

**From:** ljseals@outlook.com on behalf of L Seals  
**To:** ["evelyn.willis@greyhound.com"](mailto:evelyn.willis@greyhound.com)  
**Subject:** Notification: Letter Requested by Lewis Seals  
**Date:** Wednesday, August 31, 2016 2:42:00 PM

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Greetings,

I am writing to notify you that I am not going to be harassed by Greyhound. According to Federal Motor Carrier Safety Administration, (Dot policy):

§ 392.3: Ill or fatigued operator.

**No driver shall operate a commercial motor vehicle, and a motor carrier shall not require or permit a driver to operate a commercial motor vehicle, while the driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him/her to begin or continue to operate the commercial motor vehicle.** However, in a case of grave emergency where the hazard to occupants of the commercial motor vehicle or other users of the highway would be increased by compliance with this section, the driver may continue to operate the commercial motor vehicle to the nearest place at which that hazard is removed.

Accordingly I assert that it was so likely for me to become impaired, through fatigue to begin to operate the Greyhound bus, due to no fault of my own. However, after notification of being fatigued Greyhound Bus Lines is not allowing me to come back to work. This is harassment and discrimination violating the, Surface Transportation Assistance Act (STAA) 49 U.S.C. §31105. Please note that the act states in subsection, §31105 Employee protections (a) Prohibitions, in relevant part:

(1) A person may not discharge an employee, or discipline or discriminate against an employee regarding pay, terms, or privileges of employment, because -

(A)

- (i) the employee, or another person at the employee's request, has filed a complaint or begun a proceeding related to a violation of a commercial motor vehicle safety or security regulation, standard, or order, or has testified or will testify in such a proceeding; or
- (ii) the person perceives that the employee has filed or is about to file a complaint or has begun or is about to begin a proceeding related to a violation of a commercial motor vehicle safety or security regulation, standard, or order;

**(B) the employee refuses to operate a vehicle because -**

**(i) the operation violates a regulation, standard, or order of the United States related to commercial motor vehicle safety, health, or security; or**

**(ii) the employee has a reasonable apprehension of serious injury to the employee or the public because of the vehicle's hazardous safety or security**

**condition;**

I pray that you book me back on and reset my time for the time that I initially called to book on. I called OSC on 08/31/2016 at 10:37 a.m. to report for work. God bless you!

-Lewis Seals