

Statement: Eric Poletti

Employee ID: [REDACTED]

I was contacted by New River Dispatcher that train 814V404 received a critical hot box alarm on the Whitethorne district by yellow sulphur. I asked the dispatcher if the conductor was down and walking and to forward me the email with the details from the detector. Reviewing the email it showed line 74 in the consist, car CR 507499. I asked if mechanical was contacted and the dispatcher attempted to contact Mike Weaver with mechanical with no answer. Mr. Weaver had been out the past 24 hours working, I asked the dispatcher if the Conductor had put eyes on the car in question and he said the bearing is hot and melted the temp stick. At this time I contacted mechanical supervisor Bart Sweeney at 6:53pm and informed him the 814 had a hot bearing on the Whitethorne district by North Fork. I informed him the conductor did not see any build up or abnormalities. I mentioned Fass siding as the closest setoff location for the car and we agreed the car needed to be set out. The dispatcher and crew were notified of the plan and at this time Engineer Gammons expressed concerns of not being able to shove the 71 loads up the grade to setoff in the siding. At 7:02pm I called mechanical supervisor Sweeney back and informed him of the engineers concerns with not being able to shove back up the grade. I asked if we would be able to set the car off at the ~~next~~ setoff location which is Riverside. We discussed the condition of the bearing from the conductors perspective and confirmed with the conductor that the bearing was not glowing or coming apart. The conductor stated it melted the temp stick slightly. Conductor Montgomery is a 14 year employee and I confirmed with him that he used the 169 degree temp stick. I retrieved the used temp stick from the conductor and replaced it. The discussion with the conductor ^{and myself} mechanical was okay with setting the car out at Riverside, the next setout point on the territory. I notified the crew to set the car out in the house track at Riverside so the siding would not be blocked. At 7:52pm 814.04 went into emergency with their head end at V262. Dispatcher notified me a minute later that a leaning car was reported to PCC. Justin Hodges from the track department was there to unlock the

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house track and reported to Track Supervisor Cameron Barrow cars were on the ground near Y263. Barrow contacted me and informed me of the findings. I notified the Blue Ridge Triggers group and contacted Bart Sweeney with mechanical. I picked up local Y33 and brought to the head end of the 814.04 to swap with the original crew who had reached their hours of service. I interviewed the conductor and engineer further and retrieved their written statements. It was confirmed by Track Supervisor Barrow a total of 19 cars on the ground with CR 507499 being the east/1st car on the ground

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