

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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MULTIPLE FATALITIES TO PATCO
CONTRACTORS ON BENJAMIN FRANKLIN
BRIDGE NEAR CAMDEN, NEW JERSEY
ON OCTOBER 14, 2022

Accident No.: RRD23FR001

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Interview of: RYAN WALSH, Foreman
JPC Group, Inc.

DoubleTree Inn
Philadelphia, Pennsylvania

Monday,
October 17, 2022

APPEARANCES:

MICHAEL BACHMEIER, Operations Group Chairman
National Transportation Safety Board

RUBIN PAYAN, Signal and Train Control Group Chairman
National Transportation Safety Board

PHILIP HERBERT, Accident Investigator
Federal Transit Administration (FTA)

ROBERT FINNEGAN, Chief Security and Safety Officer
Delaware River Port Authority (DRPA)

JOSEPH EBLING, Sergeant
DRPA Police Department

TODD KROPILAK, Program Manager
State Safety Oversight
New Jersey Department of Transportation (NJDOT)

RON MEISCHKER, Director
Industry, Labor & Compliance Division
Eastern Atlantic States Regional Council of Carpenters
(On behalf of Mr. Walsh)

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I N T E R V I E W

(2:13 p.m.)

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2
3 MR. BACHMEIER: Good afternoon. My name is Michael
4 Bachmeier, and I'm the NTSB ops group chairman for this accident.
5 We are here today, on October 17th, 2022, at 2:13 p.m. in the
6 DoubleTree hotel, to conduct an interview with Ryan Walsh, who
7 works for JPC. This interview is in conjunction with the NTSB's
8 investigation of the accident near Ben Franklin Bridge. The NTSB
9 accident reference number is RRD23FR001. The purpose of the
10 investigation is to increase safety, not to assign fault, blame,
11 or liability.

12 Before we begin our interview and questions, let's go around
13 the table and introduce ourselves. Please spell your last name,
14 who you're a representative, and then your title. I'd like to
15 remind everyone to speak clearly so we can get an accurate
16 recording. I'll start off and then pass it to my right.

17 Again, my name is Michael Bachmeier. The spelling of my last
18 name is B-a-c-h-m-e-i-e-r, and I am the NTSB ops group chairman
19 for this accident.

20 MR. HERBERT: My name is Philip Herbert, H-e-r-b-e-r-t. I am
21 an accident investigator for the Federal Transit Administration.

22 MR. FINNEGAN: I'm Robert Finnegan, F-i-n-n-e-g-a-n, DRPA
23 chief safety and security officer.

24 SGT. EBLING: Joseph Ebling, E-b-l-i-n-g, sergeant with the
25 DRPA Police, Badge 101.

1 MR. KROPILAK: Todd Kropilak, K-r-o-p-i-l-a-k. I'm the
2 program manager for Office of State Safety Oversight, NJDOT.

3 MR. PAYAN: I'm Rubin Payan. I'm with the NTSB, and I'm
4 signal and train control chairman.

5 MR. MEISCHKER: Ron Meischker. I'm the director of the
6 industry and labor compliance division of the Eastern Atlantic
7 States Regional Council of Carpenters, union representative for
8 Mr. Walsh.

9 MR. WALSH: I'm Ryan Walsh. I work for JPC Group. Last name
10 W-a-l-s-h.

11 MR. BACHMEIER: Thank you.

12 Ryan, do we have your permission to record our discussion
13 with you today?

14 MR. WALSH: Yes.

15 MR. BACHMEIER: Do you understand the transcripts will be
16 part of the public docket; as such, we cannot guarantee any
17 confidentiality?

18 MR. WALSH: Yes.

19 MR. BACHMEIER: As we discussed, you have a representative
20 with you today.

21 MR. WALSH: Yes.

22 MR. BACHMEIER: Mr. Meischker; is that correct?

23 MR. WALSH: Yes.

24 MR. BACHMEIER: I'd like to ask everyone to clearly announce
25 your title and name before questioning. With that --

1 INTERVIEW OF RYAN WALSH

2 BY MR. BACHMEIER:

3 Q. Ryan, could you give us a synopsis of your work experience
4 taking us up to your present job and how long you've been in your
5 current position?6 A. I've been in the Carpenter's union for 11 years. I've been
7 with JPC Group since August of 2013. I've been a carpenter
8 foreman for them for about, I'd say, 2½ years now. Do you need
9 anything more than that?

10 Q. Two and a half years as a supervisor? As a foreman?

11 A. Yeah. Yep.

12 Q. Okay. How long have you been working on -- have you guys --
13 how long have you been working on the Ben Franklin Bridge?

14 A. I would say about a year and a half on and off.

15 Q. Okay. And is that -- your time up on the bridge, has it been
16 with railroad -- on the rail side and then also just --17 A. Yeah. We have work in the anchorages, the approach, and then
18 obviously our track work. It's all over.

19 Q. So it's not always --

20 A. No.

21 Q. -- next to the rail?

22 A. No.

23 Q. You don't have to always have -- so like when you do work
24 against the rail, is there extra steps that you got to take into
25 effect?

1 A. Yeah. But we usually wait -- we get set up and wait until we
2 get that call to -- at the track, all right, we have the outage
3 and it's safe to go out there.

4 Q. Okay. And who would that call come from?

5 A. Skanska, whoever's on that shift. Usually they're --

6 Q. Okay. So Skanska always has a representative there?

7 A. Yes.

8 Q. Okay. So like, let's go back to the night of the 14th, and I
9 know it -- the incident. But, so what time did you show up or
10 what time --

11 A. About 8:15. Shift started at 8:30. All the guys, we met in
12 Skanska's main yard, picked those guys up. We went to their
13 laydown yard to do like a pre-shift meeting.

14 Q. Okay.

15 A. And then -- do you want something --

16 Q. Okay. No. And how many would be -- how many employees did
17 you have working there?

18 A. There was five guys including myself.

19 Q. Okay, so five guys. And your pre-shift meeting with -- and
20 then you met --

21 A. Skanska does that.

22 Q. -- Skanska?

23 A. Yeah.

24 Q. And who from Skanska did you meet with then?

25 A. Tim.

1 Q. Tim.

2 A. Tim and all their -- I think they had maybe two, three
3 laborers and a couple ironworkers.

4 Q. Okay. Okay. And your pre-meeting is just -- what do you
5 guys discuss there?

6 A. Yeah, what -- where they're going to be working, where our
7 guys are going to be. So we just coordinate with each other.

8 Q. Okay. Do you guys talk safety or anything like that?

9 A. Well, they harp safety a lot, Skanska. Yeah.

10 Q. Okay. How about your guys? How about you? Do you --

11 A. Yeah. I'm the one -- I'm usually pretty thorough.

12 Q. Okay. So you are the main line events for your JPC guys,
13 so --

14 A. Yeah.

15 Q. Okay. So after your pre-meeting, did you guys kind of have
16 an idea of when your outage is or do you guys --

17 A. Yeah. Well, it's not the -- every -- like all my guys know
18 it's -- we're supposed to get it at 9:30, but you don't know if
19 the trains are behind. It's never consistently 9:30. It could be

20 10. I think two nights before that when it was raining, it was
21 like 10:30. So it's never at the same time every time.

22 Q. So it does fluctuate then?

23 A. Yeah. Yeah.

24 Q. So it just depends on the train traffic --

25 A. Yeah.

1 Q. -- when you guys -- yep. Okay.

2 MR. BACHMEIER: I think that's all.

3 I'll pass it off to you, Phil.

4 MR. HERBERT: Okay.

5 BY MR. HERBERT:

6 Q. Ryan, thanks for coming in.

7 A. No problem.

8 Q. So you talked about your pre-shift meeting with your
9 employees.

10 A. Yes.

11 Q. Okay. And the two gentlemen that were in the incident, were
12 they in that meeting?

13 A. Yes.

14 Q. At what point did they depart that meeting?

15 A. Well, we went and got -- everybody met at the anchorage. We
16 got material and we were driving up together. They knew -- that
17 was their third night doing the same task, so he knew what had to
18 be done. And I was following him up and I had my other crew I was
19 setting up on the approach, the pedestrian sidewalk. We didn't
20 need clearance there, so I could get them up and started. And got
21 in my truck with another laborer to go help these guys set up, and
22 it was already a done deal.

23 Q. Okay. So during your job safety briefing or your briefing,
24 did you have an opportunity to check and see if people had PPE, if
25 they were all --

1 A. Yeah. Everybody was wearing all their -- hardhat, vest,
2 safety glasses.

3 Q. Okay. And what was their job? What would take them to the
4 rail?

5 A. We have these umbrella columns. We're taking all the joints
6 out and we're putting new backer rod caulking. So all that is
7 right next to the third rail. There's like 11 of them.

8 Q. Okay. And you said that you went -- so you had your job
9 safety briefing and then you were going up --

10 A. Yeah.

11 Q. -- to the anchorages?

12 A. Yeah.

13 Q. Did they leave before you?

14 A. They were right in front of me. And I remember clear as day,
15 I said, just head up; I'll meet you up there and we'll give you a
16 hand. Because we did the night before, start bringing our labor
17 up. We got to set -- there's so much work we have to do before we
18 even go on the track, lights, getting all your material ready
19 and -- so I just --

20 Q. Okay. So you said just go up?

21 A. Yeah, head up there, wait for me, and we'll be up. I dropped
22 the other crew up -- crew off. We hopped in the truck and we're
23 on our way up, and it was already --

24 Q. It already occurred?

25 A. Yeah. There was fire trucks up there and we couldn't even

1 get to the scene.

2 Q. So how much time elapsed from the point they went up to the
3 time you went up?

4 A. It couldn't have been more than 10 minutes.

5 Q. Okay.

6 A. Because I remember checking. I guess their time of death was
7 9:24, somewhere around there. I remember checking my phone at
8 9:36 and I was up there, so --

9 Q. Okay. And they -- it was their third night on the job?

10 A. On that same -- in that area, yeah.

11 Q. Okay. Did you have any other worksites besides --

12 A. Yeah. So we were -- that night, we were kind of all spread
13 out: the approach, the pedestrian sidewalk; we had NJ North
14 anchorage, work there with the joints; and then we had -- the
15 night before I did have guys demo-ing PA North, the overlay.

16 Q. Okay. So the path -- the pathway? Or you were --

17 A. Yeah. The sidewalk up top, but --

18 Q. Okay.

19 A. It's in -- there's an overlay on top of the roof side. We're
20 chipping all that out.

21 Q. And that had nothing to do with the rail?

22 A. Yeah. That's the same thing, same deal. That work. We need
23 an outage to chip it. All the stuff's right next to the third
24 rail and that's where all the columns are.

25 Q. Okay.

1 A. So --

2 Q. So they're not on the walkway that's up above?

3 A. No, no. I'm saying the night of the accident, it was -- I
4 had guys on the pedestrian sidewalk that you don't need clearance
5 for.

6 Q. Okay. All right.

7 MR. HERBERT: That's all I have. Thanks.

8 MR. WALSH: All right.

9 MR. BACHMEIER: Robert?

10 BY MR. FINNEGAN:

11 Q. Ryan, just to reaffirm or confirm, so prior to you going up
12 there, you have a safety brief of some sort or some --

13 A. Yeah.

14 Q. -- communication with whomever you're working with.

15 A. Yep.

16 Q. You go up on the bridge, and if -- whether you wait in the
17 yard or you go up on the span in the closed lane, you don't get
18 onto the actual site of work until confirmation of --

19 A. Yeah, until we get the phone call. We always stay -- like
20 that's --

21 Q. And you get that from Skanska, right?

22 A. Skanska. Yep.

23 MR. FINNEGAN: Okay. Nothing further. Thanks.

24 SGT. EBLING: Joe Ebling. Nothing.

25 MR. BACHMEIER: Todd?

1 BY MR. KROPILAK:

2 Q. Todd Kropilak, NJDOT. We understand there was equipment
3 being piloted.

4 A. Yes.

5 Q. Who would communicate with the person that that vehicle
6 should move?

7 A. What do you mean by that?

8 Q. How would that vehicle know that they have clearance to --

9 A. What, like who was working there? They don't go until I tell
10 them. Usually it's in person or I call them.

11 Q. Okay. So once you hear from Skanska --

12 A. Yeah.

13 Q. -- you would -- then you tell the --

14 A. Yeah.

15 Q. -- equipment to proceed?

16 A. Well, we can set up because all our equipment's on the actual
17 road. So we don't -- we can have everything set up and then when
18 we get the call, we can go on the track and then start working.

19 Q. What vehicle was being piloted?

20 A. What, at the scene of the accident?

21 Q. PATCO had a flagman on a vehicle, had a pilot --

22 A. Yeah.

23 Q. -- to bring equipment up.

24 A. Not for -- all -- ours are all tow-behinds. Yeah, I don't
25 usually deal with PATCO for any of that.

1 Q. Okay. On the previous nights prior to starting work would
2 there be additional safety briefing? Is there anything that
3 PATCO --

4 A. No. PATCO's usually never involved. It's all -- we go
5 Skanska and they do, they do it every day.

6 MR. KROPILAK: Okay. Nothing further.

7 BY MR. PAYAN:

8 Q. All right. This is Rubin. Ryan, thank you for being here.
9 So as far as coordinating with PATCO, are you involved in any
10 of that?

11 A. I never -- I deal directly with Skanska.

12 Q. Okay. So --

13 A. And they deal with PATCO, so --

14 Q. So do you coordinate with Skanska as far as how many flagmen
15 to use or when you need a flagman?

16 A. We don't even get -- usually we -- I don't even know where
17 the flagman's been. Like usually I call and say we need a PATCO
18 guy to test the rail, and that's it. But I go through Skanska for
19 everything. I don't deal with them. So --

20 Q. But, I mean, do you coordinate with Skanska as far as how
21 many or when?

22 A. Yeah. I -- well, they know where we're working. That's -- I
23 mean, we just follow their procedures.

24 Q. And how is that done?

25 A. He calls, tells us we're good to go to work and we go to

1 work.

2 Q. But I mean ahead of time. Do you put in a request?

3 A. Yeah. Well, they know when we're working we meet in the yard
4 and then --

5 Q. They being Skanska?

6 A. Skanska, yes. JPC goes meets with Skanska. Then we go up
7 top and wait for the phone call, and then we go to work.

8 Q. And so Skanska has already ahead of time requested a flagman
9 for --

10 A. Yeah. They do --

11 Q. -- for JCP [sic]?

12 A. They do all that.

13 Q. JPC.

14 A. Yep.

15 Q. And what's the normal assignment? Do you need one flagman
16 for all of JPC or one --

17 A. I don't know what their -- I can't answer that question. I
18 don't know if it's one for just the whole night shift or -- I'm
19 not sure.

20 Q. I mean from your experience. You've worked on the bridge
21 before. What does PATCO normally assign? Is it one or two or --

22 A. We don't have a guy there all the time, if that's what you're
23 asking?

24 Q. No, no. I mean, just number of flagmen.

25 A. I couldn't -- maybe one guy I usually see.

- 1 Q. One guy works for everybody on the --
- 2 A. For everybody.
- 3 Q. -- work outage?
- 4 A. Yeah. And that's a guess. I'm not 100 percent sure of that.
- 5 Q. And where does the flagman go?
- 6 A. I can't --
- 7 Q. Does he stay with you --
- 8 A. No.
- 9 Q. -- or does he stay with the crew?
- 10 A. No.
- 11 Q. Is he anywhere in the outage?
- 12 A. I don't -- I couldn't tell you where he is, to be honest. I
- 13 know he's up on the bridge, maybe parked up. I don't, I don't
- 14 know.
- 15 Q. So he's not visibly or --
- 16 A. No.
- 17 Q. -- physically next to you?
- 18 A. No.
- 19 Q. Okay. So how do you know where he's out there? Or do you
- 20 know?
- 21 A. We just go -- it's pretty much Skanska, they tell us. We
- 22 just follow their lead.
- 23 Q. Okay. And on October 14th, Friday, the day of the
- 24 accident --
- 25 A. Yeah.

- 1 Q. -- how many crews were -- that JPC had?
- 2 A. Two crews.
- 3 Q. Two crews?
- 4 A. Yep.
- 5 Q. And they were both at the pre-work meeting?
- 6 A. Yes.
- 7 Q. And PATCO wasn't at that meeting?
- 8 A. No. DRPA is usually there. That's about it.
- 9 Q. And what exactly -- what work was going to be done that day?
- 10 A. We had to strip up on the sidewalk and then do the joints at
- 11 NJ North.
- 12 Q. Okay. So how far apart were the crews going to be?
- 13 A. About a quarter mile, maybe.
- 14 Q. Quarter mile?
- 15 A. Yeah.
- 16 Q. Can you see each other working?
- 17 A. You can't -- no.
- 18 Q. No, not (indiscernible)?
- 19 A. You can't see, no.
- 20 Q. Okay. And workwise, you said sometimes you work fouling the
- 21 track, sometimes you don't.
- 22 A. Yeah.
- 23 Q. Workwise for JPC, procedure-wise --
- 24 A. Yeah.
- 25 Q. -- is it different the days that you're going to work near

1 the track or --

2 A. Yeah. Yeah.

3 Q. How's the procedures change?

4 A. Well, if we're working -- well, we're usually during the day
5 and at nighttime it's all track outages, so --

6 Q. So track outages are usually done at night?

7 A. Yeah. That's whatever work we have for -- that we need the
8 outages.

9 Q. And setting up for the work, is there different procedures
10 you follow to work with PATCO versus --

11 A. No. We have --

12 Q. -- work on (indiscernible)?

13 A. -- we have our same procedures we follow, you know --

14 Q. Same procedures?

15 A. Yeah.

16 Q. So you still get your instruction from Skanska and --

17 A. Yeah. That's --

18 Q. That doesn't change?

19 A. No.

20 Q. Okay. And at the pre-work meeting, were any instructions by
21 you or Skanska to the two workers that were involved?

22 A. I told them meet me up there, I'll come help you. I never
23 told them that we had the outage and we were good to go.

24 Q. Okay. But, I mean, as far as the -- they knew what the work
25 was going to be?

1 A. Yeah.

2 Q. But they weren't going to start doing anything before the
3 outage?

4 A. No.

5 MR. PAYAN: Okay. All right. Thank you.

6 That's all I have, Mike.

7 MR. MEISCHKER: Yeah, may I ask a question for clarity
8 related to these two questions?

9 MR. BACHMEIER: Sure.

10 BY MR. MEISCHKER:

11 Q. When you say up there, you're not telling them to go to the
12 tracks, are you?

13 A. No.

14 Q. Where is up there and what does that mean?

15 A. Up at NJ North in their truck. That's where every night I
16 would meet him. He'd be on the road in his truck. And then I
17 usually set up and then go set the next crew up.

18 Q. It's a staging area, correct?

19 A. Yeah.

20 MR. MEISCHKER: So just for clarity, he directed them to go
21 to the staging area where he would meet them.

22 BY MR. MEISCHKER:

23 Q. Is that correct?

24 A. Yes.

25 UNIDENTIFIED SPEAKER: Just for the record, have him state

1 his name and spell his last name.

2 MR. MEISCHKER: Sure. It's Ron M-e-i-s-c-h-k-e-r, Eastern
3 Atlantic States Regional Council of Carpenters.

4 BY MR. BACHMEIER:

5 Q. Okay. Mike Bachmeier, NTSB. Ryan, training. Now what kind
6 of training do you guys go through?

7 A. We did the PATCO training.

8 Q. PATCO.

9 UNIDENTIFIED SPEAKER: PATCO safety training (indiscernible).

10 BY MR. BACHMEIER:

11 Q. So do you guys get any Skanska training or is it all through
12 PATCO?

13 A. Yeah. You do a -- when you first come to the job, you do get
14 safety training from Skanska.

15 Q. Skanska.

16 A. And then to work where we were working, you get PATCO
17 training as well.

18 Q. Okay. And since you've been up there -- I think you said 2½
19 years, right?

20 A. About a year and a half.

21 Q. A year and a half. That's right. So do you do -- is that
22 every year or does that repeat?

23 A. I think Skanska's is -- I mean, they do safety standdowns and
24 all that.

25 Q. Yup.

1 A. But it's just when you start. And then PATCO, I think PATCO
2 might be good for a year. Off the top of my head, I don't know.

3 Q. So you might be due again here shortly?

4 A. Yeah, yeah.

5 Q. Okay. But you have -- and then all of your guys --

6 A. Yes, they all had --

7 Q. -- whenever you get new guys --

8 A. They're all trained.

9 Q. All trained for roadway worker protection?

10 A. Yes.

11 Q. Okay.

12 A. And I know we just did the PATCO training in August, I think
13 it was. So --

14 Q. Okay.

15 A. It was definitely up to date.

16 Q. Okay.

17 MR. BACHMEIER: Phil? That's all I got.

18 BY MR. HERBERT:

19 Q. Yeah, Phil Herbert, FTA. And you probably answered it
20 before, but I want to clarify. At any time did you receive a
21 phone call from Skanska?

22 A. No. I received one call, and it was to tell me that he
23 thinks my guys are on the track. That was it.

24 Q. And who called you and told you that?

25 A. Tim. From Skanska.

- 1 Q. From Skanska?
- 2 A. Yes.
- 3 Q. And what was the context of that conversation?
- 4 A. He said -- I can remember it clear as day. He said, are your
5 guys out on the track working? And I said, no, they know better
6 than that; they're not out there. And he said, dude, I think
7 they're out there. And I took -- I hung up and I started calling
8 Donato right away.
- 9 Q. Okay.
- 10 A. And then ran up there.
- 11 Q. And where was that phone call made to?
- 12 A. Who? To -- where was I?
- 13 Q. Yeah. I mean -- no, I mean, what phone? I mean, what --
- 14 A. Donato's cell phone.
- 15 Q. No, I mean the phone call from Skanska.
- 16 A. Oh, yeah, yeah. Tim called me.
- 17 Q. Tim called you?
- 18 A. Yes.
- 19 Q. On what phone?
- 20 A. My personal phone.
- 21 Q. Do you have that phone with you?
- 22 A. Yeah.
- 23 Q. Can you tell me what time that was?
- 24 A. I don't know if I still have -- I got a lot of calls. I
25 don't have -- I would have to go back. But it was probably right

1 around 9:30, almost probably on the dot. Because then by the time
2 I got up there -- yeah, maybe a little after 9:30.

3 Q. Okay. And I know it's hard for you. I understand.

4 A. Yeah.

5 Q. But I want to get a clear -- of the communications. Okay?
6 So how -- or do you know how did Tim know to ask you are they up
7 on the --

8 A. Because he was already up there. He was -- I guess he was
9 driving by, saw the ambulances and fire trucks, and he was up
10 there when I got up there.

11 Q. And you said you thought that was around 9:30?

12 A. Yeah, probably maybe 9:32. And then by the time I ran up
13 there it was around 9:36.

14 Q. Okay. Now you said -- you just said that they knew better
15 than to go out there.

16 A. Yes. They were -- he's a -- Donato's a foreman. He's a
17 competent person. So he usually doesn't make mistakes.

18 Q. Is there anything that you can think of that would give
19 him -- would have given him some idea that it was safe for him to
20 go out there?

21 A. No. I wish I had the answers. I really believe it was just
22 complacency and -- I just don't have the answers.

23 MR. HERBERT: Okay. All right. Thanks. Thank you.

24 MR. BACHMEIER: Joe?

25 SGT. EBLING: Nothing else.

1 MR. BACHMEIER: Todd?

2 BY MR. KROPILAK:

3 Q. Todd Kropilak, NJDOT. Normally you wait for -- to hear from
4 Skanska that you had the track outage.

5 A. Yes.

6 Q. And then you would tell the pilot to bring the equipment or
7 you'll need equipment?

8 A. No. I don't -- what pilot are you --

9 Q. The track equipment.

10 A. We don't need -- what we're doing, we don't use any track
11 equipment. We have -- all our equipment we bring up ourselves.

12 Q. Okay. And again, just normally in the past has PATCO or
13 Skanska ever said or talked about PPE, like what the workers had
14 or didn't have?

15 A. Yeah. I mean, they're real sticklers for PPE and all that.

16 Q. Okay. Would Skanska say that PATCO indicated something or
17 would it just be themselves telling you?

18 A. Skanska just tells me. So --

19 MR. KROPILAK: Okay. That's all.

20 MR. BACHMEIER: Okay. Rubin?

21 BY MR. PAYAN:

22 Q. This is Rubin, NTSB. Just a final question here. So you
23 said Skanska notifies you when the outage is in place.

24 A. Yes.

25 Q. And then, so you personally go to the crews and tell them

- 1 it's safe to go out there?
- 2 A. Yes. I'm usually right there with them.
- 3 Q. And then, once they got off, what do they do? They report to
4 you and say --
- 5 A. We -- I tell -- I have to call. We always talk to each other
6 at the end of the night to make sure whatever crews I have out
7 there are off the track before he -- before they --
- 8 Q. (Indiscernible)
- 9 A. Yeah, before the line's hot again.
- 10 Q. So the crews, what do they -- phone call, text or --
- 11 A. What? No, no. I'm there personally. I go to the crew --
- 12 Q. What if you have more than one crew?
- 13 A. Yeah. I stop at the one crew, get them, wrap them up. Then
14 we go to the next crew. And then once we're all down the bridge,
15 then I talk to Skanska and notify them --
- 16 Q. Oh, so you physically --
- 17 A. Yeah.
- 18 Q. -- see that they're off?
- 19 A. Yeah.
- 20 Q. And then you let Skanska know --
- 21 A. That we're off the --
- 22 Q. -- by phone call?
- 23 A. Yes.
- 24 Q. Okay. And then, do you know what happens then?
- 25 A. No. That's --

1 Q. You're done.

2 A. Yeah. Done after that.

3 MR. PAYAN: Okay. All right. Thank you. That's all I had.

4 MR. BACHMEIER: Okay.

5 BY MR. MEISCHKER:

6 Q. I just have one more thing just for clarity. You said these
7 individuals worked there the previous two nights?

8 A. Yes.

9 Q. Okay. The previous two nights when you told them to meet you
10 to prepare to go out into the track, where did they meet you?

11 A. The same spot, right in lane 1.

12 Q. The staging area? Just for clarity.

13 A. Yes. The staging area, lane 1, NJ North anchorage.

14 Q. Okay. And on this evening, they did not meet you there for
15 whatever reason?

16 A. No.

17 MR. MEISCHKER: Okay. Thank you.

18 BY MR. BACHMEIER:

19 Q. So, Ryan, I got to ask you -- so we talked about a vest?

20 A. Yes.

21 Q. What are your PPE requirements? Can you wear a vest or can
22 you wear a shirt?

23 A. No. Yeah, you got to wear -- I think it's a Class 3 vest,
24 gloves, glasses, hardhat.

25 Q. Okay. So you do have to wear a vest?

1 A. Yes.

2 Q. You can't wear a shirt that would have --

3 A. No.

4 Q. Okay. I just want to make sure. Thank you.

5 Do you have anything that you'd like to add to this?

6 A. No.

7 Q. Is there anything you would -- could think prevented this
8 accident?

9 A. No.

10 Q. If we have any follow-up questions, Ryan, would you mind if
11 we contacted you?

12 A. Yeah, you can contact me.

13 Q. Thank you.

14 MR. BACHMEIER: On behalf of the NTSB and all of us here,
15 thank you for your time and cooperation (indiscernible). Thank
16 you.

17 MR. WALSH: No problem.

18 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

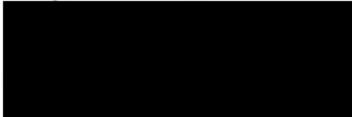
IN THE MATTER OF: MULTIPLE FATALITIES TO PATCO
 CONTRACTORS ON BENJAMIN FRANKLIN BRIDGE
 IN CAMDEN, NEW JERSEY
 ON OCTOBER 14, 2022
 Interview of Ryan Walsh

ACCIDENT NO.: RRD23FR001

PLACE: Philadelphia, Pennsylvania

DATE: October 17, 2022

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.



Kay Maurer
Transcriber