

Appendix G

Interview Transcript, Deputy Barry Ryan

Survival Factors Group Chairman's Factual Report

Metrolink train 111
Union Pacific train LOF 65-12
Los Angeles, California
September 12, 2008
DCA-08-MR-009

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF ADMINISTRATIVE LAW JUDGES

* * * * *
Investigation of: *
*
HEAD-ON COLLISION OF A METROLINK *
COMMUTER TRAIN WITH A UNION *
PACIFIC FREIGHT TRAIN, * Docket No.: DCA-08-MR-009
September 12, 2008 *
Los Angeles, California *
* * * * *

Interview of: DEPUTY BARRY RYAN

Los Angeles, California

Tuesday,
September 16, 2008

The above-captioned matter convened, pursuant to
notice.

BEFORE: DANA SANZO

APPEARANCES:

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National Transportation Safety Board
Washington, D.C.
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Liaison with Metro Rail

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California Public Utilities Commission
Railroad Operations Safety Branch

SGT. NINA SUTTER
Sheriff's Department
County of Los Angeles

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MS. SANZO: My name is Dana Sanzo. I'm an Investigator with the National Transportation Safety Board, and today we're conducting an interview for Accident Number DCA-08-MR-009, the collision of Metrolink train and UP train in Los Angeles, California.

And if we can start by going around the room and everyone stating their name and their organization.

DEP. RYAN: My name is Barry Ryan. I'm a Deputy Sheriff with the Los Angeles County Sheriff's Department, and I'm assigned to the Transit Services Bureau, North Division.

MR. TAPIA: My name is Carlos Tapia. I'm a Motor Power and Equipment Inspector for the California Public Utilities Commission.

CHIEF QUINTANAR: My name is John Quintanar, Battalion Chief, LA Fire. I'm assigned to Metro Rail as the liaison officer, and I've been asked to participate in the investigation on the train crash with NTSB and the members here conducting the interview.

MR. OJEDA: My name is Jesus Ojeda. I'm the Security Coordinator for Metrolink Safety and Security Division, also assisting NTSB with the investigation.

SGT. SUTTER: I'm Nina Sutter, Sergeant with LA County Sheriff's Department, assigned to Metrolink, currently assisting with NTSB's investigation.

1 MS. SANZO: Thank you for being here today.

2 INTERVIEW OF DEPUTY BARRY RYAN

3 BY MS. SANZO:

4 Q. And if we could just start by telling us when you
5 were first notified and just take us through the afternoon.

6 A. Okay. Basically I was assigned -- I was working
7 overtime. I was assigned to the Orange Line, Unit 670 King 1,
8 and was currently northbound on Canoga, I want to say probably
9 a half mile south of Division 6, or no, I'm sorry, Division 8.
10 I can't remember -- I don't know what street that is, just
11 south of there, but when I heard the initial call go out that
12 there was a train versus car, the initial call that came out
13 over our radio dispatch. And they were asking units, you know,
14 ETAs and Code 3. There was a slight pause there. Nobody
15 answered because a lot of people didn't hear it. I got on the
16 radio and said, you know, 670 King 1, I can be there in
17 probably 2 to 3, but I got cut off. There was so much radio
18 traffic. So basically I responded northbound Canoga, made the
19 turn, got to Owensmouth and went northbound Owensmouth until it
20 dead ends into -- I'm not sure of the street, Lark Ellen or
21 Ellen Court or something of that nature. When I got to that
22 street, there was already a paramedic unit and a fire unit that
23 was still rolling Code 3 northbound on that street. We got to
24 the dead end. I exited the radio car. We ran through I
25 believe one or two front yards and maybe a rear yard at the

1 house, and someone had cut the fence, a hole in the fence, just
2 adjacent, west of the tracks. When I got to the fence, I
3 looked over. There were a couple of firemen that were
4 deploying hoses. The fire was still going on, on the train.
5 There were numerous people running around yelling and
6 screaming, people that were injured. They were yelling for us
7 to get down to help them. Basically we jumped through the
8 fence. Little did I know that it was a three or four foot
9 drop. At the time I didn't know it was there. We just jumped
10 through the fence and landed on the ground. I believe it was a
11 passenger or maybe it might have been a resident who was
12 already up on the berm came halfway down and grabbed my hand
13 and pulled me up the berm because it was -- the track berm was
14 kind of steep. The first thing I saw was obviously the first
15 car laying on its side, and I could see what appeared to be
16 freight cars and a freight engine in front of that. At that
17 time, I didn't know that there was another engine embedded into
18 the car. It just looked like a regular car from one of the
19 Metrolink. So at that point, my attention was drawn to the
20 rear door, which was now sideways, and there was a guy that
21 seemed like he was trying to get out through that rear door and
22 he was hollering and screaming, couldn't figure out, you know,
23 where he was injured, but obviously he was having a hard time
24 getting out. So I ran over to the door and I pulled him out of
25 the train, and at that point, I saw that he had a lot of blood

1 on his legs and had trouble walking. I turned around and
2 handed him to a fireman. I don't know who it was. I just know
3 that he was in turnout gear, and then we heard some other
4 individual yelling. So we -- I went around to the side of the
5 train and looked up into the train. Now, looking up into the
6 upper section of the train, and I saw two people. One was a
7 young gentleman, Hispanic male, pinned. It looked like he was
8 pinned between two cars or two seats, and he was hollering and
9 yelling, and then there was another man that was bleeding from
10 a head wound and he was making his way, it looked like down
11 from the stairwell from the lower level. So again, all of a
12 sudden out of nowhere, a fireman showed up, and we pulled him
13 out of the train and handed him off to another fireman. So I
14 went around to the back, back door because I couldn't get up in
15 the train from that, from that angle. I went around to the
16 back door, and somebody handed me a fire extinguisher and said,
17 hey, there's a fire in the front of the train. Well, I knew,
18 you know, a fire extinguisher is not going to do much for that.
19 So I dropped it and I crawled into the back door of the train.
20 By that time, there was a fireman trying to extricate the guy
21 that was pinned, and then there was another fireman that had
22 made his way up on top of the train and was coming down through
23 that rear entrance, exit door. I crawled up in there, and then
24 there were numerous fatalities in that section of the train.
25 We did hear somebody moaning, couldn't figure out where that

1 was coming from. We thought it might have been somebody
2 outside the train, but with all the noise and the confusion,
3 and we had helicopters and people hollering and screaming and
4 saws going, and it was kind of confusing at that point. So
5 there was one fireman there, an older gentleman. He turned to
6 me and he says, hey, you know, we need to start clearing this
7 debris out. We've got some people in here we think are alive.
8 So we started -- I started digging stuff out, you know, pieces
9 of fiberglass, seat cushions, things of that nature, and he
10 noticed I didn't have any gloves on. So he handed me some
11 gloves, he said, here, put some gloves on. So I put some latex
12 gloves on, and he pulled out, I want to say it was an older
13 gentleman or heavy-set gentleman, tried to pull him out. So we
14 tried to pull him, but he was stuck. We couldn't get him out.
15 There was a black female that was obviously -- she looked like
16 she was dead. She had a big huge wound on her leg. She was
17 stuck. There was a Hispanic female, long black curly hair, she
18 was sitting in an upright position and she was dead. There was
19 another younger kid, I'd say real young boy, probably in his
20 teens, early twenties, that was actually upside down, hanging
21 down, and fire -- one of the firemen reached down in there and
22 tried to get a pulse from him. While all this was going on,
23 all of a sudden some guy that had blood all over him, and I
24 don't know if he was injured. There was a -- somebody tapped
25 me on the back of my shirt and said, hey, I need some help. I

1 turned around, and there was a gentleman in there who was just
2 covered in blood from his head down to his chest, and I didn't
3 know whether he was injured or he was somebody helping out and
4 got blood off somebody else. But I said, well, you need to get
5 down, you know, through that window. And so he crawled -- I
6 assisted him, crawled him down or assisted him, getting him to
7 go down through that window and he left. I never saw him
8 again. I don't know who -- I don't even know if he was one of
9 the injured passengers. He was a civilian. He didn't have a
10 uniform on. At that point, the firemen started showing up.
11 They started -- one handed me a sawzall, a circular saw,
12 through the window. I grabbed that. There were two or three
13 pry bars that were in there, and it was really super -- and the
14 one thing I noticed, it was so hot, hot, and we were all about
15 ready to pass out. We were just dripping in sweat. So at that
16 point, I was just -- we were -- the fireman that was down in
17 that -- it was in the lower level but which was above us, was
18 handing me just debris and we -- and I was throwing it in the
19 back. At that point, Deputy Giddons (ph.) and Deputy Guerrero
20 showed up, and they came to the back of the door, and they
21 said, hey, can we, can we help, and I said get in here. We
22 need to clear this debris out, and we kind of formed -- I was
23 up in the front with the two firemen. At this point, they were
24 still working on the kid that was trapped between the two
25 seats. He was creating such a fuss that one of the fireman was

1 having trouble calming him down, and they were trying to get
2 that circular saw to cut the bolts, to get the chair off of his
3 legs. At some point in time, they freed him. I had left
4 there. I stopped looking down that way and had went back up to
5 where the lower compartment was, where most of the bodies were.
6 They tried to, I think it was another circular saw, a smaller
7 saw, they tried to cut through it, and I guess the battery went
8 dead on it. So they handed it back to me. I laid it back in
9 the back. Then they needed a pry bar. So I was basically at
10 that point assisting them with tools back and forth. At one
11 point, they did extract a female, and again, it was a black
12 female. I don't know if she was alive or dead, but they put
13 her on a flat board but they couldn't tie her down. So at that
14 point, Deputy Lynch and Deputy Brad Johnson showed up, and they
15 entered the train, and basically we just handed them down -- me
16 and the fireman in the small compartment handed -- me and Billy
17 Lynch, the flat board, I guess that's what you'd call it, with
18 the victim on it, to us, and we rotated it down, handed it to
19 the deputies and then they passed it out through the back door.
20 And we did this I think three different times. The last one
21 was actually somebody that was alive because he was the one
22 that Billy Lynch heard moaning. We were assisting the fire
23 department, and all of a sudden Billy Lynch is, hey, I think
24 there's somebody alive down there. There's somebody moaning,
25 and one of the fireman said, I don't think anybody else is

1 alive in this compartment, and then an older fireman, he was
2 like in charge, he was kind of ramrodding the whole operation
3 in there, he was digging around, and he goes, no, I think we've
4 got a live one, and he started pulling people off, and they
5 couldn't get to that person because there was another gentleman
6 and another lady on top of him. And so they had to extricate
7 them, and they put them on some ropes or some type of harness
8 and they lifted them up through the top door with the fire
9 ladders. And then we were able to get this gentleman out, and
10 he was definitely alive because he was moaning and hollering,
11 and they put him on the backboard and we basically took him out
12 through the back of the train. And I basically stayed in there
13 until search and rescue showed up. Search and rescue people
14 were showing up, and me and Billy Lynch stayed up in the front.
15 The one thing that I asked for when I was in the train was for
16 bottled water. I could see everybody was getting dehydrated.
17 People were having a hard time. One of the fireman said, hey,
18 I can't work in here with my oxygen bottle. So I grabbed it
19 off his shoulders, took it off, and laid it down behind him,
20 took of his helmet and basically was assisting him in any way I
21 could so he could move around because it was kind of tight
22 quarters in there. At that point, a female CHP officer showed
23 up with case of bottled water, and she just basically threw it
24 in the back of the train, and I started grabbing water and
25 handing it to the firemen who were trying to extricate these

1 people. And I stayed in there probably another -- at the time
2 I thought it was only maybe 45 minutes, but I've since been
3 told that I was in there for like 3 1/2, 4 hours. So at that
4 point, the search and rescue guys came in, and they said you're
5 looking kind of peaked, you know, you need to get out of here
6 and get some water in you. And so I basically exited the
7 train. A lot of confusion, a lot of blood, a lot of body, you
8 know, body tissue and it was just -- I got such tunnel vision.
9 I was trying to help the firefighters to do what they had to
10 do, and then once I got off the train, I went and got some
11 water, rehydrated, and then we went around to the front of the
12 train and assisted firemen taking debris out, and then that's
13 when one of the -- later on, that's when one of the firemen, he
14 passed out or they lowered him down the ladder, give him some
15 water. And at that point we just, we basically stood by. One
16 of the firemen wanted to, you know, check my finger because I
17 cut my finger on the -- some of the debris, and I told him to
18 get away, you know, it's no big deal. So -- and at that point,
19 we stayed there until we were relieved, and that was probably,
20 I don't know, 7:00, 8:00 that night.

21 MS. SANZO: I'd like to ask the team members for
22 questions and, Sergeant, you can go first for any follow-up
23 questions.

24 SGT. SUTTER: Mr. Ojeda, why don't you go ahead.

25 BY MR. OJEDA:

1 Q. I have a question for you. Being that you were one
2 of the first ones there, did you at anytime or do you know if
3 anyone thought about shutting down the railroad, making that
4 call to secure, make sure no other trains come into the area?
5 Do you know if anyone --

6 A. I, you know, my first thing -- I don't remember
7 really talking to anybody or hearing anybody, just a lot of
8 people screaming and hollering. The first thing I did when I
9 got there was put out a radio transmission that we had a head-
10 on collision, that there was an active fire at the engine -- at
11 both -- at the engine. At the time, I only thought there was
12 one engine because I'm familiar Metrolink. Sometimes they push
13 and pull, and I thought this was a push because I only saw the
14 main car and then the engine, the freight engine there. I
15 didn't actually see the Metrolink engine. Later on, once I got
16 in the train, I realized that the Metrolink engine was actually
17 in the car, but when I got there, the first three things that I
18 saw was the firemen deploying the hoses, getting ready to put
19 out that fire because it was still going, there was still a lot
20 of smoke, and then the passenger helping me up the berm and
21 then the guy sticking halfway out through the back door of the
22 train. And those are the very first three things I did, and
23 once we pulled that guy out of the back of the train, and I
24 went around the front, I started putting out more broadcasts
25 that we needed at least 10 or 12 more units here that -- and

1 then I eventually, because they kept asking me questions over
2 the radio, and while I was trying to talk in the radio, I was
3 having people hand me stuff, and that other gentleman was
4 trying to come out through the door or down through the
5 stairwell and he was all bloody, and I eventually advised my
6 dispatch, look, I can't talk no more. I've got to get off the
7 radio, you know, and at that point, I had no further
8 communication with anybody outside the train until I got pulled
9 out of there.

10 BY SGT. SUTTER:

11 Q. Did you contact the conductor? Did you see the
12 conductor?

13 A. I never saw the conductor.

14 Q. Did you see the deputy, Ebbert (ph.)?

15 A. No. Apparently -- when I was in the train and I was
16 looking out through the back door, I did see a deputy, but I
17 don't know if it was Ebbert coming from the third or second
18 train. There was a lot of people still coming out of the two
19 trains, the two cars behind the main train, behind the man car
20 but they were all walking, and I saw a fireman jump in one of
21 those trains and I saw another uniformed personnel, I don't
22 know who it was, I don't know if it was a fireman or if it was
23 a paramedic, they were jumping in that train and people
24 seemed like they were coming off the train on their own. So my
25 concentration was that first train because I could hear people

1 and see people trying to get out, and I could see the fire. So
2 I figured, okay, that's the priority to get to. And once I got
3 in the train, I have, I have really no clue what went on
4 outside.

5 MR. OJEDA: Thank you.

6 BY CHIEF QUINTANAR:

7 Q. Deputy, did you -- when you arrived on scene, you
8 mentioned that when you were dispatched, you went to a train
9 versus car, and then we call a size up, when you get on the
10 scene.

11 A. Right.

12 Q. It sounds like you did that, right?

13 A. Uh-huh.

14 Q. What did you say? I'm just curious. What did you
15 say? Derailed car, what --

16 A. The first problem I had was that for some reason, the
17 radio traffic, we went to what we call the patch, which
18 basically allows everybody to hear everybody talk as opposed to
19 going through the dispatcher. Basically the first thing I
20 said, you know, we've got a major train derailment, a head-on
21 collision, it looks like with another train and, you know, it's
22 obvious when two are facing the -- and I said we've got an
23 active fire, and we've got numerous injured, and we've got some
24 -- I don't believe I mentioned the fact that anybody was dead,
25 but I said we've got numerous victims, both outside the train

1 and trapped inside the train. And then that was probably over
2 a period of maybe a minute or so I made those transmissions. I
3 didn't make them all at the same time. I was just too busy
4 trying to talk to people and cutting in and out of the radio,
5 but the big thing that I saw the fire, and when I saw the fire,
6 I said, okay, don't know, don't know where it's coming from. I
7 just see flames and a lot of smoke, and at that point, it was
8 coming through the whole train. I mean, it was coming out even
9 the rear door of that car, not thick, but just enough where it
10 was a haze, and then I saw a fireman go in there. So I
11 followed right after him, it wasn't really my part, but, you
12 know, you get tunnel vision, and at the moment you don't think
13 of those things, at least I didn't.

14 Q. Did you call for that -- I know that helicopter, your
15 large helicopter got there really quickly and started moving
16 people.

17 A. No. That was later on. I --

18 Q. No.

19 A. No, it wasn't me.

20 Q. Okay. You said you didn't see the deputy that was on
21 the train?

22 A. No.

23 Q. Okay. The berm, you call the berm, that area.

24 A. Uh-huh.

25 Q. We were told that there was possibly a passenger that

1 was thrown. Were you aware of that?

2 A. No. No. Where I came through was, there was a
3 fence, there was a brick wall, and then there was a chain link
4 fence, and somebody had cut a hole in the fence and parted it,
5 and then once you got through the fence, there was like maybe a
6 four or five foot drop down to the ground, and then there was
7 like a gully, and then the berm started up toward where the
8 track was, and that dirt was all loose and, and, you know, it
9 was hard to get footing, and that's when the passenger, I know
10 it was passenger because he had, he had a train pass hanging
11 off his, off his collar, you know, kind of like the sling, and
12 I -- when he reached down, it hit me in the face. So I knew, I
13 knew it was a passenger from the train. He said, hey, get up
14 here. There's people trapped in the train. There's, you know,
15 people dying. So he grabbed my hand and basically helped pull
16 me up, and that's when I went right to the front car. Once I
17 got up to the top of the berm is when I started making my radio
18 transmissions but, you know, I was so out of breath trying to
19 get -- once I had gotten there and, you know, the adrenaline I
20 guess was pumping, I had to my transmissions, you know, a
21 couple of seconds and then stop, a couple of seconds and stop
22 again. So --

23 Q. You mentioned that when you first came in, did you
24 make an attempt to observe the two other cars or you just went
25 for the, you went for the --

1 A. I looked back and I saw that the two other cars were
2 separated from the other car, and when I looked through that
3 door, I saw people exiting out of the train. But I made no
4 attempt to go back to those two cars. I went forward to the
5 first car. I looked back, and from what I could see, you know,
6 people were getting off the train on their own, and the cars
7 both looked intact. So I'm assuming they were probably injured
8 in those trains, but from what -- I made the decision,
9 conscious decision to go for the first train because that guy
10 was hanging out that door and I, you know, I didn't know
11 whether the car was on fire or what. I just saw the smoke. So
12 I grabbed him. And then I just focused on that first train.

13 Q. Did you notice if there was power on that train?

14 A. I don't believe so. I don't believe I heard any
15 engines or any power whatsoever.

16 Q. Okay. And you mentioned the four additional deputies
17 that assisted you.

18 A. Uh-huh.

19 Q. What was the timeframe on that? Five minutes, ten
20 minutes, two and two came.

21 A. In all estimation, I must have been in the train by
22 myself with the fireman probably for a good I want to say 20,
23 25 minutes before the deputies started showing up, and then the
24 first deputies that showed up was Giddons and Guerrero, and I
25 said, look, you guys need to get in here. We need to get all

1 this debris out of here, and I remember a fireman passing some
2 tools to one of the deputies, and he passed it to another
3 deputy, and then I grabbed it and handed it to the fireman.
4 And then Lynch and Brad Johnson showed up, and then Lynch told
5 me, he says, hey, dude, you look peaked. You need to get out
6 of the train, and I told him no, just get up here, grab some of
7 that water that was by the train and bring it up here, not just
8 for me but for the firemen. And then we just concentrated on
9 trying to get all the debris to take people out.

10 Q. What's your first name again?

11 A. Barry, B A R R Y.

12 Q. M Y E R S.

13 A. R Y A N is my last name, first name Barry.

14 Q. Oh, Ryan. I'm sorry. By the way, we interviewed a
15 chief officer that was -- he was the operations chief, and he
16 spoke very highly of you and appreciated the work you did with
17 us. Thank you very much.

18 A. Yeah, you know, it's just -- I, you know, I could see
19 those guys were just busting their rear ends trying to get at
20 those people, you know, and there wasn't enough personnel.
21 That first two or three or four minutes that we were in there,
22 there just wasn't enough people in there to help out. So, you
23 know, I figured what the heck, I might as well get in there and
24 -- and then the gear. That one fireman, he was having such a
25 hard time maneuvering around, and he said I've got to take this

1 bottle off. So I grabbed it and he said just let it drop, and
2 I go, no, I'm not going to let it drop because you might need
3 it again because we didn't think the fire was out. So I
4 grabbed it, and I just set it right there and held onto it and
5 then held onto him because his angle, where he was trying to
6 get down, he could have fell through. So I'm trying to hold
7 onto him. Now, I don't know if he needed that or not but --
8 and then that kid was trapped in those -- between those two
9 seats and he was just creating such a ruckus, and then he says,
10 you know, this guy's going to be all right. Go upstairs and
11 see what they -- you can do up there. So I went up and started
12 dealing with the people that were already deceased and some of
13 the ones that were trapped up there. So --

14 CHIEF QUINTANAR: That's all I have.

15 BY MR. TAPIA:

16 Q. When you're going to a patch for all to hear, was
17 that one frequency?

18 A. Yes.

19 Q. As opposed to when you said that you received a
20 notice that it was a train versus a car and you were on the
21 radio and was cut off.

22 A. Right.

23 Q. That's a different frequency?

24 A. No. It's the same frequency. The dispatch or our
25 SRC, our radio communication center has an ability to patch in

1 everybody, open up the frequency and patch in everybody. When
2 the frequency is not on the patch, it's, it's radio car to SRC
3 or SEC. You can only talk to the dispatch. So she's relaying
4 information back and forth to you. When they go on the patch,
5 you're able to talk to everybody.

6 Q. Okay.

7 A. So it's like an open mic. It's an open communication
8 to everyone, and the initial call came out through out
9 dispatch. They dispatched it. They hadn't gone to patch at
10 that time. The only -- I think they went on the patch.
11 Somebody put us on the patch right before I got there because
12 when I got out of the car, they asked me if I was 97, and then
13 I heard deputies talking, which usually means that we're on the
14 patch, and I told them that I was, you know, 97 and I was at
15 the location and to stand by, and then that's when I got to
16 where the train was.

17 BY SGT. SUTTER:

18 Q. Did you hear Deputy Ebbert's transmission?

19 A. I heard just a little bit of it. I think he's the
20 one that put out initially that he thought they'd hit a car,
21 and then he put out something that the train had derailed, but
22 that's all I could make out. I wasn't focused. I mean, I knew
23 there was somebody -- I knew there was a deputy there. I
24 didn't realize a passenger on the train. So when I got there,
25 you know, somebody -- I looked back, and I didn't see any

1 deputies, and then that's when the person coming out of that
2 back door all bloody got my attention. So I figured, you know,
3 let's get to him first because obviously the deputy's
4 transmitting, I'm on the radio, he must be somewhat okay.
5 Later we found out that he was seriously injured, but I never
6 saw him at the scene, at least up front.

7 MR. TAPIA: The only other thing I would say is that
8 I hear on TV Arnold, the Governor, and other people saying
9 thanks for all the help, for all the things that you did and
10 participating in this interview, I see what they're saying.
11 You guys did, I don't know how to say it, a fantastic job.

12 THE WITNESS: Yeah, we were talking about it earlier
13 today about, you know, we didn't realize -- I didn't realize
14 how long I was in that car, and neither did Brad Johnson and
15 all the rest of them. I mean, you know, they said that we were
16 in there for four, close to five hours, and I'm thinking, man,
17 it only seemed like we were in there for an hour and a half,
18 you know, just time goes by real quick. So, you know, it's --
19 I was -- if I may add this, I was one of the first deputies on
20 the scene in the Glendale crash. So this is like déjà vu to
21 me, you know, and fortunately that crash wasn't as serious as
22 this one as far as, you know, people losing their lives and
23 such but, you know, I mean we're going up that berm, and in the
24 back of my mind I'm thinking, here we go again. And, you know,
25 it was -- because from what we had heard, you know, on the

1 radio it was a train versus car, but when I got there, I went
2 no, it ain't a train versus car, it's train versus railroad,
3 you know, car maybe but not a regular car. So -- and then like
4 I said, once we were relieved, Sergeant Sutter came and got us
5 and we went and had to brief our command staff, and then we had
6 to stick around for a while, and then I didn't get sent home
7 until like 1:00 or 2:00 that morning because I assume they were
8 going to interview, it was soon afterwards that people wanted
9 to talk to us, but then they went ahead and let me go. So --
10 and I just returned back to work today.

11 MR. TAPIA: That's all I have.

12 MR. OJEDA: That's all I have.

13 MS. SANZO: Thank you very much for participating in
14 this interview. It will be extremely helpful to us --

15 THE WITNESS: Yes, ma'am.

16 MS. SANZO: -- in our investigation. That will
17 conclude the interview.

18 (Whereupon, the interview in the above-entitled
19 matter was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: HEAD-ON COLLISION OF A METROLINK
 COMMUTER TRAIN WITH A UNION
 PACIFIC FREIGHT TRAIN
 September 12, 2008,
 Los Angeles, California
 Interview of Deputy Barry Ryan

DOCKET NUMBER: DCA-08-MR-009

PLACE: Los Angeles, California

DATE: September 16, 2008

was held according to the record, and that this is the original, complete, true and accurate transcript which has been compared to the recording accomplished at the hearing.

Kathryn A. Mirfin
Transcriber