814 —

(276.3)

The detector at Yellow Sulpher gave us a critcal alarm for axle number 299 north rail at approximally 5:35 p.m. We contacted the dispatcher (New River) and wayside to inform them that the detector had gotton us.

Wayside gave us a car number and the hot bearing position on the car. The car number was a CR 507499 and the lead axle on the east end of the car — north rail.

I walked back to car and inspected the axle and found the bearing (highlighted by wayside) was hot and melted the temp stick slightly. The wheel itself did not melt the temp stick.

I checked 20 axles ahead and behind the car in question and found everything was good. Handbrakes were properly released.

I returned to the head end of the train and notified the dispatcher and wayside of my findings.

We were instructed that the car would need to be set out at North Fork / Fagg. We informed them that we would not have the power to shove the bad car back at fagg to the siding. The dispatcher / wayside and powers that be had a discussion and got back to us, deciding to allow us to take the train to Riverside and set the car out. We were instrcted to leave on signal indication at track speed to Riverside
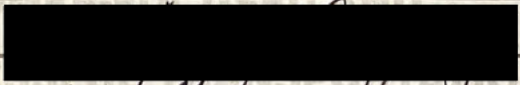
we made it past the detector at mp 266.6 which gave us a "NO Defects" reply/Response.
We continued toward the signal at Kimis and went into emergency at MP 262.
We tied the train down/secured the train and the engineer turned the air back to see if it would rise on the rear of the train. —
It did not.
I continued to walk back toward the rear of the train and could only go as far as the bridge after the river ~~which~~ which had no walkway.
By this time the track people were on site. One of the workers "Hodges" gave me a ride to the rear to see the damage and get the car numbers that had derailed.
Notified the dispatcher and the road foreman of the derailed car numbers.
Went on the law after I completed this task.

Michael Montgomery
Conductor 814