



**Survival Factors- Crashworthiness Investigation Attachment**  
**SEPTA Debriefing and Critique Report**

**Ridley Park, PA**  
**RRD25FR006**  
**(4 pages)**

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY  
RAILROAD DIVISION**

**RECORD OF DEBRIEFING AND CRITIQUE SESSION  
HELD IN ACCORDANCE WITH 49 CFR 239.105**

**PART ONE - GENERAL INFORMATION**

<input checked="" type="checkbox"/> Actual Passenger Train Emergency Situation To Which Emergency Response Was Initiated <input type="checkbox"/> Passenger Train Emergency Simulation Drill Conducted In Conjunction With Outside Agencies	
Date of Event: 02/06/2025	Location of Event: South of Crum Lynne
Date of Debriefing & Critique Session: 04/16/2025	Location of Debriefing & Critique Session: TEAMS
Names and Titles of Participants Attending Debriefing & Critique	
Name and Title: Clarence Hilliard- Safety Officer	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Brandon Mosley- Engineer	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Richard Sherry- FRA	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Sheryl Harley- NTSB	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Joshua Quillen- FRA	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Chandal Williams- Safety Officer	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Joe Gordon- NTSB	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Richard Mahon- Assistant COO Rail Operations	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Matthew Darrah- Acting Chief Control Center	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Joseph Latigona- Conductor	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Chad Wyland- CETC 4	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Jeffery Apple- FRA	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Stephen Preshlock- Amtrak	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Kenneth Caines- Assistant Director Control Center	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Ray Boyer- SMART 61	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Brad Okoniewski- Chief Safety Officer	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Marie Laposta- Amtrak	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Aleksandr Lukastskiy- Amtrak	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Michael Eckenrode- RPFDF Chief (IC)	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee

Name and Title: Jessica Veltri- Amtrak	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Marc Sceno- Director RRD Ops	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Patrick Desir- Director RRD Training	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Terrance Williams- Service Manager RRD (OSC)	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Robert Lawton- Amtrak	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Matthew Kelso- FRA	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Shirlean Williams- Assistant Director RRD Ops	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Kevin McCarthy- Amtrak	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee
Name and Title: Koron English- Deputy Chief Safety Officer	<input checked="" type="checkbox"/> employee <input type="checkbox"/> non-employee
Name and Title: Jesse Monaghan- Amtrak	<input type="checkbox"/> employee <input checked="" type="checkbox"/> non-employee

## **PART TWO - SUMMARY OF EFFECTIVENESS OF EMERGENCY PREPAREDNESS PLAN**

(Summary must include, but is not limited to, functional capabilities of on-board communications, timeliness of notifications, efficiency of responders, emergency egress of passengers where initiated):

### **BACKGROUND AND SUMMARY:**

To comply with the requirements of 49 CFR Part 239.105, SEPTA System Safety held a Debriefing and Critique session for the train fire and subsequent evacuation that occurred near Crum Lynne station. The purpose of the meeting is to determine the effectiveness of the Passenger Train Emergency Preparedness (PTEP) Plan.

On February 6, 2025, train 3223 had been experiencing equipment problems, first reported at Bethayers station. Mechanics met the train at Roberts Yard “hole in the fence”. Mechanics reported that 3 of the 6 cars had no power, and the crew reported an odor coming from lead car mu 132.

The decision was made for the train to attempt to continue through to its destination of Newark. At 5:56pm shortly after train 3223 departed Crum Lynne station, Engineer Mosley reported seeing a fire underneath lead car. Train 3223 operated southbound on track No. 4.

### **EFFECTIVENESS:**

Engineer Mosley immediately reported the fire to Amtrak’s CETC 4, then dropped the pantographs on the train. Dispatcher Wyland then reported fire to Amtrak Assistant Chief, who then contacted Amtrak Police. Dispatcher Wyland also contacted SEPTA RROC via telephone, who then contacted SEPTA Police, mechanics, RRD Operations management, and bus bridges.

Conductor Latigona was already in the process of moving passengers out of the first car because of the previously reported odor and continued to move all 325 passengers towards the rear of the train. Conductor Latigona assessed that evacuating passengers on the field side was unsafe, so he requested protection on track No. 3. Dispatcher Wyland was able to provide protection on track No. 3 after one train was reported south of their location. After receiving protection, the evacuation began on No. 3 track side. About 20 passengers were

evacuated before emergency responders arrived and were able to cut the fence on the field side, allowing for the remaining passengers to walk down to the street, then back to nearby Crum Lynne station, with assistance from the train crew and emergency responders.

Trains 7241 and 9225 were behind train 3223 and were also evacuated at Crum Lynne station to accommodate passengers with the bus bridge service.

### **CRITIQUE:**

Communication between the conductor and engineer for train 3223, and between train 3223 and CETC 4 was established via radio. All on board radios were functioning properly during the incident.

Amtrak Police, SEPTA Police, and local emergency responders were contacted immediately. The first responders were on scene approximately 10-15 minutes after the initial report of the fire.

Train 3223 had approximately 325 passengers on board at the time of the fire. There were no known passengers with disabilities. After receiving protection from CETC 4, all passengers were evacuated from the train and at the Crum Lynne station parking lot in about 15 minutes, with assistance from the train crew and emergency responders. There was 1 person treated on the scene for breathing problems. 4 people reported injuries post incident.

Trains 7241 with 225 passengers, and 9225 with 120 passengers, were evacuated to the Crum Lynne station parking lot with assistance from their trains crews and on scene management. There were no known passengers with disabilities and no injuries were reported.

Passengers were taken via bus from Crum Lynne to their final destinations. The last of the buses were released at 10:56pm.

The Incident Commander, On-Scene Coordinator, CETC 4, and RROC all reported that communications went well. They also stated that the crew for 3223 did an exceptional job keeping their passengers calm and moving safely and quickly during the evacuation process.

### **CONCERNS:**

The Ridley Park Fire Department was on scene at approximately 6:15pm. They had to stand by for ET personnel to properly ground the overhead catenary before they could safely. The fire was extinguished at 8:09pm.

### **CONCLUSION:**

System Safety concludes that the evacuation was done safely and efficiently and properly met the procedures and guidelines of the PTEP Plan.

**PREPARED BY:** Clarence Hilliard, Operational Safety Officer  
April 17, 2025