DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FRA 5-DAY AND REGIONAL FACTUAL RAILROAD ACCIDENT REPORT

FRA File # HQ-2007-24

☑ **5-Day** ☐ **Regional**

1.Name of Railroad Operating Train #1 **M & B RR LLC [MNBR]**	1a. Alphabetic Code **MNBR**	1b. Railroad Accident/Incident No. **N/A**
2.Name of Railroad Operating Train #2 **N/A**	2a. Alphabetic Code **N/A**	2b. Railroad Accident/Incident **N/A**
3.Name of Railroad Operating Train #3 **N/A**	3a. Alphabetic Code **N/A**	3b. Railroad Accident/Incident No. **N/A**
4.Name of Railroad Responsible for Track Maintenance: **M & B RR LLC [MNBR]**	4a. Alphabetic Code **MNBR**	4b. Railroad Accident/Incident No. **N/A**
5. U.S. DOT_AAR Grade Crossing Identification Number	6. Date of Accident/Incident Month **05** Day **02** Year **2007**	7. Time of Accident/Incident **08:50:** ☑ AM ☐ PM

8. Type of Accident/Indicent *(single entry in code box)*: 1. Derailment; 2. Head on collision; 3. Rear end collision; 4. Side collision; 5. Raking collision; 6. Broken Train collision; 7. Hwy-rail crossing; 8. RR grade crossing; 9. Obstruction; 10. Explosion-detonation; 11. Fire/violent rupture; 12. Other impacts; 13. Other *(describe in narrative)* — Code: **13**

9. Cars Carrying HAZMAT	10. HAZMAT Cars Damaged/Derailed	11. Cars Releasing HAZMAT	12. People Evacuated	13. Division
9	**5**	**0**	**0**	**system**

14. Nearest City/Town	15. Milepost *(to nearest tenth)*	16. State Abbr / Code	17. County
Myrtlewood	**49.0**	**AL**	**MARENGO**

18. Temperature (F) *(specify if minus)*	19. Visibility *(single entry)* 1. Dawn 2. Day 3.Dusk 4.Dark — Code	20. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5.Sleet 6.Snow — Code	21. Type of Track 1. Main 2. Yard 3. Siding 4. Industry — Code
65 F	**2**	**1**	**1**

22. Track Name/Number	23. FRA Track Class (1-9, X) — Code	24. Annual Track Density *(gross tons in millions)*	25. Time Table Direction 1. North 2. South 3. East 4. — Code
Main	**2**	**N/A**	**3**

OPERATING TRAIN #1

26. 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 A. Spec. MoW Equip. — Code	27. Was Equipment Attended? 1. Yes 2. No — Code	28. Train Number/Symbol
1	**1**	**S100-29**

29. Speed *(recorded speed, if available)* R - Recorded E - Estimated — Code	30. Trailing Tons *(gross tonnage, excluding power units)*
5 MPH **E**	**2352**

31. Method(s) of Operation *(enter code(s) that apply)*: a. ATCS; b. Auto train control; c. Auto train stop; d. Cab; e. Traffic; f. Interlocking; g. Automatic block; h. Current of traffic; i. Time table/train orders; j.Track warrant control; k. Direct traffic control; l.Yard limits; m.Special instructions; n. Other than main track; o. Positive train control; p. Other *(Specify in narrative)*

Code(s)				
1	**N/A**	**N/A**	**N/A**	**N/A**

31a. Remotely Controlled Locomotive? 0 = Not a remotely controlled; 1 = Remote control portable; 2 = Remote control tower; 3 = Remote control transmitter - more than one remote control transmitter: **0**

39. Primary Cause Code	40. Contributing Cause Code
T401	N/A

137. SYNOPSIS OF THE ACCIDENT

On May 2, 2007, at 8:50 a.m. Central Daylight Time (CDT), an M & B Railroad, LLC (MNBR) open deck 652 foot timber bridge collapsed under eastbound MNBR Freight Train S100-29. The accident occurred in Myrtlewood, Alabama, at milepost (MP) 49.0 in the MNBR Naheola Yard Limits. Two locomotives, one passenger coach, and four flat cars carrying rocket boosters, a hazardous material, derailed as a result of the bridge collapse. There was no breach of the hazardous material cars or release of product. The method of operation in the accident area is Yard Limits.

Train S100-29 consisted of an engineer only train crew and five passengers occupying the passenger coach. The engineer and all passengers sustained injuries ranging from minor to serious. They were treated and released or admitted at three area hospitals.

Train S100-29 consisted of two locomotives, one passenger coach, and 14 loaded cars, nine of which carried hazardous materials. The train was 888 feet in length with 2,352 trailing tons.

On April 29, 2007, the bridge was taken out of service when a train crew reported the track buckled at the west end of the bridge. Inspection of the bridge by MNBR personnel found many of the pile bents leaning westward as much as 20 inches in a 10 foot height. MNBR placed a helper bent under the stringers at the east end bent, and built timber cribs under several of the intermediate spans. The bridge repairs were tested by MNBR by observing a consist of four 6-axle locomotives operating over the repaired bridge. MNBR took no exception to the bridge repairs under load and placed the bridge back in service about 7 a.m. the morning of the accident.

Train S100-29 was the first train to operate on the repaired bridge. The locomotive engineer reported that when the train's locomotives were about 200 feet on the bridge from the west end, he heard a loud "pop." Initial observations and reports by MNBR indicate that the bridge first failed near Bent 20 under three of the 8-axle flat cars carrying the rocket boosters. When that portion of the bridge failed, it appears the stringers under the locomotives pulled west, toward the rear of the train, and off of the end bent (Bent 55) cap causing the bridge to fail at a second location, under the locomotives.
The 8-axle flat cars have a maximum gross rail weight of 526,000 lbs and were found to be loaded to a gross rail weight of just below 498,000 lbs, according to Wheel Load Impact Detector data provided by Union Pacific.

Damages are estimated to be $1.85 million for track and $400,000 for equipment.

At the time of the accident, the weather was clear with a temperature of 65̊F.

The probable cause of the accident was failure of the bridge pilings.