

EXHIBIT A

RECEIVED

2013 MAR -4 PM 2:53

HA PUC
SECRETARY'S BUREAU

Exhibit "A"

THE PHILADLEPHIA PARKING AUTHORITY

RIGHT-TO-KNOW REQUEST FORM

1. DATE REQUESTED: 12-12-2012

2. REQUEST SUBMITTED BY: ~~US MAIL~~ ~~US MAIL~~ FAX ~~PERSON~~
(Strike out those that do not apply.)

3. NAME OF REQUESTOR (Required**): Michael S. Henry

4. ADDRESS (Required): 2336 S. Broad St.
Phila. PA 19145
(City) (State) (Zip)

5. TELEPHONE (Optional): 215 218 9800

6. RECORDS REQUESTED:

*Provide as much specific detail as possible to identify the information.

ANY ORDER ISSUED BY THE AUTHORITY APPROVING, GRANTING, OR
ISSUING A CERTIFICATE OF PUBLIC CONVENIENCE TO ANY
PARTIAL RIGHTS TAXICAB COMPANY

7. Strike out the inapplicable response for each of the following:

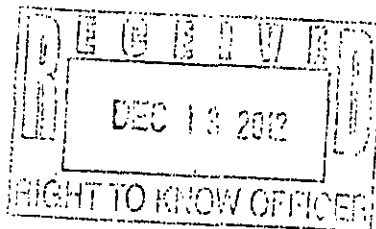
(a) DO YOU WANT COPIES? YES or NO

(b) DO YOU WANT TO INSPECT THE RECORDS? YES or NO

(c) DO YOU WANT CERTIFIED COPIES OF RECORDS? YES or NO

(OFFICIAL USE ONLY)

STAMP DATE RECEIVED BY THE OFFICER:



FIVE (5)-DAY RESPONSE DUE: _____

**Anonymous verbal or written Requests will not be processed. If the requestor wishes to pursue the relief and remedies provided for in the Act, the request must be in writing. (Section 702.) Written requests need not include an explanation why information is sought or the intended use of the information unless otherwise required by law. (Section 703.)

EXHIBIT B



Philadelphia
Parking
Authority

3101 Market Street
Philadelphia, PA 19104-2895
(215) 683-9600

January 22, 2013

Michael S. Henry, Esquire
2336 S. Broad Street
Philadelphia, PA 19145

Re: Your Right to Know Request No. 12-0361

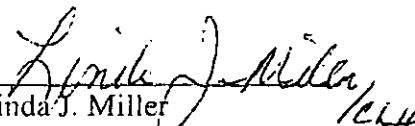
Dear Mr. Henry:

Thank you for writing to The Philadelphia Parking Authority ("Authority") with your above referenced request for information pursuant to the Pennsylvania Right- To-Know Law, 65 P.S. § 67.101 *et seq.*

On December 13, 2012 you requested documents pertaining to orders issued by the Philadelphia Parking Authority approving, granting or issuing a certificate of Public Convenience to any partial rights taxicab company. The Authority is not in possession of any orders responsive to your request; therefore your request is denied.

If for any reason you dispute this response and you choose to file an appeal, you must do so within 15 business days of the mailing date of the agency's response. See 65 P.S. §67.1101. If you have further questions, please call the undersigned. Please be advised that this correspondence will serve to close this record with our office as permitted by law.

Respectfully,
The Philadelphia Parking Authority

By: 
Linda J. Miller
Right to Know Officer
215-683-9675

cc: Dennis G. Weldon, Jr.
General Counsel

EXHIBIT C

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 07/22/05	02 TIME STARTED 1 pm	03 STREET/ROUTE NO. 30 th market st	04 BORO, CITY, TWP. PHILA	05 COUNTY PHILA	
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO				07 PUC NUMBER A-110733	
08 ADDRESS 800 CHESTNUT ST PHILA, PA. 19107				09 MC/DOT NUMBER	
10 OPERATOR'S NAME AND DOB BENJAMIN B. BOWMAN JR 12/12/1956			11 OLN/STATE PA 23260067		
12 ADDRESS 1350 N. 10 TH ST APT 10G PHILA, PA. 19122				13 CDL OR LIC, CLASS, END.	
14 YR, MAKE/TYPE OF POWER UNIT 1992 FORD Taxi		15 REGISTRATION NO. TX41952	16 STATE PA	17 V.I.N. 2FACP74W6NX173360	18 CO. NO. G-62
19 YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 MARKINGS ON VEHICLE GERMANTOWN CAB CO			30 ODOMETER READING 312543		
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		33 OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>SELF EMP</u> b. WHO PAYS SOCIAL SECURITY? <u>SELF EMP</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>					
36 SHIPPING DOCUMENT NO. 07/22/05	37 WHOSE DOCUMENT? GERMANTOWN CAB	38 DATE 07/22/05	39 CHARACTER OF SHIPMENT PASSENGER		
40 SHIPPER'S NAME AND ADDRESS UNKNOWN					
41 ORIGIN OF TRIP (CITY, TWP, CO) 5320 NEW HALL ST PHILA, PA		42 INTENDED USE TAXI		43 WEIGHT	
44 CONSIGNEE'S NAME & ADDRESS UNKNOWN					
45 DESTINATION OF TRIP (CITY, TWP, CO) 30 TH MARKET ST PHILA, PA		46 COMPENSATION 19.70		47 CVSA DECALS ISSUED: NO.(S)	
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		49 METER TYPE PULSAR		50 SERIAL NO. 100551	
51 SEAL NO. Y		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5			
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT DON RUSSELL #55		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY <i>[Signature]</i>					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 09/21/05		02 TIME STARTED 0900am		03 STREET/ROUTE NO. ogontz and 76 th ave		04 BORO, CITY, TWP. cheltonham		05 COUNTY montco	
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO.								07 PUC NUMBER A-110733	
08 ADDRESS 800 CHESTNUT STREET PHILA,PA.19107								09 MC/DOT NUMBER	
10 OPERATOR'S NAME AND DOB HERMAN LEE CHATTIN						11 OLN/STATE PA 16705516 DOB:09/16/1948			
12 ADDRESS 1026 SEYBERT STREET PHILA,PA.19122								13 CDL OR LIC, CLASS, END. C	
14 YR, MAKE/TYPE OF POWER UNIT 1994 FORD Taxi				15 REGISTRATION NO. TX-42100		16 STATE PA		17 V.I.N. 2FALP74W3RX166159	
19. YR, MAKE OF TRAILER/TYPE ST				20 REGISTRATION NO.		21 STATE		22 V.I.N.	
24 YR, MAKE OF TRAILER/TYPE ST				25 REGISTRATION NO.		26 STATE		27 V.I.N.	
29 MARKINGS ON VEHICLE GERMANTOWN CAB						30 ODOMETER READING 289607			
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>SELF EMP</u> b. WHO PAYS SOCIAL SECURITY? <u>SELF EMP</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>									
36 SHIPPING DOCUMENT NO. 09/21/05			37 WHOSE DOCUMENT? GERMANTOWN			38 DATE 09/21/05		39 CHARACTER OF SHIPMENT PASSENGER	
40 SHIPPER'S NAME AND ADDRESS									
41 ORIGIN OF TRIP (CITY, TWP, CO) 8013 WILLIAMS AVE				42 INTENDED USE PASSENGER				43 WEIGHT	
44 CONSIGNEE'S NAME & ADDRESS 6212 GRITZ ST PHILA									
45 DESTINATION OF TRIP (CITY, TWP, CO) 6212 GRATZ ST PHILA				46 COMPENSATION \$7.10			47 CVSA DECALS ISSUED: NO.(S)		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		49 METER TYPE PULSAR			50 SERIAL NO. 100822			51 SEAL NO. Y	
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B				54 LEVEL (IF MCSAP CHECK, IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5		
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT DON RUSSELL #55				56 MCSAP RPT #		57 TIME ENDED		58 COPY RECEIVED BY	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 07/12/2005	02 TIME STARTED 1000am	03 STREET/ROUTE NO. MEETINGHOUSE & OLD YORK ROAD	04 BORO, CITY, TWP. CHELTENHAM	05 COUNTY MONTGOMERY	
06 RESPONSIBLE CARRIER NAME GERMANTOWN TAXI				07 PUC NUMBER A110733	
08 ADDRESS 800 CHESTNUT ST, PHILA. PA 19107				09 MC/DOT NUMBER	
10 OPERATOR'S NAME AND DOB STEVEN L SMITH DOB 09081969			11 OLN/STATE 22 029 710 PA		
12 ADDRESS 6026 N. 19 ST PHILA. PA. 19141				13 CDL OR LIC, CLASS, END. C	
14 YR, MAKE/TYPE OF POWER UNIT 1993 MERCURY Taxi		15 REGISTRATION NO. TX 43538	16 STATE PA	17 V.I.N. 2MELM75W8PX613937	18 CO. NO. G-15
19. YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 MARKINGS ON VEHICLE GERMANTOWN TAXI			30 ODOMETER READING		
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>CARRIER</u> b. WHO PAYS SOCIAL SECURITY? <u>CARRIER</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>					
36 SHIPPING DOCUMENT NO. PASSENGER LOG		37 WHOSE DOCUMENT? GERMANTOWN		38 DATE 07/12/2005	
39 CHARACTER OF SHIPMENT PASSENGER					
40 SHIPPER'S NAME AND ADDRESS					
41 ORIGIN OF TRIP (CITY, TWP, CO) 1516 HAINES ST		42 INTENDED USE TRANSPORATION			43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS					
45 DESTINATION OF TRIP (CITY, TWP, CO) 913 OLD YORK RD.		46 COMPENSATION 11.00		47 CVSA DECALS ISSUED: NO.(S)	
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		49 METER TYPE PULSAR		50 SERIAL NO. 38450	
51 SEAL NO. LEAD		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B				54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT CHARLES MYERS 29		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

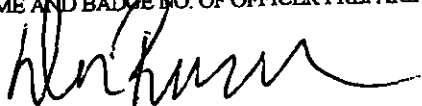
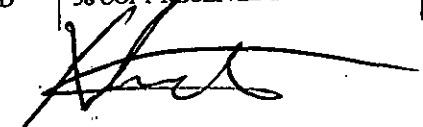
2?

PART A

01 DATE 07/12/2005	02 TIME STARTED 2:05 PM	03 STREET/ROUTE NO. Wayne & Chelton Aves	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co.				07 PUC NUMBER A-117023 10783
08 ADDRESS 800 Chestnut Street Philadelphia PA 19107				09 MC/DOT NUMBER C
10 OPERATOR'S NAME AND DOB Benjamin B. Bowman Jr. 12/12/1956			11 OLN/STATE 23260067-PA	
12 ADDRESS 1350 N. 10th Street Apt 10G Philadelphia PA 19122				13 CDL OR LIC, CLASS, END.
14 YR, MAKE/TYPER OF POWER UNIT 1992 Ford Taxi	15 REGISTRATION NO. TX-41952	16 STATE PA	17 V.IN. 2FACP74W6NX173360	18 CO. NO. G-62
19 YR, MAKE OF TRAILER/TYPER ST	20 REGISTRATION NO.	21 STATE	22 V.IN.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPER ST	25 REGISTRATION NO.	26 STATE	27 V.IN.	28 CO. NO.
29 MARKINGS ON VEHICLE Germantown Cab			30 ODOMETER READING 310968	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? _____ b. WHO PAYS SOCIAL SECURITY? _____ c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? _____ d. WHO PAYS OPERATING COST OF VEHICLE? _____				
36 SHIPPING DOCUMENT NO. Taxicab Log	37 WHOSE DOCUMENT? Germantown Cab	38 DATE 7/12/05	39 CHARACTER OF SHIPMENT Passenger	
40 SHIPPER'S NAME AND ADDRESS				
41 ORIGIN OF TRIP (CITY, TWP, CO) 534 E Bring Hurst Phila Pa	42 INTENDED USE	43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO) Germantown & Schoolhouse Lane Phila Pa	46 COMPENSATION 5.00	47 CVSA DECALS ISSUED: NO.(S)		
48 TAXIMETER CHECK <input type="checkbox"/> PASS <input type="checkbox"/> FAIL	49 METER TYPE Silent 610	50 SERIAL NO. 100551	51 SEAL NO. Lead	
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP	53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT RUFUS O. MILLER #7	56 MCSAP RPT #	57 TIME ENDED	58 COPY RECEIVED BY Benjamin B. Bowman	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 07/22/05		02 TIME STARTED 10:50 am		03 STREET/ROUTE NO. wayne junc train station		04 BORO, CITY, TWP. phila		05 COUNTY phila		
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO.								07 PUC NUMBER [REDACTED]		
08 ADDRESS 800 CHESTNUT STREET PHILA, PA. 19107								09 MC/DOT NUMBER		
10 OPERATOR'S NAME AND DOB SAMMY LEWIS CASTELO 12/24/1977						11 OLN/STATE PA 26057641				
12 ADDRESS 506 S. 41 ST STREET PHILA, PA. 19139								13 CDL OR LIC, CLASS, END.		
14 YR, MAKE/TYPE OF POWER UNIT 1997 FORD Taxi				15 REGISTRATION NO. TX-40385		16 STATE PA		17 V.LN. 2FALP71W6VX211318		18 CO. NO. G-40
19 YR, MAKE OF TRAILER/TYPE ST				20 REGISTRATION NO.		21 STATE		22 V.LN.		23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST				25 REGISTRATION NO.		26 STATE		27 V.LN.		28 CO. NO.
29 MARKINGS ON VEHICLE GERMANTOWN CAB CO.						30 ODOMETER READING 211864				
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>SELF EMP</u> b. WHO PAYS SOCIAL SECURITY? <u>SELF EMP</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>DRIVER</u>										
36 SHIPPING DOCUMENT NO. 07/22/05		37 WHOSE DOCUMENT? GERMANTOWN CAB		38 DATE 07/22/05		39 CHARACTER OF SHIPMENT PASSENGER				
40 SHIPPER'S NAME AND ADDRESS										
41 ORIGIN OF TRIP (CITY, TWP, CO)				42 INTENDED USE TAXI				43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS										
45 DESTINATION OF TRIP (CITY, TWP, CO)				46 COMPENSATION NONE AT THIS TIME				47 CVSA DECALS ISSUED: NO.(S)		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		49 METER TYPE PULSAR		50 SERIAL NO. 101106				51 SEAL NO. Y		
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B					54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5		
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT 				56 MCSAP RPT #		57 TIME ENDED		58 COPY RECEIVED BY 		

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 8-9-05	02 TIME STARTED 1:58 PM	03 STREET/ROUTE NO. 2 ND STREET PIKE & KEYSTONE	04 BORO, CITY, TWP. SOUTH HAMPTON	05 COUNTY BUCKS
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO 215-438-8888				07 PUC NUMBER A-110733
08 ADDRESS 800 CHESTNUT STREET PHILA, PA 19107				09 MC/DOT NUMBER
10 OPERATOR'S NAME AND DOB ALEXANDER MAQUIS DOB:6-2-61			11 OLN/STATE 23269342 PA	
12 ADDRESS 619 EL KINS AVE PHILA, PA 19120				13 CDL OR LIC, CLASS, END. CLASS: C
14 YR, MAKE/TYPE OF POWER UNIT 1994 MERCURY Taxi	15 REGISTRATION NO. TX40461	16 STATE PA	17 V.I.N. 2MELM74W3RX692504	18 CO. NO. #G-45
19. YR, MAKE OF TRAILER/TYPE ST	20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST	25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
MARKINGS ON VEHICLE GERMANTOWN CAB CO			30 ODOMETER READING 169231	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>CARRIER</u> b. WHO PAYS SOCIAL SECURITY? <u>DRIVER</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>				
36 SHIPPING DOCUMENT NO. TAXI LOG	37 WHOSE DOCUMENT? GERMANTOWN CAB CO	38 DATE 8-9-05	39 CHARACTER OF SHIPMENT PASS FOR COMP	
40 SHIPPER'S NAME AND ADDRESS				
41 ORIGIN OF TRIP (CITY, TWP, CO) 4800 GERMANTOWN PHILA, PA	42 INTENDED USE PASS TRANSP	43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO) SOUTH HAMPTON, PA	46 COMPENSATION \$40.40	47 CVSA DECALS ISSUED: NO.(S)		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL	49 METER TYPE PULSAR	50 SERIAL NO. 59283	51 SEAL NO. LEAD	
SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP	53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT ALEX ZINCZENKO #30	56 MCSAP RPT #	57 TIME ENDED 2:35 PM	58 COPY RECEIVED BY <i>Maquis Alexandre</i>	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 8-9-05	02 TIME STARTED 1:10 pm	03 STREET/ROUTE NO. 1950 STREET RD	04 BORO, CITY, TWP. BENSALEM	05 COUNTY BUCKS	
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO 215-438-8541				07 PUC NUMBER A-110733	
08 ADDRESS 800 CHESTNUT ST. PHILA, PA 19107				09 MC/DOT NUMBER	
10 OPERATOR'S NAME AND DOB HERBERT FARMER JR. DOB: 7-4-65			11 OLN/STATE 21269919 PA		
12 ADDRESS 150 W. SPARKS ST PHILA. PA 19120				13 CDL OR LIC, CLASS, END. CLASS: C	
14 YR, MAKE/TYP OF POWER UNIT 1994 FORD Taxi		15 REGISTRATION NO. TX43622	16 STATE PA	17 V.I.N. 2FALP73W2RX135261	18 CO. NO. G-26
19 YR, MAKE OF TRAILER/TYP ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYP ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 MARKINGS ON VEHICLE RMANTOWN CAB CO			30 ODOMETER READING 209107		
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		33 OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>CARRIER</u> b. WHO PAYS SOCIAL SECURITY? <u>DRIVER</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>					
36 SHIPPING DOCUMENT NO. TAXI LOG		37 WHOSE DOCUMENT? GERMANTOWN CAB CO		38 DATE 8-9-05	
39 CHARACTER OF SHIPMENT PASS FOR COMP					
40 SHIPPER'S NAME AND ADDRESS					
41 ORIGIN OF TRIP (CITY, TWP, CO)		42 INTENDED USE		43 WEIGHT	
44 CONSIGNEE'S NAME & ADDRESS					
45 DESTINATION OF TRIP (CITY, TWP, CO) NO TRIPS - JUST STARTED		46 COMPENSATION		47 CVSA DECALS ISSUED: NO.(S)	
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		49 METER TYPE PULSAR		50 SERIAL NO. 100443	
51 SEAL NO. LEAD		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B				54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT ALEX ZINCZENKO #30		56 MCSAP RPT #		57 TIME ENDED 1:45 PM	
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 08/15/05	02 TIME STARTED 11:40 AM	03 STREET/ROUTE NO. UPSAL ST, CHELTENHAM AVE	04 BORO, CITY, TWP. PHILA	05 COUNTY PHILA	
06 RESPONSIBLE CARRIER NAME FIVE STAR LIMO SERVICE D/B/A GERMANTOWN CAB CO				07 PUC NUMBER A-110733	
08 ADDRESS 800 CHESTNUT ST PHILA, PA. 19107				09 MC/DOT NUMBER	
10 OPERATOR'S NAME AND DOB HAROLD JACKSON 07/22/1953			11 OLN/STATE 19595365 PA		
12 ADDRESS 2605 WEST HAROLD ST PHILA, PA. 19132				13 CDL OR LIC, CLASS, END.	
14 YR, MAKE/TYPE OF POWER UNIT 1998 LIN T. TOWN CAR Limo		15 REGISTRATION NO. LM-24438	16 STATE PA	17 V.I.N. 1LNFM82W2WY654745	18 CO. NO. FS-9
19 YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 MARKINGS ON VEHICLE NONE			30 ODOMETER READING 236521.3		
31 POWER UNIT LEASE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		33 OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>SELF EMP</u> b. WHO PAYS SOCIAL SECURITY? <u>SELF</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>					
36 SHIPPING DOCUMENT NO. 08/15/05	37 WHOSE DOCUMENT? GERMANTOWN CAB CO.	38 DATE 08/15/05	39 CHARACTER OF SHIPMENT PASSENGER		
40 SHIPPER'S NAME AND ADDRESS					
41 ORIGIN OF TRIP (CITY, TWP, CO) 162 CHELTENHAM AVE Phila Pa		42 INTENDED USE LIMO		43 WEIGHT	
44 CONSIGNEE'S NAME & ADDRESS					
45 DESTINATION OF TRIP (CITY, TWP, CO) BROAD AND CHESTNUT ST Phila Pa		46 COMPENSATION 30.00		47 CVSA DECALS ISSUED: NO.(S)	
48 TAXIMETER CHECK <input type="checkbox"/> PASS <input type="checkbox"/> FAIL		49 METER TYPE NA		50 SERIAL NO.	
51 SEAL NO.		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B				54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT DON RUSSELL		56 MCSAP RPT # Don Russell #55		57 TIME ENDED	
58 COPY RECEIVED BY X.R.					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 08/15/05	02 TIME STARTED 11 am	03 STREET/ROUTE NO. UPSAL ST CHELTENHAM AVE	04 BORO, CITY, TWP. PHILA	05 COUNTY PHILA
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO.				07 PUC NUMBER A-110733
08 ADDRESS 800 CHESTNUT ST PHILA, PA. 19107				09 MC/DOT NUMBER
10 OPERATOR'S NAME AND DOB WILLIAM THOMAS			11 OLN/STATE 20484990 PA 06/11/1946	
12 ADDRESS 261 S. 13 TH ST APT:112 PHILA, PA. 19107				13 CDL OR LIC, CLASS, END.
14 YR, MAKE/TYPE OF POWER UNIT 1992 MERCURY Taxi	15 REGISTRATION NO. TX43549	16 STATE PA	17 V.IN. 2MECM75W6NX713936	18 CO. NO. G-73
19. YR, MAKE OF TRAILER/TYPE ST	20 REGISTRATION NO.	21 STATE	22 V.IN.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST	25 REGISTRATION NO.	26 STATE	27 V.IN.	28 CO. NO.
29 MARKINGS ON VEHICLE GERMANTOWN CAB CO			30 ODOMETER READING 46565	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>SELF EMP</u> b. WHO PAYS SOCIAL SECURITY? <u>SELF</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>				
36 SHIPPING DOCUMENT NO. 08/15/05	37 WHOSE DOCUMENT? GERMANTOWN CAB	38 DATE 08/15/05	39 CHARACTER OF SHIPMENT PASSENGER	
40 SHIPPER'S NAME AND ADDRESS				
41 ORIGIN OF TRIP (CITY, TWP, CO)	42 INTENDED USE TAXI		43 WEIGHT	
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO)	46 COMPENSATION NONE AT THIS TIME		47 CVSA DECALS ISSUED: NO.(S)	
48 TAXIMETER CHECK <input type="checkbox"/> PASS <input type="checkbox"/> FAIL	49 METER TYPE PALSUR	50 SERIAL NO. 73	51 SEAL NO. Y	
SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP		53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT DON RUSSELL #55	56 MCSAP RPT #	57 TIME ENDED	58 COPY RECEIVED BY <i>[Signature]</i>	

Don Russell

[Signature]

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 09/12/2005	02 TIME STARTED 10:20 AM	03 STREET/ROUTE NO. LINDBERGH & ISLAND AVE	04 BORO, CITY, TWP. PHILADELPHIA	05 COUNTY PHILADELPHIA
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO				07 PUC NUMBER A-110733
08 ADDRESS 800 CHESTNUT STREET PHILADELPHIA, PA 19107				09 MC/DOT NUMBER
10 OPERATOR'S NAME AND DOB JAMES E. JONES 10/09/1942			11 OLN/STATE 18652035 PA	
12 ADDRESS 2027 N. 17 TH STREET PHILADELPHIA, PA 19123				13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 1996 FORD Taxi	15 REGISTRATION NO. TX44125	16 STATE PA	17 V.I.N. 2FALP71W9TX167182	18 CO. NO. G-54
19. YR, MAKE OF TRAILER/TYPE ST	20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST	25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 MARKINGS ON VEHICLE GERMANTOWN CAB CO			30 ODOMETER READING 128,350	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>DRIVER</u> b. WHO PAYS SOCIAL SECURITY? <u>DRIVER</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>COMPANY</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>DRIVER</u>				
36 SHIPPING DOCUMENT NO. TAXI LOG	37 WHOSE DOCUMENT? GERMANTOWN CAB CO	38 DATE 09/12/05	39 CHARACTER OF SHIPMENT PASSENGER	
40 SHIPPER'S NAME AND ADDRESS				
41 ORIGIN OF TRIP (CITY, TWP, CO) 63 E. WYNEVA STREET, PHILA	42 INTENDED USE	43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO) CORINTHIAN & FAIRMOUNT AVE VIA WAYNE & CHELTEN AVE, PHILA	46 COMPENSATION \$25.80	47 CVSA DECALS ISSUED: NO.(S)		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL	49 METER TYPE PULSAR	50 SERIAL NO. 54832	51 SEAL NO. LEAD SEAL	
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP	53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B			54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT WILLIAM LARK # 50	56 MCSAP RPT #	57 TIME ENDED 10:45 AM	58 COPY RECEIVED BY JAMES E. JONES	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 09/21/05		02 TIME STARTED 11:14 am		03 STREET/ROUTE NO. 54 UPLAND ST		04 BORO, CITY, TWP. PHILA		05 COUNTY PHILA	
06 RESPONSIBLE CARRIER NAME GERMANTOWN CAB CO.								07 PUC NUMBER A-110733	
08 ADDRESS 800 CHESTNUT STREET PHILA,PA.19107								09 MC/DOT NUMBER	
10 OPERATOR'S NAME AND DOB NELSON JOHNSON DOB:08/12/1945						11 OLN/STATE PA 24170561			
12 ADDRESS 1533 N. 27 TH STREET PHILA,PA.19121								13 CDL OR LIC, CLASS, END. C	
14 YR, MAKE/TYPER OF POWER UNIT 1994 FORD Taxi				15 REGISTRATION NO. TX-42865		16 STATE PA		17 V.I.N. 2FALP73WIRX124302	
19. YR, MAKE OF TRAILER/TYPER ST				20 REGISTRATION NO.		21 STATE		22 V.I.N.	
24 YR, MAKE OF TRAILER/TYPER ST				25 REGISTRATION NO.		26 STATE		27 V.I.N.	
29 MARKINGS ON VEHICLE GERMANTOWN CAB						30 ODOMETER READING 209938			
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		33. OBTAINED LEASE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		34 ISSUED RECEIPT <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>SELF EMP</u> b. WHO PAYS SOCIAL SECURITY? <u>SELF EMP</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>CARRIER</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>CARRIER</u>									
36 SHIPPING DOCUMENT NO. 09/21/05		37 WHOSE DOCUMENT? GERMANTOWN CAB			38 DATE 09/21/05		39 CHARACTER OF SHIPMENT PASSENGER		
40 SHIPPER'S NAME AND ADDRESS									
41 ORIGIN OF TRIP (CITY, TWP, CO) 6324 LAMBERT ST PHILA,PA				42 INTENDED USE TAXI			43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS									
45 DESTINATION OF TRIP (CITY, TWP, CO) WOOLSTON ST PHILA, PA				46 COMPENSATION \$5.00			47 CVSA DECALS ISSUED: NO.(S)		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL		49 METER TYPE PULSAR			50 SERIAL NO. 101112			51 SEAL NO. Y	
52 SAFETY PERFORMED? <input type="checkbox"/> PUC <input type="checkbox"/> MCSAP				53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B				54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT DON RUSSELL #55				56 MCSAP RPT #		57 TIME ENDED		58 COPY RECEIVED BY <i>Nelson Johnson</i>	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 4/04/11	02 START TIME 9:40	03 STREET/ROUTE NO. Hermit St	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 215-438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Chestnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Eric r. Brothers 1/22/59				11 OLN/STATE 26227970/pa	
12 ADDRESS 3137 Levick St Philadelphia Pa 19149					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2004 Ford Taxi		15 REGISTRATION NO. TX40461	16 STATE PA	17 V.I.N. 2FAHP71W14X140890	18 CO. NO. G45
19. YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 215482	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Taxi Log		37 WHOSE DOCUMENT? Carrier		38 DATE 4/04/11	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Random inspection 4000 Ridge Ave		42 INTENDED USE Taxi			43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) Random inspection 30 th & Market St		46 COMPENSATION \$6.15		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO	
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar		50 SERIAL NO. 56239	
51 SEAL NO.		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5			
55 NAME AND BUSINESS OF OFFICER PREPARING REPORT <i>Culver</i>		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY <i>Eric Brothers</i>					

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DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE	02 START TIME	03 STREET/ROUTE NO.	04 BORO, CITY, TWP.	05 COUNTY
	03/28/11	12:45	20th & Windrim	Philadelphia	Philadelphia
06 RESPONSIBLE CARRIER NAME					07 PUC NUMBER ON VEHICLE
Germantown Cab Co 438-8888					<input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS					09 US DOT NUMBER
800 Chestnut Street Philadelphia, Pa 19107					
10 OPERATOR'S NAME & DOB				11 OLN/STATE	
Arnold L Burns 2/16/58				18155300/PA	
12 ADDRESS				13 CDL OR LIC, CLASS, END.	
3117 Magee Ave Philadelphia, Pa 19149				C	
14 YR, MAKE/TYPE OF POWER UNIT		15 REGISTRATION NO.	16 STATE	17 V.I.N.	18 CO. NO.
2003 Ford Taxi		TX46162	Pa	2FAFP71W53X125587	G-97
19. YR, MAKE OF TRAILER/TYPER		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
ST					
24 YR, MAKE OF TRAILER/TYPER		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
ST					
29 NAME MARKINGS ON VEHICLE				30 ODOMETER READING	
<input type="checkbox"/> None Displayed Germantown Cab Co				233935	
31 POWER UNIT LEASED		32 LEASE ON BOARD		33. OBTAINED LEASE	
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
35 LEASE INFORMATION					
a. WHO PAYS DRIVER'S WAGES? _____					
b. WHO PAYS SOCIAL SECURITY? _____					
c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? _____					
d. WHO PAYS OPERATING COST OF VEHICLE? _____					
36 SHIPPING DOCUMENT NO.		37 WHOSE DOCUMENT?		38 DATE	
Taxi Log		Carrier		3/28/11	
39 CHARACTER OF SHIPMENT					
Passengers					
40 SHIPPER'S NAME AND ADDRESS					
41 ORIGIN OF TRIP (CITY, TWP, CO)		42 INTENDED USE			43 WEIGHT
Random inspection 4100 N 5 th St		Taxi			
44 CONSIGNEE'S NAME & ADDRESS					
Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO)		46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR	
5400 Locust St		Voucher		<input type="checkbox"/> YES <input type="checkbox"/> NO	
48 TAXIMETER CHECK		49 METER TYPE		50 SERIAL NO.	
<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		Pulsar 2030		134245	
51 SEAL NO.		52 SAFETY PERFORMED?			
		<input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
		<input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B			
		<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52)		56 MCSAP RPT #		57 TIME ENDED	
54 LEVEL (IF MCSAP CHECK IN 52)		58 COPY RECEIVED BY			
		<i>[Signature]</i>			

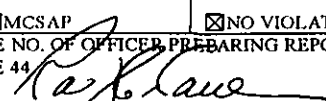
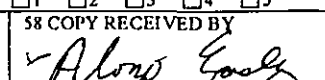
DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 03/28/11	02 START TIME 12:30	03 STREET/ROUTE NO. 20 th & Windrim	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Chestnut Street Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Jmar M. Henderson 7/30/77				11 OLN/STATE 26440729/PA	
12 ADDRESS 4530 Bouvier St Philadelphia, Pa 19140					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPER OF POWER UNIT 2003 Ford Taxi		15 REGISTRATION NO. TX45391	16 STATE PA	17 V.I.N. 2FAFP71W03X205523	18 CO. NO. G-2
19. YR, MAKE OF TRAILER/TYPER ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPER ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING	
31 POWER UNIT LEASED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		32 LEASE ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? _____ b. WHO PAYS SOCIAL SECURITY? _____ c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? _____ d. WHO PAYS OPERATING COST OF VEHICLE? _____					
36 SHIPPING DOCUMENT NO. Taxi Log		37 WHOSE DOCUMENT? Carrier		38 DATE 3/28/11	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Random inspection Just Starting Shift			42 INTENDED USE Taxi		43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO)			46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar		50 SERIAL NO. 43508	
51 SEAL NO.		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B				54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND ADDRESS OF OFFICER PREPARING REPORT <i>[Signature]</i>			56 MCSAP RPT #		57 TIME ENDED
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 9/2/11	02 START TIME 2:22PM	03 STREET/ROUTE NO. 5300 Belfield Ave	04 BORO, CITY, TWP. Phila	05 COUNTY Phila
06 RESPONSIBLE CARRIER NAME Germantown Cab Co					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT 110733
08 ADDRESS 800 Chestnut St Phila Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Alonzo Easley 04/09/1956				11 OLN/STATE 22626865 Pa	
12 ADDRESS 3028 N Woodstock St Phila Pa 19132					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2004 Ford Taxi		15 REGISTRATION NO. TX43547	16 STATE Pa	17 V.I.N. 2fafp71w04x107998	18 CO. NO. G-63
19. YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 262933	
31 POWER UNIT LEASE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Carrier</u> b. WHO PAYS SOCIAL SECURITY? <u>carrier</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Driver</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Carrier</u>					
36 SHIPPING DOCUMENT NO. Random inspection		37 WHOSE DOCUMENT? Carrier		38 DATE 9/2/11	
39 CHARACTER OF SHIPMENT Passenger					
40 SHIPPER'S NAME AND ADDRESS					
41 ORIGIN OF TRIP (CITY, TWP, CO) 4914 n 19 th St Phila Pa		42 INTENDED USE Taxi			43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS					
45 DESTINATION OF TRIP (CITY, TWP, CO) 1703 S Broad St Phila Pa		46 COMPENSATION \$22.50		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO	
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar		50 SERIAL NO. 53013	
51 SEAL NO. Lead		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5			
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT RALPH KANE BADGE 44 		56 MCSAP RPT #		57 TIME ENDED 3:03PM	
58 COPY RECEIVED BY 					


DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 4/04/11	02 START TIME 12:31	03 STREET/ROUTE NO. Hermit & Ridge Ave	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 215-438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Chestnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Gregory Addison 10/26/53				11 OLN/STATE 16658865/Pa	
12 ADDRESS 7324 Oak Ave Elkins Park Pa 19027					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2005 Ford Taxi		15 REGISTRATION NO. TX46164	16 STATE PA	17 V.I.N. 2FAHP71W65X163034	18 CO. NO. G99
19. YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 159236	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES. <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Taxi Log		37 WHOSE DOCUMENT? Carrier		38 DATE 4/04/11	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Annual inspection Just Started Shift			42 INTENDED USE Taxi		43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) Random inspection			46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar 2030		50 SERIAL NO. 134249	
51 SEAL NO.					
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MGSAP		53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B			54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
55 NAME AND ADDRESS OF OFFICER PREPARING REPORT <i>Driver</i>		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP#	01 DATE	02 START TIME	03 STREET/ROUTE NO.	04 BORO, CITY, TWP.	05 COUNTY
	7/22/11	10:00	Windrim Station	Philadelphia	Philadelphia
06 RESPONSIBLE CARRIER NAME					07 PUC NUMBER ON VEHICLE
Germantown Cab Co 215-438-8888					<input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS					09 US DOT NUMBER
800 Chestnut St Philadelphia, Pa 19107					
10 OPERATOR'S NAME & DOB				11 OLN/STATE	
Edward W. Barge IV 07/15/63				23485922/PA	
12 ADDRESS				13 CDL OR LIC, CLASS, END.	
4554 N Gratz St Philadelphia, Pa 19140				C	
14 YR, MAKE/TYPE OF POWER UNIT		15 REGISTRATION NO.	16 STATE	17 V.I.N.	18 CO. NO.
2004 Ford Taxi		TX45744	PA	2FAHP71WX4X119990	G93
19. YR, MAKE OF TRAILER/TYPE		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
ST					
24 YR, MAKE OF TRAILER/TYPE		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
ST					
29 NAME MARKINGS ON VEHICLE				30 ODOMETER READING	
<input type="checkbox"/> None Displayed Germantown Cab Co				182492	
31 POWER UNIT LEASED		32 LEASE ON BOARD		33. OBTAINED LEASE	
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT					
<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION					
a. WHO PAYS DRIVER'S WAGES? <u>Owner</u>					
b. WHO PAYS SOCIAL SECURITY? <u>Driver</u>					
c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u>					
d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO.		37 WHOSE DOCUMENT?		38 DATE	
Random inspection Taxi Log		Carrier		7/22/11	
39 CHARACTER OF SHIPMENT					
Passengers					
40 SHIPPER'S NAME AND ADDRESS					
Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO)		42. INTENDED USE			43 WEIGHT
Random inspection 4500 Gratz St		Taxi			
44 CONSIGNEE'S NAME & ADDRESS					
Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO)		46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR	
Random inspection 16 th & Spruce St		\$19.95		<input type="checkbox"/> YES <input type="checkbox"/> NO	
48 TAXIMETER CHECK		49 METER TYPE		50 SERIAL NO.	
<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		Pulsar		58372	
				51 SEAL NO.	
				Lead	
52 SAFETY PERFORMED?		53 PART B VIOLATIONS (IF PUC CHECKED IN 52)			54 LEVEL (IF MCSAP CHECK IN 52)
<input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP		<input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B			<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT		56 MCSAP RPT #		57 TIME ENDED	
FREDA CULVER BADGE 51 					
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 7/01/11	02 START TIME 2:30	03 STREET/ROUTE NO. Windrim	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 215-438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Chestnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Derek S Jones 6/24/57				11 OLN/STATE 18137462/PA	
12 ADDRESS 1905 W. Allegheny Ave Philadelphia, Pa 19132					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2003 Ford Taxi		15 REGISTRATION NO. TX43424	16 STATE PA	17 V.I.N. 2FAHP71W83X148211	18 CO. NO. G23
19. YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 226164	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Taxi Log		37 WHOSE DOCUMENT? Carrier		38 DATE 7/01/11	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Random inspection Temple Hosp			42 INTENDED USE Taxi		43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) 2024 W Belvue St			46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar 2030		50 SERIAL NO. 107486	
51 SEAL NO.					
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP		53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B			54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT FREDA CULVER BADGE 51		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY <i>[Signature]</i>					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 6/03/11	02 START TIME 11:00	03 STREET/ROUTE NO. Windrim Ave	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 215-438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Chestnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Stephen McIntosh 8/12/54				11 OLN/STATE 18914509/PA	
12 ADDRESS 5334 Sydenham St Philadelphia, Pa 19141					13 CDL OR LIC, CLASS, END. A
14 YR, MAKE/TYPE OF POWER UNIT 2003 Ford. Taxi		15 REGISTRATION NO. TX44720	16 STATE PA	17 V.I.N. 2FAFP71W33X135941	18 CO. NO. G85
19 YR, MAKE OF TRAILER/TYP ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYP ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 308218	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33 OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Taxi Log		37 WHOSE DOCUMENT? Carrier		38 DATE 6/03/11	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Random inspection 4200 N. 15 th St			42 INTENDED USE Taxi		43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) Random inspection 30 th Market			46 COMPENSATION \$20.00		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK <input type="checkbox"/> PASS <input checked="" type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar 2030		50 SERIAL NO. 107422	
51 SEAL NO.		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5			
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT FREDA COLVER BADGE 31		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 6/29/11	02 START TIME 2:30	03 STREET/ROUTE NO. Windrim Ave station	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Chestnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Nishar E. Bailey 3/11/74				11 OLN/STATE 23975013/PA	
12 ADDRESS 2539 N. Douglas St Philadelphia, Pa 19132					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2005 Ford Taxi		15 REGISTRATION NO. TX43543	16 STATE PA	17 V.I.N. 2FAHP71W65X135752	18 CO. NO. G46
19. YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 171678	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Taxi Log		37 WHOSE DOCUMENT? Carrier		38 DATE 6/29/11	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Random inspection 2700 Darien St			42 INTENDED USE		43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) Random inspection 3401 N Broad St			46 COMPENSATION Voucher		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar		50 SERIAL NO. 40336	
51 SEAL NO.					
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP		53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B			54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT PREDA CULVER BADGE 51		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP8#	01 DATE 4/11/11	02 START TIME 1:30	03 STREET/ROUTE NO. Windrim Ave Station	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 215-438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Cheswtnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Bruce W. Batts 7/08/60				11 OLN/STATE 21107577/PA	
12 ADDRESS 900 N 63 rd St B4 Philadelphia, Pa 19151					13 CDL OR LIC, CLASS, END. A
14 YR, MAKE/TYPER OF POWER UNIT 2003 Ford Taxi			15 REGISTRATION NO. TX43541	16 STATE PA	17 V.I.N. 2FAHP71W13X178764
19. YR, MAKE OF TRAILER/TYPER ST			20 REGISTRATION NO.	21 STATE	22 V.I.N.
24 YR, MAKE OF TRAILER/TYPER ST			25 REGISTRATION NO.	26 STATE	27 V.I.N.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 292765	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Taxi Log		37 WHOSE DOCUMENT? Carrier		38 DATE 4/11/11	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Random inspection 4800 N 15 th St			42 INTENDED USE Taxi		43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) Random inspection Temple Hosp			46 COMPENSATION \$7.50		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar 2030		50 SERIAL NO. 107422	
51 SEAL NO.					
52 SAFETY PERFORMED?		53 PART B VIOLATIONS (IF PUC CHECKED IN 52)			54 LEVEL (IF MCSAP CHECK IN 52)
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT FREDA CULVER BADGE 51		56 MCSAP RPT #		57 TIME ENTERED	58 COPY RECEIVED BY 15

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP#	01 DATE	02 START TIME	03 STREET/ROUTE NO.	04 BORO, CITY, TWP.	05 COUNTY
	5/18/11	10:40	Windrim Ave	Philadelphia	Philadelphia
06 RESPONSIBLE CARRIER NAME					07 PUC NUMBER ON VEHICLE
Germantown Cab Co-					<input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS					09 US DOT NUMBER
800 Chestnut St Philadelphia, Pa 19107					
10 OPERATOR'S NAME & DOB				11 OLN/STATE	
Randy A Stewart 9/10/62				20540689/PA	
12 ADDRESS				13 CDL OR LIC, CLASS, END.	
1940 W Sparks St Phila Pa 19141				A	
14 YR, MAKE/TYPE OF POWER UNIT	15 REGISTRATION NO.		16 STATE	17 V.I.N.	18 CO. NO.
2003 Ford Taxi	TX45391		PA	2FAFP71W03X105523	G2
19. YR, MAKE OF TRAILER/TYPE	20 REGISTRATION NO.		21 STATE	22 V.I.N.	23 CO. NO.
ST					
24 YR, MAKE OF TRAILER/TYPE	25 REGISTRATION NO.		26 STATE	27 V.I.N.	28 CO. NO.
ST					
29 NAME MARKINGS ON VEHICLE				30 ODOMETER READING	
<input type="checkbox"/> None Displayed Germantown Cab Co				264774	
31 POWER UNIT LEASED	32 LEASE ON BOARD		33. OBTAINED LEASE		34 ISSUED RECEIPT
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
35 LEASE INFORMATION					
a. WHO PAYS DRIVER'S WAGES? <u>Owner</u>					
b. WHO PAYS SOCIAL SECURITY? <u>Driver</u>					
c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u>					
d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO.	37 WHOSE DOCUMENT?	38 DATE		39 CHARACTER OF SHIPMENT	
40 SHIPPER'S NAME AND ADDRESS					
Random inspection 129 Pamona St					
41 ORIGIN OF TRIP (CITY, TWP, CO)			42 INTENDED USE		43 WEIGHT
Random inspection					
44 CONSIGNEE'S NAME & ADDRESS					
Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO)			46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR
Random inspection Chel & Washington Ln			\$9.00		<input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK		49 METER TYPE		50 SERIAL NO.	
<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		Pulsar 2030		100787	
52 SAFETY PERFORMED?		53 PART B VIOLATIONS (IF PUC CHECKED IN 52)			54 LEVEL (IF MCSAP CHECK IN 52)
<input checked="" type="checkbox"/> PUC <input checked="" type="checkbox"/> MCSAP		<input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B			<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5
PREPARED AND SIGNED BY OFFICER PREPARING REPORT			56 MCSAP RPT #	57 TIME ENDED	58 COPY RECEIVED BY
[Signature]					


DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP#	01 DATE 6/23/11	02 START TIME 9:15	03 STREET/ROUTE NO. Windrim Station	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 215-438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 Chestnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Paul A Griddle 9/17/70				11 OLN/STATE 24141586/PA	
12 ADDRESS 661 E Wishart St Philadelphia, Pa 19134					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2003 Ford Taxi		15 REGISTRATION NO. TX43127	16 STATE PA	17 V.I.N. 2FAHP71W13X148163	18 CO. NO. G32
19. YR, MAKE OF TRAILER/TYPE ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPE ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co				30 ODOMETER READING 264407	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Direct</u>					
36 SHIPPING DOCUMENT NO. Random inspection		37 WHOSE DOCUMENT?		38 DATE	
39 CHARACTER OF SHIPMENT					
40 SHIPPER'S NAME AND ADDRESS Random inspection					
41 ORIGIN OF TRIP (CITY, TWP, CO) Annual inspection 7100 Cedar Park Ave		42 INTENDED USE Taxi			43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) Random inspection 5000 Umbria St		46 COMPENSATION Voucher		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO	
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar		50 SERIAL NO. 42203	
51 SEAL NO.		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5			
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT <i>Culver</i>		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP#	01 DATE	02 START TIME	03 STREET/ROUTE NO.	04 BORO, CITY, TWP.	05 COUNTY
	7/27/11	1:55	Windrim Station	Philadelphia	Philadelphia
06 RESPONSIBLE CARRIER NAME					07 PUC NUMBER ON VEHICLE
Germantown Cab Co 215-438-8888					<input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS					09 US DOT NUMBER
800 Chestnut st Philadelphia, Pa 19107					
10 OPERATOR'S NAME & DOB				11 OLN/STATE	
Phillip Langford 11/28/51				19894292/PQA	
12 ADDRESS					13 CDL OR LIC, CLASS, END.
3627 W. Melon St Phila. Pa 19104					C
14 YR, MAKE/TYPE OF POWER UNIT		15 REGISTRATION NO.	16 STATE	17 V.I.N.	18 CO. NO.
2003 Ford Taxi		TX45306	PA	2FAHP71W23X181706	G16
19. YR, MAKE OF TRAILER/TYPE		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
ST					
24 YR, MAKE OF TRAILER/TYPE		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
ST					
29 NAME MARKINGS ON VEHICLE				30 ODOMETER READING	
<input type="checkbox"/> None Displayed Germantown Cab Co				225305	
31 POWER UNIT LEASED		32 LEASE ON BOARD		33. OBTAINED LEASE	
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
35 LEASE INFORMATION					
a. WHO PAYS DRIVER'S WAGES? <u>Owner</u>					
b. WHO PAYS SOCIAL SECURITY? <u>Driver</u>					
c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u>					
d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO.		37 WHOSE DOCUMENT?		38 DATE	
Random inspection Taxi bag		Carrier		7/27/11	
40 SHIPPER'S NAME AND ADDRESS				39 CHARACTER OF SHIPMENT	
Random inspection				Passengers	
41 ORIGIN OF TRIP (CITY, TWP, CO)			42 INTENDED USE		43 WEIGHT
Random inspection 200 Ashmead St			Taxi		
44 CONSIGNEE'S NAME & ADDRESS					
45 DESTINATION OF TRIP (CITY, TWP, CO)			46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR
Random inspection Temple Hospital					<input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK		49 METER TYPE		50 SERIAL NO.	
<input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		Pulsar 2030		138487	
51 SEAL NO.		52 SAFETY PERFORMED?			
		<input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
		53 PART B VIOLATIONS (IF PUC CHECKED IN 52)		54 LEVEL (IF MCSAP CHECK IN 52)	
		<input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B		<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT			56 MCSAP RPT #		57 TIME ENDED
FREDA CULVER BADGE 51 					
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

BP#	01 DATE 08/03/11	02 START TIME 11:50	03 STREET/ROUTE NO. Windrim Station	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co 215-438-8888					07 PUC NUMBER ON VEHICLE <input type="checkbox"/> None Required/US DOT A110733
08 ADDRESS 800 chestnut St Philadelphia, Pa 19107					09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Terrance Jackson 9/11/71				11 OLN/STATE 25736216/PA	
12 ADDRESS 5925 Mcallum St Philadelphia, Pa 19144					13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2004 Ford Taxi	15 REGISTRATION NO. TX45066	16 STATE PA	17 V.I.N. 2FmZA576X4BA25211	18 CO. NO. G17	
19 YR, MAKE OF TRAILER/TYP ST	20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.	
24 YR, MAKE OF TRAILER/TYP ST	25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.	
29 NAME MARKINGS ON VEHICLE <input type="checkbox"/> None Displayed Germantown Cab Co			30 ODOMETER READING 086465		
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Random inspection Taxi log	37 WHOSE DOCUMENT? Carrier	38 DATE 8/03/11	39 CHARACTER OF SHIPMENT Passengers		
40 SHIPPER'S NAME AND ADDRESS 5800 american					
41 ORIGIN OF TRIP (CITY, TWP, CO) Random inspection	42 INTENDED USE Taxi		43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS Random inspection					
45 DESTINATION OF TRIP (CITY, TWP, CO) Random inspection 800 walnut	46 COMPENSATION Voucher		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A	49 METER TYPE Pulsar	50 SERIAL NO. 27737	51 SEAL NO. Lead		
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP	53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5		
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT FRED COLVER BADGE 31 <i>Colver</i>		56 MCSAP RPT #	57 TIME ENDED	58 COPY RECEIVED BY	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 2/05/10	02 TIME STARTED 10:55	03 STREET/ROUTE NO. 3400 Fox St	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co				07 PUC NUMBER ON VEHICLE A110733 None Required
08 ADDRESS 800 Chestnut St Philadelphia Pa 19107				09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Henry Middleton Jr 11/15/50			11 OLN/STATE 18838385/PA	
12 ADDRESS 5701 Kemble Ave Phila. Pa 19141				13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPER OF POWER UNIT 2003 Lincoln Taxi	15 REGISTRATION NO. TX43239	16 STATE PA	17 V.I.N. 1LNHM82W93Y611198	18 CO. NO. G59
19 YR, MAKE OF TRAILER/TYPER ST	20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPER ST	25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE Germantown Cab Co displayed <input type="checkbox"/> None			30 ODOMETER READING 147607	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Owner</u>				
36 SHIPPING DOCUMENT NO. Taxi Log	37 WHOSE DOCUMENT? Carrier	38 DATE 2/05/10	39 CHARACTER OF SHIPMENT Passengers	
40 SHIPPER'S NAME AND ADDRESS Patricia Timbers				
41 ORIGIN OF TRIP (CITY, TWP, CO) 7700 Torresdale Ave	42 INTENDED USE Taxi	43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO) 3401 Fox St	46 COMPENSATION \$17.00	47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A	49 METER TYPE Pulsar	50 SERIAL NO. 101041	51 SEAL NO.	
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP	53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT OFFICER EDITH A CHILVER #51 <i>Chilver</i>	56 MCSAP RPT #	57 TIME ENDED	58 COPY RECEIVED BY	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 2/05/10	02 TIME STARTED 10:10	03 STREET/ROUTE NO. Belfield Ave & Windrim Ave	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co				07 PUC NUMBER ON VEHICLE A110733 None Required
08 ADDRESS 800 Chestnut St Phila. Pa 19107				09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Jerome F Justice 2/06/65			11 OLN/STATE 22409851/PA	
12 ADDRESS 5009 N 9 th St Phila. Pa 19141				13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPER OF POWER UNIT 2002 Ford Taxi		15 REGISTRATION NO. TX42621	16 STATE	17 V.I.N. 2FAFP71W82X129096
18 CO. NO. G29				
19. YR, MAKE OF TRAILER/TYPER ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.
23 CO. NO.				
24 YR, MAKE OF TRAILER/TYPER ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.
28 CO. NO.				
29 NAME MARKINGS ON VEHICLE Germantown Cab co Displayed <input type="checkbox"/> None			30 ODOMETER READING 222325	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33 OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A				
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Owner</u>				
36 SHIPPING DOCUMENT NO. Taxi log		37 WHOSE DOCUMENT? Carrier		38 DATE 2/05/10
39 CHARACTER OF SHIPMENT Passengers				
40 SHIPPER'S NAME AND ADDRESS				
41 ORIGIN OF TRIP (CITY, TWP, CO)		42 INTENDED USE Taxi		43 WEIGHT
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO) 4400 Godfrey Ave		46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar		50 SERIAL NO. 39066
51 SEAL NO.				
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP		53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5

Owner

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 2/05/10	02 TIME STARTED 12:40	03 STREET/ROUTE NO. Windrim Ave & 20 th St	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia
06 RESPONSIBLE CARRIER NAME Germantown Cab Co			07 PUC NUMBER ON VEHICLE A110733 None Required	
08 ADDRESS 800 Chestnut St Phila. Pa. 19107				09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Delonte M. Riddick 09/13/81			11 OLN/STATE 227702725/PA	
12 ADDRESS 4516 N. Mole St Phila. Pa. 19140				13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2002 Ford Taxi	15 REGISTRATION NO. TX40445	16 STATE PA	17 V.I.N. 2FAFP71W12X130946	18 CO. NO. G11
19 YR, MAKE OF TRAILER/TYP ST	20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYP ST	25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE Germantown Cab Co displayed <input type="checkbox"/> None			30 ODOMETER READING 216939	
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>Owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Owner</u>				
36 SHIPPING DOCUMENT NO. Taxi Log	37 WHOSE DOCUMENT? Carrier	38 DATE 2/05/10	39 CHARACTER OF SHIPMENT Passengers	
40 SHIPPER'S NAME AND ADDRESS				
41 ORIGIN OF TRIP (CITY, TWP, CO) 424 Roosevelt Blvd	42 INTENDED USE Taxi		43 WEIGHT	
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO) Broad & Wyoming Ave	46 COMPENSATION \$6.00	47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO		
48 TAXIMETER CHECK <input type="checkbox"/> PASS <input checked="" type="checkbox"/> FAIL <input type="checkbox"/> N/A	49 METER TYPE Pulsar	50 SERIAL NO. 27654	51 SEAL NO.	
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP	53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT <i>Chilmer</i>	56 MCSAP RPT #	57 TIME ENDED	58 COPY RECEIVED BY	

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 1/22/10.	02 TIME STARTED 1:25	03 STREET/ROUTE NO. 20 th & Windrim Ave	04 BORO, CITY, TWP. Philadelphia	05 COUNTY Philadelphia	
06 RESPONSIBLE CARRIER NAME Germantown Cab Co				07 PUC NUMBER ON VEHICLE A110733 None Required	
08 ADDRESS 800 Chestnut St Philadelphia, Pa 19107				09 US DOT NUMBER	
10 OPERATOR'S NAME & DOB Alton S Clarke 4/16/66			11 OLN/STATE 23009032/Pa		
12 ADDRESS 22 W. Logaan St phila. Pa 19144				13 CDL OR LIC, CLASS, END. C	
14 YR, MAKE/TYPER OF POWER UNIT 2003 Ford Taxi		15 REGISTRATION NO. TX45405	16 STATE PA	17 V.I.N. 2FAPP71W03X122211	18 CO. NO. G83
19. YR, MAKE OF TRAILER/TYPER ST		20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYPER ST		25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE Germantown Cab Co displayed			30 ODOMETER READING 145027		
31 POWER UNIT LEASED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		32 LEASE ON BOARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A		33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A					
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? <u>owner</u> b. WHO PAYS SOCIAL SECURITY? <u>Driver</u> c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? <u>Owner</u> d. WHO PAYS OPERATING COST OF VEHICLE? <u>Driver</u>					
36 SHIPPING DOCUMENT NO. Taxi Voucher		37 WHOSE DOCUMENT? Carrier		38 DATE 1/22/10	
39 CHARACTER OF SHIPMENT Passengers					
40 SHIPPER'S NAME AND ADDRESS					
41 ORIGIN OF TRIP (CITY, TWP, CO) 302 Mario Lanza Blvd		42 INTENDED USE		43 WEIGHT	
44 CONSIGNEE'S NAME & ADDRESS					
45 DESTINATION OF TRIP (CITY, TWP, CO) 131 Kedron Ave		46 COMPENSATION		47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO	
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A		49 METER TYPE Pulsar		50 SERIAL NO. 106709	
51 SEAL NO.		52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP			
53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input checked="" type="checkbox"/> NO VIOLATIONS <input type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5			
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT OFFICER: <i>Chilvers</i> #1		56 MCSAP RPT #		57 TIME ENDED	
58 COPY RECEIVED BY					

DRIVER/VEHICLE COMPLIANCE REPORT
PENNSYLVANIA PUBLIC UTILITY COMMISSION
 Bureau of Transportation & Safety – Motor Carrier Services & Enforcement Division
 P. O. Box 3265, Harrisburg, PA 17105-3265

PART A

01 DATE 4/29/09	02 TIME STARTED 2:00pm	03 STREET/ROUTE NO. Windrim Ave	04 BORO, CITY, TWP. Phila	05 COUNTY Ph
06 RESPONSIBLE CARRIER NAME Germantown Cab Co				07 PUC NUMBER ON VEHICLE 100733 <input type="checkbox"/> None Required
08 ADDRESS 800 Chestnut St Phila PA 19107				09 US DOT NUMBER
10 OPERATOR'S NAME & DOB Vincent C. Ugboke 09/08/55			11 OLN/STATE 22022944/PA	
12 ADDRESS 905 Tabor Rd Phila PA 19141				13 CDL OR LIC, CLASS, END. C
14 YR, MAKE/TYPE OF POWER UNIT 2000 Ford Taxi	15 REGISTRATION NO. TX43998	16 STATE PA	17 V.I.N. 2FAFP71W7YX112556	18 CO. NO. G-56
19. YR, MAKE OF TRAILER/TYP ST	20 REGISTRATION NO.	21 STATE	22 V.I.N.	23 CO. NO.
24 YR, MAKE OF TRAILER/TYP ST	25 REGISTRATION NO.	26 STATE	27 V.I.N.	28 CO. NO.
29 NAME MARKINGS ON VEHICLE Germantown Cab Co Displayed <input type="checkbox"/> None			30 ODOMETER READING 281584	
31 POWER UNIT LEASED <input type="checkbox"/> YES <input type="checkbox"/> NO	32 LEASE ON BOARD <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	33. OBTAINED LEASE <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	34 ISSUED RECEIPT <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	
35 LEASE INFORMATION a. WHO PAYS DRIVER'S WAGES? _____ b. WHO PAYS SOCIAL SECURITY? _____ c. WHO HAS DIRECT CONTROL OF THE TRANSPORTATION? _____ d. WHO PAYS OPERATING COST OF VEHICLE? _____				
36 SHIPPING DOCUMENT NO. Random inspection Taxi Log	37 WHOSE DOCUMENT? Carrier	38 DATE 4/29/09	39 CHARACTER OF SHIPMENT Passengers	
40 SHIPPER'S NAME AND ADDRESS				
41 ORIGIN OF TRIP (CITY, TWP, CO) 138 Wyneva St	42 INTENDED USE	43 WEIGHT		
44 CONSIGNEE'S NAME & ADDRESS				
45 DESTINATION OF TRIP (CITY, TWP, CO) Lasalle	46 COMPENSATION \$7.00	47 CARRIER CURRENT REGISTERED UCR <input type="checkbox"/> YES <input type="checkbox"/> NO		
48 TAXIMETER CHECK <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL <input type="checkbox"/> N/A	49 METER TYPE Pulsar	50 SERIAL NO.	51 SEAL NO.	
52 SAFETY PERFORMED? <input checked="" type="checkbox"/> PUC <input type="checkbox"/> MCSAP	53 PART B VIOLATIONS (IF PUC CHECKED IN 52) <input type="checkbox"/> NO VIOLATIONS <input checked="" type="checkbox"/> VIOLATIONS SHOWN ON PART B		54 LEVEL (IF MCSAP CHECK IN 52) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
55 NAME AND BADGE NO. OF OFFICER PREPARING REPORT OFFICER FREDERICK	56 MCSAP RPT #	57 TIME ENDED	58 COPY RECEIVED BY Vincent Ugboke	

EXHIBIT D

Paul F. Rauch; Hearing

Appeal of Paul F. Rauch under Act 78/248; file no. 87-264-05041; State Farm Mutual Automobile Insurance Company; policy no. 3671 520 A02 38A; doc. no. PH87-94.

The above-captioned insured has requested a hearing, as authorized by section 9(a) of the act of June 5, 1968 (P. L. 140, No. 78) (40 P. S. § 1008.9(a)) in connection with the company's termination of the above-captioned automobile policy.

The hearing will be held as follows:

Location: Hearing Room 1325, Strawberry Square, Harrisstown State Office Building 1, Harrisburg, Pa. 17120.

Date: November 17, 1987.

Time: 10:30 a.m.

Both parties may appear with or without counsel and offer relevant testimony or evidence to support their respective positions. The representative of the company must bring relevant claims files and any other necessary evidence. The insured must bring all documents, photographs, drawings, witnesses, etc., necessary to substantiate the case.

The hearing will be held in accordance with the requirements of sections 9 and 10 of the act (40 P. S. 1008.9 and 1008.10); the regulations set forth at 31 Pa. Code § 61.6(e) (relating to appeal procedures); and the applicable rules of procedure for the conduct of administrative hearings.

CONSTANCE B. FOSTER,
Insurance Commissioner

[Pa.B. Doc. No. 87-1618. Filed October 23, 1987, 9:00 a.m.]

Anthony Scintilla; Hearing

Appeal of Anthony Scintilla under Act 78/248; file no. 87-181-07978; West American Insurance Company, policy no. DPW 03359171; doc. no. P87-10-2.

The above-captioned insured has requested a hearing as authorized by section 9(a) of the act of June 5, 1968 (P. L. 140, No. 78) (40 P. S. § 1008.9(a)) in connection with the company's termination of the above-captioned automobile policy.

The hearing will be held as follows:

Location: Hearing Room 1325, Strawberry Square, Harrisstown State Office Building 1, Harrisburg, Pa. 17120.

Date: November 17, 1987.

Time: 1 p.m.

Both parties may appear with or without counsel and offer relevant testimony or evidence to support their respective positions. The representative of the company must bring relevant claims files and any other necessary evidence. The insured must bring all documents, photographs, drawings, witnesses, etc., necessary to substantiate the case.

The hearing will be held in accordance with the requirements of sections 9 and 10 of the act (40 P. S. §§ 1008.9 and 1008.10); the regulations set forth at 31

Pa. Code § 61.6(e) (relating to appeal procedure); and the applicable rules of procedure for the conduct of administrative hearings.

CONSTANCE B. FOSTER,
Insurance Commissioner

[Pa.B. Doc. No. 87-1617. Filed October 23, 1987, 9:00 a.m.]

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of Genco Services, Inc.; Petition for
Declaratory Order; Doc. No. A-00106517

Public Meeting held
September 25, 1987

Commissioners Present: Bill Shane, Chairman; Linda C. Taliaferro; Frank Fischl; William H. Smith.

Order

By the Commission:

On June 22, 1987, Genco Services, Inc., (Genco) a call or demand carrier authorized to provide service in suburban Philadelphia at A-106517, filed a Petition requesting the Commission to issue a declaratory order clarifying the issue of whether an application may be filed to provide taxicab service in an outlying part of the City of Philadelphia (area commonly known as Germantown). In support of its Petition, Genco argues that one call or demand carrier, Penn Radio Cab, Inc. (Penn Radio) has an open-ended certificate to provide service in Germantown which is regulated separately from other Philadelphia taxicab certificates. Genco alleges that Penn Radio has abandoned its Germantown rights, that there is a great need for service in the Germantown area and that it is ready, willing and able to apply for and provide the service if the law permits the Commission to issue a certificate authorizing operations only in the Germantown area of the city.

Section 331(f) of the Public Utility Code, 66 Pa.C.S. § 331(f) (relating to powers of Commission and administrative law judges) provides that "The commission, with like effect as in the case of other orders, and in its sound discretion, may issue a declaratory order to terminate controversy or remove uncertainty." Here, there appears to be a legitimate question as to whether the Commission may issue certificates which authorize taxi service limited to a portion of Philadelphia. Accordingly, the Commission will address the question presented by Genco.

First it is necessary to review the history of the Penn Radio certificate at A-00092657. Jack Gellar t/db/a Penn Radio Cab was issued rights to provide call or demand service limited to the Germantown area on September 3, 1951. Gellar operated a taxi business in Germantown until 1973 when he applied to the Commission to have the rights transferred to Penn Radio Cab, Inc., of which he was the sole stockholder. Upon Commission approval of the transfer to the corporation, Penn Radio immediately applied to provide service throughout the city and county of Philadelphia. The application was protested and was fully litigated. On December 20, 1979, Administrative Law Judge Charles F. Hoffman issued an Initial Decision approving the application as part of the I.D. 171 Commission investigation into the need for taxicab

certificates authorizing operations limited to a restricted portion of Philadelphia; Therefore,

It is Ordered:

1. That the June 22, 1987 Petition for Declaratory Order filed by Genco Services, Inc. at A-00106517 is hereby granted.

2. That it is hereby declared that the Commission will not accept applications for or issue certificates which authorize taxicab operations limited to a restricted portion of Philadelphia.

3. That this Order be submitted for publication in the *Pennsylvania Bulletin*.

JERRY RICH,
Secretary

[Pa.B. Doc. No. 87-1638, Filed October 23, 1987, 9:00 a.m.]

D'Abruzzo Limousine, Inc.; Petition for Public Utility Exception; Doc. No. A-00105540, F. 2

Public Meeting Meeting held
October 2, 1987

Commissioners Present: Bill Shane, Chairman; Linda C. Taliaferro; Frank Fischl; William H. Smith.

Order

By the Commission:

Now before the Commission for disposition is a Petition for Public Utility Exception filed on August 20, 1987 by D'Abruzzo Limousine, Inc. (D'Abruzzo). By this Petition, D'Abruzzo seeks to be granted permission by the Commission to operate its limousine business at No. 3 Clearview Road, Willistown Township, Chester County.

On February 13, 1985, a certificate of public convenience was issued to D'Abruzzo authorizing, *inter alia*, limousine service between designated points in Chester County and Delaware County, including the Townships of Easttown and Willistown, subject to certain conditions, provided that the call or order for such service is received in its certificated area. Currently, D'Abruzzo maintains its principal place of business in Bryn Mawr, Pa. Due to the high cost of rental space in that area, however, it has been forced to seek accommodations for its business at another location. D'Abruzzo has located a property at No. 3 Clearview Road, Willistown Township, Chester County, which is suitable for the operation of its limousine business. Nevertheless, because it is not zoned as "commercial property", D'Abruzzo has been advised by the Solicitor of Willistown Township that it will not be permitted to operate its business at that location, absent a decision by this Commission that operation of the limousine business at the proposed location is reasonable and necessary for the convenience or welfare of the public.

By the instant Petition, D'Abruzzo avers that: (1) it is certificated to provide limousine service in Willistown Township, (2) it will be able to provide efficient and safe limousine service in its certificated area from the Willistown Township site, and (3) if it is not permitted to use the proposed site, it will be unable to locate affordable property for the operation of its business, which will cause it hardship and will impact upon its service to the public.

Section 619 of the Pennsylvania Municipal Planning Code (PMPC) (53 P. S. § 10619) appears to be controlling in this case. Section 619 provides as follows:

This article shall not apply to any existing or proposed building or extension thereof, used or to be used by a public utility corporation, if, upon petition of the corporation, the Pennsylvania Public Utility Commission shall, after a public hearing, decide that the present or proposed situation of the building in question is reasonably necessary for the convenience or welfare of the public.

Under this statute, the Commission has the authority to permit the location of a building at a site where it would otherwise be prohibited by local zoning. Such Commission approval of a proposed site may be sought by a public utility corporation in lieu of applying for a zoning variance from the local zoning authority. *See Re Philadelphia Suburban Water Company*, 54 Pa. P.U.C. 127 (1980).

As the Commission noted in *Suburban Water*, the utility must establish reasonable necessity for the location of the building in order to be granted an exemption under Section 619 of the PMPC. Additionally, the statute requires that the Commission hold a public hearing prior to rendering a decision on such a matter. In view of D'Abruzzo's need to quickly relocate because of financial conditions, we shall order that the hearing be held on an expedited basis; *Therefore*,

It is Ordered:

1. That this matter be referred to the Office of Administrative Law Judge for the scheduling of an expedited public hearing and entry of an Initial Decision on the Petition for Public Utility Exception filed by D'Abruzzo Limousine, Inc. on August 20, 1987.

2. That the Law Bureau participate in this proceeding.

3. That the Secretary shall certify this Order and transmit it to the Legislative Reference Bureau for publication in the *Pennsylvania Bulletin*.

4. That the notice of hearing be published in one newspaper of general circulation located in the territory covered by the Petition.

JERRY RICH,
Secretary

[Pa.B. Doc. No. 87-1639, Filed October 23, 1987, 9:00 a.m.]

Fuel Cost Adjustment Statements Filed

This notice is to inform the public that the following companies have filed statements of their revenues and expenses attributable to their use of the automatic adjustment clause (Fuel Cost Adjustment) for the 12-month period ending August 31, 1987:

Central Penn Gas Company:

Jersey Shore District
Lewisburg District
Lock Haven District
Renovo District

South Penn Gas Company:

Emmitsburg District
Huntingdon District
Oxford District
Shippensburg District
Twin District

EXHIBIT E



COMMONWEALTH OF PENNSYLVANIA
 PENNSYLVANIA PUBLIC UTILITY COMMISSION
 P. O. BOX 3265, HARRISBURG, Pa. 17120

October 30, 1992

IN REPLY PLEASE
 REFER TO OUR FILE

A-00107245

RECEIVED
 OCT 30 1992

HLS

Mr. Jacob Gabbay, President
 Philly Cab Company
 1314 Chestnut Street
 Philadelphia, PA 19107

Public Utility Commission
 SECRETARY'S BUREAU
 Information Control Division

Dear Mr. Gabbay:

Act 21 of 1990 requires the Public Utility Commission to certify "drivers of taxicabs in cities of the first class." Included in this requirement are those drivers operating under Philly Cab Company's partial City rights as contained in the following paragraphs:

- (1) To transport, as a common carrier by motor vehicle, persons between points in that part of Philadelphia bounded by Washington Lane, Cheltenham Avenue, City Line, Stenton Avenue, Northwestern Avenue and Wissahickon Avenue...and from points in that area to points outside thereof, and from points outside the city of Philadelphia to points in the area....
- (2) To transport, as a common carrier, by motor vehicle, persons upon call or demand between points in that part of the city of Philadelphia bounded by School Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Mannawanna Avenue, Hagey Street, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane and Wissahickon Avenue, and that portion of Whitemarsh Township, Montgomery County bounded by County Line, Ridge Avenue, Butler Pike and Bethlehem Pike, and that portion of Springfield Township, Montgomery County, bounded by Mermaid Lane, Stenton Avenue, Valley Green Road and Limekiln Pike, and from points in the said area to points outside the area, and vice versa....

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 FOLDER**

October 30, 1992

Please notify the affected drivers of the following:

1. The Public Utility Commission will begin certifying drivers on November 1, 1992. As of May 1, 1993, it will be illegal to drive a taxicab in Philadelphia without a Taxi Driver's Certificate.
2. Applications for Taxi Driver's Certificate and Philadelphia Taxi Driver Handbooks are available to be picked up at the PUC Motor Carrier Enforcement facility at 3549 "B" Street, Philadelphia.

Drivers should not contact the PUC with questions regarding the certification procedure until they have thoroughly reviewed the Taxi Driver Handbook. If a driver has questions after reviewing the Handbook, he should contact the Philadelphia PUC "B" Street office at the number supplied in the Handbook.

3. On November 1, 1992, the PUC will begin accepting Applications for Taxi Driver's Certificate and scheduling Taxi Driver Examinations at its "B" Street facility. Applications must be submitted in person by the Applicant between 9:00 a.m. and 12 noon or between 1:00 p.m. and 3:00 p.m. Monday through Friday.

On May 1, 1993, any uncertificated drivers must cease driving until they become certified. Also on May 1, 1993, the PUC will begin enforcing its Driver Regulations at 52 Pa. Code Chapter 30. These regulations are available as Appendix A of the Philadelphia Taxi Driver Handbook or separately at the PUC "B" Street Office.

Please be advised that under the PUC Driver Regulations your Taxi Driver's Certificate, if any, and your Certificate of Public Convenience can be cancelled for permitting your taxicab to be operated by a driver who does not have a Taxi Driver's Certificate. Consequently, please urge your drivers to obtain their Taxi Driver's Certificates as soon as possible.

Sincerely,



John G. Alford
Secretary

EXHIBIT F



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
P.O. BOX 3265, HARRISBURG, PA 17105-3265

IN REPLY PLEASE
REFER TO OUR FILE

July 25, 1996

A-00110733

JOHN J GALLAGHER ESQUIRE
1760 MARKET STREET
SUITE 1100
PHILADELPHIA PA 19103

Application of PENN CAB COMPANY

JAF

Dear Sir:

Enclosed is a corrected Final Order in accordance with the provisions of Act 294 of 1978 of the Administrative Law Judge Cynthia W. Fordham.

Please refer to the letter dated June 26, 1996 and comply with the necessary requirements outlined in that letter within sixty days of the date of this letter.

Thank you for your cooperation in this matter.

Very truly yours,

John G. Alford, Secretary

EMD

PENN CAB COMPANY
454 GERMANTOWN PIKE BLDG B
LAFAYETTE HILLS PA 19444

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AUG 27 1996

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105-3265

Application of
Penn Cab Company

A-00110733

C O R R E C T E D
F I N A L O R D E R

The Commission by Order entered June 26, 1996 approved the decision of ALJ Cynthia W. Fordham dated May 3, 1996. That Order approved the transfer of a portion of the authority of Philly Cab Company at A-00107245, F.1 to Penn Cab Company at A-00110733. The authority to be transferred was limited to the "Germantown" neighborhood. It was clear from a review of the original authority that there was misspelled street names, or streets that did not exist. Therefore, the parties resolved this problem by correcting the language for the authority and submitted it as a stipulation. The authority in the ALJ's decision and the Commission's Order inadvertently included language from the original application which should not have been granted and was not part of the stipulation. Therefore, this corrected Order deletes the inadvertent language in the authority, i.e., all of Right No. (1), Commission Order of June 26, 1996; THEREFORE,

IT IS ORDERED:

1. That the Application filed by Penn Cab Company at A-00110733 for transfer of part of the operating authority currently held by Philly Cab Company at A-00107245, F.1 is hereby approved and that a certificate be issued granting the following right: to transport, as a common carrier, by motor vehicle, persons upon call or demand between points in the city of Philadelphia, bounded by School House Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Manatawana Avenue, Hagys Mill Road, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane, Wissahickon Avenue to points of beginning; and that portion of Whitemarsh Township, Montgomery County, bounded as follows: beginning on Ridge Pike; at the Springfield Township Line, northwest on Ridge Pike to Butler Pike, northeast on Butler

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AUG 27 1996

Pike to the Whitemarsh Township Line, southeast, along the Whitemarsh Township Line to Bethlehem Pike, south on Bethlehem Pike to Valley Green Road, northeast on Valley Green Road to the Whitemarsh Township Line, southwest along the Whitemarsh Township Line to Ridge Pike; and that portion of Springfield Township, Montgomery County, bounded as follows: beginning at the Springfield Township Line and Mermaid Lane, southwest on Mermaid Lane to Stenton Avenue, northwest on Stenton Avenue to the Springfield Township Line, northeast, southeast, southwest and southeast along the Springfield Township Line to Mermaid Lane; and from points in the said area to points outside the area and vice versa; Subject to the following condition: That all vehicles must be radio dispatched.

2. That the Applicant shall not engage in any transportation granted herein until it has complied with the requirements of the Pennsylvania Public Utility Code and the rules and regulations of this Commission relative to the filing of insurance and the filing and acceptance of a tariff establishing just and reasonable rates.

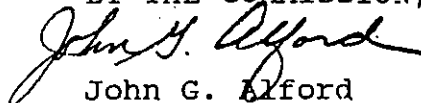
3. That the operating authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

4. That the certificate holder shall comply with all of the provisions of the Public Utility Code and all pertinent regulations of this Commission. Failure to comply shall be sufficient cause to suspend, revoke or rescind the rights and privileges conferred by the certificate.

5. That in the event the Applicant has not, on or before sixty (60) days from the date of service of this Order, complied with the requirements set forth above, the application shall be dismissed without further proceedings.

6. That upon compliance with this Order, the right granted the transferor, Philly Cab Company, to operate in portions of Philadelphia and Montgomery Counties, at A-00107245, F.1, be cancelled and the record be marked closed.

BY THE COMMISSION,



John G. Alford
Secretary

(SEAL)

ORDER ENTERED: JUL 25 1996

ORIGINAL

BEFORE THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of Penn Cab Company

Docket No. A-00110733

MAIN BRIEF OF PENNSYLVANIA
PUBLIC UTILITY COMMISSION
LAW BUREAU

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Janet M. Sloan
Assistant Counsel

Rhonda Daviston
Assistant Counsel

John F. Povilaitis
Chief Counsel

Pennsylvania Public
Utility Commission

G-33 North Office Building
Harrisburg, Pennsylvania 17105-3265
(717) 787-3663

Date: December 7, 1995

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TABLE OF CITATIONS

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PROPOSED FINDINGS OF FACT

1. On March 8, 1993, Penn Cab Co. applied to the Pennsylvania Public Utility Commission (Commission) to transfer part of the operating rights held by Philly Cab Co. at A-00107245, F.1.

2. The rights sought by Penn Cab Co. were to operate a taxi service in a section of the City of Philadelphia that essentially encompasses the Germantown, Manayunk and Chestnut Hill areas of the City.

3. The rights sought by Penn Cab Co. are currently operated by Philly Cab Co. as per its authority without medallions.

4. The Medallion Act at 66 Pa. C.S. §§2401 et seq. governs the taxicab industry in cities of the First Class (Philadelphia) and was passed by the Pennsylvania legislature on April 4, 1990.

5. The application of Penn Cab Co. was not protested.

6. By Commission order adopted September 23, 1993 and entered on September 28, 1993, the application of Penn Cab Co. was assigned to the Commission's Office of Administrative Law Judge for determination of whether or not the authority involved should be cancelled as not consistent with the Medallion Act and the concomitant rules and regulations of the Commission.

7. The matter was scheduled for a hearing on May 18, 1994 before Administrative Law Judge Cynthia M. Williams Fordham.

8. The May 18, 1994 hearing was cancelled when the Commission's Law Bureau and the attorney representing Penn Cab Co. reached a settlement.

9. ALJ Fordham rejected the settlement in an order dated August 8, 1994 and directed that the matter be scheduled for hearing.

10. A hearing on the application of Penn Cab Co. was scheduled for October 14, 1994 before ALJ Fordham.

11. Philly Cab Co. presently holds authority to operate as a taxicab in the City of Philadelphia.

12. Philly Cab Co. has two distinct authorities for taxicab operations: city-wide medallioned cabs and non-medallioned "neighborhood" cabs.

13. The non-medallion "neighborhood" cabs are the subject authority of this proceeding.

14. Philly Cab Co. operated 42 non-medallioned "neighborhood" cabs as of October 14, 1994.

15. Philly Cab Co. operated 36 medallioned cabs as of October 14, 1994.

16. Philly Cab Co.'s tariff for the neighborhood authority is identical to the tariff for medallioned Philadelphia taxicabs.

17. Philly Cab Co., through its non-medallioned neighborhood authority, currently provides a beneficial and crucial service to the residents of the Germantown, Chestnut Hill and Manayunk areas of Philadelphia.

18. The Germantown area of Philadelphia is a unique neighborhood that presents difficulty for commuters who do not know the area and its street layout.

19. Germantown, Chestnut Hill and Manayunk are not presently adequately serviced by any taxicab operation other than Philly Cab Co.

SUMMARY OF TESTIMONY

Two witnesses testified for the Pennsylvania Public Utility Commission Law Bureau (Law Bureau). Mr. Barry Ernst, Director of the Pennsylvania Public Utility Commission's Bureau of Transportation, testified about his recollections regarding the authority in question from the mid-1970's. Mr. Ernst recalled a Commission investigation into the adequacy of taxicab service in Philadelphia that was docketed as I.D. 171.¹ (N.T. 25-26). Mr. Ernst, a Commission employee, helped in the preparation of that Commission order. (N.T. 25-26). I.D. 171 concluded that the neighborhoods in Philadelphia were not receiving adequate taxi service and that additional competition (more taxicab authority) would benefit the public interest.

Penn Radio Cab, the predecessor certificate holder to the authority in question, was one of over 100 applications that were consolidated into ID 171. (N.T. 27). Penn Radio had applied for city-wide authority. (N.T. 27). In 1979 the Commission finally ruled on the application submitted by Penn Radio. Penn Radio was granted 30 city-wide certificates with certain conditions attached. (N.T. 28).² Among the conditions, was the proviso that Penn Radio continue to operate its neighborhood authority in addition to the

¹ Investigation Docket No. 171 was adopted by the Commission on March 31, 1977 and entered May 16, 1977. A copy of that order is appended to this brief.

² The Commission order to which Mr. Ernst referred is an Order Nisi docketed at A-00092657, F.1, Am-A, adopted on April 11, 1979 and entered on April 27, 1979. A copy of that order is appended to this brief.

city-wide authority it was granted. (N.T. 28) This neighborhood authority is the authority now being sought by Penn Cab Company. It was Mr. Ernst's testimony that the Commission specifically divided Penn Radio's authority into two distinct taxicab rights. To the best of Mr. Ernst's knowledge, these distinct rights have been operated since 1979. (N.T. 29).

Mr. Ernst testified that Philly Cab Company, the certificate holder for the two authorities granted to Penn Radio, had 36 medallioned taxicabs registered with the Commission's Bureau of Transportation as of October 14, 1994. (N.T. 19, 40). Due to the voluntary submission of taxicabs to Commission inspection, Philly Cab has identified 42 taxicabs as operating its neighborhood authority as of October 14, 1994. (N.T. 30).

Mr. Ernst testified that, in his experience, when neighborhood taxicab authority was converted to city-wide authority, the taxicabs tended to concentrate on the lucrative areas of Center City and the Philadelphia airport and the neighborhood service suffered. (N.T. 32-33). The Commission and the Legislature have made attempts to rectify this imbalance to no avail. (N.T. 33, 36).

Mr. Ernst stated that Philly Cab is supplying its neighborhood residents with adequate service. In fact, he stated that in his opinion the areas in question "probably have...a better taxicab service [than] in most neighborhoods outside of Center City." (N.T. 34). Mr. Ernst opined that cancellation of the authority in question would cause the level of service in the affected neighborhood to diminish. (N.T. 44).

Mr. Ernst identified two other taxicab authorities that incorporate a portion of Philadelphia without full city-wide authority. (N.T. 30). They are Walsh Cab (N.T. 38) and Bennett Taxicab (N.T. 42). Both certificate holders are located outside Philadelphia and operate mostly in the suburban areas. (N.T. 38, 41-42).

The Commission is authorized to issue 1,600 medallions within the City of Philadelphia. (N.T. 31, 34). As of October 14, 1994, 1,444 taxicab medallions were operating in the city. (N.T. 30).

Mr. Sant Harrison, Regional Manager of Philadelphia for the Public Utility Commission's Bureau of Safety and Compliance, testified that he is a life-long resident of Germantown. (N.T. 46). He stated that Germantown is a unique area whose logistics are "quite difficult for anyone to get around if they are not familiar with the area." (N.T. 46, also see N.T. 55). He described Germantown as a typical urban neighborhood with adjoining areas of wealth and poverty. (N.T. 47).

Mr. Harrison described his professional and personal familiarity with Philly Cab, the present certificate holder of the rights in question. Mr. Harrison testified that when Philly Cab acquired the rights from Penn Radio, the taxi service in Germantown, Chestnut Hill and Manayunk neighborhoods increased. (N.T. 47). Mr. Harrison stated that the residents are very pleased with the service they receive from Philly Cab (N.T. 50). He stated that cancellation of the authority would be a "disaster". (N.T. 51). He elaborated that he believed that Germantown, Chestnut Hill

and Manayunk would lose taxi service because of the difficult logistics of the areas. He opined that many Philadelphia taxi drivers would not be able to get around in those areas. (N.T. 51, 56).

Mr. Harrison advocated the conversion of the neighborhood authority into city-wide medallioned taxicabs in order to ease enforcement. (N.T. 51, 57-58, 59). Despite the voluntary concessions made by Philly Cab to the Commission (N.T. 47-48, 52-53, 54-55), including adopting the same tariff as medallioned cabs (N.T. 60), Mr. Harrison pointed out the vehicle age requirement and the partition requirement as Medallion requirements to which Philly Cab's neighborhood cabs do not adhere. (N.T. 53-54). Mr. Harrison suggested that 60 medallions may be needed to fuel the conversion to city-wide medallioned cabs and still ensure the same level of service to the affected areas. (N.T. 58-59, 66).

Penn Cab presented testimony from several Philly Cab drivers. Four of these witnesses were Philly Cab Drivers who adopted the testimony of Earl Huling. Mr. Huling has driven cabs for Philly Cab for about 3 years (N.T. 69) and acted as a part-time dispatcher for about a year (N.T. 71, 82). He lives in Germantown and has for about 25 years. (N.T. 69). He has driven taxicabs in Philadelphia for 24 years (N.T. 80) for a number of Philadelphia taxi companies.

Mr. Huling described in detail the difficulty of driving a taxi in Germantown area due to its unique layout. (N.T. 69-71). Mr. Huling opined that a taxi driver unfamiliar with the area would lose money and dissatisfy the customer. (N.T. 71). He stated that

he sees very few taxicab companies other than Philly Cab servicing the areas. (N.T. 71). In a typical day, Mr. Huling makes \$100, a figure he described as consistent. (N.T. 75). It is this consistency in income that Mr. Huling finds attractive about driving for Philly Cab. (N.T. 75). He makes approximately 20 "wires" in a 12-hour shift with the average fare of about \$8. (N.T. 82).

He also testified about the consistency of the clientele (N.T. 73-74, 75). Mr. Huling stated that he and the other Philly Cab drivers have regular customers that ask for a specific driver. (N.T. 73-74). He estimated that 80-90% of the total trips that he makes are regular customers and "are steady two and three times a week or more than that." (N.T. 74).

As dispatcher, Mr. Huling testified that Philly Cab receives up to 1,500 wires (customer telephone calls that are called to the drivers over the radio dispatch) in a 24 hour period. (N.T. 72). He gave this estimate as from the early part of the month which he describes as the busiest. (N.T. 72).

He testified about the number of times that a customer has complained that other taxicabs do not respond to a customer call in a reasonable time. (N.T. 79-80). He also testified about the calls that Philly Cab gets from neighboring suburban areas to cover taxicab companies that do not operate 24 hours a day, 7 days a week. (N.T. 78).

Mr. Huling recited Philly Cab's tariff: \$1.80 for the first mile and 30 cents each additional sixth of a mile. This is the

same tariff as medallioned Philadelphia taxis charge. (N.T. 76).

Mr. Huling drives a 10 year old vehicle. (N.T. 82). He estimates that the average Philly Cab neighborhood cab is about 7 to 8 years old. (N.T. 83). He also stated that his customers would have problems if a protective barrier were installed in his cab. (N.T. 83-84).

Ms. Joan Shumaker is a patron of Philly Cab who lives in Mount Airy. (N.T. 92). Ms. Shumaker emphatically adopted Mr. Huling's testimony about the disastrous effect on residents if Philly Cab were to cease operations in the neighborhoods. (N.T. 92-93). She testified about the other cab companies that she has used after Penn Radio ceased operations and described two problems: unreliable service and unreasonable fares. (N.T. 94). Consequently, Ms. Shumaker switched to Philly Cab who she calls all the time. (N.T. 94). Ms. Shumaker uses two canes and agrees with Mr. Huling that protective barriers would make getting into and out of the cabs more difficult for her. (N.T. 93).

Jacob Gabbay, part owner of Philly Cab, testified that his company purchased the Penn Radio authority from the bankruptcy court about ten years ago. (N.T. 96). His company presently operates both portions of that authority with separate vehicles, but with a combined dispatch and garage. (N.T. 97-98). Of the 42 cabs operated under the neighborhood authority, not many would meet the vehicular age requirement of the Medallion Act. (N.T. 99). A substantial investment would be necessary to convert the neighborhood cabs to medallioned cabs. (N.T. 99). Mr. Gabbay

estimated that 60-70 medallions would be necessary to cover the neighborhoods at the same level of service. (N.T. 102, 105-106). He believes that any less medallions would be a money-losing proposition and might close the company. (N.T. 104, 105). His company could operate the neighborhood cabs as they are presently doing. (N.T. 104).

This witness testified that Penn Cab is also owned by him and his brother. The application was filed in order to separate the neighborhood and medallioned taxicabs for insurance purposes. (N.T. 109).

Paul I. Kenney took the witness stand as president of P.I. Kenney Associates, a consulting firm. Mr. Kenney researched the authority in question back to its original grant in the 1920's. (N.T. 112). In 1951 the authority was sold to Jack Giller who operated it as Penn Radio Cab. (N.T. 112). Mr. Giller bought additional authority in 1959 from the Chestnut Hill Radio Cab. (N.T. 113). Mr. Kenney's testimony centered on the archaic description contained in the authority that makes the exact geographic boundaries undefinable. (N.T. 113-119).

Menachen (Mike) Reibenbach is the manager of Philly Cab. (N.T. 123). His job is limited to the neighborhood cab operations as the medallioned cabs have their own managers. (N.T. 124). Mr. Reibenbach testified that he would be more comfortable with 70 - 100 medallions if the authority were converted. (N.T. 126).

ARGUMENT

The Commission Should Not Cancel the Authority Sought by Penn Cab Company to Operate Taxis in the Germantown, Manayunk and Chestnut Hill Neighborhood of Philadelphia Since This Authority Fulfills a Public Need/Demand.

Under Section 1103 of the Pennsylvania Public Utility Code, the Commission is authorized to grant certificates of public convenience if the Commission determines that the granting of such certificates are necessary or proper for the service, accommodation, convenience, or safety of the public. The criteria that is used by the Commission to determine whether to grant motor carrier applications is enumerated in the Commission's regulations at 52 Pa. Code §41.14. In the instant case, Penn Cab Company ("Penn Cab") seeks to acquire a part of the authority presently held by Philly Cab Company. Because the authority sought to be transferred is non-medallioned and without "P" numbers, the Commission must decide how to handle the present situation.

A hearing was held on October 14, 1994, in which evidence was presented which supported the Law Bureau's position to transfer the authority, as is, with a few additional restrictions. Barry Ernst, then Director of the Commission's Bureau of Transportation, testified that the Commission as a result of ID 171 specifically ordered that the taxicab service within the Germantown³ area should continue and not be diminished. (N.T. p. 28). In addition to the

³ For purposes of this brief, references to Germantown area include Chestnut Hill and Manayunk neighborhoods as more clearly delineated in the certificate of public convenience's geographic authority.

30 cabs Penn Cab was authorized to operate on a city wide basis, the Commission clearly directed the certificate holder to continue with the separate and distinct "neighborhood" authority. Mr. Ernst further testified that cancelling the non-medallioned authority would be a disservice to the residents of the Germantown area. (N.T. p. 34). He continued that the medallion regulations specifically apply to taxicabs of the city-wide operating authority (N.T. p. 39) and that Philly Cab would not be required to comply with any aspects of the Medallion Act regulations. (N.T. 39). However, Philly Cab has voluntarily brought its cabs into compliance with the Medallion law although they are not legally required to do so. (N.T. pp 39-40).

Sant Harrison, Regional Manager for the Commission's Bureau of Safety and Compliance, testified that Philly Cab has an outstanding reputation in the neighborhoods. (N.T. p 50). Mr. Harrison also testified that the cancellation of the neighborhood authority would be a disaster. (N.T. p 51). He further testified that it would be easier for enforcement if Philly Cab's non-medallioned cabs received medallions. (N.T. p 51). He did not think that changing the non-medallioned cabs to medallion cabs would change the nature of the service to the Germantown area.

The witnesses proffered by Penn Cab echoed the belief that the public would not be serviced by cancelling the authority outright. Based upon the record, the Law Bureau does not advocate the cancellation of the "neighborhood" authority as a viable option. The two options that the Law Bureau sees are (1) the transfer of

the authority as it exists and (2) the conversion of the authority to city-wide medallion authority and the issuance of 60-70 medallions to Philly Cab or to Penn Cab.

The only case on point regarding this situation is Pa. PUC v. Genco Services, Inc. t/a Cheldon Radio Cab Co., Inc., Docket No. A-00106517C912 (Order entered March 27, 1992). In Genco, the Respondent was a holder of a certificate of public convenience which authorized it to operate in Montgomery County and the northeast section of Philadelphia. The issue was whether the Medallion Act applied to Genco Services because it was not authorized to provide city-wide call and demand service in Philadelphia. In the Recommended Decision written by your Honor and adopted by the Commission, you stated that

Pursuant to Section 30.11, a holder of a certificate of public convenience which authorized city wide call or demand service in cities of the first class is required to obtain a medallion from the Commission. The regulation specifically states that the vehicle equipment and vehicle operating requirements, 52 Pa. Code §§30.31 and 30.32, apply to vehicles operated in city wide call or demand service in cities of the first class.

Inasmuch as these regulations specifically mention city wide authority, holders of certificates of public convenience without city wide authority are not required to comply with the regulation. (Emphasis added.)

Id. at p. 12.

Later in the same decision, you stated "[i]n light of the administrative interpretations of the Medallion Act, the object to be attained and the consequences of certain interpretations, I

recommend that the Commission decide that the Medallion Act is not applicable to holders of certificates of public convenience without citywide authority. *Id.* at p. 13.

In applying Genco to the instant case, it follows that because Philly Cab is seeking to transfer that portion of its operating authority that is not city-wide and that is not presently required to be medallioned, the authority should be granted to Penn Cab without change.

In looking at the options available to the Commission, the first option, namely to transfer the authority as is, the neighborhoods involved would continue to be serviced. Clearly this option would be in the public interest. The record shows that the area needs to be serviced and that it would not be adequately serviced by non-Philly Cab medallion taxicab companies. Based on Genco and the proven need for the service, the Law Bureau recommends that the authority be transferred as is, subject to the additional restrictions and requirements suggested in the proposed settlement agreement.

The second option is not as viable and is fraught with several potential problems. First there is a list of applicants who have been waiting for over ten years to get a certificate of public convenience for city wide authority in Philadelphia. Second, there are former cab owners who lost their certificates after purchasing them from Metro Transportation Co. that seek to regain their lost authorities. Finally, there is the Commission's finding that additional medallions are not needed in Philadelphia and that

additional medallions may be economically detrimental to the existing cab companies. See Investigation into the Future Need for Taxicabs in Philadelphia, Docket No. I-00920011 (Order entered March 23, 1995). Considering the fact that there is a limited number of medallions available (the legislature has capped the maximum number of medallions at 1600 and approximately 1,444 are currently active) and the fact that there is a real concern that adding additional medallion taxicabs to the streets of Philadelphia could harm the entire taxi industry and the fact that there are many others who seek medallions from the Commission, this option is not very attractive.

In addition, a change of this magnitude in the very nature of the authority sought should be required to be published. Since the proposition under option 2 would involve a substantial change, republication of the application in the Pennsylvania Bulletin would seem necessary pursuant to 52 Pa. Code §3.381(b). This would open the application to protests from all of the affected city-wide taxi companies. This means that the applicant would be back to square one.

Because the authority sought is necessary for the service, accommodation, and convenience of the residents of the Germantown area, and because Penn Cab has voluntarily agreed to comply with vital portions of the Medallion Act, the Law Bureau recommends that the authority be transferred as requested.

The Medallion Act, 66 Pa.C.S. §§2401 et seq., Does Not Require that the Neighborhood Authority Sought by Penn Cab Co. be Converted to Medallioned Taxicabs Since the Authority Does Not Involve City-Wide Rights

The Medallion Act, 66 Pa. C.S. §§2401 et seq., requires that holders of certificates of public convenience for city-wide call or demand service obtain a medallion and comply with the vehicle and driver regulations contained therein. The question that arises is whether a taxicab company that is not authorized to provide city-wide call or demand service in Philadelphia is subject to the Medallion Act. In Genco that question was answered with a resounding NO.

In Genco, the Commission reasoned as follows:

The administrative interpretation of the Medallion Act can be determined by reviewing the Commission's regulations for the Medallion program. Said regulations are set forth in 52 Pa. Code §§30.1 to 30.64. Pursuant to section 30.11, a holder of a certificate of public convenience which authorized citywide call or demand service in cities of the first class is required to obtain a medallion from the Commission. The regulation specifically states that the vehicle equipment and vehicle operating requirements, 52 Pa. Code §§30.31 and 30.32, apply to vehicles operated in city wide call or demand service in cities of the first class.

Inasmuch as these regulations specifically mention city wide authority, holders of certificates of public convenience without city wide authority are not required to comply with the regulation.

Moreover, it would be difficult to include holders of certificates of public convenience that do not authorize citywide authority in the medallion system because the procedure to obtain certificates in Philadelphia differs from the procedure in the rest of the Commonwealth. The 1980 amendment to the

Public Utility Code, 66 Pa. C.S. section 1103(c), authorized the Commission to issue a maximum of 1,400 certificates of public convenience for taxi service in any city of the first class. Each certificate would allow the owner to operate one taxicab. Therefore, the holders of certificates of public convenience were given the number of individual certificates that corresponded with the total number of vehicles that they were permitted to operate. The Medallion Act, 66 Pa. C.S. §2403, reiterates this concept by stating that "a certificate of public convenience is a licensing right which accompanies each medallion and authorizes the operation of one taxicab in cities of the first class." Although section 1103(2) allowed the Commission to issue a maximum of 1,700 certificates within eighteen months of the effective date of that subsection, the Medallion Act, section 2407, restricts the number of certificates to 1,600. This system clearly excludes companies like Genco. The Commission issued an unlimited certificate of public convenience to Genco at Application Docket No. A-00106517 on March 26, 1986 (Tr. 11). During December 1990 and January 1991 the Respondent operated approximately twenty taxicabs (Tr. 11-12).

In light of the administrative interpretations of the Medallion Act, the object to be attained and the consequences of certain interpretations, I recommend that the Commission decide that the Medallion Act is not applicable to holders of certificates of public convenience without citywide authority.

Id at 12-13.

The Commission's reasoning and holding in Genco interpreted non city-wide authority as outside the scope of the Medallion Act. It is apparent that the authority sought by Penn Cab is very similar, if not identical, to the type of authority at issue in Genco. A non city-wide authority taxicab is not subject to the requirements contained in the Medallion Act. Rather it is more

properly governed by the provision in the Medallion Act entitled "Other vehicles". 66 Pa. C.S. §2404(d).

Consequently, the Law Bureau recommends that the authority be transferred as "neighborhood" authority with the added provisions regarding vehicle safety and driver certification that the parties agreed to in the proposed settlement agreement.

PROPOSED CONCLUSIONS OF LAW

1. The Commission has jurisdiction over the parties and subject matter of this proceeding.
2. Penn Cab Company, Applicant, has met its burden of proof under 52 Pa. Code §41.14(a) by showing public need/demand for the taxi authority sought.
3. The Medallion Act at 66 Pa. C.S. §2402 and §2404(a) do not require the cancellation of the "neighborhood" authority sought by Penn Cab Company.
4. The authority sought by Penn Cab Company is not for city-wide authority within Philadelphia.
5. The Medallion Act does not necessitate the conversion of the authority sought by Penn Cab Company to medallioned taxicabs since it is not city-wide authority.
6. The authority sought by Penn Cab Company is governed by Section 2404(c) of the Medallion Act.
7. The Application of Penn Cab Company should be approved as requested.

PROPOSED ORDERING PARAGRAPHS

THEREFORE, IT IS ORDERED:

1. That the application of Penn Cab Company for the transfer of part of the rights held by Philly Cab Co. under the certificate of public convenience at Docket No. A-00107245, F.1, subject to the same limitations and conditions is hereby granted.

2. That a certificate of public convenience be issued to Penn Cab Company granting the following rights:

To transport, as a common carrier, by motor vehicle:

(1) Persons between points in that part of Philadelphia bounded by Washington Lane, Cheltenham Avenue, City Line, Stenton Avenue, Northwestern Avenue and Wissahickon Avenue at specified rates for use of the vehicle (regardless of the number of passengers carried or the lapse of time) and from points in that area to points outside thereof, and from points outside the city of Philadelphia to points in the area at hourly rates, with a minimum charge of two dollars (\$2.00), all transportation to be in answer to calls made either in person or by telephone at the certificate holder's stand located at 529 West Sedgwick Street in the city of Philadelphia;

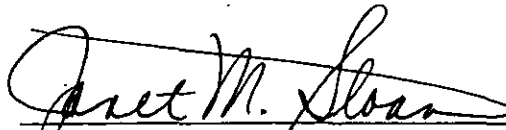
(2) Persons upon call or demand between points in that part of the city of Philadelphia bounded by School Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Manna-wanna Avenue, Hagey Street, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane and Wissahickon Avenue, and that portion of Whitemarsh Township, Montgomery County bounded by County Line, Ridge Avenue, Butler Pike and Bethlehem Pike, and that portion of Springfield Township, Montgomery County bounded by Mermaid Lane, Stenton Avenue,

Valley Green Road and Limekiln Pike, and from points in said area to points outside the area, and vice versa, in answer to calls made either in person or by telephone to the certificate holder's stand located at the Chestnut Hill Station of the Reading Company or the premises located at 45 East Chestnut Hill Avenue, city of Philadelphia.

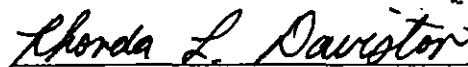
CONCLUSION

Philly Cab Co.'s neighborhood authority provides a necessary service for the residents of the Germantown, Manayunk and Chestnut Hill areas of Philadelphia. It has been in existence for many years and has been operating throughout the years as non-citywide and non-medallioned cabs. In fact, the Commission did not even require the authority to be converted to "certificates" under the legislation preceding the Medallion Act. The Law Bureau respectfully requests that the authority be allowed to continue and grant the transfer as requested subject to the additional requirements contained in the proposed settlement agreement.

Respectfully submitted,



Janet M. Sloan,
Assistant Counsel



Rhonda L. Daviston
Assistant Counsel

Law Bureau
Pennsylvania Public Utility
Commission

P.O. Box 3265
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CERTIFICATE OF SERVICE

I hereby certify that I have this day served a copy of the foregoing document upon the persons and in the manner indicated below:

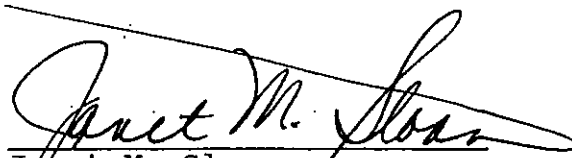
Service by First Class Mail:

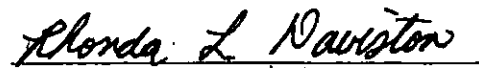
Honorable Cynthia Williams Fordham
Administrative Law Judge
Pennsylvania Public Utility Commission
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Philadelphia, PA 19130

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Dated: 12/7/95

PENNSYLVANIA
PUBLIC UTILITY COMMISSION

Public Meeting held March 31, 1977
Harrisburg, PA 17120

Commissioners Present:

Louis J. Carter, Chairman - Dissented
James McGirr Kelly
Robert K. Bloom - Dissented
Helen B. O'Bannon
Michael Johnson

Investigation Docket No. 171 - Investigation upon Commission motion into public service by taxicab in Philadelphia and its environs to determine the amount and type of taxicab service necessary to serve Philadelphia and its environs;

and

over 100 applications for certificates of public convenience, both initial rights and extension of rights, for the operation of taxicab service within the county of Philadelphia.

O R D E R

BY THE COMMISSION:

Before us for disposition is a "preliminary opinion and proposed order" (hereinafter "report") of an administrative law judge closing the above captioned investigation. While we agree with the administrative law judge's recitation of the background history and synopsis of the testimony, we do not concur with the judge's finding of adequacy of existing taxicab service or lack of need for the certification of additional taxicabs in Philadelphia. Nor do we concur with the judge's conclusion that the Rule to Show Cause issued against the Yellow Cab Company of Philadelphia (which required Yellow to set forth reasons why its certificate should not be limited as to the number of vehicles to be operated) should be discharged.

The various parties in the instant proceeding have strenuously argued the question as to who bore the burden of proof -- the respondents or the applicants. Initially, we cannot agree with the administrative law judge's conclusion that the applicants bore the burden of proving inadequacy of existing service. On August 2, 1973, this Commission commenced an investigation into the adequacy of taxicab service in Philadelphia and its environs. As in any proceeding upon motion of this Commission, inquiring into the adequacy of the service and/or facilities of a public utility, the burden of proof to show adequacy is upon the respondent utilities. See Section 420 of the Public Utility Law, 66 P.S. §1190. Thus, those certificate holders who were made parties to the

Commission investigation bore the responsibility and burden of convincing the Commission that existing service was adequate to fulfill the demands of the public. In September of 1973, for administrative and evidentiary purposes, we consolidated the 100-plus applications into this Commission's inquiry. The consolidation provided a single proceeding for inquiring into a complex question, without changing the burden of proof in the original investigation. To now hold the small operators and potential operators to the rigorous standard generally applied to new applicants without recognizing the responsibility of respondents to justify the adequacy of the service which has been rendered, would be a misconception of the very purpose of this dual proceeding.

Regardless of who bore the burden of proof, our analysis of the record reveals substantial evidence indicating that there is an unfulfilled demand for taxicab service, at least in certain areas of the City of Philadelphia. During these hearings, as the administrative law judge noted, 49 witnesses, consisting of 5 applicants and 44 supporting witnesses, testified as to the inadequacy of taxi service in the Philadelphia area. Their testimony indicated delays of between 45 minutes and 5 hours after requesting taxi service. In several instances taxis never arrived. In addition, a telephone and waybill survey conducted by the P.U.C. staff in late 1973 indicated that 12% of requests for Yellow Cab service were never responded to, and an additional 4% took over 1-1/2 hours for response. The administrative law judge chose to ignore the evidence of inadequacy, considering it to be stale and negated by more recent evidence of service improvements.

Specifically, the report relies on six factors in arriving at the conclusion that existing taxicab service in Philadelphia and its environs is adequate to meet the public need: (1) the applicants have failed to present any 1976 evidence of inadequacy; (2) Yellow Cab Company's management has changed with resulting "service improvements"; (3) most of the evidence of inadequacy prior to 1976 is stale, and of minimal relevance and probative value in light of the passage of time and changed circumstances; (4) 90% of telephone requests from medical facilities are responded to within 20 minutes; (5) taxicab ridership has declined over the past several years; and (6) Yellow Cab Company provides radio dispatched service. While all these factors are important considerations, we find that they do not provide an adequate or sound basis to determine the amount and type of service necessary to serve Philadelphia and its environs, for the reasons set forth below.

First, the administrative law judge's finding of adequacy of existing taxicab service, based on the conclusion that there is no current evidence of inadequacy, is subject to serious question in view of evidence currently before us in another proceeding. Presently pending before the Commission is a proposed rulemaking proceeding, 75 P.R.M.D. 13, in which we are considering a change in existing rules which now prohibit the leasing of taxicabs to drivers. Because the Commission can and should take notice of other proceedings pending before it, the Commission must be acutely aware of the interrelationship

of all cases affecting taxicab service in Philadelphia and environs. On September 16, 1976, just two weeks prior to the circulation to the parties for comment of the proposed order in I.D. 171, Donald Eugene Gaddis, the present owner of Yellow Cab Company of Philadelphia, gave the following testimony at a hearing held in 75 P.R.M.D. 13:

"In the operation we have in Florida, we have absolutely -- have no problem giving service at all areas.

"We have that problem right now in Philadelphia. There are some areas that are not getting proper cab service. Adequate -- in fact, quite frankly, it [there] is probably not an area in the city, if you went away from the airport, 30th Street and downtown and center city area, that gets adequate cab service." 75 P.R.M.D. 13, N.T. 397, 398.

And when Mr. Gaddis was called to clarify the above statement in this proceeding, he testified as follows:

"ADMINISTRATIVE LAW JUDGE: Well, you are getting outside of I.D. 171. I am concerned with what you testified in that other proceeding [75 P.R.M.D. 13], because it is contrary -- I think you will agree -- to the testimony you did give in I.D. 171.

"THE WITNESS [DONALD GADDIS]: Perhaps for the use of the wrong word, yes, it would be considered a contradiction, but believe me, it was not meant to be that way. I have never said that the areas we service, or the other cabs that are licensed here, are not giving adequate service. What I am saying is that they are not giving the best service, and I still stand by that proposition."
I.D. 171; hearing of March 11, 1977; N.T. 31, 32.

We are not satisfied that Mr. Gaddis has successfully explained his usage of a "wrong word" in 75 P.R.M.D. 13. While he now asserts that he previously meant that Philadelphia was not getting the "best service" possible,¹ a close review of his testimony in 75 P.R.M.D. 13 indicates that Philadelphia was still, in 1976; getting less than adequate service, e.g.:

^{1/} And with regard to the point that Philadelphia is not getting the best service, we note that we need not find that the grant of additional certificates is absolutely necessary; rather, the test is whether the proposed service is reasonably necessary or proper for the accommodation, convenience, or safety of the public. *Morgan Drive Away, Inc. v. Pa. P.U.C.*, 16 Pa. Commonwealth Ct. 293, 328 A.2d 194 (1974). The public is entitled to both economical and dependable service, and it is our duty to adjust conflicting interests so that ample "efficient" service will be available. *Modern Transfer Co. v. Pa. P.U.C.*, 139 Pa. Superior Ct. 197, 12 A.2d 458.

"The service [taxicab service in Philadelphia] is not what it should be; the reason for it is that the rates are high, the equipment is old. In my opinion, the only way that you are going to change this is to have a lease system."
75 P.R.M.D. 13, N.T. 393. (Emphasis supplied).

Second, the proposed order finds the record "barren of evidence of inadequacy", with the exception of evidence presented in 1973 and 1974. As recited above, the administrative law judge concludes that such evidence of inadequacy "is now of minimal relevance and probative value . . .". While we appreciate the difficulties that have arisen as a result of the lapse of time between the initial hearings and our ultimate decision, nevertheless, we are loath to find the evidence of inadequacy to be stale.

The Administrative Law Judge has based this conclusion upon Yellow Cab's change in ownership, which change allegedly has resulted in operational, management and financial improvements. To give controlling consideration to alleged "improvements" in service which were not forthcoming until applications for additional service were made, and an investigation opened, is not in accord with established case law, especially when there is little or nothing to indicate that the alleged improvements have resulted in adequate desirable service. See Seifred v. Pa. P.U.C., 12 Pa. Commonwealth Ct. 85, 315 A.2d 320 (1974); Daily Motor Express v. Pa. P.U.C., 183 Pa. Superior Ct. 120, 130 A.2d 234 (1957); Hall's Motor Transit Company v. Pa. P.U.C., 150 Pa. Superior Ct. 60, 27 A.2d 428 (1942).

On the contrary, we find the 1973 and 1974 evidence relevant, tending to show that there is an unfulfilled demand for taxicab service in certain sections of the City of Philadelphia. Above and beyond the above considerations, however, this Commission has a responsibility to ensure that the quantity and quality of taxicab service available to the public in Philadelphia is as independent as possible, at any given time, from the changes in personalities and management styles which inevitably occur over time in any one company. In short, the public interest will not be served if we make adequacy of service a function of who happens to be in control of any one company at any given time. Yet, the administrative law judge's determination that service is adequate appears to be based at least in part on his confidence in the new management of Yellow Cab. On the contrary, we find that the administrative law judge, in ignoring the 1973 and 1974 evidence of inadequacy, has given undue consideration to Yellow Cab Company's change in management with alleged resulting service improvements, after the commencement of the instant investigation and after the filing of the instant applications.

Third, the administrative law judge's reliance on the 1976 survey which indicated that Yellow Cab's response time to telephone orders has improved, is unfounded, for we find that the latter survey does not negate the findings of the previous survey. For one thing, the 1976 survey was conducted on a limited basis, looking only at service to medical facilities. Additionally, even if the Yellow Cab Company responded

to all calls in the 1976 survey, that response would reveal little about adequate service for the latent, or dormant demand. Years of poor cab response and high fares could well have resulted in a discouragement of a substantial portion of the actual and potential demand. It is reasonable to assume that if 12% of orders were not being serviced in 1973, that many would-be cab users have found alternative means of transportation and no longer call for taxicabs. Statistically, in a telephone survey, this decline in demand would actually make it appear as though cab response has improved. It is pertinent here to note that in 1973, when the first P.U.C. survey indicated inadequate taxicab service, Yellow Cab was operating an average of almost 650 cabs per day. In 1976, when the I.D. 171 record was closed, this figure has been reduced to approximately 450 cabs per day. The reasonably foreseeable needs of the public, in a market which has been receiving poor service for a period of years, should include not only the currently manifest demand, but also the demand which was discouraged from trying to obtain service. Yet, in his proposed order, the Administrative Law Judge apparently considered only the needs of the currently manifest taxi demand.

To quantify the latent, or dormant demand is a difficult task. However, in the case of Philadelphia, we know that approximately 550 total fewer taxicabs were operating at the commencement of I.D. 171 in 1973, than were operating in 1961, despite the fact that the population had declined only marginally. We also know that in 1976, at the close of I.D. 171, only some 600 total taxicabs were operating on a daily basis in Philadelphia, 200 fewer than in 1973, when the investigation began. This Commission also notes that the fares are higher, and the number of cabs per capita is drastically lower, in Philadelphia as compared to all its major neighboring cities in the Northeast -- cities with which Philadelphia competes for conventions, headquarters, government offices and other enterprises for which plentiful quality cab service is important.

Considering all of the above, based on the I.D. 171 record dating from 1973, we cannot find, as the administrative law judge does, that taxi service in Philadelphia is adequate and there is no need for additional certificates.

As noted by the administrative law judge, the Commission's Rule to Show Cause (why the certificate of Yellow Cab Company should not be limited as to the number of vehicles the company may operate), dated September 25, 1973, was consolidated into the I.D. 171 proceeding.

In this regard, the administrative law judge found as follows:

"We find the public interest to be much better served by allowing the dominant carrier to retain the necessary flexibility to meet service demands. Since Yellow Cab is the only certificated carrier required and able to serve the entire Philadelphia area on a 24 hour a day and seven day a week basis, and since no other carrier or applicant herein has done so or has

to all calls in the 1976 survey, that response would reveal little about adequate service for the latent, or dormant demand. Years of poor cab response and high fares could well have resulted in a discouragement of a substantial portion of the actual and potential demand. It is reasonable to assume that if 12% of orders were not being serviced in 1973, that many would-be cab users have found alternative means of transportation and no longer call for taxicabs. Statistically, in a telephone survey, this decline in demand would actually make it appear as though cab response has improved. It is pertinent here to note that in 1973, when the first P.U.C. survey indicated inadequate taxicab service, Yellow Cab was operating an average of almost 650 cabs per day. In 1976, when the I.D. 171 record was closed, this figure has been reduced to approximately 450 cabs per day. The reasonably foreseeable needs of the public, in a market which has been receiving poor service for a period of years, should include not only the currently manifest demand, but also the demand which was discouraged from trying to obtain service. Yet, in his proposed order, the Administrative Law Judge apparently considered only the needs of the currently manifest taxi demand.

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the capacity to do so, the public interest is and will be served best by permitting Yellow Cab to add additional cabs as the service demand may require."

The administrative law judge has placed undue emphasis in his report on the principle that public utilities operate at greatest efficiency as monopolies. Implicit in the administrative law judge's finding above, and in his report in general, is the proposition that this Commission should protect the dominance of Yellow Cab in the Philadelphia market.² The Administrative Law Judge's finding is based on an argument which is circular and which is not appreciative of the scope of the investigation, one of the objectives of which was to address the very issue (whether Yellow Cab's dominance should be protected) which the administrative law judge has assumed a priori. The administrative law judge argues that Yellow Cab is the only certificated carrier required and able to serve the entire Philadelphia area on a 24 hour a day basis, and further, that no other carrier or applicant has done so nor has the capacity to do so. What he fails to consider is, that this situation has been dictated by the certification policies traditionally implemented and enforced by this Commission, but which were to have been the very subject of this investigation. This finding, in effect, asserts that we should maintain the status quo because that is the way it is. The alternative of allowing, encouraging, or even requiring other city-wide radio fleets is missed in the circularity of this finding.

However true may be the concept that fixed public utilities operate at greatest efficiency as monopolies, due in large part to their investment in fixed capital, it does not apply with equal force in the case of motor vehicle common carriers. The Commission also takes notice of the fact that, of the taxi companies it regulates statewide, the smaller companies, even when radio-dispatched, do not generally have higher costs per vehicle mile than the larger companies. The object of the Public Utility Law is not to guarantee the security of the investment in public service corporations but first and at all times, to serve the interest of the public. See, for example, Sayre v. Pennsylvania Public Utility Commission, 161 Pa. Superior Ct. 182, 54 A.2d 95 (1947); Chemical Leaman, supra; Noerr, supra. In Sayre, the protestant, which had enjoyed a

2/ In his proposed order, the ALJ poses the central issue as follows: "The governing question involved in the pending applications for additional taxicab certificates within the Philadelphia area is whether the approval of these applications would create destructive competition that would prove inimical to the public interest." Furthermore, he attributes "considerable merit" to Yellow's position that an overriding consideration in this proceeding should be the protection of Yellow's financial stake in the outcome. The Commission need not, indeed should not, accept the premise that competition by other transportation carriers is necessarily destructive and contrary to the public interest. For purposes of properly defining "adequacy" these inexact assumptions effectively fix the yardstick for measuring "adequacy" as the bare minimum service necessary to meet existing public demand.

monopoly, had shown that there was no "special fault" with its services; in spite of this fact, the Commission granted a certificate to an applicant and was affirmed on appeal. In Gongaware v. Pennsylvania Public Utility Commission, 163 Pa. Superior Ct. 9, 60 A.2d 364 (1948), the protestant introduced evidence that competition would be ruinous to its business. The Court, fully aware of the consequences of the grant of competitive authority, affirmed the Commission's grant of that additional authority. Yellow Cab Company's argument in the instant case is that the Commission should continue the established policy of regulated monopoly; this is the same argument advanced by Yellow Cab Company of Pittsburgh in Yellow Cab Company of Pittsburgh v. Pennsylvania Public Utility Commission, 161 Pa. Superior Ct. 41, 54 A.2d 301 (1947). In the latter case, the company also argued that the Commission should give consideration to service improvements made after an investigation had been opened and after applications had been filed. Both the Commission and the Superior Court rejected all of applicant's arguments in the 1947 case.

The point to be emphasized is that the issue involved in considering the applications in I.D. 171 is not whether competition will be destructive to Yellow Cab Company; rather, the issue is whether the public will be benefited by additional competition, even though such competition may prove to be an added burden to that company.

In addition, the administrative law judge, in over-emphasizing the general proposition that it is necessary to secure the investment in Yellow, also has failed to make an in-depth analysis of Yellow's financial condition. We also take exception to the proposition that Yellow's financial condition is not germane to adequacy, for the continuing ability of this Company to render uninterrupted service is relevant to the adequacy of service. There is considerable evidence in the I.D. 171 record indicating that the financial position of Yellow Cab Company over the past several years has been, at best, unstable. However true may be the proposition that Yellow Cab Company's financial position is now stabilizing under new management, we once again reiterate that it is the Commission's responsibility to ensure that the quantity and quality of taxicab service must remain as independent as possible from changes in management. As noted previously, when an entire city has been highly dependent on a single company for a vital public service, considerations such as these are of grave concern.

For all of the above reasons, this Commission cannot find, as the administrative law judge does, that existing service is adequate and that the overall public interest is best served by the Commission's protecting the dominance of Yellow Cab in the Philadelphia taxi market. On the contrary, we find that existing service has been inadequate and that the public interest will be better served by allowing additional competition in the taxicab market in Philadelphia. In order to insure that the additional competition to be authorized will serve all areas of Philadelphia (and not just the most lucrative areas), and in order to deal in an expedient manner with the outstanding applications in I.D. 171, we are directing our Staff to prepare a specific plan to accomplish these purposes.

In view of the foregoing, we make the following findings:

FINDINGS OF FACT

1. The traveling public in the City of Philadelphia has experienced delays of between 45 minutes and 5 hours after requesting taxicab service; in a number of cases, taxicabs never arrived.
2. Twelve percent (12%) of the surveyed requests for Yellow Cab Company service in late 1973 were not responded to.
3. Four percent (4%) of the surveyed requests in late 1973 took over 1-1/2 hours for response.
4. There is inadequate taxicab service in certain sections of the city of Philadelphia.
5. There is adequate taxicab service at the airport, at 30th Street, and in downtown Philadelphia.
6. Taxicab equipment, at least in regard to the Yellow Cab Company of Philadelphia, is old.
7. In 1973, Yellow Cab Company of Philadelphia was operating an average of approximately 650 taxicabs per day. In 1976, when the I.D. 171 record was closed, this figure of 650 taxicabs per day had been reduced to approximately 450 taxicabs operating per day.
8. Approximately 550 total fewer taxicabs were operated at the commencement of I.D. 171 in 1973, than were operated in 1961; the population during this time frame had declined only marginally.
9. In 1976, at the close of I.D. 171, approximately 600 total taxicabs were operating on a daily basis in Philadelphia, 200 fewer than in 1973, when the investigation began.
10. Taxicab fares in Philadelphia have shown a general increase in rates at least over the past decade.
11. The number of taxicabs per capita is exceptionally lower in Philadelphia, compared to the major neighboring cities in the Northeast.
12. The smaller taxicab companies, even when radio-dispatched, do not generally have higher costs per vehicle mile than larger companies.
13. The financial position of Yellow Cab Company over the past several years has been, at best, unstable.
14. The testimony of 49 witnesses, consisting of 5 applicants and 44 supporting witnesses, indicates that there has been inadequate taxicab service in Philadelphia.

15. The Administrative Law Judge, in ignoring the 1973 and 1974 evidence of inadequacy, in his proposed report, gave undue consideration to Yellow Cab Company's change in management.

16. The public interest will be better served by allowing additional competition in the taxicab market in Philadelphia.

17. It is necessary or proper for the service, accommodation, convenience, or safety of the public in Philadelphia for additional call or demand certificates to be granted to fit applicants, hereafter to be determined, in the City of Philadelphia, so that at least 200 additional taxicabs should be certified to operate.

basis record

CONCLUSIONS OF LAW

1. Those certificate holders who are made parties to the Commission Investigation Docket No. I.D. 171 bore the responsibility and burden of convincing the Commission that the existing taxicab service was adequate to fulfill the demands of the public.

2. The consolidation of 100-plus applications into this Commission's inquiry provided a single proceeding for determining adequacy of taxicab service, without changing the burden of proof in the original investigation.

3. There is substantial evidence in the record indicating that there is an unfulfilled demand for taxicab service, at least in certain areas of the city of Philadelphia.

4. The Commission can and should take notice of other proceedings pending before it.

5. The 1973 and 1974 evidence of inadequacy is not stale or irrelevant; on the contrary, it is relevant, tending to show that there is an unfulfilled demand for taxicab service in certain sections of the city of Philadelphia.

6. The Commission has the responsibility to ensure that the quantity and quality of taxicab service available to the public in Philadelphia is as independent as possible, at any given time, from changes in taxicab companies' management.

7. Adequacy of taxicab service should not be solely a function of who happens to be in control of any one company in Philadelphia at any given time.

8. The 1976 survey by the Commission Staff does not negate the findings of the earlier Staff survey.

9. The Commission need not, and should not, accept the premise that competition among transportation carriers is necessarily destructive and contrary to the public interest.

10. The object of the Public Utility Law is not to guarantee the security of the investment in public service corporations, but first, and at all times, to serve the interest of the public.

11. The Yellow Cab Company's financial condition is germane to the question of adequacy of existing service.

12. It is in the public interest for the additional taxicabs to be certified in Philadelphia to be organized and regulated in a manner such that they do not excessively congregate or cruise in a few lucrative locations now receiving adequate service.

IT IS ORDERED:

1. That the investigation at I.D. 171 be and is hereby closed insofar as it relates to adequacy of taxicab service in Philadelphia, and that the respondents be notified of the above ruling and of the above findings made by this Commission.

2. That the Rule to Show Cause adopted by this Commission on September 25, 1973, at A. 10548 and consolidated into the instant proceeding, remain open pending further consideration by this Commission.

3. The Commission's Staff is hereby directed to develop a plan, the purpose of which shall be to help the Commission to deal in an expedient manner with the applications encompassed in I.D. 171 and further applications, and to insure that adequate taxi service is provided in all areas of Philadelphia.

BY THE COMMISSION,

C. J. McElwee
Secretary

(SEAL)

ORDER ADOPTED: March 31, 1977

ORDER ENTERED: MAY 16 1977

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17120

Public Meeting held April 11, 1979

Commissioners Present:

W. Wilson Goode, Chairman
Louis J. Carter, dissenting
Michael Johnson

Application of Penn Radio Cab, Inc., a
corporation of the State of Pennsylvania
for amendment to its certificate: SO AS
TO PERMIT the transportation of persons
upon call or demand in the city and county
of Philadelphia.

A-00092657
P. 1, An-A

ORDER NISI

BY THE COMMISSION:

This matter comes before the Commission on an application
filed August 3, 1973. Public notice of the application was given in
the Pennsylvania Bulletin of November 4, 1978.

Having determined necessity for the proposed service in our
order on I.D. 171, we now find from the record that the applicant
currently operates a radio dispatched call and demand service limited
to a portion of Philadelphia. Upon consideration of all matters of
record and particularly a comparative analysis of the annual reports
of the applicant and other certificated call and demand (taxicab)
operators in the city of Philadelphia as filed with this Commission,
we find the applicant to be fit to receive additional operating
authority; THEREFORE,

IT IS ORDERED: That the application be and is hereby approved
and that the certificate issued on March 17, 1966, shall now be amended
to include the following rights:

To transport, as a common carrier, persons, upon call
or demand, in the city and county of Philadelphia;

subject to the following conditions:

That the applicant is limited to the use
of thirty (30) vehicles.

DOCUMENT
FOLDER

That all of the equipment authorized under the authority granted herein shall be radio dispatched; and also shall be marked so as to be distinguishable from the equipment used in the currently certificated area.

That the authority and vehicles granted herein are not divisible or severable; and cannot be pledged as security or collateral unless first approved by this Commission.

IT IS FURTHER ORDERED: That the additional authority herein authorized is to be operated in such a manner so as not to diminish the level of service in applicant's currently authorized area.

IT IS FURTHER ORDERED: That the authority granted herein is subject to the applicant submitting proof to the Commission that the vehicles to be operated under the authority granted herein are insured and operational.

IT IS FURTHER ORDERED: That unless exceptions are filed in this proceeding within ten (10) days from the date of service, this order shall become final.

IT IS FURTHER ORDERED: That the Applicant shall not engage in any transportation granted herein until it shall have complied with the requirements of the Pennsylvania Public Utility Law and the rules and regulations of this Commission relative to the filing and acceptance of a tariff establishing just and reasonable rates.

IT IS FURTHER ORDERED: That in the event said applicant has not, on or before thirty (30) days from the date this order becomes final, complied with the requirements hereinbefore set forth, the application shall be dismissed without further proceedings.

IT IS FURTHER ORDERED: That the authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

BY THE COMMISSION,



William P. Thierfelder
Acting Secretary

(SEAL)

ORDER ADOPTED: April 11, 1979

ORDER ENTERED: April 27, 1979

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of Penn : Docket No.
: :
Cab Company : A-00110733

INITIAL DECISION

Before
CYNTHIA WILLIAMS FORDHAM
Administrative Law Judge

DOCKETED
MAY 17 1996

**DOCUMENT
FOLDER**

HISTORY OF THE PROCEEDING

On March 8, 1993, the Penn Cab Company ("Applicant") filed an application with the Pennsylvania Public Utility Commission ("Commission") to transfer part of the rights held by Philly Cab Co. under the certificate of public convenience at A-00107245, F.1. The application is for the right to begin to transport (1) persons between points in that part of Philadelphia bounded by Washington Lane, Cheltenham Avenue, City Line, Stenton Avenue, Northwestern Avenue and Wissahickon Avenue at specified rates for use of the vehicle (regardless of the number of passengers carried or the lapse of time) and from points in that area to points outside thereof, and from points outside the city of Philadelphia to points in the area at hourly rates, with a minimum charge of two dollars (\$2.00), all transportation to be in answer to calls made either in person or by telephone at the certificate holder's stand located at 529 West Sedgwick Street in the city of Philadelphia; and (2) to transport, as a common carrier, by motor vehicle, persons upon call or demand between points in the city of

Philadelphia bounded by School Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Mannawanna Avenue, Hagey Street, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane and Wissahickon Avenue, and that portion of Whitemarsh Township, Montgomery County bounded by County Line, Ridge Avenue, Butler Pike and Bethlehem Pike, and that portion of Springfield Township, Montgomery County bounded by Mermaid Lane, Stenton Avenue, Valley Green Road and Limekiln Pike, and from points in the said area to points outside the area, and vice versa, in answer to calls made either in person or by telephone to the certificate holder's stand located at the Chestnut Hill Station of the Reading Company or the premises located at 45 East Chestnut Hill Avenue, city of Philadelphia; which is to be a transfer of part of the rights under the certificate issued at A-00107245, F.1, to Philly Cab Company; a corporation of the Commonwealth of Pennsylvania, subject to the same limitations and conditions.

This transfer will give the applicant authority to operate taxicabs for which medallions have not been issued and for which P numbers have not been assigned.

In its order adopted on September 23, 1993, the Commission questioned whether 66 Pa. C.S. §2404 applied to this situation. The Commission noted that this was the first transfer application designed to allow taxicabs without medallions and P numbers to operate in sections of Philadelphia. Consequently, the Commission ordered that the application be assigned to the Office

of Administrative Law Judge for public hearing and that the Law Bureau participate as a party.

A hearing in this matter was scheduled to be held on May 18, 1994 at 10:00 a.m. in the Philadelphia State Office Building with Administrative Law Judge Cynthia Williams Fordham as the presiding officer. The hearing was cancelled because the parties had reached an agreement. On July 18, 1994, the Administrative Law Judge received a Stipulation of Facts and Consent Agreement executed by Jacob Gabbay, President of Penn Cab Co., Richard M. Meltzer, Esquire, attorney for Penn Cab Co. and Janet M. Sloan and Rhonda L. Daviston, Assistant Counsels for the Commission's Law Bureau. By Order, dated August 8, 1994, the Administrative Law Judge did not approve the Stipulation of Facts and Consent Agreement and instructed that the application be scheduled for a hearing.

A hearing in this matter was held on October 14, 1994. The Applicant was represented by Richard M. Meltzer, Esquire. The Applicant presented nine witnesses including: Jacob Gabbay, one of the Applicant's owners; Paul Kenney, Sr.; the Applicant's manager, five drivers and one customer. Janet M. Sloan, Esquire and Rhonda L. Daviston, Esquire represented the Law Bureau. The Law Bureau presented two witnesses, Barry Ernst, Director of the Commission's Bureau of Transportation, and Sant Harrison, Philadelphia Regional Manager for the Commission's Bureau of Transportation and Safety. The record was held open in light of the pending investigation into the future need for taxicabs in Philadelphia, I-920022, and for

submission of additional documentary evidence if necessary.¹ The Applicant and the Law Bureau filed main briefs. The record was closed on December 22, 1995. The record was reopened on April 3, 1996 to allow the parties to submit a stipulation containing corrected language for the existing operating authority. The parties submitted the stipulation on May 2, 1996.

The record in this case consists of 128 pages of transcribed testimony, one exhibit and the stipulation of the parties.

SUMMARY OF EVIDENCE

The relevant portions of the summary of testimony will be included in the Findings of Fact and in the Discussion. The witnesses and exhibits in this proceeding were as follows:

Jacob Gabbay, one of the Applicant's owners, testified about the nonmedallioned cabs operated by Philly Cab and the possible conversion to medallioned taxicabs.

Paul Kenney, Sr., the President of P. I. Kenney Associates and former Commission employee, testified about the authority that the Applicant wants the Commission to transfer. He sponsored Applicant Exhibit 1 - a map of the service territory.

Menachen (Mike) Reibenbach, the manager of the nonmedallioned Philly taxicabs, testified.

¹ The Applicant's request to have an additional witness testify was withdrawn.

Earl Huling, a Philly Cab driver for 3 years and part-time dispatcher, testified about the need for the service in Germantown, the importance of having drivers who are familiar with the area, the vehicles and the amount of business the nonmedallioned taxicabs have.

Evelyn Whiting, a Philly Cab driver for 2½ years and Germantown resident, testified.

William Jackson, a Philly Cab driver for 3 years and a Germantown resident, testified.

Bazil Malone, a Philly Cab driver for 2 years and a Germantown resident, testified.

Donald Marshall, a Philly Cab driver for 2 years and a Germantown resident, testified.

Joan Shumaker, a Mount Airy resident who has been a customer of Philly Cab for at least three years, testified about the reliability of the service and her dissatisfaction with other taxicab companies.

Barry Ernst, the Director of the Commission's Bureau of Transportation, testified about the origin of Penn Radio authority, the Commission's directive that service in the Germantown area should not be diminished, the number of medallioned taxicabs in Philadelphia and the authority of two suburban taxicab companies that have authority to operate in specified areas of Philadelphia.

Sant Harrison, the Regional Manager of the Commission's Bureau of Transportation and Safety in Philadelphia and a Germantown resident, testified about the difficulty of driving in

Germantown, Philly Cab's voluntary compliance with some of the requirements in the Medallion Act, the need for the service and the advantages of conversion to medallioned taxicabs.

FINDINGS OF FACT

1. The Applicant is Penn Cab Company, 4800 Germantown Avenue, Philadelphia, PA.

2. Jacob Gabbay and his brother, Morris Gabbay, are the owners of Penn Cab Company (Tr. 96, 108).

3. At the time of the hearing the Gabbays were operating 42 nonmedallioned taxicabs under the Philly Cab Company rights that they sought to transfer to Penn Cab Company (Tr. 30).

4. In addition to operating nonmedallioned taxicabs, Philly Cab Company was operating 36 medallioned taxicabs at the time of the hearing (Tr. 19, 29, 40).

5. The Gabbays filed this application to separate the nonmedallioned taxicabs from the medallioned taxicabs (Tr. 109).

6. At the time of the hearing Barry Ernst was the Director of the Commission's Bureau of Transportation (Tr. 23, 24).

7. Pursuant to a Commission Order, adopted August 28, 1987, Docket No. A-00107245, the Commission granted 30 city-wide taxicab certificates to Philly Cab Company (Tr. 96).

8. The Commission is authorized to issue 1,600 medallion taxicabs in the City of Philadelphia (Tr. 31).

9. At the time of the hearing 1,444 medallioned taxicabs were operating in the City of Philadelphia (Tr. 31).

10. Around 1990 the number of medallioned taxicabs reached a peak of 1,535 (Tr. 34, 35).

11. In the Pennsylvania Public Utility Commission's Investigation Into The Future Need For Taxicabs in Philadelphia, I-00920022, the Commission ordered that no additional medallions should be issued except in the case of former owners who lost their certificates after purchasing them from Metro Transportation Company (Order entered March 23, 1995).

12. Walsh Cab Company and Bennett Taxicab are suburban taxicab companies that operate in sections of Philadelphia without a medallion (Tr. 30, 41, 42).

13. Walsh Cab Company primarily operates outside of Philadelphia (in Jenkintown) and occasionally in the Germantown and Cheltenham areas (Tr. 30, 41, 42, 120).

14. Bennett Taxicab operates substantially in the suburbs and the City Line area (Tr. 30, 42, 63).

15. Philly Cab's nonmedallioned taxicabs provide service to the following areas in Philadelphia: Germantown, Mount Airy, West Oak Lane, Chestnut Hill, Roxborough and Manayunk (Tr. 47, 69).

16. It is very difficult for a driver unfamiliar with the Germantown area to locate various streets, especially the one block streets (Tr. 46, 70, 71).

17. Philly Cab has little or no competition in providing service in the Germantown area (Tr. 44, 50, 78, 79, 92).

18. Sant Harrison is the Philadelphia Regional Manager of the Commission's Bureau of Transportation and Safety (Tr. 45).

19. Philly Cab has voluntarily complied with the inspection requirements, driver certification and tariff provisions in the Medallion Act (Tr. 48, 52-54, 60, 76).

20. Philly Cab has not complied with the vehicle age requirement and the protective barrier provision in the Medallion Act (Tr. 48, 76, 99).

21. Philly Cab does not pay the annual medallion fee (Tr. 58).

22. Philly Cab has a radio dispatch operation at 4800 Germantown Avenue in Philadelphia (Tr. 28, 62, 71, 72).

23. During the first two weeks in the month, Philly Cab's dispatches reach 1,500 in a 24 hour period (Tr. 72, 73).

24. Philly Cab transports regular customers to work, medical appointments, shopping facilities and school (Tr. 74).

25. Philly Cab has corporate accounts with nursing homes, a rehabilitation center and other facilities (Tr. 73).

26. During the 11:00 p.m. to 7:00 a.m. shift, Philly Cab receives as many as 200 calls for service (Tr. 78).

27. The name of some of the streets in the operating authority held by Philly Cab Company (A-00107245, F.1) are misspelled and some streets do not exist (Tr. 114-117; App. Ex. 1).

28. The parties have submitted a stipulation which reflects the current operating authority of Philly Cab Company (Stip.).

DISCUSSION

This transfer application was filed to separate Philly Cab's medallioned taxicabs from its nonmedallioned taxicabs. No protests were filed. The Commission requested that hearings be held to determine whether the authority should be cancelled as inconsistent with section 2404 of the Public Utility Code and the attendant regulations.

The options are to cancel the authority, transfer the authority as it currently exists, or convert the authority to medallioned taxicab service.

The Commission Should Not Cancel the Authority Sought by Penn Cab Company

The Commission has questioned whether 66 Pa. C.S. §2404 is applicable to the authority that Penn Cab is asking the Commission to transfer. That section reads as follows:

§2404. Certificate and medallion required

(a) **Procedure.** - A vehicle may not be operated as a taxicab in cities of the first class unless a certificate of public convenience is issued authorizing the operation of the taxicab and a medallion is attached to the hood of the vehicle. Prior to the issuance of a medallion, the certificate holder shall have its vehicle inspected by the commission. The commission shall require, by order or regulation, that each medallion holder submit to a periodic vehicle inspection of its taxicab by commission personnel to ensure that the vehicle meets the requirements of this title and commission regulations. Commission inspection requirements shall be in addition to the vehicle requirements set forth in Title 75 (relating to vehicles). Commission inspection and recording requirements shall be established by regulations. No vehicle which is more than six years old shall continue in operation as a taxicab. Notwithstanding the foregoing, the commission may

authorize the operation of antique vehicles in call or demand service in such circumstances as the commission may deem appropriate. Each medallion shall not be removed from a vehicle without prior notification to and permission of the commission. A medallion authorizes operation of a vehicle as a taxicab only for the fiscal year for which the medallion is issued.

(b) Protective barrier. - Each taxicab in cities of the first class shall be equipped with a protective barrier for the protection of the driver, separating the front seat from the back seat. The commission may provide for additional driver protection measures by order or regulation.

Although section 2404 of the Public Utility Code, 66 Pa. C.S. §2404, does not refer to citywide authority, 66 Pa. C.S. §2402 indicates that the medallion system was established in cities of the first class to provide holders of certificates of public convenience which authorize citywide call or demand service the opportunity to upgrade and improve the taxicabs. Pursuant to section 2402 and the Commission's regulations at 52 Pa. Code §30.11, holders of certificates of public convenience which authorize citywide call or demand service in Philadelphia have been required to obtain a medallion before operating in Philadelphia. The Medallion Act does not mention vehicles operated by a holder of a certificate of public convenience authorizing call or demand service in enumerated sections of Philadelphia. Both Mr. Ernst and Mr. Harrison testified that the Philly Cab Company's nonmedallioned taxicabs have voluntarily complied with certain requirements of the Medallion Act (Tr. 39, 40, 48). Philly Cab brings its vehicles to the Commission's office for an annual inspection, requires its

drivers to be certified, and uses the same tariff used by the medallioned taxicabs (Tr. 48).

Messrs. Ernst and Harrison agree that Philly Cab's nonmedallioned taxicabs cannot be required to comply with the Medallion Act because they are not utilized in citywide call or demand service (Tr. 39, 52-54).

It should be noted that each certificate of public convenience to provide taxicab service in Philadelphia permits the operation of one taxicab. Section 1103(c) of the Public Utility Code, 66 Pa. C.S. §1103(c). Philly Cab's authority is different because one certificate allows it to operate an unlimited number of vehicles. See Application of Philly Cab Co., A-00107245, Order entered August 28, 1987.

In Pa. Public Utility Commission v. Genco Services, Inc. t/a Cheldon Radio Cab Co., Inc., Docket No. A-00106517C912 (Order entered March 27, 1992), the Respondent's certificate of public convenience authorized it to operate in Montgomery County and the northeast section of Philadelphia. The Respondent objected to inspections conducted by Philadelphia Police Officers assigned to the Taxi Enforcement Unit. The Special Agent² reviewed the statute, regulations and the administrative interpretations of the Medallion Act and recommended that the Commission rule that the requirements set forth in the Medallion Act were not applicable to holders of certificates of public convenience without citywide

² At that time the undersigned Administrative Law Judge was Special Agent Williams.

authority. R.D. at pp. 12, 13. Since the Respondent admitted that it violated the general requirements for all taxicabs, the complaint could be sustained without deciding whether the Medallion Act applied to the Respondent. The Commission adopted the Recommended Decision and sustained the complaint.

The evidence in the record demonstrates that the Commission has historically directed the companies with this authority to provide service to designated areas in Philadelphia. Barry Ernst testified about a Commission investigation into the adequacy of taxicab service in Philadelphia that was docketed as I.D. 171 (Order entered May 16, 1977) (Tr. 25-26). The application of Penn Radio Cab, the predecessor certificate holder to Philly Cab Company, was one of over 100 applications that were consolidated into ID 171 (Tr. 27). Penn Radio was granted 30 city-wide certificates with certain conditions attached in 1979 at Docket No. A-00092657, F.1 Am-A, Order entered April 27, 1979. The Commission ordered Penn Radio to continue to operate its neighborhood authority in addition to the city-wide operation (Tr. 28). Mr. Ernst stated that the Commission specifically divided Penn Radio's authority into a citywide operation and service in a specific section of Philadelphia (Tr. 29).

In 1987 Philly Cab Company acquired the rights held by Penn Radio (Tr. 96). The transfer application was docketed at A-00107245. In its Order, entered on August 28, 1987, the Commission ordered Philly Cab to distinguish the thirty vehicles authorized to provide citywide service from the vehicles authorized

to provide service in specified areas. Jacob and Morris Gabbay were listed as the officers and owners of Philly Cab Company.

On April 4, 1990, the Medallion Act, 66 Pa. C.S. §§2401 et seq was passed. Pursuant to the Medallion Act each taxicab with citywide authority was required to have a certificate of public convenience and a medallion. 66 Pa. C.S. §2404. The Commission did not revoke Philly Cab's authority at that time or request that the certificate be converted to citywide authority.

Several witnesses testified that Walsh Cab Company and Bennett Cab Company also have authority to operate in portions of Philadelphia (Tr. 41, 42, 120). They do not have medallions and do not comply with the Medallion Act (Tr. 39). The evidence in the record indicates that they operate in Philadelphia occasionally (Tr. 30). Philly Cab is unique because it provides service to its certificated section of Philadelphia twenty-four hours a day (Tr. 78).

The concern that this transfer could set a precedent for having neighborhood taxicab companies is not supported by the evidence. This authority is for service to be provided in delineated sections of Philadelphia and the suburbs. Since the passage of the Medallion Act, new requests to operate only in Philadelphia would be governed by the Medallion Act. Existing authority to operate in the specific neighborhoods and the suburbs should not be cancelled.

Some of the witnesses testified that it is difficult to find locations in Germantown (Tr. 46, 56, 70, 87-92). The

nonmedallioned taxicabs hire drivers who are residents of Germantown and who are familiar with the area (Tr. 68, 69, 87, 88, 89, 90, 91, 92, 94). The record is replete with evidence concerning the need for the service (Tr. 34, 37, 38, 50, 51, 72-74, 78, 87-92). A driver testified that at the beginning of the month dispatches or wires for Philly Cab reach 1,500 in a twenty-four hour period (Tr. 72, 73). Eighty to ninety percent of Philly Cab's customers utilize the service two to three times a week (Tr. 74). Other taxicab companies do not service Philly Cab's certificated area because the drivers are unfamiliar with the area and many of the trips are short (Tr. 78, 79).

Joan Shumaker, the Philly Cab customer, testified that she had used the services for at least three years (Tr. 92). She was dissatisfied with the waiting time and inaccuracy of the meter in other taxicabs (Tr. 94). The service provided by Philly Cab is reliable and reasonable (Tr. 94).

All of the witnesses, including Messrs. Ernst and Harrison, testified that it would be disastrous if the authority was cancelled (Tr. 34, 44, 51, 72-74, 87-92). It should be noted that the authority also allows service to be provided in certain suburban areas. Earl Huling, one of the drivers, testified that Philly Cab provides services to the suburban areas at night when the suburban taxicab companies are not operating (Tr. 78). The Commission has recognized that most taxicab companies with citywide authority have taxicabs sitting at the airport and Center City while people in the neighborhoods receive inadequate service (Tr.

28, 32). Pennsylvania Public Utility Commission's Investigation Into The Future Need For Taxicabs in Philadelphia, I-00920022 (Order entered Mach 23, 1995, p. 10, I.D. pp. 5, 7). Consequently, it would not be in the best interest of the public to cancel this authority.

The Law Bureau supports the transfer of the existing rights of Philly Cab. The Law Bureau does not advocate the cancellation of the "neighborhood" authority. The Law Bureau agrees that this authority fulfills a public need.

Conversion to Medallions Is
Problematic at This Time

Conversion of Philly Cab's "neighborhood authority" would solve numerous problems. Mr. Harrison testified that his office receives complaints when a nonmedallioned taxicab is seen picking up or discharging a customer in Center City (Tr. 49, 50). Although Philly Cab Company has voluntarily complied with the inspection, driver certification and tariff provisions in the Medallion Act, it does not comply with the vehicle age requirement and the requirement of installing protective barriers (Tr. 52-58). Mr. Harrison stated that enforcement would be easier if the authority was converted. The distinction between regulating medallioned and nonmedallioned taxicabs would be eliminated (Tr. 57, 58). He suggested sixty medallioned taxicabs (Tr. 52).

Mr. Gabbay said that sixty medallioned taxicabs would provide him with an adequate number of vehicles to continue to provide service to the current service area (Tr. 106). He

mentioned that he would have to purchase new vehicles since most of the current vehicles are more than six years old (Tr. 99). In addition, the company would have to install partitions in the vehicles (Tr. 76). The medallion fees paid by the company would defray the expenses associated with the Commission's inspections of Philly Cab's vehicles and certification of the drivers (Tr. 58).

There is evidence in the record to show that the neighborhood service would continue if citywide authority was granted. The drivers have regular customers, little or no competition and they make about \$100 a day in the neighborhood (Tr. 52, 56, 57, 73, 75, 76, 87-92).

Nevertheless, this was advertised as a transfer of an existing authority. The Law Bureau contends that the application would have to be republished in the Pennsylvania Bulletin since the nature of the authority would be changed. The application could be protested by current medallion holders, former medallion holders and potential medallion holders.

Moreover, in the Investigation, I-00920011, the Commission found that additional medallions were not needed in Philadelphia. During the investigation, it was revealed that there is a list of approximately 500 applicants who have been waiting for over ten years to get a certificate of public convenience in Philadelphia.

In light of the procedural problems and potentially detrimental effect on existing medallion holders, I recommend that the authority not be converted to medallions at this time.

The Existing Authority Should Be Transferred

I recommend that the Commission approve the transfer of the current authority held by Philly Cab. During the hearing Paul Kenney testified that the authority contained several misspelled streets or streets that did not exist (Tr. 114-199; App. Ex. 1). He mentioned that Manatawna Avenue was misspelled, Cross Street should be removed, Limekiln Pike was misspelled and should be removed since it is not in Springfield Township (Tr. 117, 188). Therefore, he mentioned that the correction of the existing territory needed to be approved by the Commission (Tr. 119; App. Ex. 1).

Furthermore, it is clear that Philly Cab uses radio dispatch (Tr. 72). The authority indicates that calls are to be made to the certificate holder's stand or to designated locations.

The parties have submitted a stipulation which corrects the existing language and describes the current authority held by Philly Cab Company.

CONCLUSIONS OF LAW

1. The Commission has jurisdiction over the parties and the subject matter of this proceeding.

2. The Applicant has proven by a preponderance of the evidence that approval of the transfer will serve a useful public purpose and will be responsive to a public demand. 52 Pa. Code §41.14(a).

3. The provisions of the Medallion Act, especially 66 Pa. C.S. §§2402 and 2404(a), do not require the cancellation of the existing authority sought by the Applicant.

4. The transfer application should be approved.

ORDER

THEREFORE,

IT IS ORDERED:

1. That the Application filed by Penn Cab Company at A-00110733 for transfer of part of the operating authority currently held by Philly Cab Company at A-00107245, F.1 is hereby approved and that a certificate be issued granting the following rights: to transport (1) persons between points in that part of Philadelphia bounded by Washington Lane, Cheltenham Avenue, City Line, Stenton Avenue, Northwestern Avenue and Wissahickon Avenue and from points in that area to points outside thereof, and from points outside the city of Philadelphia to points in the area; and (2) to transport, as a common carrier, by motor vehicle, persons upon call or demand between points in the city of Philadelphia, bounded by School House Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Manatawana Avenue, Hagys Mill Road, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane, Wissahickon Avenue to points of beginning; and that portion of Whitemarsh Township, Montgomery County, bounded as follows: beginning on Ridge Pike; at the Springfield Township Line, northwest on Ridge

Pike to Butler Pike, northeast on Butler Pike to the Whitemarsh Township Line, southeast, along the Whitemarsh Township Line to Bethlehem Pike, south on Bethlehem Pike to Valley Green Road, northeast on Valley Green Road to the Whitemarsh Township Line, southwest along the Whitemarsh Township Line to Ridge Pike; and that portion of Springfield Township, Montgomery County, bounded as follows: beginning at the Springfield Township Line and Mermaid Lane, southwest on Mermaid Lane to Stenton Avenue, northwest on Stenton Avenue to the Springfield Township Line, northeast, southeast, southwest and southeast along the Springfield Township Line to Mermaid Lane; and from points in the said area to points outside the area and vice versa; Subject to the following condition: That all vehicles must be radio dispatched.

2. That the Applicant shall not engage in any transportation granted herein until it has complied with the requirements of the Pennsylvania Public Utility Code and the rules and regulations of this Commission relative to the filing of insurance and the filing and acceptance of a tariff establishing just and reasonable rates.

3. That the operating authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

4. That the certificate holder shall comply with all of the provisions of the Public Utility Code and all pertinent regulations of this Commission. Failure to comply shall be

sufficient cause to suspend, revoke or rescind the rights and privileges conferred by the certificate.

5. That in the event the Applicant has not, on or before sixty (60) days from the date of service of this Order, complied with the requirements set forth above, the application shall be dismissed without further proceedings.

6. That upon compliance with this Order, the right granted the transferor, Philly Cab Company, to operate in portions of Philadelphia and Montgomery Counties, at A-00107245, F.1, be cancelled and the record be marked closed.

Date:

May 3, 1996

Cynthia Williams Fordham
CYNTHIA WILLIAMS FORDHAM
Administrative Law Judge

PENNSYLVANIA
PUBLIC UTILITY COMMISSION

SERVICE OF NOTICE OF MOTOR CARRIER APPLICATIONS

Published in Pennsylvania Bulletin APR 10 1993

BUREAU OF TRANSPORTATION
COMMON CARRIER
March 1993

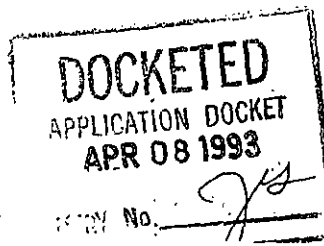
A-00110733

Application of Penn Cab Company, a corporation of the Commonwealth of Pennsylvania, for the right to begin to transport, as a common carrier, by motor vehicle, (1) persons between points in that part of Philadelphia bounded by Washington Lane, Cheltenham Avenue, City Line, Stenton Avenue, Northwestern Avenue and Wissahickon Avenue at specified rates for use of the vehicle (regardless of the number of passengers carried or the lapse of time) and from points in that area to points outside thereof, and from points outside the city of Philadelphia to points in the area at hourly rates, with a minimum charge of two dollars (\$2.00), all transportation to be in answer to calls made either in person or by telephone at the certificate holder's stand, located at 529 West Sedgwick Street, in the city of Philadelphia; and (2) to transport, as a common carrier, by motor vehicle, persons upon call or demand between points in that part of the city of Philadelphia bounded by School Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Mannawanna Avenue, Hagey Street, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane and Wissahickon Avenue, and that portion of Whitemarsh Township, Montgomery County bounded by County Line, Ridge Avenue, Butler Pike and Bethlehem Pike, and that portion of Springfield Township, Montgomery County, bounded by Mermaid Lane, Stenton Avenue, Valley Green Road and Limekiln Pike, and from points in the said area to points outside the area, and vice versa, in answer to calls made either in person or by telephone to the certificate holder's stand located at the Chestnut Hill Station of the Reading Company, or the premises located at 45 East Chestnut Hill Avenue, city of Philadelphia; which is to be a transfer of part of the rights under the certificate issued at A-00107245, F. 1 to Philly Cab Company, a corporation of the Commonwealth of Pennsylvania, subject to the same limitations and conditions.

NK:ll
3/16/93

Application received: 3/8/93
Application docketed: 3/12/93

NH



PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105-3265

Application of
Penn Cab Company

A-00110733

C O R R E C T E D
F I N A L O R D E R

The Commission by Order entered June 26, 1996 approved the decision of ALJ Cynthia W. Fordham dated May 3, 1996. That Order approved the transfer of a portion of the authority of Philly Cab Company at A-00107245, F.1 to Penn Cab Company at A-00110733. The authority to be transferred was limited to the "Germantown" neighborhood. It was clear from a review of the original authority that there was misspelled street names, or streets that did not exist. Therefore, the parties resolved this problem by correcting the language for the authority and submitted it as a stipulation. The authority in the ALJ's decision and the Commission's Order inadvertently included language from the original application which should not have been granted and was not part of the stipulation. Therefore, this corrected Order deletes the inadvertent language in the authority, i.e., all of Right No. (1), Commission Order of June 26, 1996; THEREFORE,

IT IS ORDERED:

1. That the Application filed by Penn Cab Company at A-00110733 for transfer of part of the operating authority currently held by Philly Cab Company at A-00107245, F.1 is hereby approved and that a certificate be issued granting the following right: to transport, as a common carrier, by motor vehicle, persons upon call or demand between points in the city of Philadelphia, bounded by School House Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Manatawana Avenue, Hagys Mill Road, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane, Wissahickon Avenue to points of beginning; and that portion of Whitemarsh Township, Montgomery County, bounded as follows: beginning on Ridge Pike; at the Springfield Township Line, northwest on Ridge Pike to Butler Pike, northeast on Butler

Pike to the Whitemarsh Township Line, southeast, along the Whitemarsh Township Line to Bethlehem Pike, south on Bethlehem Pike to Valley Green Road, northeast on Valley Green Road to the Whitemarsh Township Line, southwest along the Whitemarsh Township Line to Ridge Pike; and that portion of Springfield Township, Montgomery County, bounded as follows: beginning at the Springfield Township Line and Mermaid Lane, southwest on Mermaid Lane to Stenton Avenue, northwest on Stenton Avenue to the Springfield Township Line, northeast, southeast, southwest and southeast along the Springfield Township Line to Mermaid Lane; and from points in the said area to points outside the area and vice versa; Subject to the following condition: That all vehicles must be radio dispatched.

2. That the Applicant shall not engage in any transportation granted herein until it has complied with the requirements of the Pennsylvania Public Utility Code and the rules and regulations of this Commission relative to the filing of insurance and the filing and acceptance of a tariff establishing just and reasonable rates.

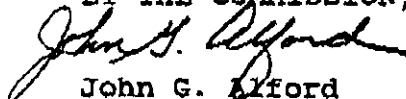
3. That the operating authority granted herein, to the extent that it duplicates authority now held by or subsequently granted to the carrier, shall not be construed as conferring more than one operating right.

4. That the certificate holder shall comply with all of the provisions of the Public Utility Code and all pertinent regulations of this Commission. Failure to comply shall be sufficient cause to suspend, revoke or rescind the rights and privileges conferred by the certificate.

5. That in the event the Applicant has not, on or before sixty (60) days from the date of service of this Order, complied with the requirements set forth above, the application shall be dismissed without further proceedings.

6. That upon compliance with this Order, the right granted the transferor, Philly Cab Company, to operate in portions of Philadelphia and Montgomery Counties, at A-00107245, F.1, be cancelled and the record be marked closed.

BY THE COMMISSION,



John G. Eiford
Secretary

(SEAL)

ORDER ENTERED: JUL 25 1996

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105-3265

Application of
Penn Cab Company

A-00110733

F I N A L O R D E R

In accordance with the provisions of Section 332(h) of the Public Utility Code, 66 Pa. C.S. §332(h), the decision of Administrative Law Judge Cynthia W. Fordham dated May 3, 1996, has become final without further Commission action; THEREFORE,

IT IS ORDERED:

1. That the Application filed by Penn Cab Company at A-00110733 for transfer of part of the operating authority currently held by Philly Cab Company at A-00107245, F.1 is hereby approved and that a certificate be issued granting the following rights: to transport (1) persons between points in that part of Philadelphia bounded by Washington Lane, Cheltenham Avenue, City Line, Stenton Avenue, Northwestern Avenue and Wissahickon Avenue and from points in that area to points outside thereof, and from points outside the city of Philadelphia to points in the area; and (2) to transport, as a common carrier, by motor vehicle, persons upon call or demand between points in the city of Philadelphia, bounded by School House Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Manatawana Avenue, Hagys Mill Road, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane, Wissahickon Avenue to points of beginning; and that portion of Whitemarsh Township, Montgomery County, bounded as follows: beginning on Ridge Pike; at the Springfield Township Line, northwest on Ridge Pike to Butler Pike, northeast on Butler Pike to the Whitemarsh Township Line, southeast, along the Whitemarsh Township Line to Bethlehem Pike, south on Bethlehem Pike to Valley Green Road,

LIST OF CHANGES MADE BY THIS TARIFF

Operating authority is amended by Commission Order entered June 26, 1976.

OPERATING AUTHORITY (C)

To Transport, as a common carrier, by motor vehicle, persons upon call or demand between points in the city of Philadelphia, bounded by School House Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Manatawanna Avenue, Hagys Mill Road, Fort Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane, Wissahickon Avenue to points of beginning; and that portion of Whitemarsh Township, Montgomery County, bounded as follows: beginning on Ridge Pike; at the Springfield Township Line, northwest on Ridge Pike to Butler Pike, northeast on Butler Pike to the Whitemarsh Township Line, southeast, along the Whitemarsh Township Line to Bethlehem Pike, south on Bethlehem Pike to Valley Green Road, northeast on Valley Green Road to the Whitemarsh Township Line, southwest along the Whitemarsh Township Line to Ridge Pike; and that portion of Springfield Township, Montgomery County, bounded as follows: beginning at the Springfield Township Line and Mermaid Lane, southwest on Mermaid Lane to Stenton Avenue, northwest on Stenton Avenue to the Springfield Township line, northeast, southeast, southwest and southeast along the Springfield Township Line to Mermaid Lane; and from points in the said area to points outside the area and vice versa;

subject to the following condition:

That all vehicles must be radio dispatched.

(C) Indicates change or addition .

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of Penn : DOCKET NO.
Cab Company : A-00110733

RECORDED
INDEXED
AUG 10 1994
INFO. CONTROL DIV.

ORDER

Before
CYNTHIA M. WILLIAMS
Administrative Law Judge

HISTORY OF THE PROCEEDING

On March 8, 1993, the Penn Cab Company ("Applicant") filed an application with the Pennsylvania Public Utility Commission ("Commission") to transfer part of the rights held by Philly Cab Co. under the certificate of public convenience at A-00107245, F. 1. The application is for the right to begin to transport (1) persons between points in that part of Philadelphia bounded by Washington Lane, Cheltenham Avenue, City Line, Stenton Avenue, Northwestern Avenue and Wissahickon Avenue at specified rates for use of the vehicle (regardless of the number of passengers carried or the lapse of time) and from points in that area to points outside thereof, and from points outside the city of Philadelphia to points in the area at hourly rates, with a minimum charge of two dollars (\$2.00), all transportation to be in answer to calls made either in person or by telephone at the certificate holder's stand located at 529 West Sedgwick Street in the city of Philadelphia; and (2) to transport, as a common

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FOLDER
AUG 18 1994

carrier, by motor vehicle, persons upon call or demand between points in that part of the city of Philadelphia bounded by School Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Mannawanna Avenue, Hagey Street, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane and Wissahickon Avenue, and that portion of Whitemarsh Township, Montgomery County bounded by County Line, Ridge Avenue, Butler Pike and Bethlehem Pike, and that portion of Springfield Township, Montgomery County bounded by Mermaid Lane, Stenton Avenue, Valley Green Road and Limekiln Pike, and from points in the said area to points outside the area, and vice versa, in answer to calls made either in person or by telephone to the certificate holder's stand located at the Chestnut Hill Station of the Reading Company or the premises located at 45 East Chestnut Hill Avenue, city of Philadelphia; which is to be a transfer of part of the rights under the certificate issued at A-00107245, F. 1, to Philly Cab Company; a corporation of the Commonwealth of Pennsylvania, subject to the same limitations and conditions.

This transfer will give the applicant authority to operate taxicabs for which medallions have not been issued and for which P numbers have not been assigned.

In its order adopted on September 23, 1993, the Commission questioned whether 66 Pa. C.S. §2404 applied to this

situation. The Commission noted that this was the first transfer application designed to allow taxicabs without medallions and P numbers to operate in sections of Philadelphia. Consequently, the Commission ordered that the application be assigned to the Office of Administrative Law Judge for public hearing and that the Law Bureau participate as a party.

A hearing in this matter was scheduled to be held on May 18, 1994 at 10:00 a.m. in the Philadelphia State Office Building with Cynthia M. Williams as the presiding officer. The hearing was cancelled because the parties stated that they had reached an agreement. On July 18, 1994, the Administrative Law Judge received a Stipulation of Facts and Consent Agreement executed by Jacob Gabbay, President of Penn Cab Co., Richard M. Meltzer, Esquire, attorney for Penn Cab Co. and Janet M. Sloan and Rhonda L. Daviston, Assistant Counsels for the Commission's Law Bureau.

DISCUSSION

The consent agreement indicated that the applicant's authority to provide call and demand service in the City of Philadelphia is limited to fares originating in or terminating in the Germantown neighborhood of Philadelphia. It is noted that the authority held by Philly Cab Company was granted prior to the passage of the medallion legislation, 66 Pa. C.S. §2401 et seq., on April 4, 1990. The parties distinguished the applicant's

proposed service by stating the authority provides for "neighborhood" service rather than citywide call or demand service. The parties said that Germantown is an economically depressed area that is not adequately serviced by medallioned taxicabs. According to the Bureau of Safety and Compliance Philly Cab has voluntarily complied with the driver certification provisions, tariff for Philadelphia taxicabs and inspection procedures.

Nevertheless, the consent agreement fails to address whether 66 Pa. C.S. §2404 is applicable to this service. Section 2404 provides:

§2404. Certificate and medallion required

(a) **Procedure.** - A vehicle may not be operated as a taxicab in cities of the first class unless a certificate of public convenience is issued authorizing the operation of the taxicab and a medallion is attached to the hood of the vehicle. Prior to the issuance of a medallion, the certificate holder shall have its vehicle inspected by the commission. The commission shall require, by order or regulation, that each medallion holder submit to a periodic vehicle inspection of its taxicab by commission personnel to ensure that the vehicle meets the requirements of this title and commission regulations. Commission inspection requirements shall be in addition to the vehicle requirements set forth in Title 75 (relating to vehicles). Commission inspection and recording requirements shall be established by regulations. No vehicle which is more than six years old shall continue in operation as a taxicab. Notwithstanding the foregoing, the commission may authorize the operation of antique

vehicles in call or demand service in such circumstances as the commission may deem appropriate. Each medallion holder's tariff rates shall be clearly and visibly displayed in each taxicab. A medallion shall not be removed from a vehicle without prior notification to and permission of the commission. A medallion authorizes operation of a vehicle as a taxicab only for the fiscal year for which the medallion is issued.

(b) Protective barrier. - Each taxicab in cities of the first class shall be equipped with a protective barrier for the protection of the driver, separating the front seat from the back seat. The commission may provide for additional driver protection measures by order or regulation.

Section 2404 prohibits a vehicle from being operated as a taxicab in Philadelphia without a certificate of public convenience and a medallion. Although 66 Pa. C.S. §2402 refers to citywide authority, the provisions of the Medallion Act have not been interpreted to allow a taxicab to operate in Philadelphia without a medallion. Furthermore, the service is not merely a neighborhood service since the service area is not limited to Germantown.

It has been noted that Philly Cab has voluntarily complied with the driver certification regulations, the Philadelphia tariff rates and some of the inspection requirements. However, there is no evidence that Philly Cab or Penn Cab complies with the foregoing requirements: that the taxicab cannot be more than six years old; that a protective

barrier is in the taxicab; and that an annual medallion fee is paid.

Since this is a novel issue, additional evidence is needed before a decision is rendered. This case could set a precedent for having certificated taxicabs without medallions and P numbers that only operate in certain sections of Philadelphia. Therefore, it would be consistent with the public interest to have a hearing in this matter to elicit information concerning underserved areas, whether Germantown is economically depressed and whether certain taxicabs should be exempt from the Medallion Act.

In light of the questions that remain unanswered, the undersigned Administrative Law Judge does not approve the consent agreement submitted by the parties. Accordingly, the case should be scheduled for a hearing.

ORDER

THEREFORE,

IT IS ORDERED:

1. That the Stipulation of Fact and Consent Agreement submitted in this matter is not approved.

2. That this application be scheduled for a hearing to determine the applicability of 66 Pa. C.S. §2404 to the service to be provided by the applicant.

August 8, 1994
DATE

Cynthia M. Williams
CYNTHIA M. WILLIAMS
Administrative Law Judge

RECEIVED
AUG 10 1994
OFFICE OF THE
PUBLIC UTILITY COMMISSION

BEFORE

THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

- - - - -

In re: A-00110733, Application of Penn Cab Company
Begin common carrier (transfer) - persons
between points in that part of Philadelphia
bounded by Washington Lane, Cheltenham Avenue,
etc.; which is to be a transfer of part of the
rights under the certificate issued at
A-00107245 to Philly Cab Company, subject to
the same limitations and conditions. Hearing.

- - - - -

Philadelphia, Pennsylvania
October 14, 1994

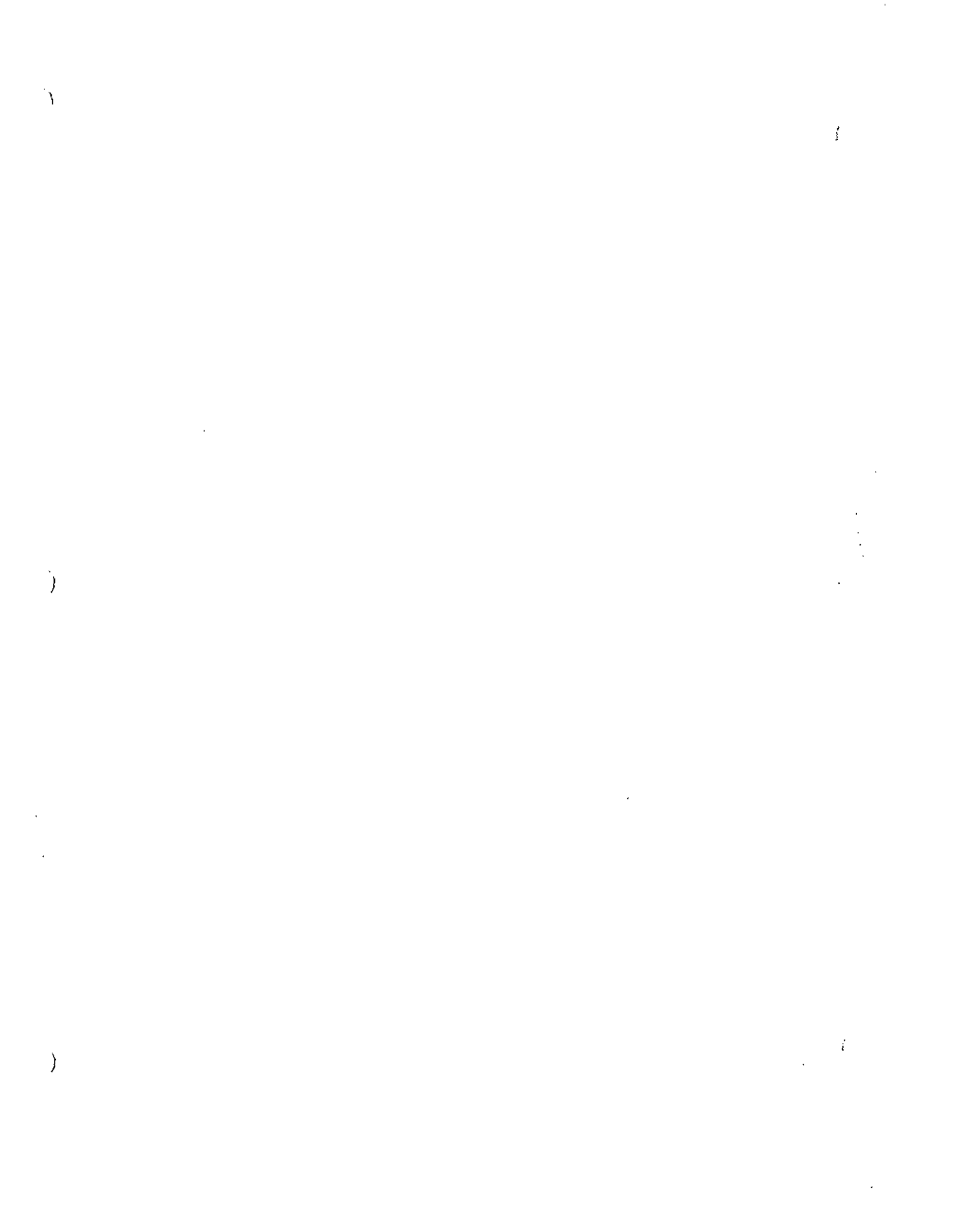
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Pages 1 to 128, inclusive

- - - - -

HOLBERT ASSOCIATES
P.O. Box 6144
Harrisburg, Pennsylvania 17112-0144

COPY



BEFORE

THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: A-00110733, Application of Penn Cab Company
Begin common carrier (transfer) - persons
between points in that part of Philadelphia
bounded by Washington Lane, Cheltenham Avenue,
etc.; which is to be a transfer of part of the
rights under the certificate issued at
A-00107245 to Philly Cab Company, subject to
the same limitations and conditions. Hearing.

Stenographic report of hearing held
at the Philadelphia State Office Building,
Broad and Spring Garden Streets,
13th Floor Hearing Room, Philadelphia,
Pennsylvania,

Friday,
October 14, 1994
at 10:00 a.m.

BEFORE

CYNTHIA A. WILLIAMS, ADMINISTRATIVE LAW JUDGE

APPEARANCES:

JANET M. SLOAN, ESQ.
P.O. Box 3265
Harrisburg, Pennsylvania 17102
Appearing on behalf of PA PUC Law Bureau

RHONDA L. DAVISTON, ESQ.
P.O. Box 3265
Harrisburg, Pennsylvania 17102
Appearing on behalf of PA PUC Law Bureau

RICHARD M. MELTZER, ESQ.
1735 Market Street
Philadelphia, Pennsylvania 19003
Appearing on behalf of Penn Cab Company

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<u>Law Bureau:</u>	<u>DIRECT</u>	<u>CROSS</u>	<u>REDIRECT</u>	<u>RECROSS</u>
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<u>No.</u>	<u>Identified</u>	<u>Admitted</u>
App. 1	122	122

2 1 ADMINISTRATIVE LAW JUDGE WILLIAMS: Good morning.
2 I'm Administrative Law Judge Cynthia A. Williams, and
3 this is the time and date set for hearing the
4 Application of Penn Cab Company at Docket A-00110733.

5 I note for the record the appearances of Janet M.
6 Sloan for the Pennsylvania Public Utility Commission Law
7 Bureau, Rhonda L. Daviston for the Pennsylvania Public
8 Utility Commission Law Bureau and Richard M. Meltzer for
9 the Applicant, Penn Cab Company.

10 I would note that this application was filed on
11 March 8, 1993 and the unopposed application was
12 certified to the Commission. In an order from the
13 Commission entered on September 28, 1993 it indicated
14 that the Pennsylvania Utility Code at 66 Pa. C.S.
15 Section 2404 requires that a vehicle may not be operated
16 as a taxicab in the cities of the first class unless a
17 certificate of public convenience is issued authorizing
18 the operation of the taxicab and a medallion is attached
19 to the hood of the vehicle.

20 Section 2404(c) further provides that a vehicle
21 authorized by a certificate to provide call or demand
22 service in the cities of the first class, may transport
23 persons and their baggage upon call or demand; and
24 parcels, packages and property at the same basic metered
25 rate charged to passengers, between points in the city

2 1 of the first class for which a certificate is issued;
2 from any point in the city of the first class for which
3 a certificate is issued to any point in the
4 Commonwealth; from any point in the Commonwealth to any
5 point in the city of the first class for which a
6 certificate is issued if the request for service for
7 such transportation is received by call to its radio
8 dispatch service; and from any point in the city of the
9 first class for which a certificate is issued to any
10 point outside the Commonwealth as a continuous part of a
11 trip.

12 Since portions of the City of Philadelphia are
13 here involved and since medallions and P numbers have
14 not been assigned, a question arises as to the
15 applicability of 66 Pa. C.S. Section 2404.

16 Therefore, the Commission assigned this case to
17 the Office of Administrative Law Judge for a public
18 hearing to determine whether or not the authority
19 involved should be cancelled as not consistent with the
20 medallion legislation and the rules and regulations of
21 the Commission thereof.

22 A hearing was set in this matter for May 18,
23 1994. Since the parties indicated that they were
24 working on a settlement, that hearing was cancelled.

25 I subsequently received a settlement, reviewed

Germantown Cab Co.
800 Chestnut St. Ste. 103
Philadelphia, PA 19107
P: (215) 733-0461 F: (215) 733-0464

September 23, 2011

Silvan B. Lutkewitte, III
Chairman
Independent Regulatory Review Commission
14th Floor
333 Market Street
Harrisburg, PA 17101

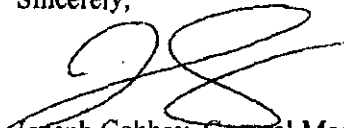
Dear Chairman Lutkewitte,

We are presenting this transcript of a hearing held before the Pennsylvania Public Utility Commission on October 14, 1994. This transcript contains testimony in reference to "the applicability of 66 Pa. C.S. Section 2404" (pg. 4, 5) to non-medallion "neighborhood" cabs. The issue of applicability was raised because "portions of the City of Philadelphia are here involved and since medallions and P numbers have not been assigned" (5).

In the testimony presented by three representatives of the PUC you will find information pertaining to the history of Germantown Cab Company (formerly Penn Cab) and how that history relates to our value to the neighborhood we serve. There is also information on PUC policy regarding assessments, exemptions, inspections, and shield policy as they relate to nonmedallion or "neighborhood" cabs operating under the Medallion Act.

Testimony in this transcript also pertains directly to the PPA's public comments concerning the definition of "partial-rights" cabs in the Final Order. On page 21 there is a specific use of the term "*neighborhood cabs*" to describe our operation. Throughout the document you will notice that the PUC never used the term "partial-rights." The terminology used throughout this document is contrary to the PPA's response in the Final Order that attempts to validate the term "partial-rights": "*The term —partial-rights taxicab has evolved over the decades and is the term employed within the Philadelphia taxicab community.*"

Sincerely,



Joseph Gabbay, General Manager
Germantown Cab Company

BEFORE

THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

- - - - -

In re: A-00110733, Application of Penn Cab Company
Begin common carrier (transfer) - persons
between points in that part of Philadelphia
bounded by Washington Lane, Cheltenham Avenue,
etc.; which is to be a transfer of part of the
rights under the certificate issued at
A-00107245 to Philly Cab Company, subject to
the same limitations and conditions. Hearing.

- - - - -

Philadelphia, Pennsylvania
October 14, 1994

- - - - -

Pages 1 to 128, inclusive

- - -

HOLBERT ASSOCIATES
P.O. Box 6144
Harrisburg, Pennsylvania 17112-0144

COPY

BEFORE

THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

- - - - -

In re: A-00110733, Application of Penn Cab Company
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- - - - -

Stenographic report of hearing held
at the Philadelphia State Office Building,
Broad and Spring Garden Streets,
13th Floor Hearing Room, Philadelphia,
Pennsylvania,

Friday,
October 14, 1994
at 10:00 a.m.

BEFORE

CYNTHIA A. WILLIAMS, ADMINISTRATIVE LAW JUDGE

APPEARANCES:

JANET M. SLOAN, ESQ.
P.O. Box 3265
Harrisburg, Pennsylvania 17102
Appearing on behalf of PA PUC Law Bureau

RHONDA L. DAVISTON, ESQ.
P.O. Box 3265
Harrisburg, Pennsylvania 17102
Appearing on behalf of PA PUC Law Bureau

RICHARD M. MELTZER, ESQ.
1735 Market Street
Philadelphia, Pennsylvania 19003
Appearing on behalf of Penn Cab Company

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I would note that this application was filed on
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of the first class for which a certificate is issued; from any point in the city of the first class for which a certificate is issued to any point in the Commonwealth; from any point in the Commonwealth to any point in the city of the first class for which a certificate is issued if the request for service for such transportation is received by call to its radio dispatch service; and from any point in the city of the first class for which a certificate is issued to any point outside the Commonwealth as a continuous part of a trip.

Since portions of the City of Philadelphia are here involved and since medallions and P numbers have not been assigned, a question arises as to the applicability of 66 Pa. C.S. Section 2404.

Therefore, the Commission assigned this case to the Office of Administrative Law Judge for a public hearing to determine whether or not the authority involved should be cancelled as not consistent with the medallion legislation and the rules and regulations of the Commission thereof.

A hearing was set in this matter for May 18, 1994. Since the parties indicated that they were working on a settlement, that hearing was cancelled.

I subsequently received a settlement, reviewed

2 1 it, and in my order dated August 8, 1994 did not approve
2 the settlement. I indicated that although 66 Pa. C.S.
3 Section 2402 refers to city-wide authority, the
4 provisions of the Medallion Act have not been
5 interpreted to allow a taxicab to operate in
6 Philadelphia without a medallion. Furthermore, the
7 service is not merely a neighborhood service since the
8 service area is not limited to the Germantown section of
9 the city.

10 I indicated that this case could set a precedent
11 for having certificated taxicabs without medallions and
12 P numbers that only operate in certain sections of
13 Philadelphia. Therefore, it would be consistent with
14 the public interest to have a hearing in this matter to
15 elicit information concerning underserved areas, whether
16 Germantown is economically depressed and whether certain
17 taxicabs should be exempt from the Medallion Act.

18 Now, I understand there are some prehearing
19 matters to be discussed before we take testimony.

20 Which party would like to go first?

21 MR. MELTZER: Why don't you go first. You're
22 more prepared than I am.

23 MS. SLOAN: With that dubious distinction, Your
24 Honor, Mr. Meltzer and I and Rhonda have had numerous
25 conversations regarding this matter, and I think at the

2 1 prehearing what we'd like to do is explain our thinking
2 to you, tell you what witnesses we have available for
3 today, and make sure that we're eliciting the kind of
4 record that you wish, and possibly see if we can
5 resubmit our settlement in light of the sort of record
6 that we wish to develop today.

7 We've had numerous discussions about the options
8 available to Penn Cab Company in order to satisfy this
9 application to transfer that section of their authority,
10 which we have termed neighborhood authority. That's an
11 old term of art that has been left over for somewhat
12 close to ions, but it applies to this particular cab
13 company authority. It's the only one that exists at
14 this time.

15 I understand and I will present testimony from
16 Mr. Barry Ernst, who is the Director of the Bureau of
17 Transportation for the Public Utility Commission.

18 Mr. Ernst has informed me that at one time every
19 cab company in Philadelphia was a neighborhood cab
20 company involving radio stands and other rather
21 dinosaur-like qualities. Every other cab company that
22 had this authority has gone defunct. Penn Cab Company
23 is the last of its kind.

3 24 What has happened is even though it's the last of
25 its kind, it applied in 1973, according to the records

3 1 that I have, for certificates. Now the certificates
2 predated the medallion hearings in Philadelphia. This
3 is where the Commission decided that it was in its
4 interest, instead of having a certificate of public
5 convenience that allowed unlimited authority and
6 unlimited cabs under one certificate, but each
7 certificate would correspond to a cab. That obviously
8 predated the medallion, which is one medallion, one cab.

9 In 1979 -- again, Mr. Ernst is going to provide
10 this. This is more of an offer of proof. Mr. Ernst
11 will tell us that when the Commission came to
12 Germantown, the Commission said: You can have some
13 medallions in order to provide citywide transportation
14 of passengers, but you have to maintain the neighborhood
15 authority. That was a Commission order, and the reason
16 for that was based on an investigation, and he will
17 testify that investigation by the Commission was
18 Docketed ID171. It determines that that was a valuable
19 service, and that the Commission could not, in good
20 conscience, allow that authority to go by the wayside.

21 So consequently, when they applied for a
22 certificate, they were allowed some certificates to
23 provide citywide authority, but that was done with the
24 condition that they must continue the neighborhood
25 authority, and that will be the testimony of Mr. Ernst

3

1 as to the origins of this neighborhood authority and how
2 it still continues today.

3 We will also have Mr. Ernst testify about another
4 unusual group of cabs, which we in the Commission term
5 suburban cabs. Suburban cabs are cab companies that
6 have their main authority outside the perimeters of
7 Philadelphia; most often outside the counties of
8 Philadelphia, Montgomery County, Bucks County,
9 neighboring adjacent counties, but their main authority
10 is outside Philadelphia. However, a number of these
11 have authority that crosses over the boundaries of
12 Philadelphia and allows them to provide service within
13 the City of Philadelphia, but a small section.

14 Mr. Ernst will testify as to how many of those
15 still exist and the fact that they also do not provide
16 citywide authority, and that the Commission has found
17 that they do not need medallions. So that although this
18 is an unusual case, because this is the only cab company
19 that still exists that has non-citywide authority, there
20 are precedents involving authority in Philadelphia that
21 are not medallion, and the Commission has found that
22 those need not be medallion.

23 The only thing that I could find is a decision
24 that the Commission adopted in Genco Services, Inc.
25 trading as Cheldon Radio Cab Company. The Docket is

3 1 A-00106517C9102.

2 We will also present the Director of the Bureau
3 of Safety and Compliance here in Philadelphia. Mr.
4 Harrison will testify about his offices dealings with
5 Philadelphia Cab, the number of complaints they receive,
6 from whom they received complaints, the type of
7 complaints they receive.

8 Mr. Harrison has told us that it's a valuable
9 neighborhood service; that the majority of the residence
10 in Germantown enjoy the service; that it is really an
11 underserved community. He will testify as to why that
12 is.

13 He has personally told us that the reason it's so
14 underserved is because no one can find a way in nor out
15 of Germantown, and because it is what he calls a
16 transitional neighborhood, which means there are
17 sections that are affluent followed by sections that are
18 certainly economically depressed. But the biggest
19 upshot of the problem is no one else knows Germantown
20 unless you live in Germantown. So he will testify that
21 he has had a number of people inform him that the
22 neighborhood is underserved without this particular
23 service, without Penn Cab, that the other medallion cabs
24 tend to stay away from the area.

25 Mr. Harrison will also go into some

3 1 characterizations of Penn Cab and its service -- and Mr.
2 Harrison's here..

3 MR. HARRISON: Sorry, Your Honor, I'm late.

4 MS. SLOAN: Your Honor, with that, the Law Bureau
5 has no other witnesses nor testimony.

6 I believe Mr. Meltzer has other witnesses and
7 testimony, and he can obviously offer the proof of
8 those, but the upshot of the discussions that we've been
9 having, what happens to the authority if the settlement
10 doesn't go through, if we don't allow the transfer.

11 We have what I guess are the only two other
12 options, and that is to convert this particular
13 authority and the cabs that are now operated under the
14 neighborhood authority into medallion cabs, and there
15 are several problems inherent in that option, and I
16 think a number of the problems have been addressed in
17 the case that I cited earlier, the Cheldon' case. We do
18 have a cap on the number of cabs that are available.
19 Mr. Ernst will also give us the numbers, how many are
20 now operating and what is left over to be handed out.

4 21 We have got the problem that arose during the
22 investigation in the future need for taxicab service
23 which was held before Judge Kranzel. Judge Kranzel has
24 entered an initial decision. In that initial decision
25 Judge Kranzel recommended that the number be capped of

4 1 what now exists; there is no need for further, but he
2 also recommended that a certain group of people be
3 allowed the medallions. These are people who attempted
4 to purchase medallions from Metro Transportation through
5 an installment program.

6 There is no number available as to how many
7 entities exist under that subclass that Judge Kranzel
8 suggests get medallions, so we may be running into a
9 problem giving medallions to specific cabs and to the
10 ones recommended by Judge Kranzel and still maintaining
11 the cap that exists.

12 The other option is cancelling the authority, and
13 the Law Bureau is unwilling to advocate that position
14 given the testimony of the two directors of the
15 pertinent Commission bureaus.

16 We find that it is a valuable authority that we
17 will have underserved area if we would in fact cancel
18 this authority, and we just don't think that it is in
19 the best interest of the citizens of Philadelphia, in
20 particular for the citizens of this neighborhood to
21 cancel the authority. So we are in not in any way going
22 to advocate that position.

23 Consequently, we would like to possibly resubmit
24 the settlement agreement reached between the parties
25 that would allow the transfer of authority between Penn

4 1 Cab and Philadelphia Cab, so that the authority could
2 continue in a manner in which it is now operated.

3 We may, after you listen to our various offers of
4 proof, decide that there should be some of the
5 stipulation of facts that would be reworded, but we
6 would possibly after discussing this with you, reoffer
7 that settlement.

8 Rich, is there anything that --

9 MR. MELTZER: I have a few things.

10 Your Honor, as the Law Bureau has suggested,
11 there are various alternatives; heads, tails and sort of
12 the edge of the coin. We, as the company, would have no
13 problem with being a medallion cab, and I believe that
14 through cross-examination we could certainly try to
15 bring out that this would not be an instance where new
16 medallions are issued, but clarifying what perhaps
17 should have been done when the Medallion Law came into
18 effect, and somehow this one authority, or group of
19 authorities, slipped through the cracks until the issue
20 was raised by the Commission. And if the Your Honor
21 found that for a variety of reasons that we should be
22 medallion cabs, we certainly would pay our medallion fee
23 each year to the Commission.

24 We would certainly be willing to operate a
25 certain number of cabs in the Germantown area, because

4
1 whether or not we had citywide authority, we are the
2 only cab company operating in that area and that's where
3 we make the most of our volume of business from, even if
4 we had citywide authority. So we certainly would not
5 want to risk losing our authority. I think there are
6 constitutional prohibitions about that, because we had
7 authority way before the Medallion Law was passed. So I
8 don't think it would be fair or just to take the
9 position, and I'm not saying that the Law Bureau is
10 taking that position, to revoke authority completely,
11 especially when the public interest would be so harmed
12 in lieu of giving us a medallion.

13 There are, and we could either through
14 cross-examination or the testimony of Paul Kenney, bring
15 out that there is at least one other cab company which
16 has very similar authority to us. While they do not
17 compete with us in Germantown, they do have the
18 authority to operate in that area. They just choose not
19 to. They have no regulations whatsoever that we have
20 been negotiating with in the Commission. In other
21 words, again we're sort of on the edge. We've agreed
22 because we certainly don't want to run the risk of
23 losing any authority, we have tentatively agreed,
24 although Your Honor rejected the proposal, to comply
25 with certain aspects of the Medallion Law.

4 1 It seems to me that if we are not a medallion
2 cab, we shouldn't have any regulation. If it's in the
3 interest of everyone to have some type of regulations
4 such as required under the Medallion Law, we certainly
5 would comply with all aspects of the Medallion Law.

6 I don't think, as Your Honor pointed out in her
7 decision, which I would disagree with, we can't be
8 required to have partitions, we can't be required to
9 have the same requirements as a medallion cab regarding
10 the age of the cab and yet not enjoy whatever benefits a
11 medallion cab has. That's why I said we're on the edge.

12 We certainly for legal and public interest
13 reasons shouldn't have our authority revoked. We're
14 willing to be a medallion cab. On the other hand, the
15 reason for the application is basically to sort of
16 segregate the medallion aspects that attach to Penn Cab
17 that Mr. Ernst would testify about and the so-called
18 neighborhood rights. We certainly could discuss through
19 testimony or whatever the amount of cabs that would be
5 capped under a medallion situation.

21 We certainly wouldn't expect to have an unlimited
22 number, but as I said, I don't believe that we would be
23 going against the intent of the Commission to cap -- or
24 the hearing in front of Judge Kranzel, to cap the number
25 of medallion cabs at a certain number of those which

5 1 exist today, because these aren't really new medallions.

2 In reality we're operating approximately 40 cabs
3 at this time. We have the right to go into the city to
4 pick somebody else up. We certainly have a right to
5 drop somebody off in the city, and we are operating in
6 our rather wide area which is a zone and I believe that
7 zones were established, today known as A, B and C zones,
8 although perhaps the Commission doesn't strictly enforce
9 those zones, we are under Zone C.

10 But we will present testimony of several drivers
11 who operate in Germantown. They would discuss certainly
12 the type of ridership that we maintain, the number of
13 wires that we have, the service that we give, the fact
14 that we are the only cab company that operates in
15 Germantown, the reasons why other cab companies don't
16 operate in our territory, the difficulty of driving in
17 Germantown to pick up passengers, to drop passengers
18 off, the difficulty of locating specific streets.
19 Germantown is rather a unique area in the City of
20 Philadelphia, as I understand it, and unless you have a
21 great deal of familiarity with Germantown, no one would
22 be able to operate in an efficient manner.

23 They will talk about the type of passengers that
24 they pick up, and basically the fact that they all live
25 in Germantown and derive a degree of income from

5 1 operating the cabs for the company.

2 In addition, we would talk about the type of
3 service that we render to employees in the area who we
4 pick up at night, because the cabs operate on a 24-hour
5 a day basis, and I believe that that would cover many of
6 the issues that Your Honor raised in your opinion
7 regarding the service that is rendered.

8 We would also discuss why we don't believe any of
9 the requirements or many of the requirements that were
10 omitted from the proposed stipulation should be, in fact
11 enacted. As I said, my opinion is that if we are a
12 medallion cab, we should enjoy all the benefits and
13 disadvantages and the financial obligations of being a
14 medallion cab. If we are not a medallion cab, I don't
15 believe that we should be required to have all of the
16 obligations of being a medallion cab or many of the
17 obligations of being a medallion cab, such as
18 certificated drivers and certain types of cars, and yet
19 not enjoy whatever benefits exist.

20 I think both sides are in agreement that the
21 public interest, as well as the constitutional
22 protection of the cab company, do not suggest that the
23 authority should be eliminated all together. That, I
24 think would be met with a great deal of protest.

25 JUDGE WILLIAMS: Thank you.

5 1 MS. SLOAN: Your Honor, let me explain the
2 position of the Commission Bureau. At this point, we
3 advocate that the neighborhood authority be transferred
4 as it exists with the provisos that we made in our
5 settlement.

6 The reason that we are somewhat resistant to the
7 option of allowing Penn Cab to become a completely
8 medallion cab company, is our concern that that would
9 lead to the underservice of the Germantown area; that if
10 they have to pay all the prices involved with the
11 medallion program, that the short hauls within the
12 perimeter of Germantown may not be sufficient
13 economically, and we will find that as the years and
14 months go by that Germantown will become less and less
15 of their center, and we would find the medallion cabs,
16 as is their right, would be traveling throughout the
17 City of Philadelphia.

18 The Bureaus of Transportation and Safety and
19 Compliance both have raised those particular concerns,
20 and consequently that is not the option that the Law
21 Bureau will advocate. We think that we should transfer
22 this authority so that the service in Germantown
23 neighborhood continues.

24 JUDGE WILLIAMS: I know this will come out in the
25 testimony, but how many cabs are we talking about at

5
1 this point?

2 I know you mentioned 40.

3 MS. SLOAN: 42.

4 MR. MELTZER: I think we have 42 cabs that do not
5 have the medallion authority that are operating in
6 Germantown. That is an open-ended, but right now it's
7 42. It has been lower. It has been higher.

8 MS. SLOAN: Your Honor, you do realize that their
9 certificate allows them unlimited number, so that number
10 is subject to some fluctuation.

11 JUDGE WILLIAMS: Just in looking at the
12 application, it looked like it was one cab to me, so
13 that's why I asked.

14 MR. MELTZER: It's one P number or one authority,
15 one certificate, but it's unlimited in the sense that we
16 could have as many cabs as we feel necessary to operate
17 in that territory.

18 JUDGE WILLIAMS: The only thing I was looking at
19 is under the application -- excuse me. I don't know
20 what number it is. I have a Schedule C, and right after
21 Schedule C I have equipment, and the first paragraph
22 says: Applicant intends to purchase a four-door sedan.
23 That's why I thought it was one vehicle we were talking
24 about.

25 MR. MELTZER: Your Honor, the issue as I

6 1 understood here is whether a nonmedallion cab should be
2 a medallion cab.

3 JUDGE WILLIAMS: The only reason I brought that
4 up is we were talking about whether the transfer to
5 medallion cab, so it's a difference between transferring
6 one cab or an unlimited number.

7 MR. MELTZER: And certainly if there is a
8 transfer of medallion cabs, I would believe that every
9 cab that we have operating or whatever specific number
10 may come out subject to any limitation would each have
11 to have a medallion on it.

12 So in other words, for the sake of argument, if
13 we had 50 cabs operating in Germantown, Your Honor might
14 find that 50 cabs and that's it might have to be
15 medallion and you can't increase the number without
16 doing something or the number just can't be increased.

17 We are not seeking or even proposing an unlimited
18 number of taxicabs. I just don't think that the
19 Commission would go for it. It may be that if the need
20 arose to operate in Germantown, some type of authority
21 for that being a nonmedallion could exist, but as I said
22 there is some other cab company that does not operate
23 but has that authority.

24 The reason for the application itself was really
25 just to pull out from the company the medallions versus

6

1 the nonmedallion cabs. It wasn't anything for that.

2 We believe from a corporate standpoint and that
3 from an insurance standpoint that it would be beneficial
4 to have Philly Cab, which we would call suburban or the
5 nonmedallion cab versus the other authority that we
6 have, which are 30 separate medallion cabs, and that was
7 really the reason for the authority for the application
8 to segregate those two companies.

9 We do have medallion cabs now that operate
10 principally in Germantown, even though they do have the
11 citywide rights, but they operate if there aren't enough
12 cabs, they may choose to operate in the Germantown area
13 supplement to service being rendered to the suburban
14 cabs, neighborhood cabs.

15 MS. SLOAN: We call it the neighborhood cabs.

16 MR. MELTZER: -- to supplement the neighborhood
17 cabs.

18 JUDGE WILLIAMS: I believe based on what both
19 counsel has indicated, that the record would be
20 sufficient for me to make a decision based on what you
21 just said. I can't think of any other evidence that I
22 would need other than what you have proposed to give.

23 MS. SLOAN: With that, Mr. Ernst is expecting a
24 telephone call from all of us to go on the record.

25 JUDGE WILLIAMS: Now, all of us can't fit in the

6 1 library.

2 MR. MELTZER: I would think, Your Honor -- how
3 much room is there? I guess we can just have the
4 attorneys.

5 JUDGE WILLIAMS: I think your client should be
6 there, too.

7 We'll recess right here so we can go into the
8 library and have Mr. Ernst' testimony and then come back
9 in here.

10 MR. MELTZER: Can I have Mr. Kenney with me.
11 He's familiar with the history of the cab company, so
12 that might be helpful, so I would just want Mr. Kenney
13 and Mr. Gabbay.

14 (Recess.)

15 JUDGE WILLIAMS: This is Judge Williams. We have
16 a court reporter in here. We have Ms. Sloan, Ms.
17 Daviston, Mr. Meltzer and a number of other people,
18 including Mr. Harrison and Mr. Kenney.

19 MR. ERNST: You've got quite an audience.

20 MS. SLOAN: Mr. Ernst, you know we are here about
21 the Philadelphia Penn Cab application, and I have
22 several questions about that and ask that you dip back
23 into your memory.

24 JUDGE WILLIAMS: Before you start, let me swear
25 you in.

6 1 BARRY ERNST, called as a witness, having been
2 duly sworn, was examined and testified as follows:

3 JUDGE WILLIAMS: You may proceed.

4 DIRECT EXAMINATION

5 BY MS. SLOAN:

6 Q. Mr. Ernst, for the benefit of the court
7 reporter, would you state your full name and spell it
8 for the record?

9 A. Barry, B-a-r-r-y, Ernst, E-r-n-s-t.

10 Q. Mr. Ernst, by whom are you employed?

11 A. Employed with the Pennsylvania Public
12 Utility Commission.

13 Q. In what position are you employed by the
14 Public Utility Commission?

15 A. I currently serve as its Director of its
16 Bureau of Transportation.

17 Q. Mr. Ernst, how long have you been Director
18 of the Bureau of Transportation for the Public Utility
19 Commission?

20 A. Since August of 1983. So for a little
21 over --

22 Q. For a little over -- Mr. Ernst, we can't
23 hear.

24 A. I'm sorry. Can you hear me now?

25 Q. So you've been in the position since August

6 1 of 1983?

2 A. That's correct.

3 Q. So a little over 11 years?

4 A. Yes.

5 Q. What exactly do you do as Director of the
6 Bureau of Transportation?

7 A. Pertinent to this proceeding, I am in
8 charge of administering the Commission's regulation of
9 rates and insurance for taxicabs, in addition to other
10 things.

11 Q. So that it's in fact your department which
12 would receive the application for transfer of authority?

13 A. Yes.

14 Q. It would be your department that is
15 responsible for the medallion system in Philadelphia?

16 A. Or the entry portion of it, yes.

17 Q. So you're the one who keeps track of what
18 is going on in the numbers of Philadelphia cabs?

19 A. That's correct.

20 Q. Prior to becoming Director of the Bureau of
21 Transportation, did you have previous positions with the
22 Public Utility Commission?

23 A. Prior to becoming Director, I served as
24 Chief of the Entry Control Division of the Bureau of
25 Transportation for approximately five years, and prior

7 1 to that I served as Chief of the Franchise Section of
2 the Bureau of Transportation within the Entry Control
3 Division and that was for a period of approximately two
4 to three years. And prior to that beginning in 1972 I
5 was a technical writer within the Franchise Section of
6 the Bureau of Transportation, and in that capacity I
7 prepared orders from hearings before the Commission had
8 its Administrative Law Judge system. All the orders
9 were prepared within the Franchise Section.

10 Q. Mr. Ernst, at the risk of showing my
11 mathematical ability or nonability, you've been with the
12 Bureau of Transportation for approximately 22 years?

13 A. Yes.

14 Q. Are you familiar with the authority that is
15 in question, the authority that is now held by
16 Philadelphia Cab?

17 A. Yes, although I knew it better as Penn
18 Radio Authority.

19 Q. Mr. Ernst, tell us what you can about the
20 origin of this authority?

21 A. Going back to my original knowledge of
22 taxicab authority in Philadelphia it existed at the time
23 that I first became involved in Philadelphia'
24 proceedings, I had the opportunity to assist in the
25 preparation of an order back in the mid '70's. The ID

1 171 proceeding, and at that time had occasion to do
2 significant historical research and into the origin
3 taxicab of taxicab authority in Philadelphia.

4 Q. What is ID 171?

5 A. ID 171 is an investigation docket which
6 opened in 1973 into the adequacy of taxicab service of
7 Philadelphia and its environments.

8 Q. So pursuant to the Commission ordered
9 investigation, you did research?

10 A. That's correct. That research was done in
11 the 1975 and 1976 -- portions of that proceeding where I
12 was assigned to Judge Earl, at that time Hearing
13 Examiner Earl, to prepare his final order of
14 recommendation to the Commission.

15 Q. What was that recommendation to the
16 Commission?

17 A. That recommendation to the Commission was
18 not ultimately adopted in total by the Commission, but
19 the order of Judge Earl was adopted with regard to the
20 historical development of taxicabs in Philadelphia, and
21 up until the time Judge Earl had found that there was
22 adequacy -- taxicab service in Philadelphia was adequate
23 in 1976 and no additional taxicab companies should be
24 certificated.

25 Q. In the final Commission' order those

7
1 findings were rejected?

2 A. The judge was reversed with regards to his
3 finding of adequacy.

4 Q. So the Commission determined that there was
5 some inadequacy of service for Philadelphia taxicab
6 service?

7 A. That's correct in 1976, and directed the
8 staff at that time to develop a plan to increase the
9 number of taxicabs in Philadelphia.

10 Q. Getting back to Penn Radio Cab which is now
11 Philadelphia Cab, what does ID 171 have to do with this
12 cab?

13 A. Penn Radio Cab at that time had filed an
14 application for citywide authority and was one of the
15 applications which was consolidated into the ID 171
16 investigation. There were over a hundred different
17 applications validated into that proceeding.

18 Q. What was the Commission's ultimate
19 determination about Penn Radio Cab?

20 A. Ultimately there was an order issued by the
21 Commission following the ID 171 commission -- I'm sorry.
22 The ID 171 decision, which found a need for additional
23 authority.

24 The staff was directed to implement the
25 additional taxicabs, and we took the pending

7 1 applications that we had before us that were being held
2 in obedience in ID 171 and began to make recommendations
3 to the Commission with regard to additional taxicab
4 certificates. Penn Radio was one of those applicants.

5 Q. What did the Commission do about Penn Radio
6 Cab's request for certificates?

7 A. The Commission in 1979 granted 30 citywide
8 taxicab certificates to Penn Radio on several
9 conditions.

10 Q. Can you tell us those conditions, Mr.
11 Ernst?

12 A. One condition being that they would be
13 radio dispatched at that time, and prior to ID 171 only
14 Yellow Cabs were radio dispatched citywide. They
15 require that those 30 cabs be radio dispatched and they
16 also issued, specifically issued, those 30 cabs in
17 addition to the cabs that were being operated within the
18 Germantown area served by Penn Radio at the time, and
19 they also specifically stated in that order that the
20 service within the Germantown area should not be
21 diminished.

22 Q. So that your recollection is that the
23 Commission ordered the neighborhood authority in
24 Germantown to continue?

25 A. Specifically.

8 1 Q. And that was in lieu of providing Penn
2 Radio Cab with citywide authority without restriction?

3 A. Correct. I don't know whether I used the
4 term in lieu of. I think I used the term in addition.
5 Two distinct types of services, and it actually required
6 at the time or we had recommended and the Commission
7 adopted that the cabs be specifically identified as
8 those citywide cabs. The Commission at that time
9 intended or at least we intended our recommendation to
10 the Commission there be two distinct services.

11 Q. So since 1979, Penn Radio Cab or Philly Cab
12 has operated medallion, with the advent of the medallion
13 cab, and the neighborhood authority; is that correct?

14 A. To my knowledge. I assume it's been
15 continuous.

16 Q. Mr. Ernst, I'd like to ask some nuts and
17 bolts questions about some figures.

18 Can you tell us right now how many cabs are
19 registered with the Commission's Bureau of
20 Transportation to Philly Cab?

21 A. There's two series of cabs. They are
22 authorized a total presently of 36 taxicabs in the
23 medallion program of citywide taxicabs.

24 Q. And do you have the number that are
25 presently registered in the neighborhood service?

8 1 A. They have voluntarily subjected these
2 taxicabs to our inspection efforts in Philadelphia in
3 the medallion program and have agreed to identify it so
4 that we know specifically that they are operating 42
5 taxicabs at the present time in Germantown or have
6 identified 42 taxicabs to be operated.

7 Q. I asked you to find by looking through
8 Commission' records, are there any other non-citywide
9 authorities for taxicabs in Philadelphia? Specifically
10 are there any other neighborhood authorities such as the
11 one in Germantown?

12 A. I don't know whether I'd describe them as
13 neighborhood authority. In answering your question, yes
14 we have identified two taxicab companies who hold
15 authority, unlimited authority, within Philadelphia.
16 However, these two differ from Penn Radio in that they
17 are substantial suburban operations.

18 Q. Let me just make a distinction that may not
19 in fact be a real distinction, but there are no
20 neighborhood services. There are two suburban services
21 that are nonmedallion and working within the boundaries
22 of Philadelphia?

23 A. That's correct.

24 Q. Just for clarification, we'll give them
25 those distinct names without reason. Let me ask you how

1 many medallions are presently allowed by the Commission
2 in the City of Philadelphia?

3 A. What we are authorized to do or how many we
4 presently have operating?

5 Q. What we are authorized to do.

6 A. The Commission is authorized to have a
7 total of 1,600 medallion cabs within the City of
8 Philadelphia.

9 Q. How many are currently working medallions?

10 A. That's a figure which fluctuates. However,
11 when I checked that figure yesterday, we presently have
12 1,444. That fluctuates because of the Commission's
13 cancellations and reinstatements.

14 Q. We have approximately 156 as of yesterday
15 that would be available without going over the cap
16 allowed by the Commission?

17 A. That's correct. Although I don't think the
18 Commission has ever been at that cap. We are
19 authorized, yes. If the mathematics are correct, as of
20 yesterday we could issue an additional 156 medallions in
21 Philadelphia.

22 Q. I'm going to draw upon your background,
23 your 22 years in the Bureau of Transportation for the
24 Commission, and ask you what you personally think would
25 happen if the citywide medallions were issued to Philly

8 1 Cab for those 42 neighborhood cabs they are operating.

2 MR. MELTZER: I would object. I don't know if
3 he's qualified, Your Honor, to say what would happen,
4 how this company would operate should medallions be
5 issued to the cab company.

6 MS. SLOAN: Your Honor, this man has spent 22
7 years in the Bureau of Transportation. He has extensive
8 knowledge of what has happened throughout the history,
9 pre-certificate, pre-medallion, medallion. I think he
10 has every experience and personal knowledge that would
11 allow him to answer a hypothetical question.

12 JUDGE WILLIAMS: Would you rephrase it in terms
13 of the Commission' activity versus the company'
14 activity.

15 BY MS. SLOAN:

16 Q. Let me rephrase it in this way: Mr. Ernst,
17 in the past, what is your experience and personal
18 observation of service to small neighborhoods when a cab
19 company receives citywide or medallion service
20 authority?

21 A. The experience is that the cabs tend to
22 concentrate in the more lucrative areas of Center City
23 and the airport. Traditionally we have had this concern
24 and we address this concern in the Penn Radio' order.
25 At least our Bureau's recommendation and the

8 1 Commission's determination of what to do and even the
2 legislature in our initial legislation addressed this by
3 attempting to require a certain number of trips to
4 originate in certain areas of the city.

5 We have always been very concerned that
6 neighborhoods are not being adequately serviced, and
7 cabs were congregating in Center City and at the
8 airport.

9 Q. Mr. Ernst, you've just described a zone
10 situation that was part of the legislation.

11 Can you tell us again in your experience what
12 that zone ended up doing to the service?

13 A. The zone legislation was an attempt, albeit
14 an unsuccessful attempt, to get cab service out of
15 Center City, away from the airport and into the various
16 neighborhoods of Philadelphia.

17 The original enabling legislation which was
18 passed in the late '70's as a result of the ID 171
19 directed the Commission to establish zones within the
20 city where a percentage of all trips would have to
21 originate and terminate. Unfortunately, the members of
22 the industry found ways to circumvent it, and it didn't
23 work as we had envisioned.

24 Q. Another hypothetical. What in your
25 experience would be the result if the Commission

9 1 determined that this authority should be cancelled
2 outright?

3 A. If the Penn Radio Authority should be
4 cancelled within Germantown?

5 Q. Yes.

6 A. What it would do in my view it would be a
7 disservice to the residence of the Germantown area. We
8 probably have, again, in my opinion a better taxicab
9 service in most neighborhoods outside of Center City.

10 MS. SLOAN: Thank you, Mr. Ernst.

11 I have no further questions at this time.

12 JUDGE WILLIAMS: Mr. Meltzer.

13 MR. MELTZER: I have a few.

14 CROSS-EXAMINATION

15 BY MR. MELTZER:

16 Q. Mr. Ernst, this is Richard Meltzer.

17 You stated that there were 1,600 medallions
18 authorized by the Commission.

19 Do you know what the high number of the
20 medallions that were operating has been over the years?

21 A. As I recall -- and again I'm going back
22 from memory, and I haven't looked at these figures. I
23 recall about 1,535 as being a high water mark.

24 Q. So it's dropped about 90, since the high
25 water mark?

9 1 A. That's correct. Through cancellations for
2 various reasons.

3 Q. That was my next question.

4 What would the reasons be for the drop? What
5 reasons exist for a cab to be cancelled, for a medallion
6 to be cancelled?

7 A. They are obviously for violations of
8 Commission' rules and regulations. However, in trying
9 to be more specific for you, probably not having
10 insurance filed with us, failure to file annual reports,
11 this type of thing.

12 Over the years, we have come down from 1,535 to
13 1,474.

14
15 Q. Let me search your memory, as Janet did.
16 Do you recall when the 1,535 existed?

17 A. Again, don't hold me to that figure.
18 That's recollection from my head, but the peak period
19 would have been initially when we began to grant the
20 medallions immediately after the enactment of the
21 medallion program.

22 I must be honest with you. I'm not quite sure
23 whether the peak was at 1,535 was with the medallion
24 program or right before the medallion program when we
25 began to issue the additional certificates.

9 1 There's a couple things in there that cloud my
2 memory, and really distort the number of cabs, and that
3 is the Yellow Cab situation, the initial capping of
4 their authority.

5 Q. You also mentioned or discussed the zone
6 legislation.

7 A. Correct.

8 Q. You said that has not been successful; is
9 that correct?

10 A. Only because members of the industry found
11 ways to defeat it, and we quite frankly had a great deal
12 of difficulty in enforcing those provisions.

13 Q. Mr. Harrison is here. I think he could
14 testify to that.

15 In regard to the area of Germantown or the actual
16 territory of operation, call it the Germantown or the
17 neighborhood authority exists for Philly Cab; do you know
18 how many square miles that entails?

19 A. I don't.

20 Q. But you would agree it's not just the
21 Germantown area. It does go broader than just
22 Germantown.

23 A. I'm not that familiar with the neighborhood
24 descriptions of Philadelphia. I know roughly the area,
25 and I have sat down and read the authority which is

9 1 bordered by various streets and things, which I am not
2 familiar. I'd have to find them on a map, in all
3 probability, probably an old map.

4 Q. Would you agree that Germantown cab or
5 let's call it the neighborhood cab in Germantown that
6 we're discussing today would not continue to be in
7 existence unless it operated successfully or the drivers
8 and the owners were able to make money?

9 A. I would assume that they are making money.
10 I have not looked at the annual reports, but certainly
11 they would not be operating that --

12 JUDGE WILLIAMS: Would you repeat the end of your
13 last statement?

14 MR. ERNST: My ending of my last statement was
15 that it is reasonable to assume that they would not be
16 operating the number of cabs that they are operating in
17 Germantown if it were not profitable to do so.

18 BY MR. MELTZER:

19 Q. You also discussed the ramifications if the
20 authority were to be cancelled in Germantown.

21 Do you know if there are any other cab companies
22 other than citywide cab companies that have the
23 authority to operate in this area?

24 A. The Germantown area?

25 Q. Yes.

9 1 A. Not to my knowledge.

2 Q. You had mentioned earlier in your direct
3 testimony the suburban cabs that have some authority to
4 operate in the City of Philadelphia --

5 A. Yes, sir.

6 Q. -- but are primarily operating in the
7 suburbs?

8 A. The City Line area. Basically the
9 Montgomery County, Philadelphia overlap area.

10 Q. You're talking about the City Line area as
11 opposed to, we'll call it the Jenkintown --

12 A. Specifically one indeed is Walsh Cab out of
13 Jenkintown.

14 Q. Do you know what the authority is for Walsh
15 Cab?

16 A. I have their operating authority in front
17 of me. I can't testify to it specifically. I can sit
18 here and read it word for word. It's basically a
19 suburban authority that overlaps a portion of the city.

20 Q. From your recollection or from your review
21 of the authority of Walsh Cab, does it overlap in any
22 way the territory that Philly suburban or Philly
23 Germantown has?

24 A. That I specifically have not looked at.
25 I've got the authorities. I could sit here and read

10

1 them to you and see if they do. I have just not had
2 reason to look at that.

3 Q. Would you agree, however, that none of the
4 suburban cabs that do have some authority to operate in
5 the City of Philadelphia are required to comply with any
6 of the aspects of the Medallion Law?

7 A. That's correct. They were specifically
8 exempted, which was our recommendation at the Commission
9 at the time the medallion program was operating. We
10 looked at it. The medallion is applying only to those
11 taxicabs with citywide operating authority.

12 Q. And if it's determined that Philly Cab -- I
13 guess maybe the consistent way we'll try to phrase it --
14 is not a medallion cab, than would it be your
15 understanding that it would not be required to comply
16 with any of the aspects of the Medallion Law?

17 A. That's correct.

18 Q. And would it be your understanding that
19 that not be consistent with the public interest?

20 A. Again, the only major actor we have here is
21 Penn Radio who has voluntarily -- and the big concern
22 here is safety of equipment and drivers, and my
23 understanding is that they have voluntarily brought
24 those taxicabs into compliance.

25 Q. But they are not legally required to do so

10

1 as long as they are not required to be held to the same
2 standards as medallion cabs; is that correct?

3 A. That's correct. Yes, sir.

4 Q. Do you know how many medallion cabs Philly
5 currently operates as opposed to the number that are
6 authorized?

7 I think you said there were 36 cabs. Is that how
8 many cabs they currently have operating?

9 A. How many they are authorized to have. I
10 don't know their current operating figure.

11 Q. In the Walsh Cab situation, do you know how
12 many cabs Walsh Cab is authorized to operate?

13 A. I don't have that information in front of
14 me.

15 How many they are authorized to operate? I
16 misunderstood that. They have an unlimited certificate.

17 Q. Do you know how many they are currently
18 operating?

19 A. That's the figure I don't know.

20 Q. That's the figure I thought you didn't
21 have.

22 MR. MELTZER: Those are all the questions that I
23 have.

24 JUDGE WILLIAMS: Mr. Ernst, this is Judge
25 Williams, and I'm going to go back to the two suburban

10

1 authorities that you've mentioned. You've identified
2 one, Walsh Cab in Jenkintown, and you've referred to the
3 fact that you have the certificate in front of you.

4 Would you read that so I can get an idea what
5 part of the city the cabs operate in?

6 MR. ERNST: Yes, Your Honor. Just bear with me.

7 I will read, if it's all right with you, merely
8 that portion which is applicable to Philadelphia.

9 JUDGE WILLIAMS: That's fine.

10 MR. MELTZER: Mr. Kenney has it also.

11 MR. ERNST: Transport as a common carrier by
12 motor vehicle persons upon --

13 JUDGE WILLIAMS: Would you speak up so the court
14 reporter can hear you?

15 MR. ERNST: To transport as a common carrier by
16 motor vehicle persons upon call or demand between that
17 part of Philadelphia bounded by the Philadelphia
18 Montgomery County Line, and then paren after that,
19 Northwestern Avenue, Schuykill River -- these are the
20 boundary lines. School Lane, Church Lane, Wister Street
21 W-i-s-t-e-r, Stenton, S-t-e-n-t-o-n, Avenue, Vernon
22 Road, Cheltenham Avenue, Cresatim, C-r-e-s-a-t-i-m,
23 Street and Stenton Avenue and between points in the
24 Townships of -- again, we're getting into the suburban
25 areas -- Whitemarsh, Springfield, Montgomery Counties.

10

1 JUDGE WILLIAMS: Thank you.

2 The other suburban authority, what is the name of
3 that and what area does that transport people in?

4 MR. ERNST: The other one is in the Mainline
5 area. It's Bennett Taxicab.

6 Your Honor, would you like me to read the
7 specific --

8 JUDGE WILLIAMS: Yes.

9 MR. ERNST: To transport as a common carrier
10 persons upon call or demand that portion of the City and
11 County of Philadelphia bounded by City Line, Seventh
12 Street, Columbia Avenue, Lebanon Avenue, Haverford
13 Avenue, Lansdowne Avenue, and Cobbs Creek, and that
14 portion of the Bureau of Narberth and the Township of
15 Lower Merion, Montgomery County as bounded by Montgomery
16 Avenue, Merion Road and Merion Avenue, City Line Avenue
17 and Waynewood Road, and on City Line Avenue between 52nd
18 Street and Haverford Road.

19 JUDGE WILLIAMS: Thank you.

20 Now, you've indicated that the Commission has had
21 difficulty in ensuring that the taxicabs provide a
22 sufficient service to the neighborhood.

23 MR. ERNST: Yes, Your Honor.

24 JUDGE WILLIAMS: If a taxicab company decided
25 that they wanted to operate in one section of the city

11

1 and they applied for authority, would they be given
2 authority without a medallion or would they have to
3 apply for citywide service?

4 MR. ERNST: That's a very interesting question,
5 Your Honor.

6 We've never had it presented to us. At this
7 point a taxicab company operating or applying to operate
8 in the neighborhood, apparently would not be bound by
9 the medallion legislation and the Commission could issue
10 neighborhood taxicab authority based on a showing of
11 need within a specific neighborhood.

12 I would imagine the Commission has that authority
13 and jurisdiction.

14 JUDGE WILLIAMS: Thank you.

15 Ms. Sloan, do you have any redirect?

16 MS. SLOAN: No.

17 JUDGE WILLIAMS: Mr. Meltzer?

18 MR. MELTZER: Yes.

19 RE CROSS EXAMINATION

20 BY MR. MELTZER:

21 Q. Are you aware of any policy adopted by the
22 Commission regarding issuing or I guess approving
23 applications for authority to operate in one section of
24 the city?

25 A. No. I'm not aware of any specific

1 Commission' policy with regard to that.

2 Q. Would one requirement, just in your
3 experience, would one element be whether or not that
4 portion of the city is currently underserved?

5 A. It would have to out of necessity be an
6 issue of just that, necessity and inadequacy. That's
7 our basic entry test.

8 Q. And certainly if Philly Cab did not operate
9 in Germantown, that area in your opinion would not be
10 served?

11 A. I'm not so sure it would not be served, but
12 in my opinion the level of service would be diminished.

13 MR. MELTZER: Thank you.

14 MS. SLOAN: Thank you, Mr. Ernst.

15 JUDGE WILLIAMS: Thank you.

16 (Recess.)

17 JUDGE WILLIAMS: We're back on the record now.

18 We've finished the testimony of Mr. Ernst, which
19 was telephonic testimony, and we're back in Hearing Room
20 1, and the decision has been made to let the Law Bureau
21 continue its case, and then the applicant will put on
22 its case.

23 MS. SLOAN: Your Honor, I turn this portion over
24 to Ms. Daviston.

25 MS. DAVISTON: Your Honor, I would like to call

11

1 Sant Harrison to the stand.

2 JUDGE WILLIAMS: Would you stand and raise your
3 right hand, please.

4 SANT HARRISON, called as a witness, having been
5 duly sworn, was examined and testified as follows:

6 JUDGE WILLIAMS: Would you state your name and
7 your business address for the record, please?

8 MR. HARRISON: My name is Sant Harrison, S-a-n-t.
9 My business address is 3549 B Street, Philadelphia
10 19134.

11 JUDGE WILLIAMS: Thank you.

12 Ms. Daviston, you may proceed.

13 DIRECT EXAMINATION

14 BY MS. DAVISTON:

15 Q. Mr. Harrison, would you state who you are
16 employed by and your title, please?

17 A. I'm employed by the Public Utility
18 Commission in Philadelphia, and my title is Regional
19 Manager.

20 Q. How long have you been in that position?

21 A. Seven years.

22 Q. What are the job duties of a Regional
23 Manager?

24 A. We oversee and inspect the Philadelphia
25 medallion taxicab, also conduct investigations and

11

1 handle complaints of taxicabs.

2 Q. Do you also deal with driver certification?

3 A. That's correct.

4 Q. And, Mr. Harrison, what bureau do you work
5 with in the Commission?

6 A. Safety and Compliance.

7 Q. Are you a city resident?

8 A. Yes, I am.

9 Q. How long have you been a city resident?

10 A. 54 years.

11 Q. Are you familiar with the Germantown area,
12 Mr. Harrison?

13 A. I am.

14 Q. How have you come to be familiar with this
15 area?

16 A. I have lived in the Germantown area
17 approximately 54 years.

18 Q. In your experience how would you
19 characterize this area?

20 A. The Germantown area in itself is unique.
21 The logistics of it is quite difficult for anyone to get
22 around if they are not familiar with the area.

23 Q. Are you familiar with the economic
24 condition of this area?

25 A. Yes.

11

1 Q. Would you describe it for us, please?

2 A. It's a diverse type area, because you have
3 the wealthy, you have -- it's no different than any
4 other part of the city, really.

5 You have wealthy on one side and on the other
6 side you have poverty. The city itself is a city of
7 neighborhoods and Germantown is one of them.

8 Q. Are you also familiar with Philly Cab
9 Company?

10 A. Yes, I am.

11 Q. And how did you come to be familiar with
12 this company?

13 A. After Philly Cab took over Penn Radio's
14 rights, we started getting more service in the
15 Germantown, Chestnut Hill, Manayunk area.

16 Q. Are you also familiar with them on a
17 personal level?

18 A. Yes.

19 Q. Would you explain that to us, as well?

20 A. One personal aspect of it, my mother rides
21 Philly Cabs and she seems quite satisfied with their
22 service. We haven't had many complaints against Philly
23 Cabs.

24 Q. We already know that there are 42 cabs
25 operating. Is your office responsible for the

11

1 inspection of cabs owned by this cab company?

2 A. We do inspect Philly Cabs. However, Philly
3 Cab themselves have volunteered to be inspected on an
4 annual basis, the same as the nonmedallion taxis. They
5 also have volunteered to have their drivers certified.
6 We inspect them on an annual basis, and also
7 semi-annually the get inspected.

8 Q. Do they undergo similar inspections as
9 medallion cabs?

10 A. Exact same inspections.

12

11 Q. Are there any differences between the
12 inspection of the medallion and a nonmedallion cab?

13 A. Yes. Nonmedallion cabs aren't required to
14 have a partition, and the year of the car is different.

15 Q. Are Philly Cab drivers held to the same
16 standards as medallion cab drivers?

17 A. Yes, they are.

18 Q. Are there any differences at all?

19 A. None.

20 Q. Is your office responsible for the
21 investigation of complaints against this cab company?

22 A. Yes, we are.

23 Q. Could you characterize the nonmedallion
24 portion of Philly Cabs with regard to complaints from
25 Germantown residents?

12 1 A. We have not had many complaints at all
2 against Philly Cab Company. The complaints are at a
3 minimum and they are mostly with the drivers not knowing
4 the logistics of the area.

5 Q. Do you receive any complaints from other
6 Philadelphia cab companies or drivers, regarding this
7 cab company?

8 A. Numerous.

9 Q. Numerous.

10 A. Numerous complaints from other cab
11 companies against Philly Cabs.

12 Q. And would you describe the nature of those
13 complaints?

14 A. Mostly because they are not aware that
15 Philly Cabs can go into Center City and pick people up
16 and transport them back to the area. As soon as a cab
17 company sees that Philly Cab is in Center City, we get a
18 complaint. They are not aware that they were called
19 down there to pick a person up to transport them back to
20 the area which they are allowed to do.

21 That's the types of complaints we get from the
22 other cab owners.

23 Q. Would you be able to tell us today the
24 approximate number of complaints you've received in the
25 past year regarding Philly Cab?

12 1 A. No, but it would be minimal. It would be
2 under 20.

3 MR. MELTZER: Are we talking about from cab
4 companies or from passengers, because you've referred to
5 two types?

6 MS. DAVISTON: I could do it separately.

7 MR. HARRISON: From cab companies we would get
8 quite a few, because every time they would see a Philly
9 Cab in Center City or any other area of the city that
10 are not bounded by Philly's rights, we get a call.

11 As for complaints that are verified, I would say
12 less than 20 in this physical year.

13 BY MS. DAVISTON:

14 Q. Do you investigate each complaint?

15 A. Each and every complaint, yes.

16 Q. To the best of your ability, would you be
17 able to tell us about the reputation of Philly Cab in
18 the neighborhoods?

19 A. They have an outstanding reputation in the
20 neighborhoods. The citizens of Germantown and Chestnut
21 Hill and Manayunk are thrilled to have a company come
22 and serve their area. Before that did not have any.

23 Q. Would you be able to tell us about the
24 reputation in Philadelphia in general?

25 A. It would be the same as just stated with

12

1 the community itself.

2 Q. I have a hypothetical for you.

3 Based upon your knowledge and experience as a
4 regional supervisor in Philadelphia and a life-long
5 resident of Philadelphia, what would you expect the
6 result to be of the Commission cancelling the
7 neighborhood authority now operated by Philly Cab?

8 A. It would be a disaster.

9 Q. Why do you think it would be a disaster?

10 A. You wouldn't have taxicab service in the
11 areas of Germantown, Chestnut Hill and Manayunk.

12 Q. And your reason is because --

13 A. Because of the logistics of the area. You
14 don't find that many drivers who can get around in such
15 an area.

16 Q. What do you think would happen if we
17 changed the nonmedallion cabs to medallion cabs?

18 A. I've always advocated it should be. It
19 would be easier for enforcement. We wouldn't have half
20 as many problems as we have now if they would get
21 medallions.

22 Q. Do you think changing the nonmedallion cabs
23 to medallion cabs would change the nature of the service
24 to the Germantown area?

25 A. No.

12

1 Q. Would you like to expand upon that?

2 A. I think we would get better service. We
3 would have more vehicles available. I don't think --
4 the taxicab drivers are a certain breed. They go in
5 certain areas. The cab drivers that work the Germantown
6 area would stay in Germantown?

7 Q. You don't think they would leave and go to
8 the more lucrative areas outside of Germantown?

9 A. No, I don't.

10 MS. DAVISTON: I don't have anymore questions for
11 this witness.

12 JUDGE WILLIAMS: Mr. Meltzer.

13 CROSS-EXAMINATION

14 BY MR. MELTZER.

15 Q. Mr. Harrison, you would agree that other
16 than the voluntary compliance that the nonmedallion cabs
17 of Philly Cab have met, you have no ability to require
18 their drivers to be certified; is that correct?

19 A. That's correct.

20 Q. And currently if Philly Cab said I don't
21 want to have my drivers go through that process, there's
22 really nothing at current you could do about that; is
23 that correct?

24 A. There's no way we can enforce or anything.

25 Q. The same way with the vehicle inspections.

12

1 If they didn't want to do it voluntarily, there's
2 nothing you could do about it?

3 A. We could. Yes, we could do that.

4 Q. I'm sorry. Because there are some
5 inspections that you could maintain that are both under
6 medallion and nonmedallion cabs?

7 A. Yes.

8 Q. Am I correct that the only vehicles that
9 your department deals with or drivers that your
10 department deals with are those that have authority to
11 operate in Philadelphia?

12 A. That's correct.

13 Q. You've heard Mr. Ernst discuss Walsh Cab.
14 Do you have the ability -- because there's some
15 authority they have to operate in Philadelphia. Do you
16 have any dealings with that cab company?

17 A. We inspect the vehicles annually. We have
18 no control over their drivers.

19 Q. Is the inspection that you perform for
20 nonmedallion cabs the same inspection that you perform
21 for medallion cabs?

22 A. The exact same thing, only they are not
23 required to have the partition and the year of the
24 vehicle.

25 Q. What is the current requirement for the age

13

1 of the vehicle, medallion cabs?

2 A. Six years.

3 Q. And again you would not be able or you
4 cannot compel Walsh Cab or Philly Cab to comply with
5 that age requirement; is that correct?

6 A. That's correct.

7 Q. But if Philly Cab did have the medallions,
8 then you could require the age and all the other
9 requirements of the medallion cabs?

10 A. That's correct.

11 Q. Can you describe for the record what the
12 certification driver process is?

13 A. They must have their criminal records
14 checked. They must have driver's records checked. They
15 must have a current driver's license, and they have to
16 pay for these with certified checks, ten, ten, and
17 twenty. They get their pictures taken. The dress code
18 is they must have a shirt with a collar on. They must
19 have trousers. They must wear socks, no sneaks, no
20 sandals.

21 Q. That certification process again has been
22 agreed to by Philly Cab?

23 A. That's correct.

24 Q. Without any of the advantages, assuming
25 there are some, to being a medallion cab; is that

13

1 correct?

2 A. That's correct.

3 Q. Are there any other requirements under the
4 medallion program that Philly Cab has voluntarily
5 complied with?

6 A. Yes. They've volunteered to come in
7 annually to have their vehicles inspected.

8 Q. I thought you said that that's the same
9 requirement that you would have for nonmedallion cabs.

10 A. But they don't have to come to our building
11 to be inspected. Philly has volunteered to come to our
12 location to be inspected.

13 Q. Which is a disadvantage for it as opposed
14 to the other --

15 A. The other suburban cabs would go to that
16 location.

17 Q. The Germantown area, which you have
18 described as unique, can you provide a little bit more
19 detail why it's so unique?

20 A. Like I said, again, it's the logistics of
21 it. You may be on 16th Street and the next thing you
22 know you are on 78th Avenue. It's the way it's layed
23 out in Germantown. Totally confusing. It's very
24 difficult to get around.

25 Q. Based on your knowledge of the Philadelphia

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1 cab industry, are you aware of any other cab companies
2 having citywide rights that operate in that area?

3 Based on your experience would you know that
4 other cab companies operate if they did operate in that
5 area on a regular basis?

6 A. On a regular basis there are none. You
7 have a few drivers that will go and sit on certain
8 locations, Germantown and Sheldon, someplace like that,
9 you have certain drivers that would sit there, but other
10 than that on a regular basis, no.

11 Q. Certainly your mother would tell you;
12 right?

13 A. Certainly.

14 Q. Would you agree that in order to drive in
15 Germantown the driver would have to be familiar with
16 that area?

17 A. He would definitely have to be familiar
18 with that area.

19 Q. You stated that in your opinion that if a
20 medallion were required of the suburban Philly cab, the
21 service to Germantown would not decrease; is that
22 correct?

23 A. That's correct.

24 Q. And what is the the reason for that?

25 A. As I said before, most drivers are

13

1 creatures of habit. They have a particular area that
2 they work, and if they work Germantown that's where they
3 would stay.

4 Q. Based on your knowledge of the cab
5 business, assuming that there's no other cabs operating
6 in Germantown, would that be a profitable area for the
7 cab drivers operating?

8 A. Yes, it has to be. I think they have quite
9 a few drivers there.

10 Q. 42 cabs, which we believe are currently
11 operating in the Germantown area is a significant sized
12 company in the Philadelphia community; is that correct?

13 A. That's correct.

14 Q. And in your opinion with the limited
15 authority that it has, those cabs would not be operating
16 unless it were able to service those particular
17 customers?

18 A. That's also correct.

19 Q. Why would the ability to -- why would it be
20 easier for your agency to handle Philly Cab's operations
21 or inspect Philly Cab's operation better if they had
22 medallion cabs?

23 A. If they had medallions, the requirements
24 would be the same all over the city. It wouldn't be
25 nonmedallions have to operate one way and medallions the

13

1 other. To enforce it would be quite easier for us to do
2 so with the medallions.

3 Q. Would Philly Cab also have the obligation
4 then to pay for each medallion cab?

5 A. Yes, they would.

14

6 Q. And that would increase the coffers of the
7 agency that receives a medallion fee; is that correct?

8 A. I'm sure it would.

9 Q. Part of that could go towards hiring new
10 personnel or additional personnel for your agency; is
11 that correct?

12 A. It probably would, due to the fact that we
13 would need more personnel to inspect these vehicles.

14 Q. Well, you inspect them now on a voluntary
15 basis; is that correct?

16 A. Yes.

17 Q. Without deriving any revenue that the
18 medallion fee would create?

19 A. That's correct.

20 Q. What is the approximate medallion fee now?

21 A. \$825.

22 Q. Do you have an opinion as to the number of
23 medallion cabs that Philly might be able to receive and
24 still ensure the service of the Germantown area?

25 A. I think they are operating 42 now. I would

14

- 1 say 60.
- 2 Q. You've already given an opinion that it
3 would not change the service of the Germantown community
4 because the cabs wouldn't leave there; correct?
- 5 A. That's correct.
- 6 Q. You don't feel that it would create a
7 disadvantage to existing cab drivers throughout the rest
8 of the city?
- 9 A. None whatsoever.
- 10 Q. It would also cut down on the complaints of
11 other drivers that Philly Cab is operating outside the
12 area?
- 13 A. That's also true.
- 14 Q. And also eliminate the possibility that you
15 would have to investigate a complaint that a cab driver
16 is operating outside of his authority?
- 17 A. It would save quite a bit of man-hours,
18 yes.
- 19 Q. Do you know where Philly Cab's office is?
- 20 A. Yes. Don't ask the address.
- 21 Q. But it's in the Germantown area?
- 22 A. Yes.
- 23 Q. And you would agree that Philly Cab has the
24 authority to operate not just in the specific Germantown
25 area, but further points in Manayunk, etcetera?

14

1 A. Yes.

2 Q. And also parts of Montgomery County?

3 A. That's correct.

4 Q. To your knowledge is Philly Cab the only
5 nonmedallion cab that operates in a neighborhood of
6 Philadelphia that has that limited authority present?

7 A. Yes, they are.

8 MR. MELTZER: One moment, Your Honor. I think
9 that's all.

10 Q. In regard to the tariff, again, I believe
11 Philly Cab has agreed to comply with the rates of
12 nonmedallion cabs; is that correct?

13 A. That is true.

14 Q. But right now if it's not a medallion cab
15 it could modify its rates up or down, than those
16 compared -- or at least seek approval to modify its
17 tariff one way or the other if it was not a medallion
18 cab; is that correct?

19 A. If it got approval, yes.

20 Q. But if it became a medallion cab, they
21 would have to charge the same rate whether or not they
22 are operating just inside the Germantown area.

23 A. That's correct.

24 Q. In regards to the number of medallion cabs,
25 have you seen the number decrease rather than increase

14

1 through the years?

2 A. Decrease.

3 Q. Do you know the reasons for that?

4 A. Mostly it's insurance and the business is
5 not there.

6 Q. Is that another reason for your opinion
7 that even if it were granted medallions, Philly Cab
8 would still operate in Germantown, because it would not
9 have as much competition?

10 A. That's correct.

11 Q. Just to reiterate, if Philly cab ceased to
12 operate in the Germantown area, that would have a
13 negative impact on that community?

14 A. That's correct.

15 Q. As well as the other areas of its
16 authority. When I say "Germantown," I'm really talking
17 about the entire area of authority that it operates
18 inside of.

19 A. Yes.

20 Q. Do you know what zone Philly Cab currently
21 has? There was some reference by Mr. Ernst to zones.

22 A. I have no idea.

23 Q. Am I correct that based on what Mr. Ernst
24 said that that's an area that is not really regulated by
25 your department?

14

1 A. All the taxis at one time did have zones,
2 but because it was an enforcement nightmare it has been
3 discontinued.

4 Q. Are there zones still in there in some of
5 the cabs authorities?

6 A. Yes.

7 Q. But it's something because of practicality
8 that just is not scrutinized?

9 A. That's right.

10 Q. In your opinion is hail service by Philly
11 Cab important in their area of operation?

12 A. Yes.

13 MR. MELTZER: Those are all the questions that I
14 have, Your Honor.

15 JUDGE WILLIAMS: Thank you.

16 Mr. Harrison, maybe you can help me out with the
17 authority that Philly Cab currently has with respect to
18 this application.

19 You have indicated that they took over Penn
20 Radio's rights, and as I understand it at that time
21 there was a call box and you went to that location.

22 Is it true that Philly Cab now has radio
23 dispatch?

24 MR. HARRISON: That's correct, Your Honor.

25 JUDGE WILLIAMS: And in addition to the radio

14 1 dispatch section, I'm looking at what I have as the
2 application, and some of the streets that are listed
3 here or some of the streets that were listed by Mr.
4 Ernst in his testimony regarding the service area for
5 Walsh Cab.

15 6 Are you familiar with those two service areas?

7 MR. HARRISON: Yes.

8 JUDGE WILLIAMS: Is there some overlap between
9 the area that Walsh Cab operates in and the area that
10 Penn Cab would be operating in?

11 MR. HARRISON: There is an overlap, Your Honor.

12 JUDGE WILLIAMS: Now with regard to the other
13 suburban Cab, Mainline, it seems that that operates in
14 maybe the Winfield section and the Cobbs Creek area?

15 MR. HARRISON: Mostly City Line Avenue.

16 I don't think, Your Honor, they have more than
17 six taxis. They are very seldom in the Philadelphia
18 area itself. If you would see one, it would be around
19 the hotels, the Marriott, City Line Avenue.

20 JUDGE WILLIAMS: With regard to neighborhood
21 authority you heard Mr. Ernst testify and it was his
22 opinion that the Commission could issue certificates for
23 just neighborhood authority and that would not be a
24 medallion cab.

25 Do you have any information or any opinion

15

1 regarding that?

2 MR. HARRISON: That would be an enforcement
3 nightmare.

4 JUDGE WILLIAMS: Could you describe some more of
5 the differences between the medallion and the
6 nonmedallion cab?

7 You've indicated that there's a medallion fee of
8 \$825. Is there an assessment or some other fee that is
9 paid by a nonmedallion cab to the Public Utility
10 Commission?

11 MR. HARRISON: A nonmedallion cab does not have
12 to pay the \$825, Your Honor.

13 JUDGE WILLIAMS: Do they pay any type of
14 assessment fees?

15 MR. HARRISON: I think the assessments are going
16 to be eliminated. I'm not sure if they've done it yet
17 or not.

18 JUDGE WILLIAMS: In terms of inspections in
19 addition to the annual inspection that a medallion cab
20 has to undergo to get a new medallion each year, their
21 on the street inspections, have there been on the street
22 inspections of the Philly Cab that are nonmedallion?

23 MR. HARRISON: Yes, they have been randomly
24 inspected, Your Honor.

25 JUDGE WILLIAMS: When you characterize the

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1 economic situation in Germantown I think you -- and I
2 just want to make sure that this is correct on the
3 record -- that you indicated that it was similar to
4 other sections of the city?

5 MR. HARRISON: Yes, Your Honor.

6 JUDGE WILLIAMS: And my question really was
7 whether Germantown was more economically depressed than
8 other areas?

9 MR. HARRISON: I wouldn't say so, Your Honor.

10 JUDGE WILLIAMS: Have you received complaints
11 from other sections of the city that their neighborhoods
12 were not serviced properly or that medallion taxicabs
13 would not come to their area?

14 MR. HARRISON: Yes, Your Honor.

15 JUDGE WILLIAMS: I have no further questions.

16 MS. SLOAN: I just have two quick questions for
17 clarification.

18 REDIRECT EXAMINATION

19 BY MS. SLOAN:

20 Q. Just so that we understand, you have
21 testified that in your opinion Philadelphia Cab would
22 continue to service the Germantown area if the
23 medallions were issued to them because of the cab
24 drivers and they tend to stay in their known region.

25 Would there be any preventive measures from

15 1 Philadelphia Cab having medallions hiring non Germantown
2 drivers?

3 A. None.

4 Q. And if they were in fact to change their
5 drivers to non Germantown residents, would you think
6 that would effect the area?

7 A. I don't think so.

8 Q. And you've also testified that you think
9 that 60 medallions would be a decent and reputable
10 number to issue medallions to Philly Cab.

11 Can you explain to us why you think there should
12 be an increase in the number of cabs since they are
13 currently operating 42?

14 A. My explanation of that is they have 42 now
15 and we are losing medallions annually citywide. So if
16 they can operate 42, I'm sure they can do 60 and the
17 differences between would also operate citywide.

18 Q. And during our short conversation you
19 indicated your source of information as to why
20 assessments would be eliminated. Can you tell the
21 Court?

22 A. Your Honor, that's only rumor.

23 MS. SLOAN: Thank you, Your Honor.

24 JUDGE WILLIAMS: Mr. Meltzer.

25

15

1 BY MR. MELTZER:

2 Q. I just wanted to clarify. You don't
3 believe if the Court or the PUC or whoever deems it
4 appropriate for Philly Cab to have medallions that that
5 would then suggest that Walsh Cab, which is as Mr. Ernst
6 testified a suburban cab, would have to be a medallion
7 cab?

8 A. No.

9 Q. Can you explain why?

10 A. Walsh Cab primarily operates in the
11 Suburban area. They come to Philadelphia only
12 occasionally. It's nothing everyday with Walsh Cab.

13 Q. In your opinion Walsh Cab would not want to
14 undertake all the financial and other requirements of a
15 medallion cab if it doesn't operate in the Philadelphia
16 area on a regular basis?

17 A. That's correct.

18 MR. MELTZER: That's all I have, Your Honor.

19 JUDGE WILLIAMS: The Law Bureau.

20 MS. SLOAN: Well, let me just clarify.

21 Q. I assume your same answer would apply to
22 the other suburban cabs that operate in the City Line
23 area in the City of Philadelphia?

24 A. That's correct.

25 JUDGE WILLIAMS: Thank you, Mr. Harrison.

15 1 You may be excused from the stand.
2 MS. SLOAN: We have no further witnesses, Your
3 Honor.

4 JUDGE WILLIAMS: Mr. Meltzer.

5 MS. SLOAN: Your Honor, may I request a short
6 recess, please?

7 JUDGE WILLIAMS: I was going to ask him how many
8 witnesses he had.

9 MR. MELTZER: Maybe we can go off the record,
10 Your Honor.

11 (Discussion held off the record.)

12 JUDGE WILLIAMS: Mr. Meltzer.

13 MR. MELTZER: Earl Huling, please.

14 EARL HULING, called as a witness, having been
15 duly sworn, was examined and testified as follows:

16 JUDGE WILLIAMS: Would you state your name and
17 address for the record, please?

18 MR. HULING: My name is Earl Huling, H-u-l-i-n-g.
19 My address is 716 East Sheldon Avenue, Philadelphia
20 19144.

21 JUDGE WILLIAMS: Mr. Meltzer, you may proceed.

22 DIRECT EXAMINATION

23 BY MR. MELTZER:

24 Q. How are you presently employed?

25 A. Presently I'm a driver for Philly Cab

16

1 Company.

2 Q. For how long have you been a driver?

3 A. Almost three years. Since February of
4 1992.

5 Q. Prior to driving for Philly Cab, did you
6 operate a cab?

7 A. Yes, I did.

8 Q. For whom?

9 A. Yellow Cab Company, Penn Radio Cab Company,
10 Sheldon Cab Company -- Sheldon Radio Cab Company.

11 Q. Do you reside in the Germantown area?

12 A. Yes, we do.

13 Q. And for how long have you lived in the
14 Germantown area?

15 A. 25 years.

16 Q. As a driver for Philly Cab, what area do
17 you drive in?

18 A. Germantown, Mount Airy, West Oak Lane,
19 Chestnut Hill, Roxborough, Manayunk, the outlying
20 suburbs.

21 Q. Are you familiar with the streets in the
22 Germantown area?

23 A. Yes, we are.

24 Q. We've had some testimony about the unique
25 nature of the Germantown neighborhood, but could you

16

1 describe in some detail the ease or the difficulty of
2 operating a cab in the Germantown area?

3 A. It's very difficult. The Germantown area
4 and its environs, have the largest number of one block
5 streets of any other neighborhood in the entire city.
6 So there are specific streets in Germantown that only
7 run one block. They give you an address on that one
8 block, and if you don't specifically, precisely know
9 where that one block is, you're not going to find it and
10 the customer will consequently not be served.

11 Q. Is there any other specific knowledge that
12 someone would need to operate a cab in Germantown other
13 than the one block streets?

14 A. It would also be in terms of where the
15 customers are going, and then they say: I want to go to
16 the 5500 block of James, and you say: Do you know where
17 it is. They say: No, you're the cab driver. You take
18 me there. And if you don't know how to get them to the
19 5500 block of James coming from Wheaton Street, you're
20 at a loss, the customer's complaining, you know. What
21 am I paying you for? Take me to James Street. But I
22 don't know how to get there.

23 So we not only have to know where addresses are,
24 but we also have to know precisely where the destination
25 is and how to get there in the shortest route, which

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1 makes it the cheapest route.

2 Q. In your opinion without having specific
3 knowledge of the Germantown area, could a taxi driver be
4 successful in operating that area?

5 A. No. He'd wind up losing money, losing time
6 in getting to the addresses. The customers would be
7 complaining, they'd be waiting for the cabs too long.
8 Then he'd have a problem of not knowing how to get them
9 to where they're going. It would be a disaster.
10 Without the unique personnel to operate the company, it
11 wouldn't work.

12 Q. You've been operating in Germantown for
13 Philly Cab for approximately three years.

14 Do you see other cab companies operating in your
15 area of operation on a regular basis?

16 A. A few. Very few.

17 Q. At some point did you have another position
18 with Philly Cab?

19 A. I'm a part-time dispatcher, as well.

20 Q. And what does a dispatcher do?

21 A. A dispatcher takes the tickets from the
22 operators on the telephones and speaks over the radio
23 and directs the cabs to the particular address that are
24 coming in.

25 Q. Where is the Philly Cab' office?

16

1 A. 4800 Germantown Avenue.

2 Q. How long has that office been at that
3 location?

4 A. Two months, three months.

5 Q. Prior to that time, where was the office?

6 A. Down at Broad and Pike, at the Yellow
7 Eagles Garage.

8 Q. And prior to that where was the office?

9 A. Lafayette Hills.

10 Q. And at the present location it has a radio
11 dispatch system?

12 A. We've always had a radio dispatch system
13 even from the first day of operation.

14 Q. Now, when you were a dispatcher or when you
15 served as a part-time dispatcher, can you give us an
16 approximation, if you can, of the number of calls or
17 wires, that are called that come in in the course of --
18 we'll call it a day for Philly Cab?

19 A. Your Honor, in a 7 to 3 shift in the
20 beginning of the month when more people are moving and
21 going places, we can run 4 to 500 wires. In an 8-hour
22 shift, 7 to 3. In a 24-hour period of time, in the
23 early part of the month, we can run as high as 1,500
24 wires in a 24-hour period.

25 As it goes toward the third and fourth weeks of

16 1 the month, the number of wires start to drop because
2 people have less cash and it's not moving as many places
3 as they are during the first two weeks.

4 Q. Does Philly Cab have any corporate accounts
5 or regular accounts?

17 6 A. Yes, we do. We service Crestview Nursing
7 Home. The nursing home found out that it was actually
8 less expensive to use taxicabs to carry their employees
9 from Fernrock Train Station to the nursing home, than it
10 was to actually purchase and lease vans and hire drivers
11 and actually use their own people. So they essentially
12 outplaced that service to Philly Cab.

13 Q. And you drive the employees to work?

14 A. Yes, three shifts a day, as well corporate
15 accounts like Eagle Lodge, Chestnut Hill Rehabilitation
16 Center, etcetera.

17 Q. Do you also have regular customers,
18 individuals?

19 A. Most of the regular drivers have lists of
20 regular customers. So all of us have regulars. They
21 call in and say: Is Earl working. Tell him I'm at
22 so-and-so. Tell him to come and get me. And the
23 dispatcher tells him: You have a call from Mrs. Hunter.
24 Go and pick her up.

25 Q. What type of locations do you transport

17

1 your customers to?

2 A. It's predominantly medical, doctors
3 offices, hospitals, therapy sessions. Then you have
4 your food shopping, your other merchandise shopping and
5 school activities, running ladies' children to the day
6 care center so they can go to work, but it's
7 predominantly medical, because we run in and out of
8 seven hospitals daily, dozens of times.

9 Q. Based on your experience at Philly Cab and
10 on the customers that you serve, how many are repeat
11 customers, would you say?

12 When I say "how many," I'm talking about what
13 percentage of total trips that you would take?

14 A. Eighty, ninety percent are steady two and
15 three times a week or more than that.

16 Q. Are you familiar with other drivers of
17 Philly Cab?

18 A. Yes, I know all of the drivers.

19 Q. Are all of them familiar with the Germtown
20 area?

21 A. Yes, it's essential. If they are not
22 familiar with the Germantown area, it becomes evident
23 very, very quickly, because the customers start to
24 complain.

25 Q. If you were operating a cab at Philly Cab

17

1 and it had citywide authority, would you still remain in
2 the Germantown area that you're presently serving?

3 A. Exactly.

4 Q. You certainly are free today to drive for a
5 cab having a medallion or citywide authority; is that
6 correct?

7 A. That's correct.

8 Q. And yet you choose to drive for Philly Cab
9 in the Germantown area?

10 A. That's correct.

11 Q. Why is that?

12 A. I can consistently make \$100 a day with
13 Philly Cab, consistently. The most important thing
14 about cab money is consistency. You can have a bad day
15 and a good day.

16 I could go to other companies in other areas and
17 I can have a good day and a string of bad days. Philly
18 Cab, the Germantown area money it's consistent. There's
19 a certain number of people that are going to ride every
20 day. The sun comes up, they are going to ride. That
21 makes the money consistent, and that makes it a
22 desirable place to work.

23 Q. But is it true that the types of trips are
24 not the real expensive long distance trips?

25 A. Granted. You don't expect someone to pay

17

1 \$20 a day who calls every day. But 6's and 7's add up
2 very quickly, and you just keep, you know, all day long.

3 Q. Do your cabs in your experience when
4 you've driven cabs having citywide authority, do your
5 cabs drive less miles or put in less miles than you
6 would if you had citywide authority?

7 A. We tend to because as I said, we're moving
8 shorter distances, we're staying in the area. We get,
9 out of 20 jobs a day, we might go Downtown twice. Other
10 than that, we're staying in the area.

11 Q. Does that save you not only miles, but gas?

12 A. Exactly. We can get away with only
13 spending \$10 or \$12 a day in gas.

14 Q. Your cabs do not have partitions; is that
15 correct?

16 A. Exactly.

17 Q. Do you know what your tariff is?

18 A. It's \$1.80 for the first 6th of a mile,
19 then 30 cents every 6th of a mile.

20 Q. The same as a medallion cab?

21 A. Yes.

22 Q. I don't know if you were here when Mr.
23 Harrison testified, but your vehicles get inspected down
24 at the PUC?

25 A. Correct.

17

1 Q. And you also have to go through the
2 certification process?

3 A. Um-hum.

4 Q. What is the public transportation situation
5 in the Germantown area?

6 How would you describe it?

7 A. It's reasonably good. It's reasonably
8 good, but there's a preponderance of elderly people, and
9 you can't imagine the amount of times that we get a call
10 to pick someone up that tells us: I just can't make
11 that first step on a Septa bus. I'm sorry it's a short
12 trip, but I need you to help me in the cab, take me to
13 the short distance and help me out, because I just can't
14 climb the steps on a Septa bus. That happens to us many
15 times a day.

16 Q. And you also have hail service; is that
17 correct?

18 A. Yes.

19 Q. Approximately what percentage is hail
20 service, if you know?

21 A. Approximately 20 percent.

22 Q. Are you familiar with the p.m. shift or
23 we'll call it the midnight through the morning shift
24 type of service that's called for, for the cabs
25 operating that period?

18

18

1 A. Yes. We have a 11 to 7 shift. We operate
2 24 hours a day, 7 days a week. The 11 to 7 shift gets
3 as many as 200 calls a night. One of the things about
4 the 11 to 7 shift is a number of suburban cab companies
5 don't operate at all. It's nothing for a Philly Cab to
6 be called up to Abington or Rolling Hills or Lafayette
7 Hills, because a suburban person wants to move from the
8 suburbs to even someplace in the suburbs, but there's no
9 other cab service available. Norristown Cab shuts down
10 at 10 p.m. There's no one else to call but us.

11 Q. What type of service do you provide to
12 people during that 11 to 7 shift?

13 A. Essential service. There are people who
14 have to be at work at 6 or at 5 or have to catch an
15 early morning plane or catch an early morning train that
16 have no other way to get away from their house. We have
17 24 hour a day dispatching and 24 hour cabs.

18 Q. Other than the difficulty of driving in the
19 area and one not familiar with it, are there any other
20 reasons in your opinion that other cab companies would
21 not operate in the current area of operation for Philly
22 Cab?

23 A. Well, they'd have to make a significant
24 investment in equipment first. Then they'd have to make
25 a significant investment in radio dispatching system

18

1 which costs us \$2,500 a week. Then they'd have to make
2 a significant commitment in getting experienced
3 Germantown knowledgeable drivers.

4 That would take time and money, and I cannot
5 imagine them recouping their investment for three to
6 five years. It really wouldn't be worth it to start it
7 up from scratch in terms of trying to compete against
8 us.

9 Q. In your opinion if you had citywide
10 authority would other drivers currently driving for
11 Philly Cab continue to operate in Germantown if you were
12 a medallion cab?

13 A. Exactly. Once again it's consistent daily
14 money.

15 Q. On the other side if Philly Cab were to
16 lose its authority for whatever reason, what impact in
17 your opinion would that have not only on you as a driver
18 but also the community in general in the Germantown
19 area?

20 A. It would have a disastrous impact on it. I
21 can't count the number of times that someone has told us
22 that they've called United Cab, Yellow, Keystone and us.
23 They'll call four and five different cab companies and
24 they'll tell us, the first one who gets to my house is
25 the one who gets my business. We consistently get there

18 1 first, but yet I've also heard people tell me they've
2 called Yellow Cab or United two hours ago and then
3 decided to call us, and we were there in 15 minutes and
4 the Yellow or United Cab still hadn't arrived yet.

5 That's the problem. You see, once you give the
6 driver that taxicab, you tend to lose control of it.
7 Especially with people like United and Yellow. Ours is
8 more closer and tight-nit. Since the drivers know the
9 area and the money's consistent there, they have the
10 greater incentive to shoot right to that address.

11 MR. MELTZER: Those are all the questions that I
12 have.

13 CROSS-EXAMINATION

14 BY MS. SLOAN:

15 Q. Mr. Huling, you've stated that you've been
16 driving for Philly Cab Company since February of 1992
17 and then listed three other previous taxicabs.

18 In total how long have you been a Philadelphia
19 taxicab driver?

20 A. 24 years.

21 Q. You also listed Penn Radio Cab as one of
22 your previous. Is that the predecessor to Philly Cab?

23 A. Yes.

24 Q. Yellow Cab I know is not involved in this?

25 A. Yes.

18

1 Q. What about Sheldon Radio Cab?

2 A. I worked for them, as well.

3 Q. Do they provide citywide?

4 A. Sheldon is out of business now.

5 Q. Did they provide?

6 A. No. It was strictly in the Germantown,

7 West Oak Lane, Mount Airy, Chestnut Hill area.

8 Q. In fact it was a competitor when it
9 existed?

10 A. It was a predecessor.

11 Q. That's what I needed to know. Thank you.

12 When did you drive for Yellow Cab? I'm curious
13 as to what time periods.

14 A. I started with Yellow Cab March the 5th,
15 1970. I worked on and off for them up to '86. I
16 started with Sheldon from '86 of January and I worked
17 with Sheldon until Yellow took him over in October of
18 '89. I worked briefly for Yellow from October of '89
19 until I left them and came to Philly in February of '92.

20 Q. Okay. So based on that history, you have
21 had experience with driving citywide; is that correct?

22 A. Yes, I have.

23 Q. And so some of your testimony is based on
24 your personal experience as a citywide driver?

25 A. Not some of it. All of it.

18

1 Q. When were you employed as a part-time
2 dispatcher?

19

3 A. That started over a year ago and ever since
4 then, off and on, any time one of the dispatchers need
5 time off or Mike needs me to fill in, I help him out.

6 MR. MELTZER: For the record, Mike is the manager
7 or the general manager.

8 BY MS. SLOAN:

9 Q. When you testified about the consistency of
10 the daily intake, could you give us an approximate
11 number of runs that you would make in your shift per
12 day?

13 A. I worked 6 a.m. to 6 p.m. I'm looking for
14 20 wires in that 12-hour period of time. You can
15 imagine that if there are 40 cabs out there, then they
16 can handle 1,600 wires a day, but that's only for the
17 a.m. shift. The p.m. shift is the same way.

18 Q. But based on that, I'm going to use some
19 rough math. Your average fare is approximately \$5 based
20 on your hundred dollar a day consistency and your 20
21 runs?

22 A. No, about \$8.

23 Q. Okay. How old is the vehicle you are
24 currently operating?

25 A. Ten years old.

19

1 Q. And based on your close-nit and complete
2 experience, approximately how old are the vehicles run
3 by Philly Cab?

4 A. How old are they?

5 Q. Yes.

6 A. Averaging?

7 Q. Right.

8 A. About seven or eight years ago.

9 The reason mine is so old is it's in
10 mint-condition.

11 Q. In your estimation would there be an affect
12 if you were required to have a protective barrier in
13 your cab?

14 A. Two problems. Operational problems.
15 Number one, I have a number of elderly ladies, and you
16 ladies know as ladies get older they begin to have
17 problems with their knees, and they say: Earl, can I
18 please sit up front? So I let them sit up front.
19 That's because actually they have a medical condition
20 that they really can't bend their needs.

21 The other problem is -- not a problem. The other
22 situation. I have a Mercury Marquis. It's virtually a
23 large car. I can move the seat all the way back, giving
24 them maximum room to pivot and put their legs up. You
25 put the shield in, that seat is frozen and stopped.

19

1 It's locked. I can see them having a problems getting
2 in the front or the back with that shield in, just from
3 a purely operational point of view.

4 The second thing is the shield prevents intimacy
5 of conversation. You ride passengers to the point where
6 you know about their daughters, their sons, their
7 grandchildren, their babies. They tell you everything.
8 The shield would prevent that intimacy of conversation,
9 which is part of the experience, really. That's why
10 they call for the same driver every day, because they
11 develop relationships with them.

12 Q. Again, based on your 24 years and your
13 experience with Philly Cab, if you were required to have
14 a newer vehicle and the protective barrier, do you think
15 that would in fact affect your relationship with your
16 customers?

17 A. It would, for those two reasons.

18 MS. SLOAN: I have no further questions.

19 REDIRECT EXAMINATION

20 BY MR. MELTZER:

21 Q. The vehicle that you have now is still
22 inspected on a regular basis; is that correct?

23 A. Yes.

24 Q. And that's done by Mr. Harrison's
25 department; is that correct?

19

1 A. Exactly.

2 JUDGE WILLIAMS: I have one question.

3 We've talked about radio dispatch. If I were new
4 to the Germantown area and I wanted to locate your cab,
5 what would I look under to get the telephone number?

6 MR. HULING: It's listed alphabetically.

7 JUDGE WILLIAMS: But would I look under Philly
8 Cab or --

9 MR. HULING: Yes. It would be listed there.

10 JUDGE WILLIAMS: So it would be listed as Philly
11 Cab and when I called Philly Cab, I would get your radio
12 dispatch as opposed to the medallion cabs for Philly?

13 MR. HULING: Exactly.

14 MR. MELTZER: We could have testimony to that.

15 JUDGE WILLIAMS: Okay.

16 MR. MELTZER: Maybe I can clarify that.

17 Q. Philly Cab has medallion and nonmedallion
18 cabs?

19 A. Correct.

20 Q. Is there the same phone number for both the
21 medallion and the nonmedallion cabs?

22 A. Yes. All calls come to the same radio
23 dispatch room.

24 Q. But if I live in Germantown and I call that
25 number and I say I want you to pick me up on Stenton

19

1 Avenue, such and such street, the dispatcher would
2 dispatch the nonmedallion cabs, wouldn't it, or could it
3 dispatch either?

4 A. No. Closest to the customer, but there
5 have been situations, numerous times, where one of the
6 elderly will actually say: Please don't send a
7 medallion. Why. I have problems getting in medallion
8 cabs. Please send me a Philly Cab. I have two bad
9 knees. I have arthritis in my knees.

10 Q. In your experience there are both medallion
11 and nonmedallion cabs serving the Germantown area;
12 correct?

13 A. Correct.

14 JUDGE WILLIAMS: Does either counsel have anymore
15 questions.

16 MR. MELTZER: I have no other questions.

17 JUDGE WILLIAMS: Thank you, very much.

18 MR. MELTZER: The additional driver's here are
19 Evelyn Whiting, William Jackson, Bazil Malone, Donald
20 Marshall, and Leroy Middleton is not here.

21 We have a dispatcher here, Pam Coston, Your
22 Honor.

23 JUDGE WILLIAMS: Would you spell your last name,
24 please?

25 MS. COSTON: C-o-s-t-o-n.

19
1 MR. MELTZER: We also have a customer, Your
2 Honor, Joan Shumaker, who is a regular patron of Philly
3 Cab.

4 I would only ask her a few separate questions,
5 but basically, I believe that all of their testimony,
6 from the driver's standpoint or the patron's standpoint,
7 in my opinion would be cumulative of what Mr. Huling
8 testified to.

9 JUDGE WILLIAMS: Would everyone remain standing
10 and raise your right hands, please.

11 (Witnesses sworn en masse.)

12 JUDGE WILLIAMS: Let the record reflect they all
13 said "I do."

14 You may be seated until Mr. Meltzer asks you a
15 question.

16 DIRECT EXAMINATION

17 BY MR. MELTZER:

18 Q. Ms. Whiting, you've been present during Mr.
19 Huling's testimony; correct?

20 A. Yes.

21 Q. And do you basically adopt the testimony
22 that you've heard from Mr. Huling regarding the
23 operation of Philly Cab, the customers in the area that
24 you serve and the other aspects he's been cross-examined
25 and direct-examined on?

20

1 A. Yes, I do.

2 Q. Is there anything you wish to add?

3 A. No.

4 JUDGE WILLIAMS: Would you ask her how long she's
5 been driving.

6 BY MR. MELTZER:

7 Q. Okay. How long have you been driving for
8 Philly Cab?

9 A. Two and a half years.

10 Q. How long have you been a cab driver?

11 A. About four years.

12 Q. And where do you reside?

13 A. Germantown.

14 Q. And what's the address?

15 A. 223 East Washington Lane 19144.

16 MR. MELTZER: I don't have anything further.

17 JUDGE WILLIAMS: Ms. Sloan.

18 CROSS-EXAMINATION

19 BY MS. SLOAN:

20 Q. Would you change any of the testimony you
21 heard Mr. Huling had?

22 A. No.

23 MR. MELTZER: Mr. Jackson.

24

25

DIRECT EXAMINATION

20 1 BY MR. MELTZER:

2 Q. Could you state your address for the
3 record, please?
4

5 A. 115 East Colter Street.

6 Q. Is that in Germantown?

7 A. Yes.

8 Q. How long have you been a driver for Philly
9 Cab?

10 A. Three years.

11 Q. You've heard Mr. Hulings testimony on
12 direct and cross-examination; is that correct?

13 A. Yes, I did.

14 Q. Do you adopt his testimony?

15 A. Yes.

16 Q. Is there anything you wish to change or
17 modify?

18 A. No.

19 Q. For how long have you been a cab driver?

20 A. Roughly around 18 years.

21 MR. MELTZER: Any questions?

22 MS. SLOAN: No.

23 JUDGE WILLIAMS: Thank you.

24 MR. MELTZER: Mr. Malone.
25

DIRECT EXAMINATION

BY MR. MALONE:

Q. State your address, please.

A. 232 West Earlham Terrace.

Q. Is that located in Germantown?

A. Yes.

Q. For how long have you lived in Germantown?

A. About 20 years.

Q. You are a new resident of Germantown.

You've heard Mr. Huling's testimony. Is there anything you would change or alter or do you adopt his testimony?

A. All of it.

Q. You would change all of it or you adopt all of it?

A. I accept all of it.

MR. MELTZER: Janet.

CROSS-EXAMINATION

BY MS. SLOAN:

Q. I'm just not sure. How long have you been a driver for Philly Cab?

A. For about a year and a half.

Q. How long have you driven a cab in Philadelphia?

A. Eight years.

20 1 MR. MELTZER: Mr. Marshall.

2 DIRECT EXAMINATION

3 BY MR. MELTZER:

4 Q. State your address, please.

5 A. 119 East Price Street.

6 Q. Is that in Germantown?

7 A. Yes.

8 Q. For how long have you lived in Germantown?

9 A. Four years.

10 Q. And you are a driver for Philly Cab?

11 A. Yes.

12 Q. How long have you been a driver for Philly

13 Cab?

14 A. Two years.

15 Q. How long have you been a cab driver?

16 A. For about 16.

17 Q. You've heard Mr. Huling's testimony.

18 Do you adopt it?

19 A. Everything, yes.

20 Q. Is there anything you wish to alter or add?

21 A. No.

22 CROSS-EXAMINATION

23 BY MS. SLOAN:

24 Q. Just for the record, do you adopt Mr.

25 Holland's testimony, as well?

20

1 A. Yes.

2 JUDGE WILLIAMS: Mr. Huling is his name.

3 MS. SLOAN: I'm sorry. I've been calling you the
4 wrong thing.

5 MR. MELTZER: Mrs. Shumaker.

6 DIRECT EXAMINATION

7 BY MR. MELTZER:

8 Q. Where do you reside, Ms. Shumaker?

9 A. In Mount Airy, 271 East Nehan Avenue.

10 Q. For how long have you been a patron of
11 Philly Cab?

12 A. I don't know. I hate to tell you, I just
13 checked my diary. I have 18 cab companies that I have
14 occasionally called.

15 At least three years.

16 Q. How long have you been a resident of the
17 Mount Airy area?

18 A. 47 years.

19 Q. Are you satisfied with the services of
20 Philly Cab?

21 A. Yes, I am.

22 Q. And you've heard Mr. Huling's testimony
23 regarding the impact on the residents of your area if
24 Philly Cab would go out of business. Do you adopt that
25 conclusion?

20

1 A. I certainly do.

2 CROSS-EXAMINATION

3 BY MS. SLOAN:

4 Q. For the record, I have noticed that you
5 have some difficulty.

6 JUDGE WILLIAMS: For the record, she has two
7 canes that she just lifted.

8 BY MS. SLOAN:

9 Q. Let me ask do you find the testimony of Mr.
10 Huling correct about the protective barriers and the
11 entry into the vehicles?

12 A. Yes, I do. Every one of them, they don't
13 all have a handle that you can hold onto when you get
14 it, but I would suggest that even a fabric handle would
15 help. But you can grip the backrest.

16 Q. Do you find it difficult to get into and
17 out of a cab that has the barrier?

18 A. The partition, yes.

19 MS. SLOAN: Thank you.

20 JUDGE WILLIAMS: Ms. Shumaker, you're the only
21 patron that we have here, so I just want to get some
22 more information from you about the service.

23 Could you tell us a little bit about how you feel
24 the service is?

25 MS. SHUMAKER: Fine. I was a school teacher for

20 1 many years and I took Penn Radio as a rule to school
2 every morning, but when they went out of business, I
3 tried others. I tried of course Yellow Cab, and I had
4 two problems with Yellow Cab. One was that they were
1 5 not reliable as far as time goes. I sometimes waited an
6 hour, three quarters, two hours and a quarter, even when
7 I called to remind them I was still waiting.

8 The other thing was they had a meter that was
9 wrong, and one of our refugees came in. At that time
10 the fare in town was \$18 or \$19 all the way into the
11 historical society, and he charged \$28, so I called in
12 to complain, and you have to complain to a recorder.
13 However, I did complain, but I switched to Philly Cab
14 and they are reliable and they are reasonable, and I
15 call them all the time. I can ask for one special
16 driver if I wish.

17 JUDGE WILLIAMS: Thank you.

18 MR. MELTZER: Do you want to go in our
19 advertisements?

20 I have no other questions.

21 JUDGE WILLIAMS: Thank the witnesses that came.

22 At this point, it's 25 minutes to 1. How long do
23 you think your other witnesses would be?

24 MR. MELTZER: I would like to have a relatively
25 short break for lunch and I don't think it would be more

1 1 than a half hour, 45 minutes depending on
2 2 cross-examination.

3 JUDGE WILLIAMS: Why don't we return from lunch
4 4 by 1:30.

5 (Whereupon, at 12:35 p.m., a luncheon recess
6 6 was taken.)

7 JUDGE WILLIAMS: Mr. Meltzer, you may continue
8 8 with your case.

9 MR. MELTZER: Mr. Gabbay.

10 Your Honor, just as a point of information or an
11 11 offer of proof, it's my understanding that this is not
12 12 the normal application process type hearing. There are
13 13 no protests, so I don't think it necessary and I'm not
14 14 prepared to go into -- though I'll refer to it, the
15 15 financial background and all the normal elements,
16 16 because there haven't been any protests filed. I think
17 17 the issue here is should they be medallion cabs or not
18 18 be medallion cabs and whether the area is completely
19 19 served.

20 JUDGE WILLIAMS: That's my understanding that
21 21 there's no need to put on information about the
22 22 financial background or the experience of the owner.

23 Is that your understanding?

24 MS. SLOAN: That's correct, Your Honor. We are
25 25 not prepared to delve into those issues at all.

1 MR. MELTZER: That's fine.

2 JUDGE WILLIAMS: Would you raise your right hand,
3 please?

4 JACOB GABBAY, called as a witness, having been
5 duly sworn, was examined and testified as follows:

6 JUDGE WILLIAMS: Would you state your name and
7 your business address for the record, please?

8 MR. GABBAY: Jacob Gabbay, G-a-b-b-a-y, 1314
9 Chestnut Street, Philadelphia, PA 19107.

10 JUDGE WILLIAMS: You may continue.

11 DIRECT EXAMINATION

12 BY MR. MELTZER:

13 Q. Mr. Gabbay, you are one of the owners of
14 Philly Cab; is that correct?

15 A. Yes.

16 Q. For how long have you been an owner of
17 Philly Cab or Penn Radio?

18 A. Somewhere around ten years.

19 Q. And you acquired Penn Radio through a
20 bankruptcy proceeding; is that correct?

21 A. Yes, I bought it through bankruptcy court.

22 Q. Where is the present headquarters of Philly
23 Cab?

24 A. Germantown Avenue.

25 Q. How long has it been at the location of

1 1 Germantown Avenue?

2 A. Couple months. A few months.

3 Q. Who owns the building?

4 A. Philly Cab Company purchased the building
5 and we furbished the whole building and built the
6 dispatch room down there and garage.

7 Q. That was my next question. That is where
8 the garage is located?

9 A. Yes.

10 Q. And that is where the radio dispatch
11 operates from?

12 A. Yes.

13 Q. Do you have a full-time manager or managers
14 at Philly Cab?

15 A. Yes.

16 Q. Who is that?

17 A. Mike.

18 Q. Last name.

19 A. Reibenbach.

20 Q. Now Philly Cab has both medallion and
21 nonmedallion cabs; correct?

22 A. Yes.

23 Q. Am I correct that both medallion and
24 nonmedallion cabs operate out of the Philly Cab dispatch
25 system?

1 A. Yes.

2 Q. If the suburban-type operation of Philly
3 Cab is required to have a medallion, is it your intent
4 to continue to service the Germantown area?

5 A. Sure.

6 Q. Do some of the medallion cabs presently
7 serve the Germantown area?

8 A. Yes, they do.

9 Q. As well as the nonmedallion cabs?

10 A. Yes, they do.

11 Q. Would it be your intent to continue to
12 instruct your personnel to hire drivers or retain
13 drivers that are familiar with the Germantown area?

14 A. Yes.

15 Q. Is Mr. Reibenbach your manager on a
16 day-to-day basis?

17 A. Yes.

18 Q. How many cabs does Philly Cab non-suburban
19 operation currently operate?

20 A. Somewhere 42 or 45.

21 Q. Those are the only questions that I have,
22 Your Honor.

23 JUDGE WILLIAMS: Ms. Sloan.
24
25

CROSS-EXAMINATION

1
2 BY MS. SLOAN:

3 Q. Mr. Gabbay, the 42 to 45 cabs operated by
4 Philly Cab, are those owned by Philly Cab?

5 A. Yes.

6 Q. How many of them would meet the age
7 requirements if you would convert to medallions?

8 A. Not too many.

9 Q. So most of them are over the six-year age
10 limit?

11 A. Yes.

12 Q. There would be a substantial requirement of
13 investment on your part therefore to convert to
14 medallions; is that correct?

15 A. Yes.

16 Q. As owner of Philly Cab do you think that
17 would hurt your operations?

18 A. It will hurt my operation if -- if you're
19 talking about only the neighborhood cab.

20 Q. So there would in fact be some business
21 considerations to converting all 42 of those cabs or as
22 Mr. Harrison suggested, even more, 60 cabs to
23 medallions?

24 A. Yes, but it would be the good and the bad.
25 If I'm going to stay with the same right, it will hurt

2 1 me, but if I get more right, the medallion right, it
2 would be beneficial to the company.

3 Q. How would it be of benefit to the company?

4 A. They will have more wide range of doing
5 business in the City of Philadelphia and not just
6 restricted to an area.

7 Q. So that some of your cabs in order to
8 recoup the investment you would make to get the
9 medallion, some of your cabs would be required to go
10 outside Germantown?

11 A. I'm not saying required. I'm saying if
12 they are outside they can still pick up a fare and not
13 have to run back to the base or the designated area.
14 They can stay all over the city.

15 I give you an example. If we have a ride now
16 from Germantown to the airport, the cab have to leave
17 immediately the airport to go back to Germantown. If
18 it's a medallion cab, he'll stay in the airport and pick
19 up a fare either back to the city and continue to
20 Germantown -- I think you are not familiar with
21 Philadelphia and airport. We're on this side. Center
22 City is over here and the airport is over here. So at
23 least they'll get a fare to Center City and continue to
24 Germantown, so at least he'll have a benefit of having a
25 regular medallion.

2 1 Q. Mr. Gabbay, you also have a portion of the
2 authority that are nonmedallion; is that correct?

3 A. Yes.

4 Q. So you are familiar with the current
5 situation at the airport; would that also be correct?

6 A. Yes.

7 Q. Is it unfair to characterize the waiting
8 pen as anywhere between three to four hours for pickup
9 at the airport?

10 A. They do and they don't. Sometimes -- it's
11 a lot of people that work just only in the airport.
12 They get the fare. They run to the city and come right
13 back to the airport and wait, and that's the way they
14 operate.

15 Our benefit is on some days that you can't get a
16 cab in the airports. You just can't get a cab in the
17 airport. Some days you have to wait three or four hours
18 for a fare. It varies. Sometimes during the daytime
19 and during the nighttime it's all different day.
20 Sometimes the airport is busy. Sometimes it's not.

21 Q. Would it be fair that the example that you
22 gave as to how Philly Cab could benefit from the
23 expanded authority, could also mean that a cab could be
24 tied up at the airport and not servicing Germantown?

25 A. In some respect yes and some no, because we

2
1 are going to put more cabs in Germantown so that if we
2 lose the ten percent that goes out of town, we're still
3 servicing the Germantown area.

4 Q. If you are held to a certain number, let's
5 say we give you 42 medallions, is there any assurances
6 to the community and to the Commission that there will
7 be sufficient service for the Germantown, Chestnut Hill
8 Mount Airy and Manayunk areas?

9 Q. First of all, we are currently operating on
10 a low cabs, because of various reasons: One we move to
11 a new building. There are things as insurance problems,
12 but we certainly gone high much more on a 60 cabs, as
13 you heard the testimony. They have somewhere around
14 1,500, even 2,000 calls a day, and we need more cabs to
15 put on the street.

16 So I assume that 42 cabs it wouldn't be -- I
17 don't think, if we're talking about 60 or 70 cabs, then
18 if we lose about ten percent out of it outside the area,
19 we still can serve very good Germantown, Mount Airy,
20 whatever our place.

21 Q. It is your request that if in fact the
22 Commission were to convert your authority to medallion
23 cabs, you would be requesting more than the 42 cabs you
24 are currently operating?

25 A. As I said, we operate sometimes more than

2 1 42 cabs. We are now on the lower stage of 42 cabs.

2 Q. But at this point you have 42 cabs that are
3 operating this authority.

4 A. Right.

5 Q. Would you be requesting from the Commission
6 more than that number of medallions?

7 A. It's possible. Don't forget that we have
8 the unlimited right to put as many cabs as we want to.

9 Q. Well, you're going to lose that right if
10 you convert to medallion.

11 A. Okay. But at least I will have a certain
12 amount of cabs that I can operate.

13 Q. This Commission may not have 60 or 70
14 medallions to give you. There is that concern.

15 You realize that?

16 A. I'm not sure. I can't run the Commission,
17 so I don't know.

18 Q. I'm telling you at this point there is some
19 question about how many medallions are available for the
20 Commission --

21 A. I understand the medallion available is
22 over 130 cabs.

23 Q. And there are others who may in fact be
24 getting those medallions.

25 A. I'm not sure.

2 1 Q. I understand that you don't. I'm
3 2 explaining that that is the situation.

3 3 If that is the situation and there are not 60 or
4 4 70 medallions to offer your company in exchange for the
5 5 unlimited authority you now have, would your company
6 6 find that it is a financial loss to have only 20 or 30
7 7 or 40 medallions issued to you?

8 8 A. It will come to the point that it will,
9 9 because we have administration costs that we need
10 10 certain amounts of cabs in the street to cover for
11 11 telephone operator, the county, lot people, dispatcher
12 12 people, office supply. So therefore the certain amount
13 13 of cabs that we need to have on the street to cover
14 14 those expenses if we are going to go lower than that, we
15 15 are probably going to lose money and probably eventually
16 16 close the company.

17 17 Q. Your application is to separate your
18 18 medallion operation from what we term in the Commission,
19 19 neighborhood operations?

20 20 A. Yes.

21 21 Q. Would in fact your company be able to
22 22 continue to operate the neighborhood authority as it now
23 23 exists?

24 24 A. Yes.

25 25 MS. SLOAN: Thank you. I have no further

3 1 questions.

2 MR. MELTZER: I have a few questions on redirect,
3 Your Honor.

4 REDIRECT EXAMINATION

5 BY MR. MELTZER:

6 Q. If the Commission granted you a number of
7 medallions, less than even the 42 that you currently
8 have, as I understand it, you would have only a limited
9 number of cabs to service not just the city, but also
10 the Germantown area.

11 In your opinion if you do not receive at a
12 minimum the 42 or perhaps the 60 medallions that have
13 been suggested here, would you be able to continue to
14 service the Germantown area?

15 A. Like I say, if it's coming to the point
16 that we cannot take care of administration costs --

17 Q. I'm not talking about administration costs.
18 I'm talking about your ability to service.

19 A. The ability is not going to be there
20 because it's going to be lower. We are I think now at
21 the lowest stage that we can stay. That's why we went
22 in because of various reasons I said. One of them is
23 insurance costs. So we stay at a minimum just to keep
24 ourselves floating and not taking money out of our
25 pockets.

3
1 Q. In your opinion if you were required to be
2 a medallion cab, what number would be sufficient to
3 service Germantown Cab, given that it wouldn't be an
4 unlimited number, what number would be appropriate to
5 service the Germantown area and yet be a medallion cab?

6 A. I'd rather see a hundred of them, but if we
7 can get 70 I think it will be sufficient so that we
8 can -- to run the whole operation.

9 Q. You heard Mr. Harrison mention the number
10 60.

11 In your opinion would 60 be possibly sufficient
12 to service the area?

13 A. Yes.

14 Q. When your cabs -- when the neighborhood
15 cabs go into Center City on a fare or returning from
16 Center City on a fare, are you aware of instances of
17 harassment by medallion cab drivers against your
18 drivers?

19 A. Yes.

20 Q. Would that be eliminated in your opinion if
21 your cabs were also medallion cabs?

22 A. Of course. I think also the PUC and the
23 police can govern it better when they see full
24 authority --

25 Q. Other than Mr. Harrison's department, is

3 1 there a portion of the Philadelphia Police Department
2 that also has some type of enforcement?

3 A. Taxi squad.

4 Q. Taxi squad?

5 A. Yes.

6 Q. It's called the taxi squad?

7 A. Yes.

8 Q. In your experience, are they as familiar as
9 Mr. Harrison is with the nonmedallion versus medallion
10 issue?

11 A. I assume they do.

12 Q. Have your drivers experienced some
13 harassment from members of the taxi squad because the
14 medallions don't appear on the hoods of the cars?

15 A. Yes.

16 Q. Whether or not it's in Germantown?

17 A. Yes.

18 MR. MELTZER: I have no other questions.

19 JUDGE WILLIAMS: Mr. Gabbay, when Mr. Huling was
20 testifying, he made mention of the radio dispatch and
21 you've also talked about the radio dispatch.

22 Prior to going to Germantown Avenue, were your
23 medallion taxicabs under a different radio association?

24 A. Some of them under our association and some
25 of them with a different association.

3 1 Q. Was that United?

2 A. United and Crescent.

3 Q. And are you saying that now all of the
4 cabs, whether they are medallion or nonmedallions are
5 under Philly Radio Association?

6 A. No, not all of them. Some of them are
7 under United and some of them are under Philly Cab
8 Company.

9 Well, one time I was the president of United Cab
10 Company, so I don't know if it's good or bad.

11 MR. MELTZER: Well, you don't brag about it.

12 MR. GABBAY: I don't brag about it, so I brought
13 a lot of cabs to United Cab Company.

14 JUDGE WILLIAMS: What is your present position
15 with Philly Cab Company?

16 MR. GABBAY: I'm the owner.

17 JUDGE WILLIAMS: Are you also addressed as
18 president?

19 MR. GABBAY: No.

20 JUDGE WILLIAMS: Are you the sole owner?

21 MR. GABBAY: Me and my brother.

22 JUDGE WILLIAMS: What is your brother's name?

23 MR. GABBAY: Maurice Gabbay.

24 JUDGE WILLIAMS: Do you have any other questions?

25 MS. SLOAN: No.

4 1 JUDGE WILLIAMS: Mr. Meltzer.

2 MR. MELTZER: Just one, although I don't know how
3 relevant it is for this hearing, but maybe the record
4 should have it.

5 BY MR. MELTZER:

6 Q. The reason to initially carve out -- the
7 reason for this application was to segregate in a
8 separate company the nonmedallion and medallion cabs; is
9 that correct?

10 A. Yes.

11 Q. There would be no need for that if the
12 nonmedallion became medallion cabs; is that correct?

13 A. Yes.

14 Q. What was the reason to try and carve it out
15 initially, to try to separate medallion --

16 A. We tried because of insurance purposes.

17 Q. But as far as the operation, it wouldn't
18 change?

19 A. No, it wouldn't change at all.

20 MR. MELTZER: That's all I have.

21 JUDGE WILLIAMS: So at the present time, Penn Cab
22 Company does not operate any cabs?

23 MR. GABBAY: They do operate under Philly Cab
24 Company. When we have the transfer, then Penn Cab will
25 take the name Philly Cab. It will be the same thing.

4 1 JUDGE WILLIAMS: Thank you.

2 MR. MELTZER: Mr. Kenney.

3 JUDGE WILLIAMS: Please raise your right hand.

4 PAUL KENNEY, SR., called as a witness, having
5 been duly sworn, was examined and testified as follows:

6 JUDGE WILLIAMS: Would you state your name and
7 your business address for the record, please?

8 MR. KENNEY: My name is Paul I. Kenney,
9 K-e-n-n-e-y. My business address is 620 Park Avenue,
10 New Cumberland, Pennsylvania 17070.

11 JUDGE WILLIAMS: Mr. Meltzer, you may proceed.

12 DIRECT EXAMINATION

13 BY MR. MELTZER:

14 Q. Mr. Kenney, by whom are you presently
15 employed?

16 A. I am president of P.I. Kenney Associates.

17 Q. And what is P.I. Kenney Associates?

18 A. It's a consulting firm that deals in
19 transportation companies, mainly passenger.

20 Q. Could you briefly describe your employment
21 experience with the Public Utility Commission?

22 A. I started with the Public Utility
23 Commission in November of 1954 and I was in the fixed
24 utility section. It was an interim of ten years when I
25 was associated with the consulting firm of Webber, Fig

4 1 and Wilson and two years while I was with Penn Fuel Gas.

2 In those capacities I dealt with the original
3 cost section, continuing property records and while with
4 Penn Fuel I established a plan for both the
5 construction, retirement and maintenance plan I
6 submitted to the Commission and was accepted by the
7 Commission.

8 Shortly after that, with the start of the
9 changing and the electric utility field and because of
10 my background in continuing property records, I returned
11 to the Public Utility Commission in 1968, and I've
12 stayed in that fixed utility section until the end of
13 1971. When there was a vacancy in the Transportation
14 Bureau, I was given the opportunity to go into that
15 section as the supervisor of the analysts.

16 From 1972 through 1986 I was in transportation.
17 In 1979 I was given a job of manager in the finance
18 division in which I held until I retired in 1986.

19 I've been a member of the Nassau State
20 Transportation Specialists, I was with the chairman of
21 the rate committee. I was on the railroad and the motor
22 carrier committees.

23 Since February of 1986, I've had my little
24 consulting firm going. I've been dealing with the
25 passenger carriers mainly. I've done a few of the

4 1 property carriers, but my main field has been with
2 passenger; that's bus, taxi, limousine, airport
3 transfer.

4 Q. Mr. Kenney, you were present when Mr. Ernst
5 testified this morning regarding the brief history of
6 the authority of Penn Radio slash Philly Cab; is that
7 correct?

8 A. That's correct, yes.

9 Q. At my request had you examined the history
10 of the authority of Penn Radio and Philly Cab?

11 A. Yes, I have.

12 Q. And do you have anything to add to Mr.
13 Ernst's recitation of the history of the authority of
14 Philly Cab based upon your review of the records?

15 A. Based on my review of Penn Radio Cab, I
16 found that the original authority was granted back in
17 the 1920's to a -- if I may look at my notes.

18 JUDGE WILLIAMS: Sure.

19 MR. KENNEY: I had them all together at one time.

20 It was issued to an Andrew Jennings, and Mr.
21 Jennings in 1951 sold that to Mr. Jack Giller, who then
22 traded as proprietorship of Penn Radio Cab.

23 In the times of 1952 it was the first time he
24 tried -- you've got to remember that we're talking about
25 Right No. 1.

4 1 Right No. 1 of course had the elements in there
2 of the hourly rate, the \$2 minimum charge, and the
3 address of 529 West Cedrick Street. That was not the
4 original address it was in. It had changed later on to
5 this 529.

6 The Commission had on several occasions denied
7 the ability to remove the time rates, the specific
8 location and the restriction on the address.

5 9 In 1951 I found that the Commission issued a
10 cease and desist order against Mr. Giller for running a
11 corps of demand service. The Commission at that point
12 in time designated that he was really running a
13 limousine, as we know it today.

14 Mr. Giller in 1959 purchased from Francis J.
15 Macnamara and David Maroni, they were partners who
16 traded as Chestnut Hill Radio Cab, and the Chestnut Hill
17 Radio Cab is what we would designate in this authority
18 as No. 2.

19 Q. Based on No. 2, in tracing that authority,
20 do you have anything to add from what Mr. Ernst had said
21 that significantly bears on his testimony in any way or
22 is it basically correct from his review of the same
23 records that you apparently reviewed?

24 A. Well, as I say, I took my analysis up to
25 what I was establishing what this No. 2 authority should

5 1 be. And as I was requested that the parties had a
2 problem with what they call "closing the boundaries."

3 Q. Let me get to that part.

4 Based on my requests, did you review the records
5 and attempt to come up with a clarification of some of
6 the authority for No. 2 in regard to the street
7 locations?

8 A. Yes.

9 Q. What did you find in regard to the
10 territory in No. 2 that needed clarification or
11 revision?

12 A. I have a copy of the original order that
13 was issued to Francis MacNamara and David Maroni.

14 Q. What did you find about the streets?

15 A. In there they had, for instance, as you
16 come down in the description after Port Royal Avenue
17 there's the word "cross street." Now there's no cross
18 street located, according to the city maps, in that
19 area. Cross street is located down in South
20 Philadelphia, and what they were -- my interpretation is
21 that they were trying to describe an area with an
22 unnamed street that was a cross street that would take
23 them from Port Royal Avenue to Shawmont Avenue.

24 Q. And at my request --

25 A. Then there was also the misspelling of the

5

1 word Manatanna. M-a-n-n-a -- which is a strike over on
2 the original of the "T." And the correct spelling is
3 M-a-n-a-t-a-n-n-a. And that's according to the street
4 map of Philadelphia.

5 JUDGE WILLIAMS: Would you say that again?

6 MR. KENNEY: M-a-n-a-t-a-n-n-a.

7 MS. SLOAN: Excuse me, Mr. Kenney.

8 Your Honor, do you have a copy of what Mr. Kenney
9 is reading?

10 JUDGE WILLIAMS: No. I just have the order.

11 MS. SLOAN: It should be on the order.

12 MR. MELTZER: Well, let me try to clarify.

13 BY MR. MELTZER:

14 Q. The initial authority that you were
15 reviewing, you felt after talking to people at the
16 Commission there was something regarding closure.

17 By closure, you mean making a complete bordered
18 territory?

19 A. That's correct.

20 Q. In addition to that, there were streets
21 that either were misspelled or apparently not in
22 existence; is that correct?

23 A. Yes.

24 Q. And you attempted to close the borders
25 consistent with the territory that existed and also

5 1 correct the misspelling of streets and to insert the
2 2 proper name for that cross street --

3 A. Yes.

4 Q. -- that didn't exist in the territory?

5 A. That's correct.

6 Q. And did you consistent with that come up
7 with a map that closed the borders showing all of the
8 streets that should be inside that authority?

9 A. Yes.

10 Q. Now, let me have that and I'll have it
11 marked.

12 A. Do you want to use this map?

13 MR. MELTZER: We'll call this Applicant 1, Your
14 Honor.

15 JUDGE WILLIAMS: Yes, that's fine.

16 BY MR. MELTZER:

17 Q. Now, showing you Applicant's 1, which is
18 not the reduced size, that you have in front of you,
19 from reviewing the authority in the No. 2 right of
20 authority for Philly Cab or Penn Radio, is this the
21 authority that you believe should be modernized or
22 updated consistent with the streets?

23 A. Yes, sir. And as I say, I have the correct
24 spelling of the names.

25 Q. What names had to be corrected?

5 1 A. Manatanna was corrected and there is a
2 street there that is -- if you can see 19128 on the map.

3 It's right up under where it says Upper
4 Roxborough. When you are coming over from Port Royal,
5 you're coming down, it says Port Royal Avenue, and then
6 cross street and then Shawmont. In that section there
7 there was a street that's not named, but in order to get
8 onto Shawmont Avenue and to get onto Umbria Street,
9 Umbria is the -- if you see that hook. It looks like a
10 hook.

11 Q. Did you add a name to that street?

12 A. No, I didn't. But I'm taking out the word
13 cross street, because it doesn't belong.

14 Q. There was no cross street by name?

15 A. No.

16 Q. And did you correct the spelling of what
17 appeared to be Limekiller?

18 A. Yes, that's Limeklin Pike.

19 JUDGE WILLIAMS: Could you give us the correct
20 spelling of that for the record, please?

21 MR. KENNEY: L-i-m-e-k-l-i-n, Pike.

22 BY MR. MELTZER:

23 Q. Am I correct that under authority 2 it
24 does provide call and demand service? Am I correct?

25 A. Correct. When I do the complete right in

6 1 verbiage, the problem with Limeklin Pike is that
2 Limeklin Pike is not in Springfield Township. Limeklin
3 Pike is maybe 50 feet outside of Springfield Township,
4 so that when you speak of the boundary of Springfield
5 Township, I'm going to have to drop the word Limeklin
6 Pike.

7 Q. Did you prepare an appropriate revised
8 authority to, let's call it, modernize or update the
9 authority?

10 A. Yes, which is the same -- the only thing
11 changing from what was here is we're going to drop
12 Limeklin Pike out of the authority and cross street out
13 of the authority and correct the spelling of the word
14 Manatanna, and then stopping -- going down and in said
15 areas to points outside the area and vice versa and
16 strike the next four lines in answer to calls made
17 either in person or by telephone to the Chestnut Hill
18 station of the Reading Company. That's now a Septa
19 Station.

20 Q. So that doesn't exist anymore; correct?

21 A. Right. Which is 45 Chestnut Street, and if
22 I might just point out this morning when Mr. Ernst
23 talked about Walsh Cab, that same reference is in Walsh
24 Cab's authority of 45 East Chestnut Hill Avenue.

25 Q. So you've eliminated that provision?

6

1 A. I've eliminated those four lines from that
2 written authority.

3 Q. So other than what may be required,
4 assuming it's not a medallion authority, it would be the
5 territory that you've described basically call and
6 demand service or hail service in that designated
7 territory of operation?

8 A. Yes.

9 Q. You've had some discussions with a
10 representative of the Commission regarding closing the
11 territory; is that correct?

12 A. Right. I met with Mr. Bruce Bigelow of the
13 Burea, and we went over this map. I'm talking about the
14 large map.

15 Of course, I would like to footnote that he
16 didn't make any official statement.

17 Q. That would still have to be approved by the
18 Commission?

19 A. Correct.

20 Q. But it's more or less correcting what is
21 already in existence?

22 A. Correct.

23 Q. You mentioned Walsh Cab. Walsh Cab has
24 been designated as a suburban cab.

25 A. Right.

6 1 Q. Did you review Walsh Cab's authority?

2 A. Yes, I did.

3 Q. And how does that compare with the
4 authority that we've been discussing here in terms of
5 territory?

6 A. It's almost an exact duplication of the
7 Penn Radio Authority. There are other sections that
8 Walsh Cab has that are extraneous to this discussion.

9 Q. But you've heard Mr. Ernst testify that
10 it's been designated as a suburban cab.

11 Are you familiar at all with Walsh Cab's
12 operation?

13 A. Yes, I am.

14 Q. And do they primarily operate outside the
15 Philadelphia territory?

16 A. Primarily, unless they are called upon to
17 serve in this lower area, they primarily are right at
18 the city line. They operate in Germantown, Glenside,
19 Cheltenham area.

20 Q. But their present authority does not
21 contain any of the requirements of compliance with
22 aspect of the Medallion Law; is that correct?

23 A. That's correct.

24 MR. MELTZER: I have no other questions.

25 JUDGE WILLIAMS: Ms. Sloan.

6 1 MS. SLOAN: I have no questions.

2 JUDGE WILLIAMS: Mr. Kenney, were you involved in
3 ID 171?

4 MR. KENNEY: Yes, ma'am.

5 JUDGE WILLIAMS: Do you have anything additional
6 to add to what Mr. Ernst said about that investigation?

7 MR. KENNEY: Yes, ma'am. I guess I was the lead
8 person out in the field. I had four of the analysts
9 with me. We went out and we made the studies of the
10 adequacy of the service throughout the City of
11 Philadelphia. It was almost a month. We would go into
12 an area, we would make phone calls, we would call Yellow
13 Cab, we would call United Cab and we would test how long
14 it took for them to come service us.

15 A lot of my report that I made at the end of our
16 trips was part of the legislation that came down that
17 set up Zones A, B and C.

18 JUDGE WILLIAMS: I have nothing further for this
19 witness.

20 Does either counsel?

21 MR. MELTZER: One moment, Your Honor.

22 BY MR. MELTZER:

23 Q. To your knowledge this is the only company
24 that has rights limiting its area in Philadelphia as
25 opposed to medallion cab; is that correct?

6 1 A. Yes. Other than Walsh Cab, which is
2 primarily suburban.

3 Q. So this is the only Philadelphia cab
4 company with headquarters in Philadelphia that is not a
5 medallion cab?

6 A. That's correct.

7 MR. MELTZER: I have no other questions.

8 MS. SLOAN: None, Your Honor.

9 JUDGE WILLIAMS: Thank you, Mr. Kenney.

10 MR. MELTZER: I would move for the admission of
11 Applicant 1, the map, Your Honor.

12 JUDGE WILLIAMS: Any objections?

13 MS. SLOAN: No.

14 JUDGE WILLIAMS: Thank you. It's therefore
15 submitted.

16 (Applicant's Exhibit No. 1 was admitted.)

17 MR. MELTZER: Unless Your Honor wishes to hear
18 from the operational people or person at Philly Cab, we
19 have no other evidence.

20 I don't know how relevant that would be, but for
21 the completion of the record if Your Honor would like to
22 ask any questions of the general manager, he is present.

23 JUDGE WILLIAMS: Does the Law Bureau have any
24 questions for this witness?

25 MS. SLOAN: We have no questions of this

7 1 gentleman.

2 JUDGE WILLIAMS: Just put him on to indicate who
3 he is. He's been referenced to during the course of the
4 hearing.

5 Would you raise your right hand, please?

6 MENACHEN REIBENBACH, called as a witness, having
7 been duly sworn, was examined and testified as follows:

8 JUDGE WILLIAMS: Would you state your name and
9 your business address for the record, please?

10 MR. REIBENBACH: Menachen, M-e-n-a-c-h-e-n,
11 Reibenbach, R-e-i-b-e-n-b-a-c-h, 4800 Germantown
12 Philadelphia 19144.

13 DIRECT EXAMINATION

14 BY MR. MELTZER:

15 Q. Mr. Reibenbach, by whom are you employed?

16 A. Philly Cab Company.

17 Q. What capacity?

18 A. I'm the manager of Philly Cab.

19 Q. For how long have you been the manager?

20 A. Three years.

21 Q. How long has it been at 4800 Germantown
22 Avenue?

23 A. Three months.

24 Q. And it owns the building?

25 A. Philly Cab owns the building, yes.

7 1 Q. Prior to that, where did it operate?

2 A. From numerous places. Haynes Street, 2231
3 East Haynes in Germantown. We were on 5200 Germantown,
4 and we were in the place right now.

5 Q. So you've always been in the Germantown
6 area?

7 A. Yes.

8 Q. Have you always serviced the Germantown
9 area?

10 A. Only.

11 Q. And if Philly Cab is issued a certain
12 number of medallions, would it be your intent to
13 continue the service to the Germantown area?

14 A. Only Germantown area. Germantown, East
15 Oaklane, West Oaklane.

16 Q. I'm talking about your current territory of
17 operation?

18 A. Right.

19 MR. MELTZER: I have no other questions.

20 JUDGE WILLIAMS: I have just one question. Mr.
21 Reibenbach, are you in charge of both the medallion and
22 the nonmedallion cabs?

23 MR. REIBENBACH: I'm responsible for Philly Cab
24 Company. Medallion got their own managers. They are
25 working with our radio system.

7
1 MS. SLOAN: Your Honor, I have one question.

2 CROSS-EXAMINATION

3 BY MS. SLOAN:

4 Q. You've sat through this entire proceeding.

5 Do you have anything that you want to add to the
6 testimony, anything you disagree with the testimony or
7 do you adopt what you've heard today?

8 A. I adopt what I've heard, and I think the
9 testimony was very good.

10 REDIRECT EXAMINATION

11 BY MR. MELTZER:

12 Q. This should be on the record as far as your
13 opinion is concerned.

14 Right now Philly Cab has an unlimited number of
15 cabs that could be used to operate in Germantown.

16 Currently you have approximately 42 vehicles.

17 A. Yes.

18 Q. What the most or what is the highest number
19 that you used to have at one point to serve the
20 Germantown area, nonmedallion cab?

21 A. We go on 42 cabs and we were working.
22 Really we have like over 60 vehicles right now.

23 Q. And if the Commission is limited in the
24 number of medallion cabs to 20 or 25, would you be able
25 to serve the Germantown area as sufficiently as you are

7 1 doing now with your 42 or 60 cabs?

2 A. No. If it's going to be only 20 medallion.

3 Q. You heard Mr. Harrison testify regarding
4 the number of 60.

5 Is that the number of medallions that you would
6 feel comfortable with in order to render the appropriate
7 service in your area?

8 A. I think we would be comfortable between 70
9 up to a hundred.

10 MR. MELTZER: I have no other questions.

11 JUDGE WILLIAMS: Ms. Sloan.

12 MS. SLOAN: No.

13 JUDGE WILLIAMS: Thank you, very much.

14 (Recess.)

15 JUDGE WILLIAMS: We are back on the record.

16 After the end of the testimony, the Law Bureau
17 and Mr. Meltzer had discussions and then they had
18 discussions with me regarding the problems of
19 implementing decisions that might be issued.

20 We have determined that there are some other
21 decisions, for instance, Judge Kranzel's decision that
22 impacts on this case. Therefore, at this point the
23 record will not be closed in case there are other
24 documents that need to be submitted.

25 We assume that there will be no further testimony

7 1 that needs to be held, so therefore we will not request
2 another hearing date at this time. But in case there
3 are other documents that need to be submitted, we will
4 hold the record open for a period of time.

5 I have indicated to the counsel that I will be on
6 vacation next week and will not be able to address this
7 matter, but will address it when I return, and at that
8 point I will let them know which direction I'm leaning
9 in, so if they need to submit other documents to me,
10 they can do so at that time.

11 Before we close this hearing, Mr. Meltzer, do you
12 have anything else to say at this time?

13 MR. MELTZER: No.

14 JUDGE WILLIAMS: Ms. Sloan?

15 MS. SLOAN: Actually, Your Honor, I think I do,
16 and that is only that previously in today's hearing we
17 made reference to a case. I think at this point it
18 would only be fair if we would ask you to take official
19 notice of this and supply you with a copy of it. It's
20 Genco Services, Inc. t/a Cheldon Radio Cab Company, Inc.
21 A-00106517C9102, and I will provide you with a copy, but
22 ask that you take notice of that.

23 JUDGE WILLIAMS: It will be officially noticed.

24 I thank counsel and all the witnesses who
25 participated today and I thank you for your indulgence.

EXHIBIT G

PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105-3265

Public Meeting held August 22, 1996

Commissioners Present:

John M. Quain, Chairman
Lisa Crutchfield, Vice Chairman
John Hanger
Robert K. Bloom

Pennsylvania Public
Utility Commission

v.

A-00107245M9506
G-29

Philly Cab Company

O R D E R

BY THE COMMISSION:

We adopt as our action the Initial Decision of
Administrative Law Judge Isador Kranzel dated June 17, 1996;
THEREFORE,

IT IS ORDERED:

1. That the Complaint issued by the Commission against
Philly Cab Company, Docket Number A-00107245M9506, G-29, is
dismissed.
2. That the record in this matter be closed.

BY THE COMMISSION,


John G. Alford
Secretary

(SEAL)

ORDER ADOPTED: August 22, 1996

ORDER ENTERED: AUG 23 1996

DOCKETED DOCUMENT
FOLDER
AUG 23 1996

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Pennsylvania Public Utility
Commission

v.

Philly Cab Company

Docket Number

A-00107245M9506
G-29

INITIAL DECISION

Before
ISADOR KRANZEL
Administrative Law Judge

DOCKETED
AUG 21 1996

DOCUMENT
FOLDER

HISTORY OF THE PROCEEDING

On August 28, 1995, the Pennsylvania Public Utility Commission (Commission) issued a Complaint at Docket Number A-00107245M9506 against Respondent, Philly Cab Company, of 1314 Chestnut Street, Philadelphia, PA 19107, alleging that at a road check performed on August 28, 1995 at 6:40 p.m., at 2901 Market Street, Philadelphia, PA, Respondent's black Oldsmobile taxicab bearing Pennsylvania License Number TX25799, G-29, was being operated in violation of §30.76(d)(3) in that the driver was alleged to be uncertified. Subsequent to the filing of the Complaint, Respondent filed an answer on October 10, 1995, which response was sworn by Dalia Gabbay, secretary to Philly Cab Company. The Respondent contended that the driver of the vehicle was one Keith Jones, but that the cab operated was not a medallion taxi but a "G" cab. It further contended that medallion

legislation was not applicable to the operation of the authority of Philly Cab. A request for the dismissal of the Complaint was made.

A hearing was held on January 18, 1996 before Administrative Law Judge Isador Kranzel, at which time Philly Cab was represented by Richard M. Meltzer. Police Officer James Passio, Badge No. 5357, of the Philadelphia Taxi Enforcement Unit, who had conducted the road check, testified that the driver of the vehicle was not certified as required under the Medallion Law. Respondent's attorney advised the court that the issue of applicability of the Medallion Law to Philly Cab Company was then pending before the Pennsylvania Public Utility Commission at Docket Number A-00110733, that the testimony had been closed, and a decision by the Administrative Law Judge was contemplated in the near future. Accordingly, the hearing was postponed by the undersigned Administrative Law Judge until June 3, 1996.

On May 3, 1996, Administrative Law Judge Cynthia Williams Fordham rendered a decision in Docket Number A-00110733 and concluded as a matter of law that Philly Cab was not bound by 66 Pa.C.S. §2401 since Philly Cab does not have city-wide call or demand service.

At the June 3, 1996 hearing, counsel for Respondent asked the Administrative Law Judge to dismiss the Complaint on the basis of the May 3, 1996 decision at Docket Number A-00110733.

FINDINGS OF FACT

1. The Respondent in this proceeding is Philly Cab Company of 1314 Chestnut Street, Philadelphia, Pennsylvania 19107.
2. James Passio is a Philadelphia Police Officer assigned to the Philadelphia Taxi Enforcement Unit.
3. Respondent owns taxicab number G-29, one of 42 non-medallion taxicabs.
4. On August 28, 1995, at 6:40 p.m., at 2901 Market Street, Philadelphia, PA, Respondent's 1979 black Oldsmobile taxicab, bearing Pennsylvania License No. TX25799, G-29, was being operated by one Keith Howard of 1233 N. 29th Street, Philadelphia, PA 19132, also known as Keith Jones, without a Taxi Driver's Certificate.

DISCUSSION

In this case the Commission alleged that Respondent violated the Commission's regulation at 52 Pa. Code §30.76(d)(3) by allowing its taxicab G-29 to be driven by an uncertified driver.

Respondent takes the position that since Respondent is not a medallion cab, it is therefore not required to comply with the rules and regulations of the Medallion Law at 66 Pa.C.S. §2404, et. seq., and therefore, the Complaint must be dismissed as a matter of law.

Respondent bases its position on the May 3, 1996 Initial Decision by Administrative Law Judge Cynthia Williams Fordham in

the matter of Application of Penn Cab Company, Docket Number A-00110733, in which Judge Fordham ruled that the Medallion Law did not apply to Respondent's non-medallion taxicabs.

It is the opinion of the Administrative Law Judge that until the Commission promulgates specific regulations regarding taxi driver certification for operators of non-medallion taxicabs, the failure of an owner of a non-medallion cab to employ only certified drivers is not a violation of the Commission's regulations.

Accordingly, this Complaint must be dismissed since there is no legal requirement for Respondent to comply with the Medallion Law in that regard.

CONCLUSIONS OF LAW

1. The Commission has jurisdiction over the parties and the subject matter in this proceeding by virtue of 66 Pa. C.S. Chapter 24.

2. The Respondent's taxicab G-29 is not subject to 66 Pa.C.S. §2401 since Respondent does not have city-wide call or demand service within the City of Philadelphia.

ORDER

THEREFORE,

IT IS ORDERED:

1. That the Complaint issued by the Commission against Philly Cab Company, Docket Number A-00107245M9506, G-29, is dismissed.
2. That the record in this matter be closed.

Date:

June 17 1996

Isador Kranzel
ISADOR KRANZEL
Administrative Law Judge

EXHIBIT H

EPB

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application of	:	Docket Number
	:	
Alexa Cab Co.	:	A-00116054F0005

ORDER #4

HISTORY OF THE PROCEEDING

On January 27, 2000, Alexa Cab Co. ("Alexa" or "Applicant") filed an application with the Public Utility Commission ("Commission") for the

additional right to transport, as a common carrier, by motor vehicle, persons upon call or demand: (1) in that portion of the city of Philadelphia, bounded by School House Lane, Church Lane, Wister Street, Stenton Avenue, Northwestern Avenue, Ridge Avenue, Mantawana Avenue, Hagys Mill Road, Port Royal Avenue, Cross Street, Shawmont Avenue, Umbria Street, Parker Avenue, Ridge Avenue, Walnut Lane, Wissahickon Avenue to point of beginning; (2) that portion of Whitemarsh Township, Montgomery County, bounded as follows: beginning at Ridge Pike, at the Springfield Township line, northwest on Ridge Pike to Butler Pike, northeast on Butler Pike to the Whitemarsh Township line, southeast along Whitemarsh Township line to Bethlehem Pike, south on Bethlehem Pike to Valley Green Road, northeast on Valley Green Road to the Whitemarsh Township line, southwest along the Whitemarsh Township line to Ridge Pike; and (3) that portion of Springfield Township, bounded as follows: beginning at the Springfield Township line and Mermaid Lane, southwest on Mermaid Lane to Stenton Avenue, northwest on Stenton Avenue to the Springfield Township line, northeast, southeast, northwest and southeast along the Springfield Township line to Mermaid Lane.

Ex 3 -

The notice indicating that the application had been filed appeared in the February 12, 2000 Pennsylvania Bulletin.

Protests were filed by Richard M. Meltzer, Esquire, on behalf of Penn Cab Company, Sharon Cab Co. and Yehuda Cab Co. James W. Patterson, Esquire, filed protests on behalf of Concord Limousine, Inc. and Walsh Cab Co.

The July 12, 2000 hearing was continued at the request of the parties. On August 4, 2000, the presiding officer was changed from Administrative Law Judge Marlane R. Chestnut to Administrative Law Judge Cynthia Williams Fordham.

The prehearing conference in this matter was held on September 13, 2000. Richard T. Mulcahey, Esquire, represented the Applicant. Messrs. Meltzer and Patterson represented the Protestants. The Protestants argued that the Medallion Act precludes a non-medallioned taxicab from operating in sections of Philadelphia. The parties requested that this issue be decided before hearing dates were scheduled. Dates for submission of Memoranda of Law were established.

Mr. Mulcahey submitted the Applicant's Memorandum of Law Concerning the Effect of the Medallion Program on Applications for Call or Demand Service in Philadelphia. Messrs. Meltzer and Patterson submitted the Protestants' Memorandum of Law in Support of Denial of Applicant's Application for Call or Demand Service. Mr. Mulcahey submitted a letter, dated October 23, 2000, requesting that the portion of the Applicant's Memorandum which concerned vehicle size be disregarded.

DISCUSSION

The Applicant noted that Protestant Penn Cab holds non-medallioned call or demand authority in Northwest Philadelphia. The Applicant argued that the approval of this application is not precluded by the Medallion Act. The decision in Application of Penn Cab Company, A-00110733 (Initial Decision ["I.D."], dated March 21, 1996, Order entered May 17, 1996) was cited to support the argument that the Medallion Act does not apply to applications of call and demand carriers seeking to serve part of Philadelphia.

The Applicant stated that taxicabs are numerous in Center City. However, it is difficult to get a taxicab in Roxborough, Andorra, Germantown or Mount Airy. The Applicant contends that the application should be granted because this area is underserved.

The Protestants argue that the Medallion Act prohibits the granting of new operating rights in Philadelphia to non-medallioned taxicabs. The Protestants state that the Commission has decided this issue at least twice. In the Application of Bucks County Services, Inc., A-00111913, F.1, Am-A (Order entered January 20, 1998), the Commission denied the portion of the application requesting authority to transport persons on call or demand in the portion of Philadelphia north of Pennypack Creek. The Commission stated that the area in Philadelphia was under the Medallion System. In light of the conclusion in Pennsylvania Public Utility Commission's Investigation into the Future Need for Taxicabs in Philadelphia, I-920022 (Order entered March 23, 1995), the Commission stated that the "only way to acquire call or demand authority in Philadelphia is by transfer of already existing authority." Application of Bucks County Services, Inc., *supra*, Order p. 2.

The Protestants also cited the decision in Application of Penn Cab Company, *supra*. Penn Cab is one of the Protestants in the instant case. Penn Cab filed an application seeking to transfer part of the rights held by Philly Cab Co. Although Philly Cab and its predecessors had been operating pursuant to the rights, the Commission questioned whether

the Medallion Act prevented the transfer of these rights. The Protestants noted that the Applicant is seeking to operate in the same territory in Philadelphia that was the subject of the Penn Cab application. In that case, the options were to cancel the operating rights, transfer the authority as requested, or convert the authority to a medallion taxicab service (Penn Cab I.D., p. 9). The certificate of public convenience had been grandfathered since the Commission neither revoked the Philly Cab authority nor converted the certificate to citywide authority when the Medallion Act was enacted in April 1990. The Protestants stated that the Penn Cab case can be distinguished from the instant case since the Penn Cab case involved a transfer of existing rights.

The Protestants offered additional reasons for denying the request to operate in Philadelphia. First, Penn Cab already operates in this territory. The Commission enforcement personnel would be overburdened if additional non-medallioned taxicabs were authorized in addition to the 1,600 medallion taxicabs. Finally, approving the application would set a dangerous precedent.

The issue is whether the Medallion Act, especially section 2404, 66 Pa. C.S. §2404, prohibits the Commission from granting a certificate of public convenience to operate a taxicab in sections of Philadelphia without a medallion. Section 2404(a) provides:

§ 2404. Certificate and medallion required.

(a) Procedure.—A vehicle may not be operated as a taxicab in cities of the first class unless a certificate of public convenience is issued authorizing the operation of the taxicab and a medallion is attached to the hood of the vehicle. Prior to the issuance of a medallion, the certificate holder shall have its vehicle inspected by the commission. The commission shall require, by order or regulation, that each medallion holder submit to a periodic vehicle inspection of its taxicab by commission personnel to ensure that the vehicle meets the requirements of this title and commission regulations. Commission inspection requirements shall be in addition to the

vehicle requirements set forth in Title 75 (relating to vehicles). Commission inspection and recording requirements shall be established by regulations. No vehicle which is more than eight years old shall continue in operation as a taxicab. Notwithstanding the foregoing, the commission may authorize the operation of antique vehicles in call or demand service in such circumstances as the commission may deem appropriate. Each medallion holder's tariff rates shall be clearly and visibly displayed in each taxicab. A medallion shall not be removed from a vehicle without prior notification to and permission of the commission. A medallion authorizes operation of a vehicle as a taxicab only for the fiscal year for which the medallion is issued.

Section 2404(b) requires the taxicab to be equipped with a protective barrier.

Section 2409 requires the drivers to have a taxi driver's certificate.

It should be noted that the undersigned was the presiding officer in the Penn Cab case and authored the decision. The operating rights were transferred because the evidence demonstrated that there was a continuing need for the existing service. Barry Ernst, the Director of the Commission's Bureau of Transportation, testified about the origin and history of the authority. The authority originated with Penn Radio in 1979 and was transferred to Philly Cab in 1987 (Penn Cab I.D., p. 12). Sant Harrison, the Philadelphia Regional Manager for the Commission's Bureau of Transportation and Safety, testified about the need for the service. Several Philly taxicab drivers who were Germantown residents and a patron from Germantown testified about the need for the service (Penn Cab I.D., pp. 3, 4). After deciding to transfer the service, the question was whether the certificate should be converted to a citywide medallion certificate. Due to procedural problems and the potentially detrimental effect on existing medallion holders and applicants for medallions, the recommendation was to transfer the service without converting it to medallion service (I.D., pp. 16, 17).

The Penn Cab case can be distinguished from the instant case since the Applicant is requesting that the Commission establish rights. This application is analogous to the application in Bucks County. The Commission said that the territory falls within the Medallion Act and that it was not authorized to add medallioned taxicabs. Bucks County, supra.

The parties noted that the Commission decided to increase the number of taxicabs in Philadelphia to 1,600, the maximum allowed by section 1103(c)(2) of the Public Utility Code, 66 Pa. C.S. §1103(c)(2). Consequently, the Commission cannot add more medallioned taxicabs.

Furthermore, the parties failed to note that Alexa Cab Co. already has 41 medallion taxicabs. It acquired the certificates for 28 of those taxicabs, P-1537 through P-1565, this year when additional medallioned taxicabs were authorized. If there is a problem with service in the requested area, the Applicant can provide service through its taxicabs that have citywide authority.

In conclusion, the Medallion Act prohibits the Commission from authorizing new service in neighborhoods in Philadelphia. Therefore, the Applicant's request to transport persons upon call or demand in a designated portion of Philadelphia is denied. A hearing will be held concerning the request to provide call or demand service in Whitemarsh Township and Springfield Township.

EXHIBIT I

Testimony for the NYC Taxi and Limousine Commission
New York City Council Committee on Transportation
April 7, 2010

Good afternoon, Chairman Vacca and Members of the Transportation Committee. My name is David Yassky, and I am the Commissioner of the NYC Taxi and Limousine Commission. Joining me is former TLC Commissioner Matthew Daus. Thank you for inviting me to testify today on the issue of overcharging in taxicabs. Like you, I was outraged by recent reports of overcharging by taxi drivers who improperly applied an out-of-City rate to trips that were within City limits. Today I am pleased to inform you that the TLC has secured a fix to this problem to prevent this type of abuse from happening in the future. The passenger screens in taxicabs are now equipped with a highly visible alert that advises riders when the higher, out of town rate is activated. I can also assure you that the TLC is working aggressively to determine which drivers deliberately overcharged passengers. To be sure, the majority of drivers are hardworking, honest men and women who deliver top notch service to city residents and visitors each and every day. These drivers provide 170 million trips a year, and even the largest number of potential overcharges is less than one percent of this total. But in cases where the evidence demonstrates that a driver has deliberately overcharged, we will pursue appropriate enforcement action.

Before I delve further into the overcharging issue, I would like to take a moment to say how proud I am to be a part of the Bloomberg Administration and to assume leadership of an agency with such a strong record of accomplishment. Under former Commissioner Daus, the TLC undertook a number of initiatives that have improved service. New York's yellow cabs now accept credit cards, an advancement that has proved enormously popular with riders. Today, 32% of all trips are paid with credit cards, and these systems have and continue to be replicated in other major cities around the world. Nearly a quarter of the taxi fleet is composed of fuel efficient hybrid cars, which are saving drivers money on gas while reducing carbon emissions and air pollution. The innovative pilot program for group rides in taxicabs has the potential both to reduce the cost for passengers and increase driver earnings. A comprehensive reform of livery car regulation will enhance safety and customer service in that segment of the industry. Perhaps most important, the credit card initiative was part of the TLC's larger effort to bring 21st century technology into taxicabs. As we will discuss, this technology has played a crucial role in enabling the TLC to address the issue of overcharging. While we are still learning to make the most of what this technology can offer, the data collected from taxicabs presents tremendous opportunities for both enforcing TLC rules and providing a better level of service to passengers.

Now let me turn to the issue of overcharging. The most well-known case at this point is that of Wasim Khalid Cheema, so let's take him as an example of the problem we are talking about. Last July, a passenger in a taxi driven by Mr. Cheema noticed that the fare displayed on

the taxi meter appeared to be increasing too rapidly during the trip. The passenger reported the incident to the TLC. In the course of investigating the complaint, a TLC investigator discovered that Mr. Cheema had been manipulating the meter so as to repeatedly overcharge passengers.

As you know, taxi fares are set by TLC regulation, and the general fare is an initial \$2.50 "drop" plus 40 cents for each 1/5 of a mile driven and for each minute spent in traffic. TLC rules also establish other fare rates for special circumstances. Most important for this hearing is rate 4, which is for trips from New York City to a destination in Nassau or Westchester. On such trips, the general rate -- rate 1 -- applies while the taxi is within the five boroughs, and then rate 4 applies when the taxi is outside the City. Rate 4 is double rate 1 -- that is, 80 cents per 1/5 of a mile and per minute in traffic. To switch to rate 4, the driver pushes a button on the meter when the taxi passes outside City limits. As you would expect, the vast majority of the fares a driver typically has during any given shift are rate 1 fares.

Now, since the fall of 2008, all City taxis have been equipped with sophisticated devices that use GPS to capture certain trip sheet data. These devices are part of the innovative T-PEP system (for "Taxicab Passenger Enhancement Project"), which records the beginning location and time of each trip, the end location and time, the total fare, and certain other data, including some rate code information.

When the complaint against Mr. Cheema was made, a TLC investigator pulled the electronic "trip sheet" for that trip and discovered that Mr. Cheema had engaged rate 4, even though the trip was entirely within New York City. The investigator then looked at some of Mr. Cheema's other trips and found that he had engaged rate 4 many times on in-City trips. The TLC estimated that he overcharged passengers by more than \$40,000 over a six month period. The TLC then instituted an enforcement proceeding against Mr. Cheema, and his license was revoked.

As is now widely known, Mr. Cheema is far from the only driver who has taken advantage of rate 4 to overcharge passengers. Indeed, on a recent Brian Lehrer show on WNYC, one driver actually called in and admitted having routinely used rate 4 to overcharge. Now let me explain what TLC has done and is continuing to do to address the broader problem.

First, and most important, we have to make sure this practice has stopped. As former Commissioner Daus told you in his budget testimony on March 22nd, he directed the technology vendors who manufacture and operate the T-PEP equipment to upgrade the system so that whenever the driver switches the meter to rate 4, a message will appear on the passenger screen in the back of the cab. It has long been the case that the meter in the front of the cab displays a number indicating which rate is in effect, and it is also on the receipt, but of course few passengers would have known what this number means. From now on, a highly visible message will inform riders when the higher, out-of-town rate is activated, and it will encourage riders to

tell their driver if this is a mistake and to call 311 to report a violation. This message will appear even if the passenger has turned off the screen, and it includes a sound alert to draw riders' attention. There are three vendors who together supply the T-PEP equipment to all 13,237 taxis. I have spoken to each of the three vendors personally, and each has assured me that their systems will provide this alert function. Further, we will use our inspection facility to ensure these alerts have been installed. In the first two days of this week, we inspected 356 cars, and 351 were equipped with the passenger message regarding rate 4. Of course, we want perfect compliance, and we will continue to work with the vendors to achieve that. I should note that our contracts with the vendors do not explicitly require them to install the message as they have done, but they have recognized the necessity to do so.

Even before the alert screens went up, the TLC informed the public of the problem, so as to curtail the practice immediately. Anecdotally, over the past few weeks a number of people have told me that when they get into a cab, they check the meter to see what rate is in effect.

Those actions – putting the message on the screens and alerting the public generally – were designed to stop the practice going forward. Looking backward, we are also continuing to probe trip data from the past two years to identify drivers who deliberately overcharged passengers. We are working closely with the Department of Investigation and with the Manhattan District Attorney's office. Both of these agencies are conducting an ongoing investigation, and it is possible the DA will pursue criminal prosecutions against the most egregious offenders.

Both for their purposes, and for the TLC's own administrative enforcement, we are working aggressively to identify offending drivers. This is not a simple task. As has been publicized, we have identified a large universe – approximately 1.8 million trips, involving approximately 35,000 different drivers – in which rate 4 was activated during an in-City trip. However, as Chairman Daus testified to this Committee at your March 22 budget hearing, this universe of activations includes both intentional overcharges and inadvertent errors. When it comes to enforcement proceedings against individual drivers, we of course must and will take care to proceed only against drivers where the evidence indicates deliberate overcharging.

In the case of a driver who activated rate 4 during, say 1,000 of his or her trips, I feel confident that a factfinder will have no trouble concluding deliberate action. In cases where the overcharges are less frequent, we have a team of analysts working to determine where the data clearly indicates that drivers deliberately overcharged passengers. Again, we are working closely with DOI and the DA's office on this project. Be assured that I will keep this committee fully informed about our enforcement policy as it proceeds.

Before concluding, I would like to make two final points to identify how we can obtain additional benefits from this technology. First, as I mentioned earlier, the T-PEP system is really

three separate proprietary ones, and these are operated by three outside vendors. These vendors manufacture the equipment and collect the data it generates. We can make queries of these vendors, but we do not have direct and immediate access to all of their data. Without question, this has made the TLC's effort to respond to the overcharge issue more cumbersome as we must work with the vendors and wait for them to assemble the data we need, and necessary data has not always been available. I am not satisfied with how this arrangement has served the City. The TLC's current contract with these vendors is scheduled to expire later this year, and we will shortly begin negotiating an extension or a new version. Beyond the specific features that were not in T-PEP 1.0 and need to be in T-PEP 2.0, I would like the TLC to have broader authority to collect new information as circumstances require. Despite these issues, I want to be clear that there would be no data at all and, therefore likely no disclosure of this issue, if the TLC had not installed the technology in the first place two years ago.

The second point is about the opportunities that new technology affords for better enforcement of TLC rules. The T-PEP system has collected a wealth of data, and there may well be other instances in which the data demonstrate a pattern of violation. Budget permitting, I intend to strengthen the data analysis capability of our enforcement division to pursue this opportunity.

Thank you again for the opportunity to testify here today. Former Commissioner Daus and I are happy to answer any questions.

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March 1, 2013

HUFF POST NEW YORK

NYC Taxis Overcharged Passengers \$8.3 Million, New York City Says

SARA KUGLER 03/12/10 10:50 PM ET Associated Press ^{AP}

NEW YORK — Thousands of New York City taxi drivers overcharged passengers by more than \$8.3 million over the past two years by setting their meters at a rate that was supposed to be used for trips to the suburbs, the Taxi and Limousine Commission said Friday.

At least 1.8 million trips were wrongly charged at the suburban rate, which is double the rate within city limits, the commission said.

The city has about 48,300 licensed cabbies, and data shows that 35,558 have illegally charged a rider at least once, the city said. A smaller group of drivers is responsible for the majority of overcharged trips — 3,000 cabbies were found to have doubled the meter rate more than 100 times.

The commission has referred its findings to the Department of Investigation.

"Some of these people could face serious charges," Mayor Michael Bloomberg said. "Now, how we would ever recoup the money and get it back to the individual payers, no, but we can stop the practice and we can make sure there's penalties."

The scammed passengers overpaid by an average of \$4.45 per trip, the commission found.

Officials discovered the discrepancy by scouring data from global-positioning devices that are required in the city's yellow cabs. The data goes back 26 months because GPS was first required in 2007.

A passenger complaint last year led the commission to find one driver engaging in the scam hundreds of times in one month, they said.

The city said that while 1.8 million overcharged trips is a significant number, there were 361 million taxi trips in the past two years, so the illegal fare was charged in half of one percent of all rides.

A taxi driver advocacy group cautioned that the scam appears so widespread that it might actually be the fault of problems with the technology, not deliberately dishonest drivers.

"There should be a thorough investigation before judgment is cast on an entire work force," said Bhairavi Desai of the New York Taxi Workers Alliance.

In a few weeks, taxi riders will see an alert on the television screen in the back seat when the higher rate code has been activated.

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Filed by T.J. Ortenzi |

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unemployment.? Land of the Free? Only if you can afford to pay someone.

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@ ams23, I take cabs because I don't live near a subway. If I have heavy bags, I take a cab. It's also SAFER than the subway. It's not about being a "VIP."

I used to work a few short blocks from my job, but carried a heavy load to work, so I'd grab a cab TO work (to arrive fresh), and WALK home. There wasn't a subway for that short of a distance, and I spent what I would on subway fare by... [Read More](#)

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I guess I should have been suspicious when the cabby put the meter on and it registered \$12,000.00

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