

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 *

Accident No.: RRD23FR001

BRIDGE NEAR CAMDEN, NEW JERSEY *

ON OCTOBER 14, 2022 *

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* * * * *

Interview of: Joseph Prince, Train Driver

PATCO

Delaware Port Authority, New Jersey

Saturday,
October 15, 2022

APPEARANCES:

SERGEANT JOSEPH EBLING
Delaware River Port Authority

CORPORAL
Delaware River Port Authority

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I N T E R V I E W

(12:36 a.m.)

1
2
3 SGT EBLING: Today is October 15, the time is 12:36 a.m. I
4 am Sergeant Ebling with the Delaware River Port Authority and with
5 me is --

6 CORPORAL: Corporal (indiscernible), [REDACTED] with the DRPA.

7 SGT EBLING: And?

8 MR. PRINCE: Joseph Prince.

9 SGT EBLING: This is in reference to DRPA Case Number [REDACTED]
[REDACTED], which was an accident that occurred on the Ben Franklin
11 bridge on 10-14.

INTERVIEW OF JOSEPH PRINCE

12
13 BY SGT EBLING:

14 Q. Mr. Prince, could you please state your name -- full name?

15 A. Joseph Prince.

16 Q. Could you spell your name for me -- last name?

17 A. P R I N C E.

18 Q. And your address?

19 A. [REDACTED].

20 Q. Date of birth?

21 A. [REDACTED].

22 Q. And phone number?

23 A. [REDACTED].

24 Q. Is it okay to call you Joe?

25 A. Yeah.

1 Q. Okay, Joe, what is -- where are you employed?

2 A. PATCO.

3 Q. And how long have you been employed with PATCO?

4 A. I'm going on 24.

5 Q. 24?

6 A. Years.

7 Q. 24 years. During your 24 years with PATCO, what has your
8 assignment been?

9 A. From the beginning?

10 Q. Yes.

11 A. I was hired as a custodian, I moved to train operations -- I
12 was a train operator, I was the auxiliary supervisor for a while.

13 Q. And how long have you been a train operator?

14 A. 22.

15 Q. 22 years?

16 A. Yeah.

17 Q. And how long were you -- are you a supervisor right now?

18 A. No, I was an auxiliary supervisor for about five years maybe.

19 Q. And when was that?

20 A. From probably 2010, 2011 until -- I don't know, when they
21 took all the auxiliaries out of the contract maybe, like -- what
22 was it, 16, maybe, 17.

23 (Whispering)

24 BY SGT EBLING:

25 Q. And then in reference to what happened on the 14th, can you

1 tell me what happened there? What time did you come into work?

2 A. My shift started at 1:24.

3 Q. 1:24, what, a.m., p.m.?

4 A. P.m.

5 Q. Okay, were you operating a train today as a train operator?

6 A. Yes.

7 Q. All day?

8 A. Yes.

9 Q. Did you have any other assignments today?

10 A. No.

11 Q. So, you came in at 1:24 and did you take any breaks or
12 anything like that?

13 A. I have -- my lunch break is 4:30 to quarter to six, I think.

14 Q. Were you operating a train tonight when you had the accident?

15 A. Yes.

16 Q. Can you explain to me what happened there?

17 A. Leaving City Hall west bound, I get to right about Candid
18 (ph.) Storage, the train -- I got a red brake light. I called
19 center tower, tell them I have a red brake light, the train is
20 being -- it's coming to a stop with the brake application light
21 on. They give me instructions, I'm operating home signal block to
22 16th Street, I move up onto the bridge. As I'm operating west
23 bound on the bridge, I guess -- where is that -- right around
24 Camden Anchorage probably. I see two contractors -- well, what
25 I'm assuming is contractors, they're kind of -- they're not facing

1 me, they're kind of just leaning over, looking at -- their back is
2 to the tracks, they're facing the traffic -- they're facing the
3 bridge traffic. I dumped the train, I'm on the horn, and I hit
4 them.

5 Q. How are you now? Are you okay?

6 A. Not really, but --

7 Q. That's got to be hard. When you say you got
8 instructions -- so, that red dot you're talking about, what does
9 that symbolize, that red dot?

10 A. Brake application light. Something -- the brake application
11 light was lit on the train, it brought the train to a stop. I
12 made the call on the radio saying I have a red application light.
13 I don't see any red out the outside door lights, which would be
14 that car has a problem. I didn't see anything. The instructions
15 they gave me is to operate home signal block to 16th and
16 (indiscernible).

17 Q. What does that mean?

18 A. Home signal block? Basically, I'm running with the ATC cut
19 out, which is -- which you use for train separation, which if
20 you've got a red signal, it's going to stop the train. That's
21 what ATC is.

22 Q. So, ATC, what does that stand for?

23 A. Automatic train control.

24 Q. So, you were -- so, if automatic train control was operating,
25 then the train would -- would the train automatically stop at

1 certain points?

2 A. If it was a red signal in front of me, it would stop. If it
3 was a train in front of me, it would automatically --

4 Q. Stop?

5 A. -- brake, right.

6 Q. Now, with that off, it would not do that? Then you're in
7 complete control of the train?

8 A. Right.

9 Q. This ATC control speed?

10 A. As far as?

11 Q. The speed of the train and how fast it's going?

12 A. With the ATC cut out, if you have 20 cab, you can go faster
13 than that. If you have -- because it takes that restriction off,
14 but when you operate home signal block, your speed is 40.

15 Q. So, if you're -- so the instructions you received were home
16 signal block?

17 A. Yes.

18 Q. So, you cannot go over 40 miles an hour?

19 A. Right.

20 Q. Okay, and how fast were you going on the bridge?

21 A. I wasn't even going 30 because I had just got the
22 instruction, so from where I got the brake light to where the
23 incident, wasn't enough to even get up to a high speed.

24 Q. Did you -- where you got that brake light, did your train
25 stop completely where that brake light was?

1 A. It's just --

2 Q. Then you started from, like, a dead stop?

3 A. Yes.

4 Q. Okay, and then you went up -- you were going up?

5 A. Right.

6 Q. So, at the time of the incident -- the time of the accident,
7 you were going, you said, not even 30 miles an hour?

8 A. Not even 30.

9 Q. What would you say you were going?

10 A. Probably 29 to 30.

11 Q. Okay, do you know what the speed limit is on the bridge?

12 A. Depending on where you're at coming up, you get
13 different -- coming up, you might hit 40, then as you go down,
14 it'll hit 30, then you go to 20.

15 Q. But you were -- without -- with ATC off, you're allowed to go
16 up to 40 miles an hour?

17 A. Yeah.

18 Q. Even on the bridge?

19 A. Yeah.

20 Q. Okay, so as you were going up, did you know there was
21 construction or anything on the bridge? Were you informed of any
22 of that?

23 A. No -- well, I mean, I knew they were taking track out, but
24 not on the Two Track from my understanding.

25 Q. So, there was no instructions that there were going to be

1 construction workers on Track Two?

2 A. No.

3 Q. Got it. How far were you when you figured -- how far from
4 the individuals were you before the incident happened? (Verbatim)

5 A. What is -- like feet, yards?

6 Q. Feet, yards, train lengths?

7 A. I don't know. I mean, I can't say a hundred percent certain.
8 I'd say maybe a train length, maybe.

9 Q. One car or a whole train?

10 A. Maybe a train length, maybe.

11 Q. That's the whole six pack?

12 A. Yeah.

13 Q. A six pack?

14 A. Maybe, you know what I mean, I can't really say for sure when
15 I saw. I don't know, maybe about half a train length. I'm not
16 sure.

17 Q. And what did you do when you saw them?

18 A. I dumped the train. That means putting it into emergency.

19 Q. And what happened when you put it into emergency?

20 A. Air goes out of the brakes. It brings the train to a dead
21 stop. Once I dump the train, the train stops where it stops. I
22 can't do anything else. All the air is out of the system, that's
23 what it means when I put it in emergency.

24 Q. So, when you put it in emergency, you're saying that's the
25 same thing as dumping the train?

1 A. Yeah.

2 Q. Okay, and when the air's coming out of the brakes, what
3 happens to the brakes?

4 A. The brakes engage and -- I mean, there's no other mechanism
5 for stopping the train.

6 Q. Got it.

7 A. Pretty much when you dump the train --

8 Q. So, the train, depending on how fast you're going, is going
9 to determine --

10 A. Right, it's going to stop when it stops.

11 Q. And you said -- did you activate the horn at all when you saw
12 them?

13 A. Yeah.

14 Q. Do you know what they -- did they do anything?

15 A. No.

16 Q. They were just leaning? So, they were in the track area
17 itself?

18 A. Well, right there, it's like closed clearance. So, they're
19 not inside the track area in the running rails, they're on the
20 side, but their back is to the track if you follow what I'm
21 saying.

22 Q. Right, so if you're going up the track, their back is facing
23 away from the bridge and their front is facing towards traffic?

24 A. On the bridge.

25 Q. On the bridge?

1 A. Right.

2 Q. So, they're basically leaning, looking into traffic?

3 A. Right.

4 Q. Their back is facing out to nothing?

5 A. Their back is facing out to the tracks.

6 Q. To the tracks or an open space back there?

7 A. Right.

8 Q. And when you sounded the horn, they didn't do anything?

9 A. No.

10 Q. Do you -- what is the protocol for construction track work?

11 A. As far as what?

12 Q. When you know there's track work -- did you know there was
13 track work on Track Two?

14 A. No.

15 Q. So, there was no indication anybody was going to be working
16 up there at all that night?

17 A. No.

18 Q. Okay, had you received --

19 A. Like, I don't know really -- go ahead.

20 Q. No, go ahead, I'm sorry.

21 A. I don't know when there's going to be -- I know when they
22 tell me there's going to be track work.

23 Q. Right.

24 A. I know when we have a restriction that is track work. I
25 don't know what time they're going to start. I don't know what

1 time they start setting up. You might hear some traffic over the
2 radio, but as far as taking the track out of service for the
3 construction, I don't have anything to do with that.

4 Q. So, that's what I was going to ask you. So, if there's going
5 to be track work, can you tell me how that's explained to you as a
6 train operator? How do you get informed of track work?

7 A. I get informed of track work -- if I check on, it'll say
8 it'll be a track-work schedule later on tonight, which means that
9 the trains will be leaving at different times. So, you check to
10 see what time your train departs from (indiscernible), what time
11 your train departs from 16th street.

12 Q. Do they tell you where the track work is?

13 A. They'll tell you -- you'll hear some, like, Track One, Track
14 Two, or Track One will be out from Hall to Market, so you know
15 that they're working somewhere in between Hall and -- City Hall
16 and 8th and Market.

17 Q. Got it.

18 A. You don't know where unless it's a restriction. Now, if it's
19 a restriction, then it'll give you points, track work starts at
20 such and such mile post or they're 300 feet away from such and
21 such or whatever, you know what I mean. But --

22 Q. Now, was any of that relayed to you at all tonight?

23 A. No.

24 Q. So, if there was track work and they told you there was track
25 work on the -- you know, from City Hall to 8th and Market on the

1 bridge, what's the protocol for that? What do you do when you
2 know there's track work up there? So, what you said before is
3 they'll tell you there's restrictions?

4 A. Right.

5 Q. If there's not any restrictions, can you take me through both
6 of those scenarios?

7 A. Okay, if there's a restriction, they'll have flashing lights
8 up, they'll have signs up that, you know, you're supposed to go a
9 certain speed between this point and that point. Sometimes they
10 have restrictions where they have a flag man out there where you
11 have to stop. When you come up to them, you stop and you wait for
12 them to flag you through where they're working if what they're
13 doing calls for that. That's usually when they're, like, failing
14 (ph.) the rail or whatever it does. As far as -- what else --

15 Q. No restrictions, just track work -- construction track work.

16 A. If it's just track work --

17 Q. Is there a difference between track work and construction
18 track work?

19 A. Basically, it's all the same pretty much.

20 Q. Take me through construction track work?

21 A. Well, construction, that's really (indiscernible), that's
22 whatever they're doing. I don't know what they're doing, you know
23 what I mean?

24 Q. If there's --

25 A. If it's construction, maybe they're digging up the towers or

1 something. I don't know.

2 Q. But if there is track work, what's the protocol for that?
3 From -- between City Hall and 8th and Market, what would be the
4 protocol for that?

5 A. Well, it depends, like, if two track is out and I'm operating
6 on one track, two track is out. It has nothing to do with me
7 because I'm not over there, you know what I mean? So, I don't
8 know what they're doing, there's no need for a restriction,
9 there's no need for anything. You just -- there's track work on
10 two track, but you're routed on one track all the time.

11 Q. Could there be track work on two track and track -- and two
12 track still be open?

13 A. Yeah.

14 Q. So, take me through that, what would happen there? So,
15 you're -- but you were never informed that there was any track
16 work?

17 A. No.

18 Q. When it comes to inform you, are you informed by radio,
19 phone, paper if you were to be informed?

20 A. Yeah, if there's going to be work on two track, you would get
21 a restriction, maybe, if it called for that.

22 Q. And how would you get that? Would it come on paper, would it
23 come on --

24 A. Yeah.

25 Q. It would be on paper?

1 A. When you get in, you check in. You've probably been up
2 there, it's track work -- there's a restriction at Ashland right
3 now. So, you have something like this, you fill it out, and they
4 have lights, they have signs up, you're going a certain speed, if
5 it's 15, it's 15, if it's 20, it's 20, if it's 30, it's 30 between
6 whatever point. When you clear that point, you can resume normal.

7 Q. Normal.

8 A. So, this is how you would know. Now, can there be track work
9 an there's no need for a restriction? Yes.

10 Q. And you would -- and that's my question to you. So, there
11 was no restriction or anything, you were never informed of track
12 work. How would you be informed of track work? You've got -- the
13 pink slip says there's a restriction.

14 A. Right.

15 Q. What if there was track work with no restriction, how would
16 you be informed of that? Is there forms to be put out like that?

17 A. No, you would just --

18 Q. Just by radio?

19 A. Right, there's -- that's a weigh and power call, that's a
20 dispatcher call that you don't need a restriction.

21 Q. How about outside construction agencies that would go
22 through -- who would that go through?

23 A. All that's weigh and power -- all that's track guys, yeah, in
24 the center tower. I have nothing to do with that.

25 Q. So, when you come in who notifies you? So, let's say you

1 came in tonight and you were going to be aware that there were
2 going to be people working on track two, who would notify you
3 about that?

4 A. That they're going to be working?

5 Q. That there was going to be track work on track two. Who is
6 responsible for notifying you that there's people out there?

7 A. If there's no restrictions, there's really nobody to notify.
8 You know, like I said, if there's a track work schedule and then
9 from being here, you know that they're out there working, you
10 know, I've been here long enough to know that. Where they're at,
11 I don't know. Do you understand what I'm saying? I don't know
12 where they are at any time. You know, if you see construction, I
13 don't care if they're out here working somewhere.

14 Q. But a lot of times, there will be construction out there and
15 you have no idea until you see them?

16 A. Right, you know what I mean. But I don't know -- you'll know
17 there's track work because you have a different schedule because
18 the trains leave at different times. You understand?

19 Q. The only time you really get notified --

20 A. So, that tells me okay, it's track work because it's a track
21 work schedule.

22 Q. Right, the only time -- so, it sounds like the only time, as
23 a train operator, you're notified is when there's a restriction?

24 A. Basically, because if there's no need for a restriction, they
25 usually have flag people out there or they have -- their flag is

1 like their safety, I guess.

2 Q. Right, and when there's a flag man out there, they don't even
3 tell you? You just see the flag guy and know to slow down?

4 A. Right.

5 Q. And then you'll --

6 A. Well, you don't even have to slow down until -- I mean, of
7 course, you can beep the horn, right, and they wave you on. But a
8 stop and proceed situation is different because they need you to
9 stop, so you stop. A restriction is different. I don't what you
10 to confuse that with being like normal track work.

11 Q. Right.

12 A. Because normal track work --

13 Q. You're not notified?

14 A. Right, and you can run with normal speed unless they tell you
15 something specific -- you know, they give you specific
16 instructions. I need you to go this --

17 Q. Because they're out there under their own protection?

18 A. Right.

19 Q. And a lot of times they'll have flag men out there?

20 A. Right.

21 Q. Okay, and how many days -- well, when was your last day off
22 from today?

23 A. The weekend.

24 Q. You had the weekend off?

25 A. Sunday, yeah.

1 Q. Sunday. So, you worked Monday, Tuesday, Wednesday, Thursday,
2 and Friday?

3 A. Well, actually, I didn't work Tuesday.

4 Q. So, Monday, Wednesday, Thursday, Friday?

5 A. Yeah.

6 Q. But how many hours a day do you work?

7 A. My normal schedule is eight. If I do overtime -- I didn't do
8 any overtime this week.

9 Q. So, if you came in at 1:24, what time are you scheduled to
10 get off?

11 A. A little after 10:00.

12 Q. During the last week, was there any track work on the bridge
13 on track two?

14 A. I don't know, they've been working up there forever. I don't
15 know if it was.

16 Q. Was there, like -- did you go up there and see any flag men
17 up there yesterday or Wednesday? Were there any restrictions or
18 anything?

19 A. No, because usually they'll have one side of the bridge
20 closed to traffic as far as train traffic and everything is single
21 track and that's why you've got the track work schedule.

22 Q. Was there two tracks open?

23 A. I don't know.

24 Q. Was track two and track one both open today?

25 A. Yeah.

1 Q. They were? Okay, were they both open yesterday?

2 A. While I was working. I don't know if they took the track out
3 after I left because sometimes I'm done before it goes in because
4 you never know what time it's going in depending on whatever.

5 Q. So, Wednesday and Thursday -- Monday, Wednesday, and
6 Thursday, there wasn't anything on track -- you were operating on
7 track two as normal during your time?

8 A. Yeah.

9 Q. Were you aware that they were working on that track at all?

10 A. No.

11 Q. And your normal shift is always about 1:24 to 10:00 -- 1:30
12 to 10:00?

13 A. For the pick that we're in right now. You know, we pick
14 every so many months.

15 Q. Okay, so for months -- how long have you been working that
16 1:00 to 10:00 -- 1:30 to 10:00?

17 A. It went in, maybe, about two months ago maybe.

18 SGT EBLING: Okay, I don't have anything else.

19 CORPORAL: I stepped out, did he -- were they wearing vests?

20 SGT EBLING: Yeah, were they wearing vests?

21 BY CORPORAL:

22 Q. Did you see them wearing vests or have, like, flashlights or
23 anything like that?

24 A. No lights, I think they might've had vests on. I can't
25 remember. I don't know.

1 Q. Okay, anything out of the ordinary other than them,
2 obviously, being in a close clearance area that you saw?

3 A. As far as what?

4 Q. Just anything that looked abnormal?

5 A. Didn't look normal, no.

6 CORPORAL: Okay

7 BY SGT EBLING:

8 Q. And for anybody that wouldn't know, close clearance, what
9 does that mean?

10 A. There's really no room there. Close clearance is someplace
11 where you aren't supposed to be.

12 Q. When you say there's no room, would you say that there's no
13 room for you and the train?

14 A. Right, there's -- yeah, because it's not --

15 Q. Because that's stopping --

16 A. I mean, some places are narrower than others, you know, with
17 everything and some places you have room, you know, as far as the
18 catwalk, such and such, you know what I mean? But some places
19 it's considered close clearance.

20 SGT EBLING: Okay.

21 Anything?

22 CORPORAL: No.

23 BY SGT EBLING:

24 Q. So, I just want to go through it real quick again. So, you
25 came in today at 1:24, you had lunch between 4:30, 4:45, your end

1 time is 10:00 or a little bit after 10:00?

2 A. Yeah.

3 Q. You were never informed of any track work or anything today?

4 A. Probably. I mean, it was a track work schedule, so I knew it
5 was track work. Do you understand that I don't know where the
6 track work was going to be?

7 Q. Okay.

8 A. I take that back. It does tell -- you when you have the
9 track work, it'll give you a location that there's work between
10 such and such and such and such. But we were just running a track
11 work schedule, I don't even know if they were set up yet to be
12 honest with you. I don't know.

13 Q. Did they tell you where the track work was today?

14 A. No.

15 Q. But you knew there was track work somewhere on the line?

16 A. Somewhere. I mean, you know, you see the flashing lights,
17 you know they're working on the bridge.

18 Q. Okay.

19 A. You know they're out there doing something. But I didn't
20 know, you know, where they were or what they were doing.

21 Q. Did you know there was track work somewhere on the bridge
22 then on track two?

23 A. I knew they were going to be working on the bridge, I didn't
24 know when or where.

25 Q. Okay, and how did you become aware of that?

1 A. Because it was a track work schedule.

2 Q. Okay, but other than that, nobody told you anything?

3 A. No, nobody said anything.

4 Q. You just look at the schedule and you know there's going to
5 be track work?

6 A. Right.

7 Q. And did you know -- well, you said there was going -- you
8 knew there was going to be track work on the bridge, but you
9 didn't know when?

10 A. Right.

11 Q. Has there been track work on the bridge the last couple of
12 days you worked?

13 A. Yeah, there's been track work for how long they've been up
14 there.

15 Q. Have they had flag men up there or what was the operations
16 during that time?

17 A. Usually, they have somebody with them.

18 Q. Meaning what? Like a flag man?

19 A. A flag man, yeah. Well, meaning a flag man, yes. But, you
20 know, like I said, it goes in at different times, so I'm
21 not -- sometimes I'm not here for that.

22 Q. You were never informed of what time they were going to
23 start?

24 A. No.

25 Q. Okay, and for the incident that happened last -- on the

1 14th -- yeah, on the 14th with the accident, so you're coming up
2 at City Hall and you get a red brake light?

3 A. Coming up the bridge.

4 Q. Coming up the bridge?

5 A. Right at -- probably right around Camden Storage, I believe.

6 Q. Train comes to a complete stop?

7 A. Yes.

8 Q. They tell you to proceed -- what do you call it again?

9 A. Home signal block.

10 Q. Home signal block, which means that you're not allowed to go
11 over 40 miles an hour?

12 A. Right.

13 Q. ATC was off?

14 A. Yes.

15 Q. And then you started traveling up the bridge?

16 A. Yes.

17 Q. Was there any flag men there? Did you have any indication
18 they were doing work on the track at that time?

19 A. No.

20 Q. About a half a train length of a six-pack train -- six-car
21 train is when you saw two -- did you see two or just one?

22 A. Two.

23 Q. You saw two males, you don't know if they were wearing vests,
24 their backs were to the tracks and they were leaned over, facing
25 the traffic on the bridge?

1 A. Yeah.

2 Q. Upon seeing them, you emergency -- put the train into
3 emergency, which is also called dumping the train?

4 A. Yeah.

5 Q. Which lets the air out of the brakes and engages the brakes?

6 A. Right.

7 Q. At that time, there's nothing else you can do?

8 A. No.

9 Q. Did you sound the horn?

10 A. Yes.

11 Q. Did you see if those subjects ever moved when you sounded the
12 horn? Did they look in your direction? Did they make an attempt
13 to move? Did they do anything?

14 A. I don't think -- I don't know.

15 Q. After that, what did you do? After the train came to a stop,
16 what did you do?

17 A. Called for help.

18 Q. And how did you do that?

19 A. I got on the radio, I told them they had to cut the power on
20 the bridge, I told them I struck some workers. I said I need help
21 and I need it fast.

22 Q. And what did you do after that?

23 A. I was out the window. I saw the one guy, I was trying to
24 holler to him, you know, tell him help was coming.

25 Q. Was he alive?

1 A. I don't know.

2 Q. When you say you saw him, what do you mean? How did you see
3 him and what did you see?

4 A. I looked out the window and I saw him. I mean, the train was
5 over top of him. Well, maybe from here up, I guess.

6 Q. Was he talking to you, did he acknowledge you in any way?

7 A. No. I mean, but he -- if I'm not looking out the train
8 window here, he's --

9 Q. Behind you?

10 A. Yeah, he was kind of --

11 Q. So, you're looking out a train window behind you?

12 A. Right, yeah.

13 Q. Was he moving at all?

14 A. A little bit.

15 Q. Did he say anything to you?

16 A. I could hear if he said anything.

17 Q. And what did you do after that?

18 A. Got back on the radio to raise the help.

19 Q. Anything else?

20 A. No, I think by then, some of the bridge, you know, cops were
21 coming up and I was telling them because they didn't see him. I
22 said he's right there and I told him there was somebody else. I
23 said there was two. I kept telling them there was two.

24 SGT EBLING: Anything?

25 CORPORAL: No, just --

1 BY CORPORAL:

2 Q. I'm trying to think, did you see them in the tracks at all,
3 or they were just up on the -- at the close clearance area when
4 you saw them and that was it? Like, did you see them --

5 A. No.

6 Q. Like, were they running out of the tracks real quick?

7 A. No, they were just where they were.

8 CORPORAL: Okay.

9 SGT EBLING: Were they -- so how that -- where the tracks are
10 down here and you have that little ledge up here.

11 CORPORAL: Where that red railing is probably, right?

12 MR. PRINCE: Yeah.

13 SGT EBLING: No, they weren't by the red railing, they were
14 on the other side.

15 MR. PRINCE: Right, they were --

16 SGT EBLING: They were on the side closest to the inner part
17 of the bridge. They weren't at the red railing.

18 MR. PRINCE: Right.

19 BY SGT EBLING:

20 Q. So, I think there's, like, a step here and then it steps down
21 to the track area. Were they in the tracks or were they up on the
22 step up here?

23 A. They were up. They weren't in the track area.

24 Q. So, if the running rail is here, they were not on the --

25 A. They weren't there, no. They weren't in the running rails.

1 Q. They were up. Were they on the third rail cover?

2 A. I couldn't really tell, like, what they were on or -- you
3 know what I mean?

4 Q. Okay.

5 A. I couldn't see that much.

6 Q. Okay, and then again, just to clarify, there was track
7 work -- you knew there was track work because there was a track
8 work schedule, but you did not know where it was going to be?

9 A. Uh huh.

10 Q. You knew there was track work in the past -- within the last
11 past week up on track two, but they've always had flag men up
12 there?

13 A. Uh huh.

14 Q. Is that correct?

15 A. Yeah.

16 SGT EBLING: Okay.

17 Anything else?

18 CORPORAL: No.

19 SGT EBLING: I think I'm good.

20 BY SGT EBLING:

21 Q. And then I just want to clarify the protocol for the track
22 work. So, if there is a restriction, then that restriction -- can
23 you take me through that again one more time? I'm sorry. The
24 restriction -- you'll come up to a part and that restriction will
25 tell you to slow down or whatever the restriction is; slow down,

1 completely stop, and then proceed with caution? Is that what a
2 restriction is?

3 A. Yeah.

4 Q. How about track work with no restriction? It's just normal
5 and then you just drive, you just go normal as you normally would.

6 A. Uh huh.

7 Q. Now, there could be track work with flag men out there, which
8 then would tell you they were stopped. Like if you were a car,
9 stop, let the other cars go, and then they would tell you to go
10 ahead?

11 A. Well, yeah, and the flag men is usually the workers
12 protections. Whoever is out there, that's their protection.

13 Q. Got it.

14 A. If it's not a restriction.

15 Q. If there's not a restriction?

16 A. Right.

17 Q. Now, are there ever track work out there where they're
18 actually in the tracks with no flag man?

19 A. There shouldn't be.

20 Q. There shouldn't be?

21 A. There shouldn't be.

22 Q. All right, anything that you would like to add that we didn't
23 ask you or cover?

24 A. No.

25 SGT EBLING: No? Okay.

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The time is 1:08 a.m. and that will conclude this interview.
Sorry to make you go through all of that --
(Whereupon, at 1:08 a.m., the interview was concluded.)

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 Joseph Prince

ACCIDENT NO.: RRD23FR001

PLACE: Delaware Port Authority, New Jersey

DATE: October 15, 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.



Carolyn Hanna
Transcriber