EXHIBIT 3-EE

Docket No. DCA-08-MR009

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

Documentation of Training Done in Connection with Operational Test Failures Between Managers and Employees

Connex Conductor
Remedial Training

1. Connex Conductors who require remedial training or have had a 49 CFR Part 240 violation will attend training consisting of the following topics and instruction to ensure a complete understanding of rules and laws as set forth by the code:

- Connex Safety Instructions
- General Code of Operating Rules
- Metrolink – BNSF – UPRR Time Table Special Instructions
- Connex Air Brake and Train Handling Rules

A written examination will be administered. The test must have a score of not less than 90% for passing.

2. The following topics will be re-introduced to the Conductor to help understand common practices and conditions that are prevalent in the Rail Road Industry today:

- Crew Resource Management
    - Technical Proficiency
    - Situational Awareness
    - Communication
    - Teamwork
- Switching Operations Fatality Analysis
- Connex Metrolink Policies and Procedures
- SCRRA Supplemental Instructions
- SCRRA Security Training
- A Review of "Rule Violations" and trends in the passenger and commuter industry.
- "Violation Assessment" to encourage dialogue to reconstruct and establish circumstances leading up to incident and address Crew Member's concerns to prevent future violations.

Classroom discussions with visual aids and hands-on participation will be used to ensure complete comprehension for the Conductor.

3. Field Training will be utilized to help management assess the Conductor's skills and those areas that will need to be focused.

- The Conductor will be directed to spend time in the Metrolink Commuter Operation's Office with a dispatcher to see how the entire operation is run from the stand point of Operations.
- The Conductor will attend job briefings with other crews to discuss areas of concern involved with the violation.
- The Conductor will make re-familiarization head trips to provide feedback for an adequate adaptation back into operating over the territory.
- An "Overall Satisfactory Rating" must be achieved on a check ride given by a Designated Supervisor.
- Written Physical Characteristics tests will be administered by the Designated Supervisor.
- Verbal Physical Characteristics tests will be administered by the Designated Supervisor.

A decision will be made and documented by the Supervisor to determine if the Conductor is a viable candidate for reinstatement.

Connex Locomotive Engineer
Remedial Training

1. Connex Engineers who have experienced a 49 CFR Part 240 violation will attend training consisting of the following topics and instruction to ensure a complete understanding of rules and laws as set forth by the code:

- Connex Safety Instructions
- General Code of Operating Rules
- Metrolink – BNSF – UPRR Time Table Special Instructions
- Connex Air Brake and Train Handling Rules
- 49 CFR Part 240

A written examination will be administered. The test must have a score of not less than 90% for passing.

2. The following topics will be re-introduced to the Engineer to help understand common practices and conditions that are prevalent in the Rail Road Industry today:

- Crew Resource Management
    - Technical Proficiency
    - Situational Awareness
    - Communication
    - Teamwork
- Switching Operations Fatality Analysis
- Connex Metrolink Policies and Procedures
- SCRRA Supplemental Instructions
- SCRRA Security Training
- A Review of "Engineer Decertifications" and trends in the passenger and commuter industry.
- "Violation Assessment" to encourage dialogue to reconstruct and establish circumstances leading up to incident and address Crew Member's concerns to prevent future violations.

Classroom discussions with visual aids and hands-on participation will be used to ensure complete comprehension for the Engineer.

3. Field Training will be utilized to help management assess the Engineer's skills and those areas that will need to be focused.

- The Engineer will be directed to spend time in the Metrolink Commuter Operation's Office with a dispatcher to see how the entire operation is run from the stand point of Operations.
- The Engineer will attend job briefings with other crews to discuss areas of concern involved with the violation.
- The Engineer will make re-familiarization head trips with an Engineer Instructor to provide feedback from the Instructor for an adequate adaptation back into operating over the territory.
- An "Overall Satisfactory Rating" must be achieved on a check ride given by a Designated Supervisor of Locomotive Engineers.
- Written Physical Characteristics tests will be administered by the Designated Supervisor of Locomotive Engineers.
- Verbal Physical Characteristics tests will be administered by the Designated Supervisor of Locomotive Engineers.

A decision will be made and documented by the DSLE to determine if the Engineer is a viable candidate for reinstatement.

4. All of the requirements set forth for Certification and Re-Certification will be met:

    - A complete medical examination will be made to comply with Connex policy and 49 CFR Part 240 including Hearing and Vision.
    - A Driver's License check shall be obtained with satisfactory results.
    - A written re-certification test shall be given to ensure the finality of the Engineer passing all of the subject matter that has been previously mentioned.

After the completion of all of the preceding, a new Class I Engineer Certificate will be issued under the all of the provisions of 49 CFR Part 240 with applicable mandatory revocation period.