point and stock rail)	T319
Spring/power switch mechanism malfunction	T307	Switch point worn or broken	T314
		Switch rod worn, bent, broken, or disconnected	T315
		Turnout frog (rigid) worn, or broken	T316
		Turnout frog (self guarded), worn or broken	T317
		Turnout frog (spring) worn, or broken	T318

Other Way and Structure			
Causes	Code	Causes	Code
Bridge misalignment or failure	T401	Engineering design or construction	T403
Catenary system defect	T404	Flange way clogged	T402
		Other way and structure defect (Provide detailed description in narrative)	T499

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Rail, Joint Bar and Rail Anchoring			
Causes	Code	Causes	Code
Broken Rail - Base	T202	Defective spikes or missing spikes or other rail fasteners (use code T111 if results in wide gage)	T206
Broken Rail - Bolt hole crack or break	T201		
Broken Rail - Detail fracture from shelling or head check	T207	Switch (hand operated) stand mechanism broken, loose, or worn	T309
Broken Rail - Engine burn fracture	T208	Switch connecting or operating rod is broken or defective	T310
Broken Rail - Head and web separation (outside joint bar limits)	T210	Switch damaged or out of adjustment	T311
Broken Rail - Head and web separation (within joint bar limits)	T211	Switch lug/crank broken	T312
Broken Rail - Horizontal split head	T212	Switch out of adjustment because of insufficient rail anchoring	T313
Broken Rail - Piped rail	T218	Switch point gapped (between switch point and stock rail)	T319
Broken Rail - Transverse/compound fissure	T220	Switch point worn or broken	T314
Broken Rail - Vertical split head	T221	Switch rod worn, bent, broken, or disconnected	T315
Broken Rail - Weld (field)	T204	Turnout frog (rigid) worn, or broken	T316
Broken Rail - Weld (plant)	T203	Turnout frog (self guarded), worn or broken	T317
Defective or missing crossties (use code T110 if results in wide gage)	T205	Turnout frog (spring) worn, or broken	T318
		Warn rail	T222

Roadbed			
Causes	Code	Causes	Code
Other roadbed defects (Provide detailed description in narrative)	T099	Roadbed settled or soft	T001
Broken Rail - Base			
		Washout/rain/slide/flood/snow/ice damage to track	T002

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Track Geometry			
Causes	Code	Causes	Code
Cross level of track irregular (at joints)	T101	Superelevation runoff improper	T107
Cross level of track irregular (not at joints)	T102	Track alignment irregular (buckled/sunkink)	T109
Deviation from uniform top of rail profile	T103	Track alignment irregular (other than buckled/sunkink)	T108
Disturbed ballast section	T104	Wide gage (due to defective or missing crossties)	T110
Insufficient ballast section	T105	Wide gage (due to defective or missing spikes or other rail fasteners)	T111
Other track geometry defects (Provide detailed description in narrative)	T199	Wide gage (due to loose, broken, or defective gage rods)	T112
Superelevation improper, excessive, or insufficient	T106	Wide gage (due to worn rails)	T113