May – June 2019 WWW.GOUTCC.ORG VOLUME XII ISSUE III

If We Don't Take care of the Customer...
someone else will

UTCC VOICE

Take My Turn
Take My Lane
Just Give me a Signal

The Newsletter of Chicago Transportation Industry Since 2008

Change is on the Way

Chicago's New Mayor vows to shake things up

BY ROCKY OROK

New Mayor Lori Lightfoot Meeting UTCC prior to election

On Monday, May 20, 2019, Lori Lightfoot was sworn in as the first black openly gay female mayor of the city of Chicago, the nation's third largest city.

During her election campaign, she promised to bring about change and reform to the city and the city council. Mayor Lori Lightfoot reiterated that point on her inauguration speech when she said, "I campaigned on change. You voted for change. And I plan to deliver change to our government." She also said her job was to create "a city of fairness and hope and prosperity for the many, not just the few."

As promised, on her first day in office, she signed an executive order stripping alderman of absolute power over licenses and permits in their wards. She has also made some changes to the transportation committee chairman including stripping the 20 year old veteran alderman Anthony Beale of his position as the Chairman of the transporting committee, as we consider him to be part of the old time democratic machine of former Mayor Daley and Rahm Emanuel, while appointing Alderman Scott Waguespack as finance committee chairman.

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Letter To the Editor

I still remember taxi classes where we learned about rules and regulations. Now I totally understand how that was just a formality to take the money from the cab drivers. Nobody Is enforcing anything and no matter how many times we complained about cab drivers who dive, cab drivers who constantly cheat at the airport, cab drivers who ask their passengers to lie for them so they can go back to the short trip 3 times while still sit on the same place waiting for my first customer. Hustlers who solicit people on a daily basis and nobody is doing anything about it and It's happening in front of the police and starters. How many times starters yelled at you? How many times you were stuck at the terminals while other cab drivers that came after you already picked up a customer?

How many times you complained about starters for their incompetence and nothing ever get resolved? How many times people were waiting in line for cabs and no cabs are available because they are sending us to different terminals without people?

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COMMON SENSE CORNER

FASTING, PRAYING AT O'HARE AIRPORT - A CALL FOR LARGER PRAYING PLACE

BY FAYEZ KHOZINDAR

For the last eight years, a group of noble drivers took the responsibility to organize and serve "Iftar" during the holy month of Ramadan at O'Hare Commercial Vehicle Holding Area (CVHA), where over 150 drivers have the opportunity to receive a decent meal to break their fast after 16 hours without food or drink.

Drivers Lining up for food at O'Hare

This group of drivers organize themselves and bring the needed equipment and supplies to help provide for the faithful public. For many years they were able to pitch a 20 X 40 feet tent to protect the faithful from the elements such as winds, rain and sun.

Last year, we had Ramadan tent south of the newly built wash room, it was smaller than what we used to have before, because of the limited space on that area. During that period of time, two significant things happened; the first was that the Chicago Aviation Department (CAD) decided to build United Employee Parking Lot Just west of the CVHA, and that created a lot of ground peaking to prepare for the construction of that parking lot. The second thing was the receiving of huge amount of rain which gathered over a ground saturated with a lot of water and created a mini lake of water and a breach forced the water to flow over to our newly pithed Ramadan tent causing a lot of damage and wetting our praying rugs and carpets.

Long time ago, and when the Muslim drivers were few, we were successful in convincing the authorities to build a small shelter, where the faithful currently are praying. However, this shelter is small and takes only 14 to 17 persons to pray together, which is the preferable praying method in Islam.

Nowadays, drivers gather at sunset to pray Maghrib, and you will see over 100 persons lined up for prayer. Therefore, we are appealing to the City of Chicago human right committee and the freedom of religion commission to address the need of the Muslim drivers at the CVHA at O'Hare airport and agree to build a suitable and larger praying place.

UTCC

UNITED TAXIDRIVERS COMMMUNITY COUNCIL

Our Vision

To organize and unify all licensed chauffeurs in the Chicago area, so we can collectively overcome oppression and achieve economic and social justice.

Writers

Fayez Khozindar
Rocky Orok
Maureen O'Donnell
Megan McArdle
Valerie Nikolas
L. N. Myshkin

Contributions

Washington Post
Chicago Sun Times
Chicago Tribune

Editors

Fayez Khozindar
Rocky Orok

Assistant Editor

Michaelrush Nwanah

Layout Design

Michaelrush Nwanah

We welcome your contributions feedback and letters!

United Taxi-drivers Community Council
2040 N Milwaukee Ave, 2nd Floor
Chicago, IL 60647
E-mail: utccchicago@gmail.com
Phone: (773) 342-UTCC

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Celebration of Ramadan at O'Hare

UTCC highlights the observance of Ramadan at O'Hare Commercial Vehicle Holding Area.

Thousands of bottles of water donated to drivers feeding Muslim and non-Muslim drivers at CVHA

Over 150 drivers receive a decent meal to break their fast after 16 hours without food or drink.

Muhammed Rafiq was a huge help aiding with preparation of food all month

Volunteers aiding in dishing out meals to drivers, Rafiq brought a big pot of biryani every week

Enough meals for all who wanted or needed were provided through out the month

Lines of all drivers gathering at CVHA for food

Chicago's first black female Mayor vows to shake things up

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During her visit to UTCC office, we presented her with our 9 point plan (UTCC platform) to help level the playing field between the cab industry and the rideshare industry. After reviewing our plan, she commended and applauded our efforts and promised to implement some of the changes if elected into office.

The previous BACP Commissioner, Maria Lapacek, when she took office was aware of the rampage of the city by rideshare industry vehicles and decided to put some measures in place to somehow level the playing field and stem the tide of the downward spiral of the taxi industry. She had a good heart and tried to do the right thing, however, we believe her hands were tied by the precious Mayor Rahm Emanuel.

It is obvious that the present BACP commissioner, Rosa Escareno, has consistently shown no interest in leveling the playing fielding between the taxis and rideshare industry. She is part of the former Mayor Rahm Emanuel machine that always catered to the big corporations and the special interest groups at the expense of the poor masses. She shows no interest in the plight of the taxi industry and is always defensive and resistant to introducing any meaningful reform to the industry.

There are myriads of reasons why there are regulations and caps on the number of taxis in most urban cities around the world. The commissioner should read more about the history and evolution of the taxi industry rather than making statements like, "it's the consumers that are making the choice and the consumers that are driving the type of service that they need and demand." Consumers and producers are not always right about what is good for them and that is why there are regulations in the different industries.

So far, the city of Chicago, unlike New York City has done nothing significant to alleviate the plight and woes of the taxi industry that it had benefitted from for several decades.

There has been no significant relief on debts and various fees paid by the taxi owners while there are no such fees applied to the rideshare industry. Due to the past and present fleecing of the taxi industry, the city should seriously consider total debt forgiveness or a very low affordable payment plan as a way of salvaging the remnants of the industry.

Presently, there are only about 3,500 active taxis on the road out of the nearly 7,000 available medallions, and how can the city justify raising more revenue from less than 7000 taxis compared to about 70,000 estimated rideshare vehicles in the city. Obviously something is not right about that picture.

We are advocating that the new mayor take relevant steps to level the playing field and reduce the pain and suffering presently experienced throughout the taxi industry by leveling the playing field across the industry. A word of caution, let us all be patient and remember that the rideshare problem did not start yesterday and will not be solved tomorrow. ■

Court Update

Stand up for Justice for Ismail

We urge all peace-loving people to attend the court date to support Ismail cause by pressuring the court to have the maximum sentence for the killer.

The next court date for his killer will be on:

Monday June 17h at 9 am

at Markham court house

16501 Kedzie Ave, Markham, IL 60428

DRIVER OF THE MONTH

Nominate Drivers For UTCC's Driver of the Month

The United Taxi drivers Community Councils appreciates all drivers that have promoted our industry, provided excellent service, or has helped our community. If you feel this describes you or someone you know please contact UTCC so you can feature in our "Driver of the Month section". Inspire your Fellow Drivers!

Contact UTCC: utccchicago@gmail.com or 773-342-8822

Caution, Uber and Lyft, wrecking taxis may turn out to be a multi-company pileup

***By* Megan McArdle**

This week, the New York Times did something I would have thought impossible: They made New Yorkers feel bad for cabdrivers. Until Uber and Lyft arrived on the scene, a surefire way to liven up a dull Manhattan dinner party was to broach the topic of taxis — never around when you need one, everyone would moan, and if you do finally luck out, you'll discover it's filthy and invariably driven by a maniac.

But as revealed by the Times investigation of lending practices in the business of buying and selling the medallions required for yellow cab ownership in New York — with prices reaching $1.3 million in 2013 — it turns out that the cabdrivers have their own tales of woe. Many of them took out high-six-figure loans to buy the medallions, on income that barely did more than cover the loan payments. Bad enough when taxi medallions were a scarce and valuable commodity; ruinous now that ride-hailing services have cut into their profits.

Yet, funnily enough, despite having destroyed a once-profitable business model, Uber and Lyft aren't doing so well either. Both companies recently went public, only to see their stock trade well below the IPO price. That's because the companies are burning great bonfires of investor cash every quarter, having so far failed to discover a working business model.

Uber and Lyft are discovering that the regulatory monopolies they smashed had existed for a reason. Before Uber's 2009 launch, and Lyft's a few years later, almost every sizable city tightly controlled its taxi market. Government commissions set fares and limited the supply of taxi licenses. Myriad justifications were offered for these regulations, but fundamentally they existed because without government intervention, no one would make any money. In a country with tens of millions of driver's licenses, and automobiles to match, the supply of potential taxis far outstripped any possible consumer demand.

Virtually everything people hated about taxis stemmed from that underlying market problem and the regulatory apparatus that tried to fix it. Couldn't get a cab when you needed one? Taxi commissions were protecting incumbent profits by sharply limiting the number of licenses or medallions. Cabs were disgusting, and piloted through congested streets at death-defying speeds? Artificial scarcity normally drives up prices, so governments set regulated fares, usually by time and distance. There was no premium for a comfortable and soothing customer experience. Naturally, drivers focused on hauling the maximum number of people every shift.

Everyone complained about the result, but for decades, nothing ever changed. Then came Uber. The company did an end run around that regulatory stalemate, pushing into markets with better service and then daring the taxi commissions to shut them down.

Some cities did just that. But often, by the time the commissioners got around to it, Uber had acquired a rabid fan base, which the company wasn't shy about weaponizing. Amazingly, improbably, Uber broke the taxi commissions — and then broke the people who owned those previously valuable taxi medallions, from individual driver-owners to the operators of taxi fleets.

It was a triumph for libertarian ideals. For Uber's and Lyft's investors, however, it may have been an empty victory.

The companies' problems essentially boil down to this: The barriers to entry into the driving-people-around business are functionally nil. Whenever the profits in the market rise above a subsistence wage, more drivers will enter, thus competing those profits away.

That was the problem taxi medallions had been designed to solve. Drivers still didn't make much money, because all you needed to get started in the business was a driver's license. But the people who owned the right to drive were able to make a tidy living, with almost no downside risk. That's why New York City taxi medallions got so valuable: Two decades of low-interest rates made them an attractive alternative to bonds offering yields in the low single digits.

Then a hidden downside emerged, as ride-hailing companies disrupted that previously stable regulatory equilibrium. People who had bought into the medallion market at inflated prices saw the value of their assets crater, and many of them ended up insolvent.

But destroying a profitable business isn't the same thing as creating one. Without the regulatory monopoly they disrupted, how are Uber and Lyft going to make money?

They could try to replicate the monopoly, only without the governmental assist, exerting such firm control over the ride market that new competitors effectively can't enter. The other option: They can't. Uber and Lyft may discover, like taxi-medallion owners before them, that in this business, there's always another guy with a car waiting around the corner to overrun your seemingly impregnable market position. ■

Remembering Chris Chandler

By Fayez Khonzidar

Chris was a very dear friend, and a very reliable colleague. In his career as a journalist -which expanded for a half a century-, he was an honest journalist, and he was instrumental in his support for peace and justice and civil right.

Along the way of his continuous activism, he joined UTCC struggle to organize and defend the working class in the transportation industry till the last few days of his life. His unconditional dedication to the success of UTCC campaigns and policies was admirable.

Over one year ago, Chris told me that he will no longer be able to participate in the activity of UTCC any more, few days later he called me back to tell me that he will do what-ever he could from home, of course we were very delighted by his decision. Chris has refused to be left out of the loop or to be unproductive or to stay on the side line, he wanted to be involved, active, and creative, that was who he was.

Around September of last year, our Board of Directors decided to have a meeting at Chris's apartment to discuss the creation of a platform to improve the Transportation Industry in the City of Chicago. Two days later, I received an email from Chris to tell me that he is done with the platform and its ready to go. That platform is a future road map to improve the livelihood of the workers and drivers in the transportation industry in the city.

He was the author of that platform which was presented to the Mayoral candidates including Mayor-elect Lora Lightfoot who visited UTCC office to discuss leveling the playing field with rideshare companies in the city of Chicago.

Chris Chandlers memorial in May

For all of the above facts, we think it is just fair from now on, to refer to that platform and call it the "*Chris Chandler Platform*".

Chris was member of our organization Board of Directors, and for many years he was the editor of our *UTCC VOICE NEWSLETTER,* he edited all previous issues except the last one where I wanted to have him as the driver of the month. When I called him to tell him about my idea, he simply said; "but I am not driving any more." I told him but you have driven for a long time, he said; "yes, but it does not look right for me, I decline. I don't want to be the driver of the month for this issue."

That was my last conversation with my dear friend Chris, after that I have received a call from his daughter Lora to tell me that her dad has passed that Monday.

UTCC Members at Chris Chandlers memorial

We pray to God to bestow his kindness upon his departed soul and shower his soul with unlimited blessing and good deeds. Amen.

For those of us who do not know the legacy of our beloved Chris Chandler, I would like to say that his career as a journalist spanning more than a half a century; Chris was a co-founder and associate editor of *the Chicago Journalism Review,* and he was an anchor and editor for CNN Radio in Louisville, KY. Where he served as the senior reporter.

Chris was a journalist at the Chicago *Sun-Times* and WBBM-TV (channel 2) and he is the author of his book *Harold Washington and the Civil Right Legacy*.

Of course, he was the press secretary for the late Mayor Harold Washington. Chris has won a number of awards; including first place, spot news in 1968 from the Illinois AP. And he won an Emmy from the National Academy of Television and science in 1979. Chris was the editor of the Chicago Free Press, the Daily Planet, the New Patriot and North Avenue Magazine. He has written articles for the New Republic, Chicago Magazine, the Reader, Streetwise, and In These Times.

After serving as Deputy press Secretary during the early years of the first Washington administration, he was later the Press Secretary for U.S. Congressman Bobby Rush and Media Director for the Government Accountability Project.

That was the legacy of our beloved Christopher Chandler.

God bless his soul. He will be missed very much. ■

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Chris Chandler, crusading writer, Mayor Harold Washington aide, has died at 80

By Maureen O'Donnell

A celebration is planned Sunday of the life of Chris Chandler, an aide to Mayor Harold Washington who was a crusading journalist before becoming deputy press secretary to the first African-American elected mayor of Chicago.

Mr. Chandler, 80, died last month of prostate cancer at his home in Bucktown. His memorial will be held at 1 p.m. Sunday at the Irish American Heritage Center, 4626 N. Knox Ave.

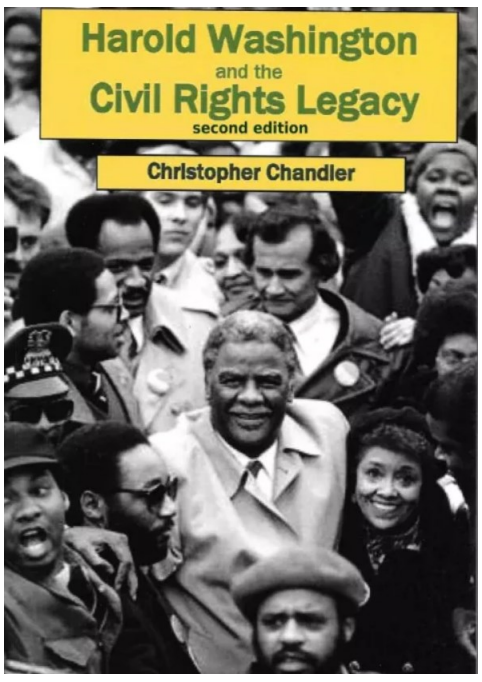
In 1983, when Washington appeared to have won the Democratic mayoral primary over incumbent Jane Byrne and then-Cook County State's Attorney Richard M. Daley, it was Mr. Chandler who emerged to speak with reporters, saying Washington wasn't rushing to declare victory because he didn't want to seem "ungentlemanly."

He "wrote one of the best books on Harold's mayoralty," said former Ald. Dick Simpson, a University of Illinois at Chicago political science professor who wrote the foreword to Mr. Chandler's 2017 "Harold Washington and the Civil Rights Legacy."

"It fills out the story not only of Harold Washington but the ragtag, heroic and eccentric folks who transformed the movement into a government," Simpson wrote. "He is a radical journalist who helped elect Harold but could still be critical of his shortcomings."

"Chris was dead smart," said Brian Boyer, a former Chicago Sun-Times reporter and speechwriter for Washington. "He was a passionate worker, a fine reporter, a fine writer."

"Chris was a great and committed journalist, particularly as it relates to social justice," said Conrad Worrill, a professor emeritus at Northeastern Illinois University's Carruthers Center for Inner City Studies.



"He didn't go along with a whole lot of conservative bull—-," said civil rights attorney James Montgomery, who was City Hall's top lawyer under Washington. "He felt free to speak his mind in situations where so many people were afraid to talk.

Mr. Chandler's dedication to his principles led some to see him as hardheaded. He spent the last several years of his working life as a cab driver. Still, he continued to crusade, criticizing ride-sharing services for hurting cabbies. He helped publish a newsletter for the United Taxidrivers Community Council and talked about "getting the field level in the cab industry," said Comey Dilanjian of City Service Taxi Association, which Dilanjian said represents about 300 independent taxi medallion owners.

Around 2012, Mr. Chandler stopped driving because his back was bothering him, according to his family.

Christopher Norris Chandler was born in Cambridge, Massachusetts and spent some of his early years in France and Switzerland because his father, Rev. Edgar Chandler, an early ally of the Rev. Martin Luther King Jr., was a director of refugee resettlement for the World Council of Churches.

After graduating from Bowdoin College in Maine, Mr. Chandler served in the Army from 1960 to 1963.

When his father landed a job with the Church Federation of Greater Chicago, Mr. Chandler went to work as a reporter for the storied City News Bureau of Chicago. From about 1965 to 1969, he worked for the Sun-Times, taking a leave of absence to work on the 1968 presidential bid of Robert F. Kennedy, his son Chris said.

Later, he helped start the Chicago Journalism Review, the Chicago Free Press and the Daily Planet, his son said. He worked on exposes of the 1969 police raid that resulted in the killings of Black Panthers leaders Fred Hampton and Mark Clark.

In 1974, Mr. Chandler and Paula Kane co-wrote the book "Sex Objects in the Sky" about the second-class status of flight attendants in an era when airlines promoted slogans like "Fly Me" and "We really move our tail for you."

From 1976 to 1980, he worked on investigations at WBBM-TV and won an Emmy Award for his writing and research on a look back at the 1968 Democratic National Convention.

After Washington shook up his press office, Chandler shifted to media relations chief for the Chicago Public Library. Later, he was press secretary for U.S. Rep. Bobby Rush and did science writing for Northwestern University, according to his son. From 1997 to 2001, Mr. Chandler worked in media relations for the Government Accountability Project, a Washington, D.C., group that assists whistleblowers.

In addition to his son, he is survived by his daughter Lara Blumstein; sons Bob, Travis and Jonathan Chandler and Andrew Diamond; sister Marjorie Chandler; brothers Hugh and David Chandler, four grandchildren and ex-wives Marthe Atwater Chandler, Denise DeClue and Janet Bremer Chandler.

Mr. Chandler's children plan to take his ashes to a family farm in New Hampshire. ■

A Tribute to one of Chicago Journalism's 'Bad Boys'

BY VALERIE NIKOLAS

Smoke from L&M cigarettes fills the air of Chris Chandler's Bucktown apartment as he tells stories of 1960s and '70s Chicago—a setting rife with corruption and injustice.

He would know, having worked as a reporter during that time. Chandler covered the unrest following Dr. Martin Luther King Jr.'s assassination, a segregated school system, the FBI's assassination of Black Panther leader Fred Hampton, corruption in local police departments and other hot topics of the time.

"There's nothing like being a good reporter in a good battle," Chandler reflected in a gravelly voice with a hint of an old-time newscaster's accent.

Beginnings

Christopher Norris Chandler got his start in Chicago journalism in 1963 at the now-defunct City News Bureau, which he calls a "boot camp for young reporters." "They treat you like shit," he remembered. "And the pay is terrible."

As the new kid on the scene, Chandler started by covering the night watch—mostly crime. But one day during his morning commute, the ever-curious Chandler noticed a civil rights demonstration against segregation in the Chicago Public Schools (CPS) system happening at city hall.

Chandler interviewed the protesters and wrote a story about the demonstration that same day, although it wasn't his assigned beat. His editor, after finding out the story was "blue"—slang for African American—told him that "no one cares what these people think," Chandler said. But Chandler submitted the story anyway. The *Chicago Sun-Times* picked it up, and from then on, he covered stories related to education and the civil rights movement.

Within a year of his start at the City News Bureau, the *Sun-Times* offered Chandler a position as urban affairs reporter. "It was a real honor to be hired that fast," he remembered proudly.

Bringing Down Racist Policies and Holding Institutions Accountable

At the *Sun-Times*, Chandler reported on disparities in the Chicago Public Schools, earning regular front-page bylines. He helped expose "Willis Wagons," a school segregationist policy that thrived under CPS superintendent Benjamin Willis. While overcrowding in a black school forced additional classes into trailers, or "wagons" in the school playgrounds, Chandler found in his investigation that an adjacent white school had an entire floor that wasn't being used. Willis resigned shortly after the story broke, and the Chicago Urban League gave Chandler an award.

Chandler took a lot of heat for covering racial tensions in those times. Once, while covering the fire-bombing of a black family who had moved into Bridgeport, police officers ripped up his notes because they didn't want the story in the press, Chandler said.

"Chris believed in standing up for what he knows is right, and he never wavered from that," reflected Brian Boyer, 79, who worked with Chandler at the *Sun-Times* for four years. "We were part of what I always thought of as a revolution at the *Sun-Times* in the 1970s."

Chandler was most proud of his investigative and watchdog reports exposing corrupt practices—from which no one, no matter their power or prestige, escaped accountability.

"I wrote a scathing exposé of the publisher of the *Chicago Sun-Times* and the *Daily News*. I tore him up something terrible," Chandler remembers of an article he wrote for the *Chicago Journalism Review*, a watchdog publication formed by working journalists in the wake of the chaotic 1968 Democratic convention, while he was working at the *Sun-Times*.

Soon after, Chandler and Boyer founded a similar publication, the *Chicago Free Press*, which attracted legendary Chicago writers Nelson Algren and Phil Caputo, among others. "That was a hot little magazine, but it was a weekly and it only lasted nine weeks," Chandler said. (The millionaire investor pulled funding after they published a story attacking one of his companies, Chandler said.)

For a spell, Chandler concurrently worked at the *Sun-Times*, the *Free Press* and as head of the Chicago Newspaper Guild labor union. Near the end of the 1970s he transitioned to TV news as a producer for the WBBM Channel 2 news. There, Chandler worked with anchorman Bill Kurtis to produce long-form segments called "Focus Reports" on social justice issues. "We worked our asses off," he remembered.

Chandler later produced his own segment called "Insight," for which he shot a segment about corruption in the Gary, Ind. police department. "We went on the air with some pretty startling stuff," Chandler said, but the series never aired because the police department pursued legal action, Chandler said.

Science Writing, Environmental Justice and More

After decades of working in traditional journalism, Chandler pivoted to a different type of work. He served as Harold Washington's press secretary during Washington's historic mayoral campaign in 1983. Then, in the late 1980s, Chandler began working in public relations at Northwestern University, where he wrote about science and engineering for eight years.

"I really took to it because the challenge is to translate into English what these guys are doing," Chandler recalled. "I was really fascinated with some of their findings. It was like an education for me."

At Northwestern, Chandler wrote about some of the leading research of the time: discoveries regarding DNA, Farhad Yusef-Zadeh's research into Sagittarius A, the black hole at the center of the Milky Way galaxy and more.

"Chris was tremendously good at being able to communicate the technical research that we do and making it easier for the public to understand," said Farhad Yusef-Zadeh, professor of physics and astronomy at Northwestern. "I think he had, more than anything else, an enthusiasm in getting the story right… Chris really stood out."

Science writing led Chandler to the Government Accountability Project, a whistleblower organization based in Washington,

Continued

D.C. Beginning in 1997 he used the video experience he had gained at WBBM to produce a documentary exposing nuclear radiation caused by the Hanford Site, a decommissioned nuclear testing site on the Columbia River in Washington state. The video got press, both domestically and internationally.

A Russian anti-nuclear group saw Chandler's video, and invited him to produce a similar one in Siberia. "It turned out to be a mixed story of success and failure, which is often the case with me," Chandler recalled with a laugh.

In 2000 Chandler traveled to Siberia with a team of Russian and American scientists, graduate students and a translator. They visited Novosibirsk and Tomsk, two sites of nuclear reactions, where they tested water samples from local rivers. The scientists did find contamination downstream, although not enough to warrant an international crisis, Chandler said. Regardless, the story was picked up by major news outlets.

Along the way the team was taking samples around a manufacturing plant, when they were detained and questioned by KGB agents, Chandler said. During his questioning, the agents asked Chandler whether he would tell the press about being detained. He told them it wouldn't be in the press, not even in freelance, and he kept his word—until now.

An Enduring Legacy

Over the course of his career, Chris Chandler won an Emmy, awards from the Chicago Urban League and Washington University and a commendation from the U.S. Army for his work as a photo interpreter on the Russian border during the Cuban Missile Crisis.

Ever the rebel, Chandler had a life-long aversion to recognition which he claims developed in response to his father's success. His father had been a minister and a three-stripe commander in the U.S. Navy who chartered chaplains throughout the world through care.

The attention his father received "would grate on me," Chandler said, so he avoided the attention that came with receiving awards. He never picked up the Army commendation, but the Emmy sat in the window of his apartment.

After he retired, Chandler drove a taxi through the city he'd dedicated his life to changing. He continued his activism work well into his 80s as the leader of Chicago Cab Drivers United, a group fighting for better working conditions and protections for taxi drivers. Chandler was moved by the racial equality movements of today, such as Black Lives Matter, which he described as "beautiful."

Despite ailing health in his last 10 years, including cancer and a brief stint in hospice care, Chandler remained active in social justice reporting. True to his rebellious nature, he left hospice care in spring 2018. "I decided I wanted to live," he said. ■

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Convention Schedule

Convention	Venues	Start Date	End Date	Attendance
Open Bible Churches 2019 National Convention	Hyatt Regency Schaumburg, Chicago	6/17/2019	6/20/2019	600
RetailX 2019	McCormick Place South	6/25/2019	6/28/2019	21000
2019 Pilot Club Annual Meeting	Sheraton Grand Chicago	7/1/2019	7/8/2019	300
AACP 2019 Annual Meeting	Hyatt Regency Chicago	7/9/2019	7/17/2019	2200
ASI 2019 Chicago	McCormick Place North	7/10/2019	7/11/2019	4500
NIKE Tournament of Champions 2019	McCormick Place South	7/10/2019	7/12/2019	13500
2019 AHIMA CSA Leadership Symposium – Summer	Holiday Inn Chicago Mart Plaza River North	7/11/2019	7/13/2019	200
Reed 2019 Outside Experience	Lakeside Center at McCormick Place	7/12/2019	7/14/2019	10000
GBTA Convention 2019	McCormick Place North, McCormick Place South	8/5/2019	8/7/2019	7000
American Numismatic Association 2019 World's Fair of Money	Donald E. Stephens Convention Center	8/6/2019	8/10/2019	4500
127th Annual Convention of the American Psychological Association	McCormick Place South, McCormick Place West	8/8/2019	8/11/2019	13000
ASIS 2019 Global Security Exchange	McCormick Place North, McCormick Place South	9/8/2019	9/12/2019	20000
National Investment Center-29th Annual NIC Conference	Sheraton Grand Chicago	9/9/2019	9/13/2019	2000
2019 ASTRO Annual Meeting	McCormick Place West	9/14/2019	9/17/2019	11500
AHIMA Annual Convention 2019	Lakeside Center at McCormick Place	9/15/2019	9/18/2019	5000
ASHHRA 2019 Annual Conference	Hyatt Regency Chicago	9/22/2019	9/23/2019	800
Water Environment Federation - 92nd Annual Technical Exhibition & Conference (WEFTEC.19)	McCormick Place South	9/22/2019	9/25/2019	22000
NASS 2019 Annual Meeting	McCormick Place West	9/25/2019	9/28/2019	8241
PRINT® 2019	McCormick Place North	10/3/2019	10/5/2019	17000
2019 FPSA Process Expo	McCormick Place South	10/8/2019	10/11/2019	3500
Bank of America Chicago Marathon and Health & Fitness 2019	Lakeside Center at McCormick Place	10/10/2019	10/13/2019	151300
AACAP 2019 Annual Meeting	Hyatt Regency Chicago	10/12/2019	10/21/2019	5000
EDUCAUSE 2019 Annual Conference	McCormick Place West	10/14/2019	10/17/2019	8000
NASPGHAN 2019 Annual Meeting and Post Graduate Course	Sheraton Grand Chicago	10/14/2019	10/21/2019	1200
Neuroscience 2019	McCormick Place North, McCormick Place South	10/19/2019	10/23/2019	35000

Drivers Speak Out

Continued from page 1

Letter to the editor: Waiting for Godot

I'll tell you why. Because they do not care about you. They do not care about your time or your money. Why would they, they have a Salary... that you pay for. Is it a conflict of interest if a starter is driving for uber and Lyft, because they do. Why nobody is doing anything about that?

Last night one starter told me that I have attitude, yeah I do, especially with people who think they can control me, yell at me, intimidate me and waste my time and money ...it's not me that have inferior complex, it's them. It's you as well, because you are not doing anything to fight for your rights. You are not doing anything because it's easier to be passive. It's not worth it, right? It's not worth to have a headache to stand for a right cause and for a principle. It's easier because somebody else will fight your fight. Somebody like me. Don't worry, I'm not doing this for you, I'm doing It because I don't know anything different, because my parents raised me not to be ignorant and not allow to get bullied. When did cheating and stealing became ok? Oh, I forgot, it's Chicago after all.

The city where everything is possible. The city that didn't care about us. The ambassadors of the city, that's how they called us, remember that? That city let you down.

How many cab drivers do you know that lost everything, including their life from the stress related to Uber and Lyft?

Did you Know, and this Is from the official report, that our infrastructure was never in such a bad shape like now? That our highways are all broken, that our bridges are falling apart. Yes, that's your city that cares about your safety and it's because they allowed million uber drivers. Traffic was never bad like it's now because of uber drivers... and what did you do? Who did you complain to... probably to me. I used to be proud to be a cab driver; when my friend M heard me on the phone how I'm driving a customer to a bad neighborhood and he followed me there just to be sure that I'm ok. Yeah, different times, because now, I'm ashamed to be a cab driver.

You, my fellow cab driver, will never change anything, because you just don't have it in you. Maybe, just maybe, when you clean your car once In a while and when you are not sleeping in it on a daily basis, maybe then, we will have a chance with competing with uber and the rest of them.

When you start caring about the "guests" in your car, maybe they will come back. Until then, you will always be a dirty cab driver to them, rightfully so. Nobody will do anything for you If you don't do it yourself... so start doing it! Clean your damn cab and start respecting other cab drivers because have a promise for you; if I see you jump, cheat, Steal, bully... I will hunt you down until you learn your lesson... because I'm not afraid of you.

To the cab drivers who are fighting the corruption at the airport and on the streets, I salute you, you will never be wrong and don't let them insult your intelligence for making you think that stealing fares is normal, that jumping lines is perfectly normal ... because it's not.

To the people at Top cab company, thank you for treating the drivers like people. I didn't believe that a cab company in Chicago can pull that off, to be prosperous without bullying the drivers, without risking their life because of horrible and unsafe cars, so thank you for that.

To the new mayor of Chicago, Lori Lightfoot: don't disappoint us, because we believe in you, we believe that you can dissolve the corruption. We ask for what's fair, nothing more. Make the cap on share rides, regulate them just like you regulate us. On the other hand... just kick them out from the city and the traffic congestion will stop, we will have better roads and bridges. People of Chicago lived without uber before, they can do it again, It's just a bit of brainwashing with marketing and all is good, uber did it, we can too. We can make our public transportation better, safer and greener, just like our city is meant to be. Greedy uber don't care about our city and we Greedy uber don't care about our city and we shouldn't care about them.

We ask to have a meeting with you so we can present you with facts about ride sharing vs cabs, so please grant us your presence.

Thank you.

L. N. Myshkin

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