

On the date of 2/6/2025 at approximately train 4:19pm- train 3223 stopped to meet mechanics at the Wayne. The issue was described as sluggish train. At 4:35pm- Roberts mechanical shop foreman reported 3 dead cars on mu's 132, 131, 287, the foreman did not say the equipment needed to be swapped. While monitoring radio I heard a train report a train on fire at Baldwin. Crew reported conductor moving passengers moving people out of mu 132 and, engineer was going to attempt to use fire extinguisher. Once the report was officially given to me by CTEC assistant chief, a call was made to mechanical for forces to be sent out to location. Once in touch with CTEC chief I was informed that the local fire dept was on location and that the fire was beginning to become out of control. At this time AD S. Williams was notified. At 6:16pm TM F. Schieb reported en route. 6:19pm TM T. Williams reported en route. Bus control notified and bus was ordered for undetermined number of passengers. At 6:25pm a diesel was ordered from Robert's yard. Wilmington line suspended at 6:36pm. 3223 evacuated due to level of emergency being determined critical by crew member with the assistance of fire department and police were reported to be on location. 6:47pm TM T. Williams arrived on location at Crum lynne and was named OSC by me. At 7:05 pm I received an update from TM T. Williams that Amtrak ET was on location and power was out but what wasn't grounded. I called mechanical dept to for an ETA on the mechanical forces that were dispatched to Crum lynne. At this point the fire department was already fighting the flames. Some moments later we were alerted that 2 buses had arrived to rescue the passengers. Passengers were rescued by buses from trains 3223 and 7241. At 8:13 it was reported passengers were rescued from 9225 and were safely and successfully transferred to bus. 9:55pm power was restored on the line fire department released scene.

Andre Tate

