

## Justin Hartwell

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**From:** Dylan Berwick  
**Sent:** Wednesday, July 23, 2025 12:19 AM  
**To:** Justin Hartwell  
**Subject:** Re: Train 3553

Correction to this, the crew reset the faults and departed Villanova at 1015PM, not 945P.

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**From:** Dylan Berwick  
**Sent:** Wednesday, July 23, 2025 12:12 AM  
**To:** Justin Hartwell [REDACTED]  
**Subject:** Train 3553

SEPTA 1 dispatcher put in the chat around 847PM that train 3553 reported issues with slow acceleration. This was not relayed to me directly, and I did not see the report in the chat until the train was clear of Kay interlocking. The train was scheduled to quit at Frazer yard. Otherwise, I did not have any notice of any abnormal mechanical issues. The train operated through CCCT and recreated on time at Suburban. There were no other reports of mechanical issues.

The recrew took the train and reported to SEPTA 6 desk at 945PM that they were not getting enough speed at Villanova to clear the hill.

Amtrak CTEC Chief was in contact with me at this point and reported the cars didn't have power. I inquired if it was catenary power or if they were unable to take power. Amtrak reported they were attempting to contact the crew but were unable. We attempted on the Southroad but also did not get an answer. CTEC made contact with the crew who reported MU324 & MU325 had overhead power, but the other four cars were not taking power. The crew wanted to make a reverse move to Rosemont in order to make a running attempt to clear the hill, but Amtrak did not wish to do so due to it being 251 territory. I told CTEC to have the crew walk through the cars to look for any faults while I was in contact with the mechanical desk. I gave the chief the number to RROCC Mechanical in order for the crew to contact the mechanical desk directly. I was also in contact with the mechanical desk directly in between calls to Amtrak and had mechanical personnel preparing to head out. CTEC gave the crew the number and I heard the engineer report to Amtrak that they had a power and propulsion fault. The crew reported resetting the fault and the cars were able to take power. The crew departed Villanova at 945PM and I contacted RROCC mechanical to update them they were on the move.

Around 1038PM, we received a report from Amtrak CTEC Chief that the rear two cars were smoking. There were no passengers on board, and the crew was off. I told Amtrak to lower the pans on the equipment. At that point, Miguel and I contacted the required personnel to respond. RROCC mechanical, Frazer Mechanical, On-call system safety, SEPTA police, TM Slaughter, B&B Structural engineer, SEPTA Bus Chief were all contacted. Amtrak handled the emergency response with the fire department.

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