

May 29th, 2007

Mr. Thomas E. Fortune
Assistant Superintendent of Operations
3570 Clifford Lane
Jacksonville, FL. 32209

Dear Sir:

This letter is in reference to an incident that occurred April 24th, 2007. It involves Assistant Conductor Herman Appelman, Conductor R. Grogan and Engineers S. Lecona and R.S. Thigpen.

Herein attached please find emailed statement by Assistant Conductor Herman Appelman to the undersigned, outlining events related to their taxi ride to their rest point on April 24th.

In it, a troubling picture is painted. Starting with the use of taxi vehicles with insufficient space to safely and comfortably seat Crew Members and a driver, including all their personal belongings and coolers. Vehicles used to transport Crews, must allow for the safe storage of Crew's and driver's personal belongings and coolers.

Utilizing vehicles that have insufficient safe storage space and forces Crews to place these loose items in the passenger cab of the vehicle, subjects the passengers to additional injuries in the case of a traffic accident or abrupt stop to avoid an accident, by virtue of them becoming projectiles.

Additionally, the variety of computer warning lights illuminated in this vehicle's panel, would suggest a vehicle in very poor repair, unsafe to operate and most definitely unfit to transport your Employees, our Members, anywhere.

Finally, enclosed also please find copy of letter of complaint authored by the driver in question, outlining his position on this matter. Noticeably, the driver believes he has the authority to drive eight (8) miles over the posted speed limit. Unless this Company can

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produce a waiver to the Law this driver claims to enjoy, it is evident this is either a spoken or unspoken rule of this taxi operator, thus rendering their other drivers potentially equally dangerous and under similar assumptions of immunity from the law.

It is Amtrak's responsibility and duty, if it chooses to use a contractor to perform transportation services for the Crews, to ensure the Company and vehicles contracted meet the physical size needs for safe transportation, are in good repair, especially in regards to safety sensitive components (ie. Brakes, warning lights, tires, steering, etc) and employ responsible, law abiding, professional drivers.

The egregious nature of the whole incident is worthy of a review of Amtrak's contracting practices and guidelines regarding transportation services for the Crews. I request that at the very least the company outlined in this incident be temporarily banned from servicing Amtrak's Crews until such time as a review of their fleet's condition, training and rules manual and individual drivers' license history is performed by Amtrak.

I am also enclosing a copy of CSX's position in regards to number of Crew Members that can be safely transported in "Astro or Safari" model vans. We concur with their position and hope you find it reasonable and fitting of Amtrak's policies as well. As you know, Astro vans used by PTI have a greater weight limit and seating capacity and storage space than most taxis or minivans in the market.

Thanking you in advance for your kind consideration in this matter and looking forward to your response, I am...

Very Truly Yours

Andres Trujillo, Director
UTU Florida Legislative Board

Cc: A.L. Suozzo, General Chairman UTU
Herman Appelman, Local Chairman UTU
T.W. Pope, Local Legislative Representative
Irwin Inger, Trainmaster Amtrak Miami