

Southfield Cab Company

20700 Boening
Southfield, Michigan 48075
Telephone: (313) 356-1090

24 Hr. Taxi-Cab Service • Package & Licensed Delivery Service

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NOV-12 1993

DOCKET FILE COPY ORIGINAL

FCC MAIL ROOM

November 8, 1993

Federal Communications Commission
1919 M Street, N. W.
Washington, D. C. 20554

RE: PR Docket No. 92-235

Ladies and Gentlemen:

I am writing this letter to stress how important it is that my taxi company and others like it not be required to share channels with incompatible users.

In particular there is no way that an active taxi company can share its paired channels with simplex (single-channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services. please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

Larry Bezak
President, Southfield Cab Co.

cc: All Commissioners

No. of Copies rec'd
List ABCDE

055

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ANTONINO BALESTRERI

[REDACTED]
[REDACTED]
[REDACTED]

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NOV. 12 1993

FCC - MAIL ROOM

MARTIN CB CO., INC.

2753 REYNARD WAY

SAN DIEGO, CA. 92103

Tel. (619) 294-3929

Nov. 7, 1993

FEDERAL COMMUNICATIONS COMMISSION

1919 M Street, N.W.

Washington, D.C. 20554

Re: PR Docket No. 92-235

Ladies ~~and~~ and Gentlemen:

I am writing this letter to stress how important it is that my taxi company and other like it not be required to share channels with incompatible users.

In particular there is no way that an active taxi company can share its paired channels with simplex (single-channel) business radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers,

If you must consolidate private radio services, please make sure that we are at least grouped with other land transportation users.

Five copies of this letter are included for the commissioners and the docket file.

Sincerely,

The Martin Cab Co., Inc. by President
Antonino Balestreri

Antonino Balestreri

cc: all commissioners,

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List A B C D E



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BUSINESS OFFICE 677-7769
FOR CABS PHONE 677-7777

November 8, 1993

891 SOUTH SECOND ST.
P.O. BOX 488
MEMPHIS, TENN. 38101

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W., Room 222
Washington, DC 20554

RE: PR Docket No. 92-235

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NOV 12 1993

FCC - MAIL ROOM

Dear Mr. Caton:

This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

By way of background, Southern Cab Corporation is a licensee in the Taxicab Radio Service. My company provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilize radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies. Additionally, we will soon purchase a computerized digital dispatching system that is very intolerant of interference.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

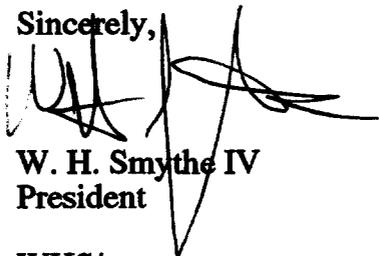
For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

No. of Copies rec'd 0+5
List ABCDE

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,

A handwritten signature in black ink, appearing to be 'W. H. Smythe IV', written over a vertical line.

W. H. Smythe IV
President

WHS/mw

cc: All Commissioners

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NOV 12 1993

FCC - MAIL ROOM

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820 Airport Road
Bismarck, ND 58504
PHONE 223-9000 Disp.
223-9012 Office
223-9001 Bis-Man Transit

NOV 12 1993

FCC MAIL ROOM

November 8, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re; PR Docket No. 92-235

Ladies and Gentlemen:

I am writing this letter to stress how important it is that my taxi company and others like it not be required to share channels with incompatible users.

In particular there is no way that an active taxi company can share its paired channels with simplex (single-channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

A handwritten signature in cursive script that reads 'Gary Schumacher'.

Gary Schumacher
President

cc: All Commissioners

No. of Copies rec'd
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Handwritten initials, possibly 'OHS', written in a cursive style over a horizontal line.

EX PARTE OR LATE FILED

"Drive With Pride"

DISPATCHER
582-6611 or 582-TAXI



CHECKER CAB COMPANY OF TULSA

Member of International Taxicab Association

1530 EAST FIRST - TULSA, OKLAHOMA 74120

November 8, 1993

Mailing Address:
P.O. Box 1407
Tulsa, Oklahoma 74101



Bus. Off. 582-4111

DOCKET FILE COPY ORIGINAL

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street, N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

RECEIVED

NOV 12 1993

FCC MAIL ROOM

Dear Mr. Caton:

This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

By way of background, my company is a licensee in the Taxicab Radio Service. My company provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilizes radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation of Taxicab and Business Radio Services.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,

Larry D. White,
Vice-President

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9 Originals



"The Thinking Fellow Calls a Yellow"

DISPATCHER
582-6161 or 582-TAXI



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DOCKET FILE COPY ORIGINAL

TULSA YELLOW CAB CO.

Member of International Taxicab Association

1530 EAST FIRST - TULSA, OKLAHOMA 74120

Mailing Address:
P.O. Box 1407
Tulsa, Oklahoma 74101



November 8, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

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NOV 12 1993

FCC - MAIL ROOM

Ladies and Gentlemen:

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In particular there is no way that an active taxicab company can share its paired channels with simplex (single-channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

Kenneth L. White,
Treasurer

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3 Originals



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Chicago AutoWerks

A Division of Checker Motors Co., L.P.

NOV 12 1993

FCC MAIL ROOM

November 9, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

RE: PR Docket No. 92-235

Dear Mr. Caton:

This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

By way of background, our company is a licensee in the Taxicab Radio Service. Our company provides an important public utility in the form of dispatching services for Yellow Cab Company and Checker Taxi Association in Chicago, the organizations that represent the lion's share of taxicabs in this city. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilize radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with the other compatible users in a Land Transportation pool.

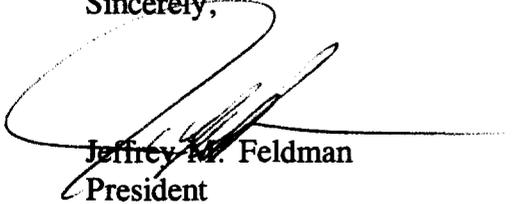
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CHS

Page 2
November 9, 1993
W. Caton

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,



Jeffrey M. Feldman
President

cc: All Commissioners

JMF:bwa

EX PARTE OR LATE FILED

BLACK AND WHITE CABS

DOCKET FILE COPY ORIGINAL

RECEIVED

NOV 12 1993

FCC MAIL ROOM

November 8, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M. Street N.W.
Room 222
Washington, D.C. 20554

RE: PR Docket No. 92-235

Dear Mr. Caton:

I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

My company provides an important service in the nature of a public utility with over 10,000 transmissions a week between company and drivers.

Interference-free radio communications are essential to timely and efficient delivery of our public transportation service.

Any requirement that the Taxicab Radio Service and Business Radio Users share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons, I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

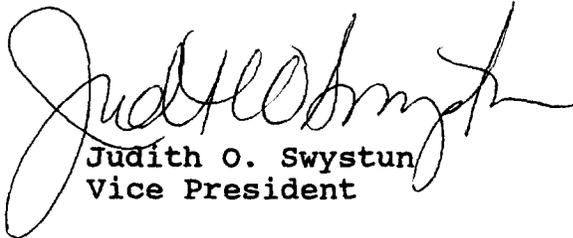
If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

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List ABCDE

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gain.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,



Judith O. Swystun
Vice President

cc: All Commissioners

LANGLEY CABS

November 8, 1993

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NOV 9 2 1993

FCC MAIL ROOM

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M. Street N.W.
Room 222
Washington, D.C. 20554

RE: PR Docket No. 92-235

Dear Mr. Caton:

I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

My company provides an important service in the nature of a public utility with over 10,000 transmissions a week between company and drivers.

Interference-free radio communications are essential to timely and efficient delivery of our public transportation service.

Any requirement that the Taxicab Radio Service and Business Radio Users share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons, I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

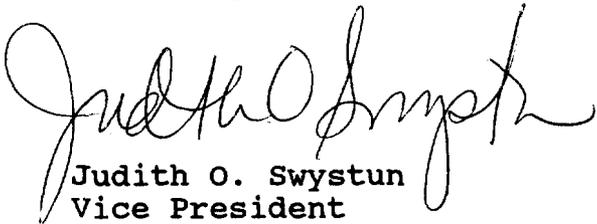
If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

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Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,



Judith O. Swystun
Vice President

cc: All Commissioners



EX PARTE OR LATE FILED

PHONE 855-9009

NORVIEW CARS, Inc.
T/A NORFOLK CHECKER TAXI
6304 Sewells Point Road
NORFOLK, VA 23513



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NOV 9 2 1993

FCC MAIL ROOM

November 8, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M. Street N.W.
Room 222
Washington, D.C. 20554

RE: PR Docket No. 92-235

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My company provides an important service in the nature of a public utility with over 10,000 transmissions a week between company and drivers.

Interference-free radio communications are essential to timely and efficient delivery of our public transportation service.

Any requirement that the Taxicab Radio Service and Business Radio Users share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons, I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

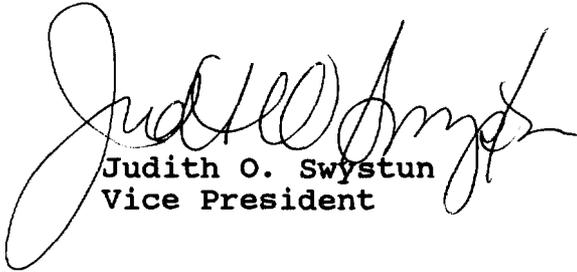
If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

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Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,



Judith O. Swystun
Vice President

cc: All Commissioners

"The Thinking Fellow Calls a Yellow"

DISPATCHER
582-6161 or 582-TAXI



EX PARTE OR LATE FILED
DOCKET FILE COPY ORIGINAL

TULSA YELLOW CAB CO.

Member of International Taxicab Association
1530 EAST FIRST - TULSA, OKLAHOMA 74120

Mailing Address:
P.O. Box 1407
Tulsa, Oklahoma 74101



November 8, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

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NOV 12 1993

FCC - MAIL ROOM

Ladies and Gentlemen:

I am writing this letter to stress how important it is that my taxicab company and others like it not be required to share channels with incompatible users.

In particular there is no way that an active taxicab company can share its paired channels with simplex (single-channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

Handwritten signature of Kenneth L. White.
Kenneth L. White,
Treasurer

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List A B C D E

ORIGINAL



345-5555

Central Taxi Dispatch
Kwik, Yellow, & Orange
Taxi Cab Companies

4908 Denton
Boise, Idaho 83706
Irv Newby Manager

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345-8880

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FCC MAIL ROOM

November 8, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Caton:

This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

By way of background, my company has been in service for over 20 years on this frequency and is a licensee in the Taxicab Radio Service. My company provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilizes radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies. The communication needs to have it's own frequency. The very nature of our business requires instant response for various reasons. Safety and service are our top priorities.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,

Irvin M. Newby
Owner,
Kwik, Yellow & Orange Cab Companies

cc: All Commissioners

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NOV 12 1993

FCC MAIL ROOM

November 8, 1993

DOCKET FILE COPY ORIGINAL

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

Ladies and Gentlemen:

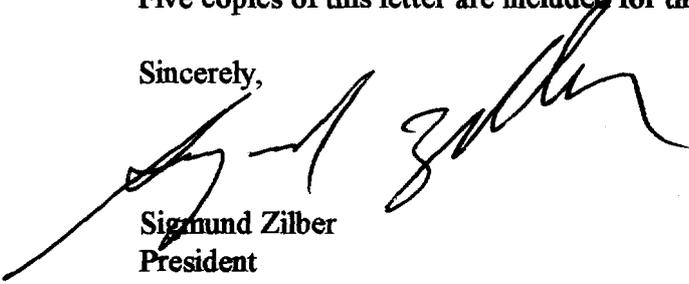
I am writing this letter to stress **how important it is that** my taxi company and others like it not be required to share channels **with incompatible users**.

In particular there is no way that an active taxi company can share its paired channels with simplex (single-channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

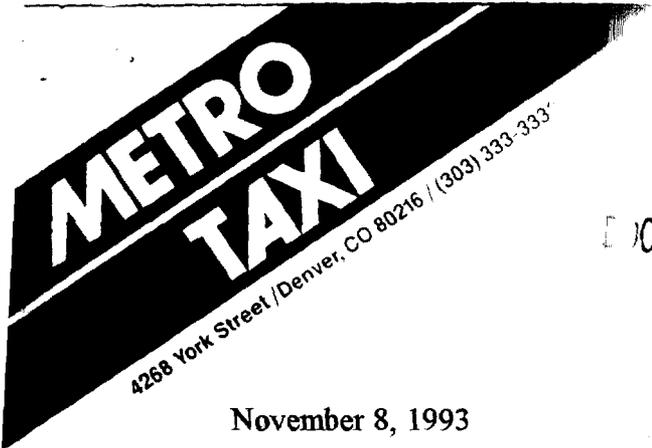


Sigmund Zilber
President

cc: All Commissioners

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NOV 12 1993

FCC MAIL ROOM

DOCKET FILE COPY ORIGINAL

November 8, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

Ladies and Gentlemen:

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In particular there is no way that an active taxi company can share its paired channels with simplex (single-channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

Sigmund Zilber
Secretary/Treasurer

cc: All Commissioners

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ORIGINAL

RTS

ROCHESTER TRANSPORTATION SYSTEMS, INC.

- Yellow Cab
- Care Van
- RTS Airport Express
- RTS Coach Services
- Zips

Box 6536 • Rochester, Minnesota 55903-6536 • (507) 282-2222

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RECEIVED

NOVEMBER 9, 1993

NOV 12 1993

MR. WILLIAM F. CANTON
 FEDERAL COMMUNICATIONS COMMISSION FCC MAIL ROOM
 1919 M STREET N.W. #222
 WASHINGTON, D.C. 20554

RE: PROCKET NO. 92-235

DEAR MR. CANTON,

AS A SMALL (50 TAXICABS) TAXICAB COMPANY
 WE HAVE GREAT CONCERN REGARDING THE
 LOSS OF OUR DEDICATED FREQUENCY. WE
 INVITE YOU TO LISTEN TO AND RECORD THE
CONSTANT TRAFFIC THAT OCCURS EVERY DAY
 BETWEEN 5AM AND 11 PM. POLICIES THAT
 MAY HELP OTHER TWO-WAY RADIO USERS WOULD
 VIRTUALLY BRING OUR SERVICE TO THE PUBLIC
 TO A STAND STILL. PLEASE RECONSIDER!

SINCERELY,



VICE PRESIDENT
 YELLOW CAB

P.S. TAXICAB DRIVERS AND TAXICAB OFFICES REMAIN
 THE HIGHEST RISK OCCUPATIONAL FATALITIES.

CC: ALL COMMISSIONERS

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EX PARTE OR LATE FILED

Town Taxi

OF ROCHESTER INC.

ORIGINAL

Telephone (716) 458-3230

970 Emerson Street

Rochester, New York 14606

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NOV 12 1993

FCC MAIL ROOM

DOCKET FILE COPY ORIGINAL

November 8, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Secretary:

I am the operator of a taxicab system and a licensee of your Commission.

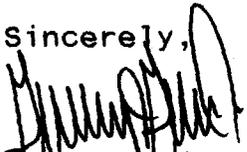
I understand that some have suggested that the Taxicab Radio Service in which I am licensee should be consolidated with Business Radio users or in some broad pool consisting of a wide diversity of user groups.

I want to express my strong opposition to such an idea. First of all I see no need for consolidation at all; the existing coordination system works.

Second, under no circumstances should Taxicab Radio users be consolidated with Business Radio users or in a broad pool.

Third, if there must be some consolidation, at least consolidate the Taxicab Radio Service with other compatible groups in a Land Transportation pool.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

George Grieco
President

cc: All Commissioners

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ORIGINAL EX PARTE OR LATE FILED

Cardinal Medical Transport

DOCKET FILE COPY ORIGINAL

Phone (716) 424-4468

970 Emerson Street • P.O. Box 23206 • Rochester, New York 14692-3206

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NOV 12 1993

FCC MAIL ROOM

November 8, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

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In particular there is no way that an active taxi company can share its paired channels with simplex (single channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,


Erminio Di Salvo
President

cc: All Commissioners

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970 Emerson Street
P.O. Box 23206
Rochester, NY 14692-3206

ORIGINAL

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FCC MAIL ROOM

November 8, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

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Sincerely,



Erminio Di'Salvo
President

cc: All Commissioners

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053