

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FATAL PATCO TRAIN ACCIDENT ON
THE BENJAMIN FRANKLIN BRIDGE
NEAR CAMDEN, NEW JERSEY ON
OCTOBER 14, 2022

Accident No.: RRD23FR001

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Interview of: COREY ALMASY, Carpenter
JPC Group

Cherry Hill, New Jersey

APPEARANCES:

MATT THOMPSON, Investigator
National Transportation Safety Board

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DAVE FULLERTON, Safety Director
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National Transportation Safety Board

JOE GORDON, Accident Investigator
National Transportation Safety Board

WILLIAM SHAW, Director of Power and Signals
PATCO

MICHAEL BACHMEIER, Operations Group Chairman
National Transportation Safety Board

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I N T E R V I E W

1
2 MR. THOMPSON: Okay. My name is Matt Thompson. I'm the NTSB
3 investigator in charge for this accident. This interview is being
4 held at the Doubletree Hotel, Cherry Hill, New Jersey, to conduct
5 an interview with Corey Almasy --

6 MR. ALMASY: Correct.

7 MR. THOMPSON: -- who works for JPC Group. This interview is
8 in conjunction with NTSB's investigation of the PATCO accident in
9 Camden, New Jersey, October 14th, 2022. The NTSB accident
10 reference number is RRD23FR001. The purpose of the investigation
11 is to increase safety, not to assign fault, blame or liability.

12 Before we begin our interview questions, let's go around the
13 table and we'll go on Teams as well, introduce yourselves, spell
14 your last name and who you're representing and your title. I'd
15 like to remind everybody to speak clearly so we can get an
16 accurate recording. I'll start off and then pass to my right.
17 Again, my name is Matt Thompson. The spelling of my last name, T-
18 h-o-m-p-s-o-n. I'm the NTSB investigator in charge for this
19 accident. Ruben.

20 MR. PAYAN: My name is Ruben Payan, P-a-y-a-n. I'm also an
21 investigator with the NTSB out of headquarters.

22 MS. VASSALLO: I'm Emilia McKee Vassallo, V-a-s-s-a-l-l-o.
23 I'm an attorney with Ballard Spahr here on behalf of Mr. Almasy.

24 MR. ALMASY: Corey Almasy, A-l-m-a-s-y. I'm a union
25 carpenter for JPC.

1 MS. DIGIRONIMO: I'm Danielle DiGironimo, D-i, capital G-i-r-
2 o-n-i-m-o. I'm an Assistant Area Director with OSHA.

3 MR. THORN: Tom Thorn, OSHA, Compliance Officer. T-h-o-r-n.

4 MR. FINNEGAN: Rob Finnegan, F-i-n-n-e-g-a-n. I'm the Chief
5 Security and Safety Officer for DRPA.

6 MR. EBLING: Joe Ebling, E-b-l-i-n-g, Sergeant for DRPA
7 police investigating the accident.

8 MR. KROPILAK: Todd Kropilak, K-r-o-p-i-l-a-k, Program
9 Manager, NJDOT State Safety Oversight.

10 MR. FULLERTON: Dave Fullerton, F-u-l-l-e-r-t-o-n, Safety
11 Director for DRPA and PATCO.

12 MR. THOMPSON: All right, Mr. Lloyd.

13 MR. LLOYD: Good afternoon, everybody. Troy Lloyd, National
14 Transportation Safety Board. The spelling of my last name is L-l-
15 o-y-d (indiscernible).

16 MR. THOMPSON: Mr. Shaw -- or Joe, go ahead. Go ahead, Joe.

17 MR. GORDON: Yes, Joe Gordon, Accident Investigator NTSB
18 (indiscernible).

19 MR. THOMPSON: All right, Mr. Shaw.

20 MR. SHAW: My name is William Shaw, S-h-a-w. I'm with PATCO.
21 I'm the Director of Power and Signals.

22 MR. THOMPSON: Okay, Mr. Bachmeier.

23 MR. BACHMEIER: Michael Bachmeier, NTSB, Ops Group Chairman
24 for this accident. B-a-c-h-m-e-i-e-r.

25 MR. THOMPSON: Okay.

1 INTERVIEW OF COREY ALMASY

2 BY MR. THOMPSON:

3 Q. So, Corey, if you can just give us a little rundown, like,
4 your job history with JPC, how long you've been them, what you do
5 for them, start off with that, please.

6 UNIDENTIFIED SPEAKER: Hey, Matt --

7 MR. THOMPSON: Yes.

8 UNIDENTIFIED SPEAKER: -- I hate to interrupt, but did you
9 start the recording on the Teams meeting?10 UNIDENTIFIED SPEAKER: Yes, I did. One of my recorders is
11 down, so I'm just using the Teams for backup.12 UNIDENTIFIED SPEAKER: Okay, yes, I just wanted to make sure
13 that was us.

14 MR. THOMPSON: Yes.

15 UNIDENTIFIED SPEAKER: Yes, it's us.

16 UNIDENTIFIED SPEAKER: No problem.

17 MR. THOMPSON: Yes.

18 UNIDENTIFIED SPEAKER: (Indiscernible).

19 BY MR. THOMPSON:

20 Q. Yes, okay, go ahead, Corey.

21 A. I've been with JPC for just over six months, I think, I
22 believe now. At the time of the accident, I just started. Was at
23 JPC, I think, it was like two months in. I'm just a carpenter so
24 we just form up and pour concrete for JPC.

25 Q. Okay. And so at your safety briefings that you would have

1 before you start work, like what's involved with that? Who would
2 give them to you?

3 A. Usually our foreman would come in.

4 Q. Mr. Walsh (ph.)?

5 A. Mr. Walsh at the bridge, and he would just tell us who we're
6 working with that day, what we were going to be working on and
7 then, you know, go through what we needed for the job to get it
8 done safely and efficiently.

9 Q. Okay. And would Mr. Walsh be the one that tells you okay,
10 it's okay to go on the tracks now or would you hear that from a
11 PATCO employee?

12 A. It was a combination, to be honest with you. It was --
13 sometimes there would be a flag man there for -- or a guy who
14 would stick the third rail --

15 Q. Um-hum.

16 A. -- let us know power is off. And then sometimes we would be
17 told by Ryan (ph.). He'd say -- because I think it was 10:00 is
18 when the third rail was supposed to be off, if I'm not mistaken,
19 on the overnights, that is.

20 Q. Okay.

21 A. And then he would tell us it's safe to go on. So the -- it
22 was a combination of both.

23 Q. Okay.

24 MR. THOMPSON: Mr. Fullerton, we'll go around.

25 MR. FULTON: I don't have any questions.

1 MR. THOMPSON: Okay. Todd.

2 MR. KROPILAK: Todd Kropilak, K-r-o-p-i-l-a-k. Nothing.

3 MR. EBLING: Joe Ebling, E-b-l-i-n-g. Nothing.

4 MR. FINNEGAN: Rob Finnegan, F-i-n-n-e-g-a-n. I don't have
5 anything to add.

6 MR. THORN: Tom Thorn, T-h-o-r-n.

7 BY MR. THORN:

8 Q. Can you describe what happened that night? What were the
9 briefing happened and what took place until the incident?

10 A. We showed up for work and it was right by the brick building.
11 I don't know what building that is -- where we were -- met that
12 one day.

13 UNIDENTIFIED SPEAKER: By our police department?

14 BY MR. THORN:

15 A. Yes, by the police department. I guess Skanska had fellows
16 right there, so we met there that night and we were debriefed on
17 who we would be working with that night. I was with Zacharia
18 Kesehun (ph.) and we were -- we just went over -- I was just told
19 I was working with him and what we would do. So me and Zach went
20 up, we walked to the platform and our job was right there, it was
21 above the tracks. So we didn't have to deal with anything in
22 regard to the shut off of the third rail. So we just got to work
23 and (indiscernible) forms and then we were told about the accident
24 and, yes, that's it.

25 Q. So you weren't near then when the accident occurred?

1 A. No, I was at the -- basically the base of the bridge almost.

2 Q. Okay. And you worked both the tracks?

3 A. Yes, we had platforms set above the train that we could walk
4 on. That's where we were.

5 Q. Okay.

6 MR. THORN: I have no other questions.

7 MR. THOMPSON: Okay. Ruben -- oh --

8 UNIDENTIFIED SPEAKER: No, I'm good, thank you.

9 MR. THOMPSON: Yes, I was going to get Joe --

10 UNIDENTIFIED SPEAKER: Let them --

11 MR. THOMPSON: Okay. Joe, you want to go first or --

12 MR. GORDON: Yes, I can take the first shot on this round.

13 BY MR. GORDON:

14 Q. Corey, thanks for being with us. So you were -- your time
15 there working with JPC, have you ever -- you said that the night
16 of the accident, you were working above the tracks. But have you
17 ever done any work that required you to be like track level?

18 A. On the tracks, yes. The night before I was on the tracks.

19 Q. Okay. Any difference in the job briefing that you received,
20 whether you were going to be track level or above the track?

21 A. No, Ryan's always pretty thorough with, you know, what he
22 expects from us. So the briefings were always the same.

23 Q. Okay. And have you ever received any training from PATCO or
24 training from JPC as far as right of way worker training?

25 A. Yes. In order for us to be on the job, Skanska requires that

1 we take a PATCO class. I believe it's 8 hours.

2 Q. Okay. All right. Have you ever had any interaction with
3 Mark Thompson (ph.) from PATCO or flagman Washington (ph.)?

4 A. To my recollection I do not know these two people.

5 Q. Okay. So your job safety briefing was basically given from
6 someone with your same company or with Skanska. Is that correct?

7 A. Yes.

8 Q. What would they basically tell you about the on-track safety
9 portion of it? Was it basically we're just (indiscernible) and
10 we're good to go? Was there any information about what the limits
11 of your authority was to the employee in charge of the on-track
12 safety was? Any of that information relayed to you or was it just
13 we're good to go, third rail power's down? If you could just kind
14 of give us a review of what kind of information you received in
15 those safety briefings?

16 A. Yes, it was simple as the third rail's down, it's okay to get
17 to work. Sometimes a truck would come by and then we'd be alerted
18 about that. I guess they're doing on the track repairs of some
19 sort, and we'd be told ahead of time. And then -- but other than
20 that, no, it would just be the third rail's down, it's okay to --
21 safe to get to work.

22 Q. Okay. I know you said you had 8 hours of safety training,
23 approximately, (indiscernible) right of way worker. Has anybody
24 ever relayed to you where a copy of that right of way -- let me
25 make sure I've got the right title of it here -- the PATCO Right

1 of Way Safety Plan. Has anyone ever relayed to you where you can
2 access that while you're on -- while you're working out there?

3 A. I honestly don't remember, but I don't believe so.

4 Q. Okay. Yes, these are questions to kind of help us
5 understand, you know, how the safety was being established and,
6 you know, just your honest recollection of what you recall and
7 what else was done.

8 A. Okay.

9 Q. I appreciate that. How about you -- your -- you know, the
10 description of the safety briefing that you've given us, there's
11 not a lot of details on what the contract safety was, but were you
12 ever -- do you ever recall hearing anything about being able to
13 challenge the safety procedures that were in place, if you had any
14 questions? You weren't getting a lot of information, but, you
15 know, when you were told, okay, third rail power's done, we're
16 good to go to work, did anybody ever let you know that if you had
17 any additional questions or concerns that you could raise those?

18 A. Yes, we -- it was kind of a -- if you weren't comfortable
19 going on that night, you know, you could go through the chain of
20 command, which at this juncture I don't know what it was. But you
21 had the option of, you know, I don't feel safe, you know. Can we
22 have a more thorough, you know, a thorough (indiscernible) to make
23 sure that, you know, everybody that was on the tracks could feel
24 comfortable on them.

25 Q. All right. All right, thank you for that. That's what I've

1 got right now.

2 MR. THOMPSON: All right, Mr. Lloyd, do you have anything?

3 MR. LLOYD: Yes, sir, thanks.

4 BY MR. LLOYD:

5 Q. Corey, this is Troy Lloyd, L-l-o-y-d, from the National
6 Transportation Safety Board. Thanks for coming by and letting you
7 -- you know, let's -- ask these questions. This is the way that I
8 get an understanding of what took place that night, breakdown that
9 situation, so I'm just going to bounce some questions off of you,
10 you know, about roles and responsibility, right of way safety of
11 PATCO. So the roles and responsibilities for you of that night of
12 the accident were what?

13 A. My role -- like what job description I had for that night?

14 Q. Yes. And then you're a foreman -- I believe you said you're
15 a foreman or carpenter foreman or something?

16 A. No, sir, not yet. I am just, I guess, I'm just a carpenter.
17 I just -- Ryan Walsh was the foreman that night and I was just a
18 worker, I guess you could say. And that night I was tasked with
19 stripping the concrete forms that we had poured the week's prior,
20 I believe it was.

21 Q. Okay. And you were present that night at the accident site
22 when the accident took place. Correct?

23 A. Yes.

24 Q. Okay. So getting back to that night -- I know it's hard to
25 talk about it -- but do you remember any briefings being -- any

1 job safety briefings being conducted prior to the two contractors
2 entering the right of way, either by a PATCO employee or it could
3 have by another (indiscernible) of the contractors? Do you
4 remember a job safety briefing being discussed?

5 A. I was actually late to briefings that night, so I can't go in
6 depth about that. But I had walked up and I caught the end of it,
7 but I believe there was one, but like I said I was late to the
8 briefings and I was just told where to go and who I was working
9 with.

10 Q. And who was conducting -- when you walked up at the tail-end
11 of that briefing, who was the person conducting that briefing?

12 A. I'm not sure. I was just told by Ryan Walsh where I was
13 going and who I was working with that night.

14 (Crosstalk)

15 Q. I'm sorry -- you don't know if the person conducting the
16 briefing was a contractor or a PATCO employee?

17 A. No, sir, not to my knowledge?

18 Q. Okay. So you don't know who this person was, if they were
19 from a contractor or if they were a PATCO employee. Correct?

20 A. Correct.

21 Q. Okay. With that question, are PATCO employees identified
22 differently from contractors so you know who that person is, if
23 it's a PATCO employee in charge versus a carpenter as yourself?

24 A. Usually, yes, we know like who's from JPC and from Skanska,
25 and who is from PATCO.

1 Q. Okay. So -- (indiscernible) -- so did anyone -- did you hear
2 anyone or did anyone give you or the contractors permission to
3 enter the right of way that night?

4 A. I cannot speak to that. It was -- me and Zach were alone.
5 We didn't have any radios on us or anything. So we were right
6 about the tracks so we never -- we really didn't need somebody to
7 tell us, you know, if it was safe or not to go on, so we wouldn't
8 have heard any of that -- any of those interactions going on.

9 Q. So what are the rules and responsibilities of a contractor if
10 you don't have a briefing, if you don't know the track's out of
11 service, if someone told me, okay, it's clear? Do you guys stay
12 clear until someone comes up to you and says, okay, it's okay to
13 go to work?

14 A. On the third rail?

15 Q. Yes.

16 A. Yes.

17 Q. On the track then, yes. So where these people got hit, you
18 have to have permission to enter the track side. Correct?

19 A. Yes, usually. You have to know the third rail's off to enter
20 the tracks, yes.

21 Q. Okay. And would that be a PATCO employee that tells you that
22 you're allowed to do this or would that be a contractor? I think
23 you mentioned the name of Ryan Walsh who told you what you're
24 going to be doing, where you're going to go. Who would give you
25 specific instructions that's okay for you to foul the track?

1 A. From my experience, it would -- it could be either PATCO or
2 somebody from JPC. It was -- sometimes a guy would come out and
3 poke the third rail and see if it was energized or not. And then
4 other nights Ryan would say it's safe to go on. He'd get the call
5 from PATCO and he'd tell us.

6 Q. So would -- so what do you mean call? Is that something that
7 Ryan would maybe receive by a phone call from the employee in
8 charge that hey, everything's good, it's okay for you to enter the
9 right of way?

10 A. I can't speak to that. I don't -- I just know that he would
11 tell us it was safe. I don't know what the procedure -- how he
12 would receive the okay or not.

13 Q. So offhand, at this same accident site, just off the top of
14 your head, how many times have you worked at that site? Several,
15 several, several times?

16 A. Yes, it was about -- I had been on the bridge for a month and
17 a half probably at that point.

18 Q. Okay. So you were getting pretty familiar with what you need
19 to do, you were getting very comfortable with the instructions,
20 things of that nature. So with that said, for the month, month
21 and a half, did you ever see an EIC from PATCO that gave you a
22 formal documented job safety brief and it has to be signed and
23 understood by each and every right of way worker, and that that
24 EIC provides you that job safety briefing?

25 A. Well, what is an EIC?

1 Q. It's --

2 MR. THOMPSON: Employee in charge.

3 BY MR. LLOYD:

4 Q. As the employee in charge that's something you would
5 potentially learn in PATCO right of way safety training. But
6 that's the employee in charge of everything that's going on, you
7 can do this, you can't do that, track's out of service between
8 point A and point B, thermal power's to be energized at this chain
9 marker. He is the guy, he's the boss. So the EIC that oversees
10 the JPC boss, he's the highest authority that's on site. So did
11 you ever witness this EIC that gave you guys the formal briefings
12 that should be documented, and signed and understood before you
13 went into the right of way?

14 A. I -- so that month and a half I was there -- I just want to
15 make it clear -- were -- that was days and nights and we were on
16 nights only a couple of times. So -- but I can't recollect if I
17 had signed that or not, no.

18 Q. Okay. So you can't remember if you signed a formal job
19 safety briefing where it showed that you understood the rules and
20 policies that were in place, that confirmation that track was out
21 of service?

22 A. No, sir.

23 Q. Okay. So let me ask you a question. Have you been back on
24 site working since the accident?

25 A. Yes.

1 Q. Okay. Same location?

2 A. Yes, but there were -- I was on days, so we wouldn't come in
3 contact with the third rail.

4 Q. Okay. So there's a difference between the daytime work and
5 nighttime work?

6 A. Yes, I believe PATCO doesn't turn the train off during the
7 day or the rail off during the day.

8 Q. So that means you guys would maybe be in the clear working on
9 the platform only? So you would be four feet outside of that
10 fouling zone or (indiscernible) of the train?

11 A. Correct.

12 Q. Okay. So never at any time that you would step foot in a
13 track during daytime hours where you could come in contact with
14 the train?

15 A. No.

16 Q. Okay. Did you see -- so for the nighttime stuff -- let's
17 just stick with the nighttime stuff because that's definitely a
18 different type of outage versus what takes place at nighttime. It
19 seems like nighttime, a train removal or track out of service.
20 Since you've been back on site, do you see any changes in the way
21 that this is being conducted by PATCO versus the EIC being on site
22 versus job safety briefings being done and documented, and an
23 understanding from everyone before they enter the track?

24 A. I haven't been on -- back on nights since the accident on the
25 bridge.

1 Q. Okay. So you're saying --

2 (Crosstalk)

3 A. So the answer I guess would be no.

4 Q. Okay. So that would be -- so you haven't witnessed any
5 changes from the night side because you haven't been on night work
6 since the accident. Correct?

7 A. That's correct.

8 Q. Okay. Did you receive any type of credentials that would --
9 that showed that you were randomly trained on PATCO rules and
10 safety procedures?

11 A. I do believe I did.

12 Q. Okay. Is that something that you have in your possession,
13 like a little pocket card or something? I mean, you don't have to
14 show me, it's just --

15 A. I do have a card. I believe it's in my car.

16 Q. Okay, that's fine. So they go give you a card that shows
17 that you've completed their right of way safety training.
18 Correct?

19 A. Correct.

20 Q. Okay. At any time that you were working on the night side
21 where they would have to do a job safety briefing and stop trains
22 and all that stuff, did anybody ever check -- especially from
23 PATCO -- ever check that you have that card on your possession
24 that showed that you were trained and qualified to be on their
25 track?

1 A. I've never been personally asked that, no.

2 Q. Okay.

3 MR. LLOYD: That's all I have, Mr. Thompson, thank you.

4 MR. THOMPSON: Okay. Mr. Bachmeier, do you have anything?

5 MR. BACHMEIER: No questions at this time.

6 MR. THOMPSON: Okay. Mr. Shaw, do you have anything?

7 MR. SHAW: I have nothing as well, thank you.

8 MR. THOMPSON: Ruben.

9 MR. PAYAN: All right. Ruben, P-a-y-a-n.

10 BY MR. PAYAN:

11 Q. Just a follow-up. In your experience working at night
12 whenever you had to access the track, was the outage pretty
13 regular? From 10 o'clock it was understood that they were out
14 or --

15 A. I believe --

16 Q. -- it would vary a lot?

17 A. I believe the time was always solidified at that specific
18 juncture -- junction.

19 Q. Can you explain that?

20 A. I guess -- I think it was 10 o'clock.

21 Q. So from 10 o'clock it was understood that the tracks would be
22 out --

23 A. Yes.

24 Q. -- for you guys?

25 A. Before we could get -- step foot on the tracks, yes.

1 Q. Okay. And the time shift that you did have access to the
2 track, were you assigned a PATCO person or was there a PATCO
3 person there watching over you?

4 A. No.

5 Q. No. Ever?

6 A. Besides the gentleman who would test the third rail, I never
7 -- I don't recollect a PATCO person --

8 Q. Okay.

9 A. -- looking over us, no.

10 Q. Okay. And when they did test the third rail, did he stay
11 there with you after he tested it?

12 A. All night?

13 Q. While you were working on the track -- while you were
14 following the tracks?

15 A. No, not that I can remember, no.

16 Q. No. So as far you remember, he just tested it and then let
17 you know that the third rail was down?

18 A. As far as I remember it, yes.

19 Q. And then he would depart?

20 A. Correct.

21 Q. Okay. And was there any way that you notified PATCO or
22 anybody from the railroad once you were done with your work that
23 it was safe to put the track back in service? Did you have to
24 check in or check out?

25 A. I would -- we would just relay back to Ryan that, you know,

1 we're all -- we -- he'd come by and once over -- or once over
2 everything again to make sure all our tools were off, and then we
3 would depart.

4 Q. Okay. Now on the night of the accident, you said Ryan was
5 the person that gave you your job for the night?

6 A. Yes.

7 Q. Were you there when the two people involved in this accident
8 got their job assigned?

9 A. I was not.

10 Q. You were not?

11 A. Um-um.

12 Q. Do you know what their job was?

13 A. Just basing off of what the prior work we were -- I think we
14 were doing joints around beams and they were --

15 Q. Um-hum.

16 A. -- caulking them and waterproofing them, and that's --

17 Q. Okay.

18 A. -- that's all I could --

19 Q. Yes, based on --

20 (Crosstalk)

21 Q. -- experience.

22 A. Based on prior work that we --

23 Q. But you didn't hear anything saying get up there and start
24 working or anything like that?

25 A. No, sir.

- 1 Q. Okay. Okay, thank you, that's all I have.
- 2 A. Thank you.
- 3 MR. THOMPSON: Okay. And did I ask Mr. Shaw?
- 4 MR. PAYAN: I believe so, I think you got everybody.
- 5 MR. THOMPSON: Okay. All right.
- 6 MR. EBLING: I just want to clarify one thing.
- 7 MR. THOMPSON: Okay, yes.
- 8 MR. EBLING: Joe Ebling with -- E-b-l-i-n-g -- with DRPA.
- 9 BY MR. EBLING:
- 10 Q. When you said that usually it goes out at 10 o'clock, do you
- 11 -- if it goes out at 10 o'clock and 10 o'clock hits, do you go on
- 12 to the track area because it's 10 o'clock?
- 13 A. No. I don't -- we don't step foot on that unless we know.
- 14 Q. Until you get confirmation?
- 15 A. Correct.
- 16 Q. Is that unusual for it to start before 10 o'clock or after 10
- 17 o'clock?
- 18 A. Depending on what's going on on the job site.
- 19 (Crosstalk)
- 20 Q. So the time is not actually solidified?
- 21 A. Yes.
- 22 Q. It could change?
- 23 A. Yes, it could vary.
- 24 Q. Okay, that's all. I just wanted to clarify that.
- 25 MR. THOMPSON: Okay. All right. Does anybody have anything

1 else? No? Okay. All right.

2 MR. GORDON: (Indiscernible). Yes, one --

3 MR. THOMPSON: This is Joe Gordon.

4 MR. GORDON: Joe Gordon, NTSB, G-o-r-d-o-n.

5 BY MR. GORDON:

6 Q. So, Corey, if you do go back out there and, you know, you
7 change over to nights for whatever reason and something ever -- be
8 sure that you get that safety briefing, you know, from someone to
9 know the limits of the on track safety, and from my understanding,
10 you know, you should be hearing from an EIC from PATCO before you
11 step out there. So just something to keep in mind, you know, if
12 you change shifts and you end up back out there on night shift.
13 You know, look for someone from PATCO to give you a job safety
14 briefing before you go out there, you know. We just want to make
15 sure you're safe.

16 A. Yes, sir, thank you, I appreciate it.

17 Q. Yes, thank you.

18 MR. THOMPSON: Okay, nobody has anything else? All right.

19 Well, thank you, Corey. I appreciate you coming in.

20 MR. ALMASY: Yes, sir.

21 MR. THOMPSON: And you could stop the recording.

22 MR. PAYAN: Off the record at 10:52.

23 (Whereupon, at 10:52 p.m., the interview was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL PATCO TRAIN ACCIDENT ON THE
 BENJAMIN FRANKLIN BRIDGE NEAR
 CAMDEN, NEW JERSEY ON OCTOBER 14, 2022
 Interview of Corey Almasy

ACCIDENT NO.: RRD23FR001

PLACE: Cherry Hill, New Jersey

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Maria Socorro R. Abellar
Transcriber