

# UTCC VOICE

THE NEWSLETTER OF THE UNITED TAXIDRIVERS COMMUNITY COUNCIL

## VICTORY!

## DRIVER GETS \$5390 IN LEASE OVERCHARGE SETTLEMENT!

**C**HICAGO CABDRIVERS! AS MANY OF YOU may know, the UTCC has been working on the issue of lease fraud and wage theft committed by Chicago Cab companies for many years now. As a matter of fact, it was the first issue we took on in 2008, when we started as an organization.

At that time, and for the following several years we worked on many different strategies to expose the lease fraud—we met with Consumer Services, we collected leases from the drivers, we tried to report the fraud to the media and the City Council—but no one seemed interested in actually doing anything about it.

Last year, we came up with a new strategy. We convinced drivers that they should turn over leases to us, sign the complaints with the Dept. of Business Affairs and Consumer Protection and let UTCC turn the evidence and the complaints in to the City for investigation. We were successful in finding twelve brave drivers to step up and sign the complaints. Some of the drivers were paying up to \$924 per week for a 24-hour weekly lease! These were filed with the City in May and June of 2012.

At first, the City seemed to be dragging their feet, and taking a long time to investigate and prosecute the charges against the companies. As someone once said, “the wheels of Justice turn slow”, and that seemed to be the case. Our main question was, “Would the City do the right thing, and prosecute the companies for lease fraud?” Or not? Through a combination of the extreme frauds committed, mostly by two or three companies, the political pressure of the UTCC’s interest, and some Chicago reporters and Aldermen finally taking an interest in this issue, the City is finally starting to

Finding	NOV#	Count(s)	Municipal Code Violated	Penalties
Liable - By plea	C00Q201686	3	2-25-090(e)(2) Order such person to pay restitution to persons aggrieved by the practice	\$0.00
Liable - By plea	C00Q201687	9	9-112-260 R 8.06e Exceeding the	\$400.00
Liable - By plea				

**\$5390 payable to Sandra V. [REDACTED]**  
**Admin Costs: \$40.00**  
**JUDGMENT TOTAL: \$1,040.00 plus \$5,390.00 Restitution**  
**Balance Due: \$6,430.00**

Sanction(s):  
 Restitution to aggrieved 3rd party  
 \$5390 payable to Sandra V. [REDACTED]  
 Admin Costs: \$40.00  
 JUDGMENT TOTAL: \$1,040.00 plus \$5,390.00 Restitution  
 Balance Due: \$6,430.00

Respondent is ordered to come into immediate compliance with any/all outstanding Code violations.

ENTERED: [Signature] 34 Jan 30, 2013  
 Administrative Law Judge ALO# Date

come through. Several cases are up for prosecution at the Administrative Hearing offices at 400 W. Superior in the next month or two, and we have every expectation of gaining some restitution for cabdrivers who had their wages stolen from them by some unscrupulous companies. You can read about one case in the following article. ■

### Sandra's Story

**T**HE UNITED TAXIDRIVERS COMMUNITY Council met Sandra V. in January of 2012, when she came to the hearing at City Hall to address the new Rules and Regulations being proposed for the Chicago Taxi Industry. At that time, Sandra was a rather new cabdriver, and had no idea that there was a “cap” on lease rates the companies were supposed to stay under.

Sandra had become a cabdriver in 2011 and after working for some other garage for about a month, she went to work for Dispatch Cab Affiliation for the next 6 months. While working in the industry,

Sandra experienced many abuses and mistreatment in all areas of the industry—from police, from starters at the airports, garage owners, even customers on occasion, etc.—as we all do. While the staff at Dispatch did not mistreat her, she was charged substantially more than what was legal.

Prior to July 1<sup>st</sup> of 2012, the lease cap for a weekly lease was \$535, and Sandra was charged \$924 for her weekly 24-hour lease! Dispatch Cab Company was having Sandra fill out 14 separate 12-hour leases even though she was the only one driving the cab. When the UTCC organizers told

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**COMMON SENSE CORNER**

**Celebrating the 5<sup>th</sup> Anniversary of UTCC**

**W**E FEEL PROUD AND PRIVILEGED TO celebrate the 5th anniversary of the creation of our beloved organization, the United Taxidriviers Community Council (UTCC).

It has been five years since a group of driver activists met at Baba Palace Restaurant in Chicago and decided after many meetings to create UTCC.

Since then members and leaders have been working non stop to strengthen this movement with different campaigns all over the city of Chicago to make sure that the taxi drivers are well defended and have their say and have a strong organization to back them up whenever they stand up for their rights.

Year after year, and victory after victory, we continue to lead the drivers and show them the way to prosperity and safety through our dedication to our just cause.

Our leaders met with city officials in the BACP to demand justice for the drivers whenever issues have faced the drivers any where in the city, whether it was safety issues or lease overcharges or maltreatment from starters or police abuse or just over ticketing by the police and the lack of due process at the hearing place at 400 West Superior St.

We campaigned for the safety placard and we encouraged all drivers to install it in the back of their cabs to stop violence against taxi drivers, and we met with many Aldermen to sign on the pledge “not in my ward” and we succeeded in our campaign to remove night parking restrictions in the north wards where most of the drivers live.

Now, the city of Chicago has incorporated the safety placard in to the rate sheet using the same warding which the UTCC had suggested to deter criminals from committing crimes against the drivers.

During our meetings with the BACP officials we suggested to them that the only way to stop drivers from being defrauded when they lease their cabs is to have a unified lease so the

companies will stop overcharging the drivers. When the city introduced the new ordinance last January the city did just that. Now we have the tear lease which will protect the drivers some what.

Now I will talk about a major issue, the centralized dispatch system. The UTCC’s General Secretary, Mr. Peter Ali Enger has written extensively about this subject, and brought it to the attention of the officials for years ,and I remember that I mentioned it in my testimony during the July 31 hearing for a fare increase, when I told the city that “if the City of Chicago want to help improve the drivers income and have more cabs in the under served areas, the city must support our proposal for a centralized dispatch system.” The city did nothing, ignoring our demand for a fare increase and ignoring our suggestion concerning the centralized dispatch system.

Of course, now you know who picked up the idea and got the benefit out of it – the smart technology coming from London and other parts of the world.

This should prove to all of us that the UTCC was right all along and the vision of it’s leadership is worth listening to, and should be granted a seat at the table whenever it comes to issues affecting the taxicab industry.

For us, the UTCC stands out because it reflects most of our ethnic and religious composition as a mini United Nation on wheels. Where others sat on the fence and shrugged their shoulders at issues vital to our interests and to our survival as taxi drivers, the UTCC’s leadership has grappled with these challenges affecting all taxi drivers in the city of Chicago and brought them to the attention of city officials and forced a solution to these challenges we are facing in the taxicab industry.

This is the spirit of our organization, this is the spirit of organized labor, and we will continue winning and striving for more justice for the taxi drivers all over the city of Chicago.

**—FAYEZ KHOZINDAR, CHAIRMAN, UTCC**

**UTCC**

**UNITED TAXIDRIVERS COMMUNITY 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.*

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**We welcome your contributions feedback and letters!**

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**UTCC: YOUR ORGANIZATION!**

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# NEW YORK TAXI UNION ORGANIZERS COMING TO CHICAGO!

To kick off Spring Membership Drive for UTCC

BY LIZ NERAT

**F**OR THE PAST SIXTEEN (16) YEARS THE New York Taxi Workers Alliance (NYTWA) has been organizing in New York to advance the cause of unionizing cabdrivers to gain workers rights. Since the earliest days of UTCC, we have shared the same vision with the NYTWA of unionizing, and gaining recognition as a member of organized labor, like every other workforce and union in the country. The UTCC and NYTWA have worked closely together towards these goals.

As you may have read in these pages, the New York cabdriver organization recently affiliated with the AFL-CIO, and is in the process of forming a national cabdrivers organization, to be called the National Taxi Workers Alliance (NTWA). They have been busy assisting other cabdriver organizations around the country to organize and qualify to join the national organization. The more cabdriver organizations join the National, the stronger it will be to lobby for taxi worker rights across the country.

### Chicago next in line for unionizing

The UTCC is well on the way to being the next in line to join the National taxi workers union. We have the same structure as the New York union. We share the same vision, and we face the same issues and contradictions that the New York drivers do. We even share some of the same owners of companies that they do! Did you know that the owners of Yellow, Carriage, and Dispatch cab companies also own cab companies in New York? When the UTCC went to New York last year, we demonstrated outside several Yellow cab company garages that were owned by the same Michael Levine that owns Yellow cab company in Chicago!

The only difference between Chicago's UTCC and the New York Taxi Worker's Alliance is that they are approximately 10 years ahead of us in organizing. They have about 7000 paid members, and 20,000 supporters, out of a total



of about 45,000 drivers in New York. The New York union enjoys the *support* of the drivers in New York. The UTCC has been in existence five years now, we have proven ourselves to be fierce defenders of the cabdriver and advocates for our rights in Chicago, and it is now time for the Chicago drivers to get behind your union, and become paid members. The more membership we have, the stronger we will be, the more we will be taken seriously by the City and the companies.

### New York drivers coming to Chicago

Organizers from NYTWA will be flying in to Chicago in March to work with UTCC and expand the national union. They will be attending our meetings and developing a strategy to grow our own movement. If UTCC becomes a part of the national union, it means that we will have

significantly more power when speaking to the City; there will be the voices of thousands of other drivers behind our own.

To become a part of the national union, a city needs to have 10% of their driver population signed up to become members of their own local organization. Since Chicago has roughly 12,000 taxi drivers, we need a total of 1,200 dues paying members. We will be doing a much more expansive membership drive. We will be having membership drives at cab stands, restaurants and airports and soon we will be able to accept credit and debit cards. It is finally *crunch time* for Chicago cabdrivers! You have all been telling us for many years now that "WE NEED A UNION"! Well, Chicago cabdrivers, you have a union—the UTCC is your union! A union is not a union unless you UNITE with it, and it takes joining it to make it as strong as it can be! ■

## Sandra's Story

Continued from page 1

her what the cap was, she was extremely upset. During the spring of 2012, the UTCC started organizing a new strategy to expose these illegal and horrible practices by some of the worst garages and owners in Chicago. Sandra was willing to become one of the drivers filing the complaints against the companies, and to join the struggle with the Dept. of Business Affairs and Consumer Protection (DBACP) to do the right thing, and regain her lost money.

Sandra called 311 in May of 2012 to file a complaint against Dispatch and was met with surprise from the operator at 311 who had never before heard a complaint reported from a taxi driver. Along with six other drivers who were working with UTCC on the Lease Overcharge campaign Sandra filled out a written complaint which was then delivered to DBACP in May of 2012. She was called several weeks later and asked if she was the one who filed the complaints and invited in for an interview.

After several more months of no information,

UTCC organizers were at 400 W. Superior when the city attorneys notified them that one of the drivers had already received a settlement from the company, who agreed to pay restitution of **\$5390!** Sandra's documents had been sent to the wrong address, and when she went down to 400 W. Superior, she met with the city attorney who printed out her correct documents and she was given the settlement order from the hearing officers of \$5,390 from Dispatch Cab Company!

The UTCC encourages all drivers who believe they had money stolen from them in the last five years to bring in your old leases to us for analysis and filing complaints! If you even have only a few leases—THAT'S OK! You can request the City to get ALL your old leases from the companies, and use them as evidence! **LET'S ALL GET ALL OUR MONEY BACK!!!**

Announcement: There are four more drivers who have court dates in March and April for processing lease fraud (overcharge) complaints. If drivers would like to attend the court dates please come to the UTCC office at 2040 N. Milwaukee for the information. Let's support our fellow drivers! (And join UTCC, in the meantime) ■



Sandra V holding her settlement in front of The Dispatch cab company.

# UTCC TAKES HISTORIC VOTE TO SUPPORT CALLAHAN V. CITY OF CHICAGO LAWSUIT!

BY PETER ALI ENGER

ON WEDNESDAY, FEBRUARY 6, 2013, THE UTCC Steering Committee took an historic vote to support the lawsuit Callahan v. City of Chicago. This lawsuit was filed by Chicago cabdriver Melissa Callahan and has been working its way through the court system for about a year now. The following article will describe why the UTCC has finally decided to wholeheartedly support the lawsuit, and hopefully will explain why it is important for all Chicago cabdrivers to support it also.

One of the main problems in organizing cabdrivers is our status as “independent contractors”. The problem is that the taxi industry is one of the most regulated by the City, and the city authorities who are supposed to protect our rights against injustice by the companies do not do their job, and even take more money from us in unjust ticketing, fines and collection practices.

In Chicago, and other US cities, the taxi industry is made up mostly of immigrant workers, and this makes it easier for the cities and the companies to exploit our labor, and to not protect labor rights, such as minimum wage laws, safe working conditions, and collective bargaining rights. The city and companies who use our labor take more and more of our money, and we haven’t had any effective way to fight back.

But now this lawsuit has the potential to give us full collective bargaining rights, protected by Illinois labor law. If all goes well (and that

is by no means a certainty) we could be holding union elections next year.

The lawsuit is “Callahan v. City of Chicago”, and you can read the actual wording of it by following the link on the website, cabbiesforjustice.com

Melissa Callahan was able to enlist the services of Tom Geoghegan, one of the most respected progressive lawyers in the country, and he has successfully fought back the city’s efforts to dismiss the case.

The lawsuit argues that cabdrivers work for less than state and federal minimum wage laws, on average, if you count time and a half for overtime and necessary expenses. Because the City regulates the leases and the fares on the meter, it bears responsibility for our low income. One outcome could be for the city to be liable for back pay for drivers who opt to join in the class action. A second outcome, even more important, could be collective bargaining rights.

The next important step is to gain class action status for the suit. This will involve a mailing to everyone who has a Chicago chauffeur’s license, who will be asked if they want to be included in the class. There are some 15,000 Chicago cab drivers, so this mailing will cost an estimated \$22,500.

Once Chicago cabdrivers get the mailing, if you want to join the class to benefit in any settlement, you will have to respond. The mailing will explain exactly what you will need to do to participate in the lawsuit ■

The UTCC is calling on all Chicago cabdrivers to support this lawsuit by making a donation for the class action mailing. We in the UTCC believe if it is successful, this lawsuit could improve conditions for cabdrivers all over the country. If we can get status as a labor workforce, with organizing rights, we can finally have the legal right to a real UNION, and the city and the companies will have to sit down and bargain with our elected representatives.

Please be generous in your donations to Cabbies for Justice. You can make donations to their representatives, who you can identify by their “Cabbies For Justice” sweatshirts and black lock boxes. You can also use PayPal on their website, or you can mail checks made out to “Cabbies for Justice” to:

**DESPRES, SCHWARTZ AND GEOGHEGAN  
ATTN. CABBIES FOR JUSTICE  
77 W, WASHINGTON, SUITE 71  
CHICAGO, IL. 60602**

In the meantime we at the UTCC will be reaching out to unions, cab organizations in other cities that could benefit from the suit, and from non profits and foundations who are willing to help Chicago cabdrivers gain the rights they deserve.

**FIRST PAGE OF THE MOTION FOR CLASS ACTION STATUS FOR CAB DRIVERS FILED FEB. 6, 2013**

Case: 1:12-cv-00362 Document #: 46 Filed: 02/06/13 Page 1 of 11 PageID #:384

**IN THE UNITED STATES DISTRICT COURT  
FOR THE NORTHERN DISTRICT OF ILLINOIS  
EASTERN DIVISION**

MELISSA CALLAHAN, on behalf of herself and all others similarly situated,	)	
	)	
Plaintiff,	)	
	)	No. 12-cv-362
vs.	)	
	)	The Honorable Matthew F. Kennelly
THE CITY OF CHICAGO, a municipal corporation,	)	
	)	
Defendant.	)	

**Plaintiff Callahan’s Combined Motion for Conditional Certification of a  
Collective Action under Section 16(b) of the Fair Labor Standards Act and for  
Certification of a Class Action under the Illinois Minimum Wage Law**

Plaintiff Melissa Callahan, by her undersigned counsel, respectfully moves that this Court: (1) grant conditional certification of a collective action under 29 U.S.C. § 216(b) for all persons who have worked on a full time basis as cab drivers licensed by the City of Chicago during the last three years (the “Class”) to obtain all minimum wage and overtime pay due to them under 29 U.S.C. §§ 206 and 207, and (2) to certify a class action pursuant to Fed. R. Civ. P. 23(b)(3) for the Class under the Illinois Minimum Wage Law, 820 ILCS 105/4, for the higher Illinois minimum wage and overtime pay due to her and other drivers for the period from January 2009, to the present.

The Fair Labor Standards Act (“FLSA”) provides for an opt-in collective action rather than the more typical class actions under Fed. R. Civ. P. 23. As set out in 29 U.S.C. §216(b), “No employee shall be a party plaintiff to any such action unless he gives his consent in writing to become such a party and such consent is filed in the court in which such action is brought.”

The usual procedural order in an FLSA collective action is: (1) a “notice stage” where the plaintiff seeks a conditional certification of the “class,” (2) an “opt-in” period for affected

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# The Case of the Attack on Muhammad Abdi—What the Dispatcher Got Wrong

**F**IRST OF ALL, WE COMMEND GEORGE LUTFALLAH for coming out to the hearing where Mr. Abdi's attacker was finally charged, and reporting on this court case. However, Mr. Lutfallah and the Chicago Dispatcher neglected to mention one very significant part of the story: The fact that Mohamed Abdi came first to the United Taxidriers Community Council for help in getting the best chance for justice in his case. The following is an interview with Mr. Abdi about UTCC's role in his case from the beginning.

**When did you decide to come to UTCC for help in this case?**

I was attacked on Oct. 20, Saturday morning. First I called UTCC on Saturday, then I came to the UTCC office on Monday afternoon.

**How did you hear about UTCC?**

I met Mr. Fayez Khozindar when he was campaigning for UTCC, and also through the flyers.

**What did UTCC do to help you?**

UTCC organizers went to the Police Station with me, and to meet the Detective, and also organized drivers to come to the court date in January. Cabdrivers became aware of the case because of UTCC, and UTCC organizers also came to the Court date with me.

**Did UTCC organizers help you figure out how to get the attacker identified and arrested?**

Yes, they did.

**What did the Watch Commander at Belmont-Western police station say?**

She gave us information about who to contact and where my case was going to be investigated—at 55<sup>th</sup> and Wentworth.

**When did Det. Lara get assigned to the case? Was**



Muhammad Abdi (at left, facing camera) in court with some of his supporters.



**it after UTCC organizers called the police station at 55<sup>th</sup> and Wentworth?**

Yes, only after we called them one month after my attack, UTCC organizers called the station at 55<sup>th</sup> and Wentworth, and the detective was assigned the case the same day.

**Did UTCC organizers go with you to 55<sup>th</sup> and Wentworth when you went to get interviewed by the State's Attorney?**

Yes, they did.

**Did UTCC organizers encourage you to contact George Lutfallah of the Chicago Dispatcher? Did he then do an interview with you?**

Yes they did and yes Mr. Lutfallah then interviewed me, then his reporter called me and did a more in-depth interview.

**Did you tell George Lutfallah and his reporter that UTCC was assisting you in this case?**

Yes, I did. I showed them one of the flyers that UTCC made to support my case.

**Did UTCC organizers contact drivers to come out and support you in the court date in January?**

Yes, they did. Fourteen drivers came to the court.

**Why did it take so long for the attacker to be arrested and charged?**

The excuse that the detective gave me was that there were more serious cases to take care of first. They told me three or four times that they were going to arrest the attacker.

**What is the status of the case now?**

We are waiting for the trial to start. The perpetrator was charged with a felony, and the State's Attorney called me on January 31<sup>st</sup> to tell me that he was in trouble and he would also be charged with a hate crime. We are expecting it to start sometime in March. ■

## UTCC's First Arrest—Chairman Fayez Khozindar's Story

### Taxi Strike of 2012—Day One

**J**ULY 2ND, 2012 WAS AN HISTORIC DAY FOR the UTCC, Chicago taxi drivers, and for myself when I was arrested by the Chicago police at O'Hare airport for trespassing. That day and for the first time in a long long time the drivers in the city of Chicago had their first successful strike which was a game changer. As a result, the transportation committee announced that it would have a fare increase hearing on July 31st, 2012, after the city has denied the drivers' petition earlier.

The UTCC's organizers had worked very hard to insure a successful strike and they gave me the task of securing O'Hare Airport to make sure that the drivers knew of the strike and not to go to the staging lot to wait to be dispatched to the terminals that day between 6AM and 11 AM. I was lucky, because as soon I got there I was joined by other organizers such as S.V. who was very effective in convincing some of the drivers in the lot to leave, so we could have a successful strike. By the time she left the lot there was about twenty taxicabs in the lot.

And now it was my role to motivate them and sometimes urge them to leave the lot. I thought it was a hard sell in the beginning, till the aviation officer approached and asked me whether I had my cab in the lot or not, and when I told him I did not have a cab, he called a uniformed police

officer, and before the police arrived I suggested I would leave and stay at the entrance of the lot at Bessie Collman Dr., so he agreed. I walked out of the lot and as soon as I got there, an undercover police car parked next to me and the officer ask for my ID.

I pulled out my ID and I gave it to the officer who told me that the Aviation Dept. wanted me out of there. I told him "But sir this is a public way and I'm in the street." The officer replied by saying: "No sir you are trespassing because this drive belongs to the airport, and I want you to leave right now." So I kept walking north on B.C. Drive till I picked up my car where it was parked in the economy lot. On my way downtown where other organizers were preparing for a press conference by the Sheraton Hotel, I had to pass by the D lot - the staging area- and it was tempting to look at it to see how empty it was. Therefore, I turned into the lot and I immediately stopped.

There I saw the most amazing scene I have ever seen, the empty lot with no taxicabs in it! There and then I decided to register this victory by taking a picture of that empty lot. And before I got out of my car an aviation officer approached me and asked me to leave. When I told him that I just wanted to take a picture, he waved to a police officer who was parking his squad car at the end of the lot. The officer instantly moved his car and

blocked my car, got out and asked for my ID. He called in, and after a few minutes he received an order to arrest me.

I remember asking the officer about the charges, and he simply told me : "Trespassing." I replied: "You mean harassment !" He looked up and after a moment the officer said "Hmmm, yes it is." And I felt his heavy hand squeezing the back of my neck. That moment I felt a funny thing which had a very spoiling effect on our new sense of victory. That moment I realized my body was being pushed into the square car where I felt very lonely and conquered by the establishment. One can not escape this feeling especially when you are handcuffed and your hands are behind your back in a moving car.

I thought I was lucky, because my ride would not be long since the police station at the airport is not far away from the staging area. After arriving at the station I was removed from the squad car to the station where I expected to be processed and stay for few hours and then be released, but I learned this was just a temporary pause until they moved me to the Central and Milwaukee police station to be finger printed and detained over there. After more than two hours another paddy wagon arrived at the airport police station to get me, and as soon as the two of-

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## STORIES FROM 400 W. SUPERIOR

### *Using social media to expose injustice*

**A**s all of you know, the City of Chicago's Administrative Hearing Facility at 400 W. Superior is, in many ways, the ultimate example of injustice in the Taxi industry. It is a place where charges against drivers are prosecuted and negotiated in a way that many drivers believe *may* be unconstitutional, and definitely does not treat the drivers with any respect, dignity, or resemble any sort of justice or due process that is recognizable. Most people who have had to deal with 400 W. Superior in any capacity have stories to tell.

***The UTCC is starting a campaign to expose the injustices at 400 W. Superior and has been filming videos of drivers' testimonies. They can be found at UTCC's Youtube account. Here are links to the interviews:***

- [www.youtube.com/watch?v=7wcoAS8WZUw](http://www.youtube.com/watch?v=7wcoAS8WZUw)
- [www.youtube.com/watch?v=KgbIC4uTSt8](http://www.youtube.com/watch?v=KgbIC4uTSt8)
- [www.youtube.com/watch?v=np2fYJeyFHo](http://www.youtube.com/watch?v=np2fYJeyFHo)
- [www.youtube.com/watch?v=3-kxB6T4otY](http://www.youtube.com/watch?v=3-kxB6T4otY)
- [www.youtube.com/watch?v=x6i3MdgTKrc](http://www.youtube.com/watch?v=x6i3MdgTKrc)
- [www.youtube.com/watch?v=AsM9uJtXvyl](http://www.youtube.com/watch?v=AsM9uJtXvyl)

They can be found on UTCC's youtube account. We are also printing several of the testimonies that we have already gathered from drivers.

**So, if you or anyone you know would like to talk about your experiences with 400 W. Superior, please come into the UTCC office at 2040 N. Milwaukee 1-7pm Monday, Tuesday, Wednesday and Friday!**

### Fayez Arrest

Continued from page 5

ficers saw me one of them said "I saw you on TV so are you the one who organized the drivers for this?" And we shared a laugh while the other officer handcuffed me and moved me to the back of the wagon. I felt the pain in my hand rests because of the movements and the speed of the cars on the highway down the Kennedy until we got to the Central exit to the new police station where I was processed again and put in a separate cell. I asked if I could use the phone. The officer said yes, and I called my friend Peter Enger who was at that moment at the press conference. I told him that I was detained by the police and I needed to place a bond. I heard him telling the crowd over there about the news of my arrest. And later I learned that a dozen supporters came to the police station to see me out of the station. In my "second" jail, I was fingerprinted and my picture was taken and that's what they call processing. Afterword, I was led to my separate cell. It was a long stone structure with a very high ceiling and a glass block window. Underneath it there was something that looked like a bed except it was made of bricks and concrete and stones, and in front of it next to the door there was a white water fountain which was not working and next to it there was the urinal hole which has no lid to cover it. After I digested my surroundings slowly I started to have a mixed feeling of anger and loneliness, so I tried to avoid that by walking in that small space. or by listening to a prisoner who was very mad and screaming because his family was late to raise bond for him and let him out of jail. Long, long hours has passed, it seemed to me as if it was a decade. I was thinking of the taxicab strike and whether it was a successful strike or not. Then I smelled the strong odor of salami coming thru the dark corridor which ran between the two blocks of the prison cells. Suddenly I heard a noise at the door. I looked and saw the man passing by the

door to drop off my lunch. It was a big round piece of salami and two white slices of bread. Later on, the man came back to ask me if I wanted the food or not. He collected the food and disappeared. Two more hours passed with more loud voices and screams coming from that guy at the end of the corridor, then all of a of sudden the man came and open the cell in front of my cell, then he opened mine and ordered us to move to the front. I signed few papers for my release, got my property back and then the door was opened for me to see the sun again.

The biggest surprise of that day was when I walked out of the cell block to get to the police station hall when Mr. George Lutfallah walked towards me to welcome me out. The first thing I asked him was whether the strike was a successful one or not. His answer was a small smile with his hand on my shoulder. That was good enough for me to know that the work of our organizers had paid off and the strike was a successful one. He took me to his car, then drove me to the O'Hare Airport police station where I was first arrested to collect my things. I was very surprised to learn that they had towed my car to the city auto pond on the south side. George drove me all the way to pick up my SUV from there. And he even offered me money to pay for the tow, I thanked him very much and told him I thought they would take my plastic. The man refused to leave until he saw me in my car driving out of the lot, During my ride cross the city with George, I told him that I could not believe what was happening to me this very day, because I had felt-victorious, thankful and confused. After I called few friends I decided to go home so I took the 290 going west and on the way I received a call from Channel 9 News asking for an interview. I told them that I could meet them at the gas station next to the Austin exit. After few minutes passed we had that interview where I told the station that my arrest by the police was worth our straggle because all of us in the taxi industry are striving for justice.

As you all remember we declared at the City Hall press conference that we would do it again and again every Monday between 6:00 AM and 11:00 AM, and when the City found out that we were not kidding when we pulled off the second Strike on July 9th, Ald. Beale announced that he would have a fare increase hearing on July 31. At that moment, we felt and knew that the work of the UTCC organizers had paid off and we rolled up our sleeves again to mobilize to have a successful hearing on the 31st. We were able to line up 24 witness to testify and tell the city of Chicago that it was time to have a fair fare increase and to stop being number 27th among major cities when it comes to taxi fares.

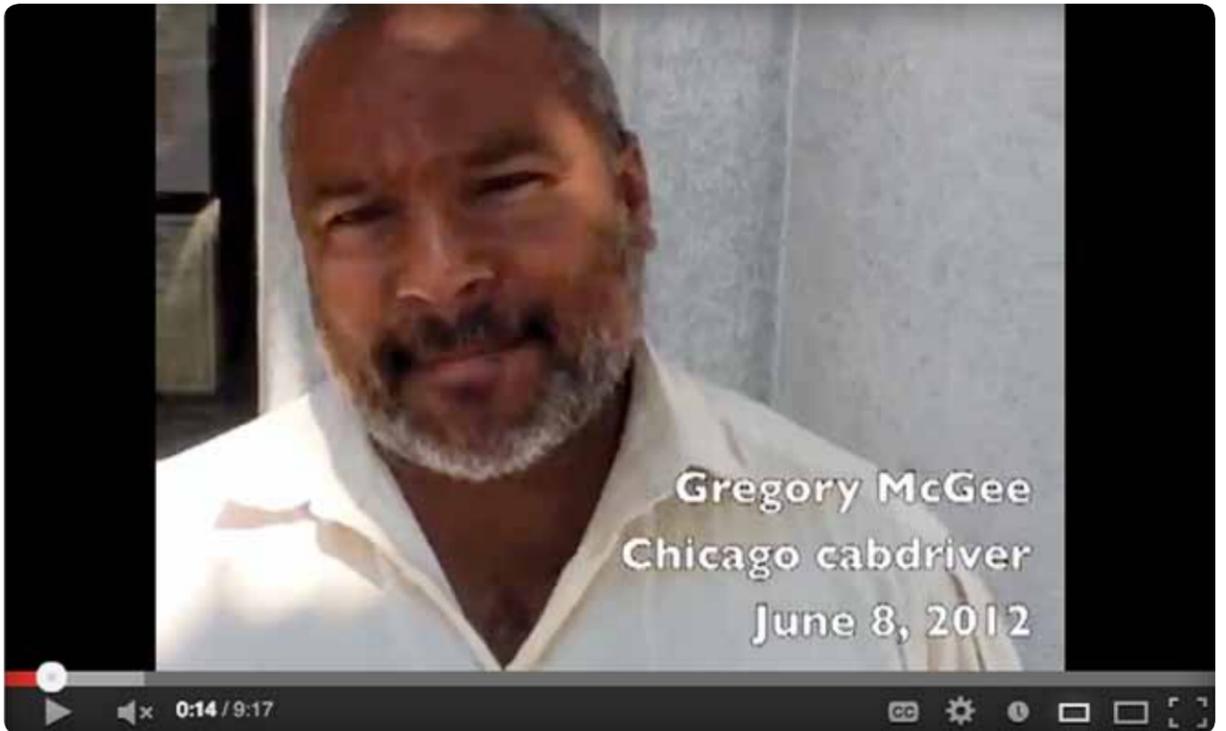
When my court day came along, I went in front of the judge with my attorney, and to my surprise, a lady introduced herself as a representative of the "Misdemeanor Deferred Prosecution Program" and told the judge that I was qualified for this program. The judge agreed, and I walked away to the back room. I knew all along that the City of Chicago, and the State of Illinois for that matter, had no case against me and what happened in court that day was good proof to my claim. After my interview with the case workers of that program they decided to send me to St. Elizabeth's Hospital in Chicago to speak to someone in "Outpatient Behavioral Health," so I did. And at the end of my visit, I was asked to come back in one week.

During my second visit to the Hospital, the case worker seemed to me very familiar with taxicab issues, and she told me that she was listening to WBEZ talking about the "CNG things and the Lease overcharges," as she put it. She smiled and told me that she will report to the court about my visits here, and "I am sure your case will be dismissed".

On Dec. 19, 2012- my second court date, and as a result of this arrangement with the MDPP, the judge had no choice but to dismiss the case and order the expungement of my records. ■

## Gregory McGee's Story

**M**Y NAME IS GREGORY MCGEE AND I have been driving taxi cab full-time for the last ten years, six months, three weeks, and three leap days. I also have six months experience in Madison, Wisconsin and I have a pedigree in the car service industry going back to about 19-1920 when my grandfather drove limousine. At the same time my other grandfather, from Texas, drove cab in 1928 when he migrated north from Hillborough, Texas. All of the contacts that I've had with 400 W. Superior over the last ten years have been horror stories. They throw the book at you and try to make you cave in and just accept a plea bargain instead of having a court case. They focus on these little petty run-ins you have with abusive passengers and then threaten you with a \$1,000 fine, one month suspension, ratification of license if you don't accept the plea bargain of \$100 discourtesy. So, 400 W. Superior is a revenue generator for the city and keeps the courts from getting clogged up because you don't want to take a chance on getting several thousand dollars of fines and a ratification of your license a suspension so you just go ahead and take their discourtesy charge. Michael Tibbs, the Assistant Commissioner, is required to refer you to the attorneys down at City Hall for a one and a half year's suspension. Those attorneys are supposedly more independent but you're in the super-red zone of being fired and kicked out of your job, and having to scramble to find income and pay rent. Well, my horror story is that I asked two people who entered my cab after coming out of Northwestern Hospital to put on their seatbelts. Putting on your seatbelt was listed as one of the five passenger responsibilities, Norma Reyes, the Assistant Commissioner said that we as drivers can require passengers to wear their seatbelts. I



asked Reyes point blank in public when Chicago Carriage Cab was holding a press conference in their garage and she said "Yes" and slipped in additional language that it is your five passenger responsibilities, they've since slipped that out because perhaps they don't want to give drivers that authority over the passengers, although the new commissioner could see both sides, ie: that of the smaller business man who has a \$300,000 medallion. I just rent the cab for \$30,000 a year roughly. But if somebody gets paralyzed or killed it's your fault. So I asked them to wear their seatbelts and they went ballistic on me because he had just gotten out of surgery. I conceded and said "Okay, Okay let somebody get you another cab,"

and I just pulled back into the other side of the arrival court. They were jumping out screaming and yelling at me and they were taking cell phone pictures and they went on their way. I called the police officer and he made a contact report and that was that. But I still got the complaint from them though; I was still threatened with all these penalties and fines, suspensions to I took the plea bargain of \$100 discourtesy even though I was just trying to be super-safe at the hospital when I picked these two people up and then tried to help them get another cab since they didn't want to wear a seatbelt. That's my biggest horror story at 400 W. Superior.

—GREGORY MCGEE

## Thaddeus Budzinsky's Story

**C**HICAGO TAXICAB DRIVERS HAVE BEEN treated very unfairly by the city. Drivers have been denied fare increases for the last seven-eight years while the cost of living was increasing. Chicago cabdrivers are treated the worst. At a fare meter increase hearing back in October 2007, Commissioner Norma Reyes at the time denied the cabdrivers a fare increase, but the city raised our administration fees 33%.

When someone complains about a cabdriver, the driver gets called down for an administration hearing held at 400 West Superior. The city administration considers cab drivers guilty before they even say anything in their defense. When I was called to appear at a hearing, a city attorney wanted to talk to me first before I decide to go for a hearing. I tried to tell the attorney my side of the complaint made against me, but the city attorney says he doesn't care what I say in my defense. So, I was forced to hire an outside labor attorney who helped me get the complaint dismissed, because I felt I wasn't going to get anywhere trying to fight this myself. There are attorneys walking around in the halls at the city administration building for drivers to hire, but these attorneys never help the drivers get their cases dismissed. These attorneys only get the drivers fines reduced, rather than getting their complaints dismissed.

When a driver gets called to appear for a hearing, the city attorney will call the driver to meet with him in the back room of the courtroom first. The city attorney talks to the driver, telling the driver what he or she is being charged for and tries to make a deal with the driver. The city attorney



will tell the driver that he or she is being charged with 5 violations. If the driver pleads guilty, the city attorney will cut it down to two violations and offers the driver to pay an agreeable amount plus court cost. If the driver decides to do with a trial instead, the driver will be given a date to appear in front of a hearing officer. When the driver appears in front of a hearing officer, the driver is denies the right to face the accuser and a speaker phone is used to call the accuser at the hearing.

The driver will be found wrongfully guilty for the purpose of taking the driver's money. Then the driver is charged for all five violations, plus the driver will end up paying more for the fine, plus court cost.

The city uses Chicago taxicab drivers as if they are the city's ATM machines whenever they want money.

—THADDEUS (TED) C. BUDZYNSKI,  
312-804-2104



## UTCC TAKES ON CAMPAIGN TO EXPOSE ABUSE AND MISTREATMENT AT O'HARE

**O**N WED. FEBRUARY 12, CHICAGO Cabdriver Sandra Videkic was walking by the Terminal 5 ticket dispensing machine at the O'Hare Airport Taxi Staging area. When the machine spit out a ticket, and the next cab in line was too far away to reach it, she took it from the machine and handed it to the driver. This is a scene that happens many times at O'Hare, drivers helping each other in little ways.

As Sandra was talking to another driver, she was approached by an employee of Standard Parking, who accused her of taking the ticket for her own use, and demanded she return it. This accusation was unjust and unfounded, and Sandra defended her honor and integrity with dignity. The incident turned into a two-hour ordeal, with the police, Dept. of Aviation personnel, and even Consumer Protection personnel getting in-

involved in the discussion to try to resolve the situation. Eventually, Sandra picked up an "Incident Report" form from the Standard Parking office, and went back to work. Several days later, Sandra was again mistreated by a "starter" who screamed and yelled at her in Terminal 3. This is improper, unprofessional and unacceptable behavior in the workplace. So what did Sandra do? She called the United Taxidriers Community Council.

The UTCC was formed specifically in order to deal with issues of drivers' rights, and after we heard her story, we assisted her in filling out the Incident Report form and setting up a meeting with General Manager of Operations at O'Hare, Mr. Marco Fernandez, to try to resolve this situation. We are also planning to discuss the ongoing issue of mistreatment of cabdrivers by Airport personnel, particularly at O'Hare. We in the UTCC have been hearing for years of cabdrivers

being falsely accused of rule violations, of being yelled at, called names, and so on by personnel at O'Hare airport. Last summer, the Council of American-Islamic Relations (CAIR) even came to the airport several times in an attempt to collect reports of abusive treatment from cabdrivers.

The UTCC is always available to work on issues of drivers' rights. We are calling on drivers to contact us to report any abuse or mistreatment by airport personnel, either by Standard Parking employees ("starters"), Dept. of Aviation personnel, Ground Transportation, or Consumer Protection employees. We need to keep a log of all such cases, to discover any patterns and to work on any systemic solutions to ongoing problems. Please contact our offices to report any incidents: come to 2040 N. Milwaukee on Mon-Tues-Wed or Friday from 1-7 pm, or call (773) 342-8822. ■

## Taxiandme: a new website, a new resource for cabdrivers

**T**he UTCC is always on the lookout for new ways to make Chicago cabdrivers lives easier. Several weeks ago, we ran into another cabdriver who had the same idea, and who did something about it. Alai Ibraev is from Kyrgyzstan and has been a Chicago cabdriver for the past five years or so. He noticed that cabdrivers post notes to each other all over town—

near the restrooms at airports, in restaurants, and in the affiliation of-fices. These notices are usually for things like shared cabs, day or night shift drivers, and so on. Alai decided to create what he calls a "craigslist for cabdrivers" to be an online "bulletin board" so cabdrivers could contact each other there. It is called "Taxiandme", and you can search for it online. Alai tells us that he didn't

see any other sites like this to help cabdrivers communicate with each other, so in a sense, it is unique at this time. The UTCC agrees that this could be a very valuable resource for the Chicago cabdriver, and so we decided to report on it here. The service is free, and easy to use. Just register, and post up what your needs are, or use it to share information that other cabdrivers could use. ■

**FOLLOW US ON TWITTER: @UTCCCHICAGO**

# HAILO! THE CENTRAL DISPATCHING SYSTEM WE'VE BEEN WAITING FOR?

**S**OMEONE ONCE SAID, "EVERY GOOD IDEA has a thousand fathers." When it comes to the new Smartphone App "Hailo", the UTCC would have to agree. We have been advocating for a Central Dispatching System with the City for four years now, without much success. We felt that a system which could provide taxis to ALL areas of the city, and provide dispatching services to the nearest available cab would open up new markets for our industry, and provide cab services to the historically underserved areas of the city, up to two million people. Of course, we first proposed this idea four years ago, before the new smartphone and GPS technology was available on such a widespread basis. Three cabdrivers from London have created a business model that is cab-centric, cabdriver-friendly, and are in the process of taking it worldwide. We sat down with one of the employees of Hailo, Rashid Temuri, a long-time Chicago cabdriver, in their office on Orleans Street, to talk about it.

Temuri told us the story about how a couple of London cabdrivers several years ago were trying to figure out how they could generate new business for themselves and put them in touch with passengers that needed a ride to the suburbs at the end of the night (most London cabdrivers live in the suburbs, and usually ride home empty). With the new GPS and Smartphone technology, they created the business model that has become Hailo, a Taxi hailing and dispatching Application,

easily downloaded to any phone.

Hailo is currently available in eight cities worldwide: London, Barcelona, Toronto, Dublin, Madrid, Boston, Chicago, Washington, DC, and soon to be available in Tokyo, Japan. If a customer is signed up in one city, the App will work in another city as well, as one customer recently told us.

Some of the advantages of Hailo for cabdrivers are these: the Hailo business model is to work within the existing city rules and regulations, thus not getting them involved in any legal problems with governing bodies. It provides contact information to both the driver and passenger, so they can call each other directly, a vast improvement over current dispatching systems. The GPS and mapping feature can easily guide the driver to the destination, and provide information to the customer about the expected arrival time of the driver. Usually the passenger is waiting on the sidewalk when the driver shows up, another big improvement over existing dispatching systems. The payment feature allows for two taps on the phone to transfer money from the customers account to Hailo's, and, although currently Hailo is paying the drivers once a week, they are planning to improve that to once a day in the future. No

more waiting for credit card approvals, another feature drivers will like.

This new technology has the potential to revolutionize the taxi industry in Chicago. It could open up underserved areas to ordering taxis by phone which would go to the nearest available Hailo-using driver, thus improving service, and increasing business. Up to two million Chicagoans never ever call cabs because their expectations have been lowered by not having much success under the current system. Hailo could change all that.

The effects on the companies and affiliations will also be profound. No more will the large companies be able to charge more, or mistreat their drivers. Once the obsolete, antiquated and ineffective dispatching system cannot provide any advantage for drivers over other, smaller affiliations, drivers won't be attracted to the big companies anymore. The smaller, locally-owned affiliations will be able to lobby the City of Chicago to remove the requirement for providing dispatching services, a huge financial burden, thus saving them a substantial amount of money. Hailo has the potential to replace all the advantages of dispatching services the large companies currently hold, and that is a good thing. ■



## UTCC NEWS CORNER

**RECENT EVENTS HAPPENING WITH THE UTCC FROM THE BOTTOM LEFT: UTCC meets with Sun-Times Editorial Board to discuss cabdriver issues, CTA Meeting: Organizing strategy with CTA workers, General meeting: UTCC meets with drivers regularly.**

## DRIVER'S BILL OF RIGHTS

- 1) There is a NEW Uniform Taxicab Lease Agreement Form
- 2) There are FOUR Taxicab Lease Term Options:
  - 1 12-hour daily
  - 2 12-hour weekly
  - 3 24-hour daily
  - 4 24-hour weekly
- 3) Know the "Tier Number" of the vehicle you are leasing:

Tier, based on Vehicle's Miles per Gallon (mpg) according to Federal guidelines. See "Approved Vehicle List" at <a href="http://www.cityofchicago.org/bacp">www.cityofchicago.org/bacp</a> for specific examples.	12 Hour Daily Maximum Lease Rate	12 Hour Weekly Maximum Lease Rate	24 Hour Daily Maximum Lease Rate	24 Hour Weekly Maximum Lease Rate
1. Most fuel efficient	\$74 per 12 hour shift	\$518 total for seven consecutive 12 hour shifts	\$101 per 24 hour shift	\$707 total for seven consecutive 24 hour shifts
2. Moderately fuel efficient	\$69 per 12 hour shift	\$483 total for seven consecutive 12 hour shifts	\$93 per 24 hour shift	\$651 total for seven consecutive 24 hour shifts
3. Least fuel efficient	\$59 per 12 hour shift	\$413 total for seven consecutive 12 hour shifts	\$85 per 24 hour shift	\$595 total for seven consecutive 24 hour shifts

- 4) You have the **RIGHT** to a written receipt itemizing all expenses required to lease a cab.
- 5) You have the **RIGHT** to get paid for Credit Card transactions within ONE business day.
- 6) Email [BACPPV@cityofchicago.org](mailto:BACPPV@cityofchicago.org) to sign up for information on the taxicab industry, conventions, and other events in Chicago.

### TELL US IF ANY OF YOUR RIGHTS ARE VIOLATED

Department of Business Affairs & Consumer Protection - Public Vehicle Operations Division  
 2350 W. Ogden, First Floor, Chicago, IL 60608  
[BACPPV@cityofchicago.org](mailto:BACPPV@cityofchicago.org) • 312-746-4300 • [www.cityofchicago.org/bacp](http://www.cityofchicago.org/bacp)



**BECOME A MEMBER OF UTCC TODAY!**

**FILL OUT THE MEMBERSHIP FORM TO THE**

**→ RIGHT →**

**AND GET \$10 OFF YEARLY MEMBERSHIP PRICES!**

#### CITY OF CHICAGO BUSINESS AFFAIRS AND CONSUMER PROTECTION MEDALLION TRANSFER PRICES FROM 1/1/2012 TO 2/6/13

Closing Date	PV Number	Sale Price
1/8/13	52	\$360,000
1/8/13	4177	\$360,000
1/9/13	1871	\$360,000
1/9/13	3531	\$360,000
1/22/13	3626	\$50,000
1/23/13	6324	\$350,000
1/23/13	4018	\$370,000
1/25/13	2686	\$295,000
1/30/13	6624	\$340,000
1/31/13	3701	\$350,000
1/31/13	2309	\$340,000
2/4/13	1731	\$370,000
2/4/13	4088	\$370,000
2/4/13	6187	\$370,000
2/4/13	4608	\$370,000
2/6/13	2998	\$360,000
2/6/13	1637	\$370,000

## ACTION COMMITTEE MEETINGS

WILL BE HELD AT UTCC OFFICE EVERY MONDAY AT 2 PM. LET'S COME TOGETHER TO MAKE PLANS, AND DEVELOP UNITY, COOPERATION AND COMMUNICATION AMONG ALL CHICAGO CABDRIVERS!

MONDAYS - 2PM @ 2040 N. MILWAUKEE AVE.  
[UTCCCHICAGO@GMAIL.COM](mailto:UTCCCHICAGO@GMAIL.COM) • (773) 342-8822

**FOLLOW US ON TWITTER: @UTCCCHICAGO**



2040 N. MILWAUKEE, CHICAGO IL 60647  
 PHONE: (773) 342-UTCC (9822)  
 E-MAIL: INFO@GOUTCC.ORG  
 WWW.GOUTCC.ORG

## UNITED TAXIDRIVERS COMMUNITY COUNCIL

### CHAUFFEUR LICENSE HOLDERS General Membership Application

<b>Applicant Information</b>	
First Name:	Middle Name: Last Name:
Male <input type="checkbox"/> Female <input type="checkbox"/>	Lease Driver: Yes <input type="checkbox"/> No <input type="checkbox"/> Chauffeur No: Driver's License No:
Current Address:	State: ZIP Code:
City:	e-mail: Home/Other Phone:
Cell Phone:	<b>Statistical Information (optional)</b>
U.S. Citizen: Yes <input type="checkbox"/> No <input type="checkbox"/>	Date of Birth: Native Language:
Registered to Vote: Yes <input type="checkbox"/> No <input type="checkbox"/>	Birthplace:
Are you a medallion owner? Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, what is the medallion number?	
How long have you driven a cab? _____ Years	
Do you have experience in any activities for human rights, or any activist history such as mentioned in our mission statement? If yes, please give a brief description of your experience:	
<b>Emergency Contact</b>	Phone Number:
<b>Summary of Mission Statement and code of conduct</b>	
<p>UTCC is a not-for-profit organization. Its mission is to increase the prestige of the taxi driving profession through community service, education, and awareness, and to work towards the economic progress and improved social welfare of taxi drivers, their families, and their communities by providing assistance in enforcing their rights, including civil, political, social, economic, legal, and human rights.</p> <ul style="list-style-type: none"> <li>• UTCC members will reflect the highest possible customer service standards without prejudice.</li> <li>• UTCC members will stand united behind its mission and promote membership for mutual benefit.</li> <li>• UTCC members will adhere to all laws of the nation and its democratic principles.</li> </ul>	
<b>Signature</b>	
By signing below, I acknowledge that I have read and understand UTCC's Mission and Code of Conduct, and agree to uphold the principles and values of equality, justice, unity and honesty for the UTCC's mission.	
I authorize the verification of the information provided on this form and I hereby declare the foregoing information to be true. I have received a copy of this application: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Signature of applicant:	Date:
I would like to enclose a tax deductible contribution of \$ _____ <b>Yearly membership fee: \$120.00</b> to the Taxi Drivers Legal Fund Account.	
Payment Type: check <input type="checkbox"/> credit card <input type="checkbox"/> money order <input type="checkbox"/> cash <input type="checkbox"/>	
Received by: Amount Received: \$ _____	Verified by: Receipt Number: _____



American Friends Service Committee, Community Ally



6124 N MILWAUKEE, STE. 12, CHICAGO, IL 60646  
 E-MAIL: INFO@GOUTCC.ORG  
 PHONE: (773) 774-UTCC  
 WWW.GOUTCC.ORG

## UNITED TAXIDRIVERS COMMUNITY COUNCIL

### INCIDENT REPORT FORM

<b>PUBLIC CHAUFFEUR INFORMATION</b>	
First Name:	Middle Name: Last Name:
Current address:	State: ZIP Code:
City:	e-mail: Home Phone:
Male <input type="checkbox"/> Female <input type="checkbox"/> (please circle)	Cell Phone:
Chauffeur No:	
<b>PERSON(S) INVOLVED IN THE INCIDENT</b>	
<input type="checkbox"/> Passenger <input type="checkbox"/> Department of Consumer Services Official <input type="checkbox"/> Chicago Police Department <input type="checkbox"/> Department of Aviation <input type="checkbox"/> Affiliation Employee <input type="checkbox"/> Mechanic <input type="checkbox"/> Hotel Doorman <input type="checkbox"/> Limo Driver <input type="checkbox"/> Other (Specify: _____)	
<b>PERPETRATOR NAME &amp; INFORMATION</b>	
Please Specify Name, Position and Employer of Suspected Perpetrator:	
<b>DESCRIPTION FOR INCIDENT</b>	Time of Retaliation: _____ am pm
Date of Incident:	Place:
Were any of the following contacted:	Police Report No (If applicable):
Police: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Lawyer (Contact: _____): Yes <input type="checkbox"/> No <input type="checkbox"/>	
UTCC or AFSC or Other Cab Driver: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Please describe briefly with detailed information what happened including site where the incident occurred, nature of incident, and details of how and precisely where the incident took place.	
<b>SIGNATURES</b>	
I authorize the verification of the information provided on this form and I hereby declare the foregoing information to be true.	
Signature of applicant:	Date:



American Friends Service Committee, Community Ally

# HAIL O™

Your next passenger is right  
around the corner.

**WHAT ARE YOU WAITING FOR?**



**Created By Drivers.  
For Drivers.**

Visit us at 1031 N Orleans.

**Make more money with Hailo!**

## **UTCC ANNOUNCEMENT: GENERAL MEETING FOR ALL CHICAGO CABDRIVERS**

**AGENDA:** MEET THE NEW YORK TAXI UNION ORGANIZERS

**DISCUSSION:** STEPS TO BUILD A UNION IN CHICAGO

- MEMBERSHIP
- CAMPAIGNS
- LEGAL CASES

**DAY DRIVERS:**  
SUN. MARCH 24, 2PM  
UTCC OFFICES, 2040 N  
MILWAUKEE AVENUE

**NIGHT DRIVERS:**  
SUN. MARCH 24, 12AM  
MIDNIGHT, FLAMING WOK,  
CHICAGO + HALSTED