

A special meeting of the City Council of the City of Charlotte, North Carolina, was held in the Council Chamber, City Hall, on Monday, May 28, 1951, at 5 o'clock p.m., due notice having been given to each Councilman in accordance with the provisions of the Charter.

Mayor Shaw presided, and Councilmen Albea, Baxter, Boyd, Coddington, Dellinger, Jordan and Van Every were present.

---

INVOCATION.

The invocation was given by Councilman Claude L. Albea.

PURPOSE OF MEETING.

The City Clerk stated the meeting was called for the purpose of discussing and taking such action as may be deemed advisable in connection with the mass public transportation system in the City of Charlotte.

**COUNCILMAN BAXTER REQUESTS IMMEDIATE ACTION TOWARD PROVIDING PUBLIC TRANSPORTATION DURING BUS DRIVERS STRIKE.**

Councilman Baxter stated he had requested the Mayor to call this meeting because he thinks the City should take immediate action to provide public transportation during the bus drivers strike. He presented the following statement:

"Our citizens need transportation to properly perform their daily tasks to be able to pay their bills each week and I feel that our citizens' only voice is through the City Council. The City Council is not taking sides in the present bus dispute with the Duke Power Company or with the bus drivers, but we are taking the public's side as they are being inconvenienced and are losing money by continued delay in the negotiations. This is my reason for calling this meeting -- to get something definite from the two parties to endeavor to help our citizens get through this emergency. I further recommend that during this emergency we request all employers to arrange to haul their employees to and from work and that office workers form car pools with their fellow workers."

**MAYOR SHAW ADVISES NO NEW DEVELOPMENTS IN BUS DRIVERS STRIKE.**

Mayor Shaw stated he had no further information regarding the possibility of a settlement of the strike other than has been published. That everything possible has been done by the Mayors in the affected cities to bring about a settlement, and that until something acceptable to both the Duke Power Company and the strikers can be offered no further conferences have been arranged. However, that he is hopeful that some favorable development will come about by the last of the week.

**ORDINANCE TO REPEAL THAT CERTAIN ORDINANCE ADOPTED ON THE 23RD DAY OF MAY, 1951, WHICH ORDINANCE WAS ENTITLED, "AN ORDINANCE WITH RESPECT TO TAXICAB OPERATIONS IN THE EVENT A STRIKE PREVENTS OPERATIONS OF DUKE POWER BUSES."**

The following ordinance was introduced by Councilman Boyd:

ORDINANCE TO REPEAL THAT CERTAIN ORDINANCE ADOPTED ON THE 23RD DAY OF MAY, 1951, WHICH ORDINANCE WAS ENTITLED, "AN ORDINANCE WITH RESPECT TO TAXICAB OPERATIONS IN THE EVENT A STRIKE PREVENTS OPERATIONS OF DUKE POWER BUSES"

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE:

Section 1. That, that certain ordinance adopted on the 23rd day of May, 1951, with reference to the operation of taxicabs in the City of Charlotte during the present bus strike be, and the same is hereby repealed.

Section 2. That this ordinance shall be in full force and effect from and after its adoption.

Councilman Boyd moved the adoption of the ordinance, which motion was seconded by Councilman Van Every, and after the following discussion was unanimously adopted:

It was pointed out by Councilman Boyd that the ordinance adopted on May 23rd had not provided the desired emergency transportation to the citizens and had, in fact, resulted in one Cab Company obtaining a restraining order against its enforcement, and the violation of the ordinance by the other Cab Companies, and, therefore, he urged its repeal to remove an ordinance that cannot be enforced and that is working a financial hardship on the Cab Companies. He stated further that, in fact, the only thing to do is allow the companies to rent their cabs to drivers who would serve the public during the emergency by cruising and charging a fixed rate established by the Council.

Councilman Boyd also stated that he thinks the owners of the Cab Companies should be heard and given the opportunity to make suggestions.

Councilman Van Every stated it was not the desire of the Council to work a hardship on the Cab Companies, but to work together in order to provide emergency transportation during the bus strike.

Councilman Dellinger stated he believes it should be left optional with the Cab Companies as to whether they operate on a flat rate or the meter-fare basis, and he suggested a flat fare of 50 cents anywhere in the City.

Councilman Coddington stated he thinks the meter law is one of the finest things that has been done relative to the taxicab and he would never consent to abolishing it on a permanent basis. He suggested that the Council recess and endeavor to draw a new ordinance that will be acceptable to the Cab Companies and at the same time provide emergency relief to the citizens.

Councilman Jordan stated he did not believe that such an ordinance could be drawn up within a short while, that the other measure was a hurried-up affair. He suggested that the City Attorney discuss the matter with the Cab Companies Attorneys and see if they cannot come up with a suggestion or suggestions that would be acceptable to them.

Mayor Shaw requested the City Attorney to discuss the matter with the Cab Companies and their Attorneys tonight or tomorrow, and that the Council hold another meeting tomorrow afternoon, after a concrete plan has been formulated.

L. L. LEDBETTER APPOINTED ACTING CITY MANAGER DURING SICKNESS AND ABSENCE OF H. A. YANCEY, CITY MANAGER.

Upon motion of Councilman Boyd, seconded by Councilman Coddington, and unanimously carried, Mr. L. L. Ledbetter, City Treasurer, was appointed Acting City Manager during the sickness and absence of Mr. H. A. Yancey, City Manager.

MEETING RECESSED UNTIL 4:30 O'CLOCK P.M. ON MAY 29TH.

Councilman Coddington moved that the meeting recess until 4:30 o'clock p.m., on tomorrow, May 29th. The motion was seconded by Councilman Jordan, and unanimously carried.

RECESSED MEETING RECONVENED AT 4:30 O'CLOCK P.M. ON TUESDAY, MAY 29, 1951.

The recessed meeting on May 28, 1951 was reconvened at 4:30 o'clock p.m., on Tuesday, May 29th, with Mayor Shaw presiding, and Councilmen Albea, Baxter, Boyd, Coddington, Dellinger, Jordan and Van Every present.

INVOCATION.

The invocation was given by Councilman Claude L. Albea.

DISCUSSION OF PLAN FOR OPERATION OF TAXICABS DURING BUS DRIVERS STRIKE.

Mayor Shaw stated that because of the critical situation due to the bus drivers strike, the representatives of the taxicab companies were requested to be present at the informal conference of the Council prior to this meeting, and at this meeting, to discuss the taxicab operation during the emergency and to assist in the formulation of a policy under which they could operate without working a hardship on either the Cab Companies or the cab riders. Representatives of Taxicab Companies present were Mr. R. E. Crump and Mr. Brock Barkley, Attorney, for the Yellow Cab Company, Mr. Keith Beaty for Red Top Cab Company, Mr. R. A. Isenhour for Victory Cab Company and Mr. E. R. Baker for Baker Cab Company.

Two ordinances which were drawn by Mr. John D. Shaw, City Attorney, after conferences this morning with representatives of the four cab companies, were considered by the Council and discussed.

In the discussion Mr. Barkley, Attorney for Yellow Cab Company, stated in their opinion the citizens do not expect the City to request the Cab Companies to assume a financial loss because of the bus strike. That a call service is as essential as the demand for cruising or pick-up service. That cabs cannot cruise over any appreciable area of the city and call service must be depended upon. That call service is essential to those persons going to and from hospitals, doctors' offices and to travelers by bus, rail and air and for employees of industrial establishments who have contracts for such service. That the maintenance of a call service makes necessary the use of meters and the continuance of the meter fares. That they believe the present rate is reasonable and actually lower than the 25¢ per head rate on the cruising service. That Yellow Cab Company has no objection whatsoever to any service the Council wishes to adopt so long as it does not affect the present meter system and meter rates under which they operate and wish to continue to do so. He stated further that since the strike Yellow Cab Company has carried twice as many passengers but the revenue increase has been a little less than 25 percent. That at least one-third of their trips before the strike were 35 cent fares, and 60 percent of their runs are less than 55 cents, and their average trip revenue is 62 cents.

Mr. Baker speaking for Baker Cab Company stated he has several thousand dollars in cab radio equipment for use in cruising, and he does not wish to operate on a rental basis because of the uncertainty of the revenue angle and because he could not be responsible for the drivers answering calls in the suburbs.

Mr. Beaty, owner of Red Top Cab Company, stated he could operate under a flat 25 cent rate and give good service, if the others will do so.

Mr. Isenhour speaking for Victory Cab Company stated they can haul more passengers under a single fare policy, that with cab rental the operator is assured of a fair share of the revenue received.

Councilman Boyd asked if the four companies would agree to retain the present ordinance with the change in the meter fare of 25 cents for the first mile, 30 cents for the next 1½ mile, 35 cents for 2 miles, 40 cents for 2½ miles, 45¢ for 3½ miles and 50 cents for 4 miles. Mr. Barkley replied that the Yellow Cab Company believes the present meter fare to be just and equitable to both the Company and the public, and under which good service to the public can be maintained.

Councilman Van Every asked if the Yellow Cab Company wished to continue operation under the meter system if it is also permitted that cabs operate under a single fare system. Mr. Barkley stated that they did.

It was pointed out that cabs must be marked plainly "Metered Cab" or "Single Fare Cab" so that the rider might readily determine the type of transportation he was contracting for.

ADOPTION OF ORDINANCE AMENDING THE TAXICAB ORDINANCE OF THE CITY OF CHARLOTTE WITH RESPECT TO CERTAIN PHASES OF TAXICAB OPERATIONS DURING THE PRESENT STOPPAGE OF DUKE POWER BUSES CAUSED BY LABOR DISPUTE.

Councilman Baxter moved the adoption of the following ordinance for the duration of the present emergency:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE:

Section 1. That, during the present transportation emergency in the City of Charlotte, created by the failure of Duke Power Company to operate because of a strike, the Taxicab Ordinance of the City of Charlotte is hereby amended as follows:

(a) The several licensed taxicabs in the City of Charlotte may operate in either of two ways:

First: Such cabs may operate as what will be known during this emergency as "Metered Cabs", which such metered cabs shall charge fares not exceeding those provided in the present Taxicab Ordinance for meter operations; or

Second: "Single Fare Cabs" with respect to which the use of the taxi meter is prohibited, and the fare per passenger, except as herein provided in sub-paragraph (c) hereof, shall not exceed fifty (50) cents per head in the territory composing the City of Charlotte prior to the City Limits Extension in 1949, and not exceeding seventy-five (75) cents per head for transportation to and from the territory added to the City of Charlotte at the extension of its City Limits in 1949. With respect to such "Single Fare Cabs", the franchise holder thereof, is permitted to lease such cabs to a driver licensed under the Taxicab Ordinance of the City of Charlotte.

(b) Each type of cab, either "Metered Cab" or "Single Fare Cab" shall be clearly marked so that the prospective customer of such cab may readily determine which type of transportation he is contracting for. Such marking to be by signs on the cab, or by painting the designation of the cab on the rear door glass of such cab. Such signs or lettering to be not less than 4 inches high and to be plainly visible to prospective passengers.

(c) All passengers using either type of cab from the same pick-up point to the same let-out point, shall be transported at the "single fare" rate; otherwise, their fares shall be calculated in accordance with the method employed in the Taxicab Ordinance of the City of Charlotte.

(d) Cruising is permitted.

(e) Taxicabs may haul five (5) passengers, and, except in the "metered cab", permission to pick up additional passengers, except in case of minor children, as provided in the Taxicab Ordinance, shall not be required.

(f) Four Taxicabs may park in spaces adjacent to the curb presently designated as "bus loading zones" within one block of Independence Square, and in front of the Bus Terminal, and at the West Trade Street entrance to the Southern Railway Station, and may use other bus loading zones in the City for the purposes of picking up and unloading passengers.

No driver of any taxicab shall leave such cab in such taxicab stands except in an emergency, or for the purpose of loading or unloading his cab.

Section 2. This Ordinance shall be effective only for the duration of the present Duke Power Bus strike.

Section 3. This Ordinance shall be in full force and effect after its adoption.

The motion for adoption was seconded by Councilman Jordan.

Councilman Boyd offered an amendment that the present ordinance be further amended by changing the existing fares under the meter system from 35 cents to 25 cents for the first mile and from 10 cents to 5 cents for each succeeding half mile or fraction thereof. The motion did not receive a second.

The vote was then cast on the motion by Councilman Baxter for the adoption of the ordinance, and unanimously carried, and the ordinance was adopted.

TAXICABS TO USE ALL DESIGNATED BUS STOPS DURING THE EMERGENCY.

Councilman Coddington moved that taxicabs be allowed to use all designated bus stops in the City of Charlotte during the emergency. The motion was seconded by Councilman Boyd, and unanimously carried, and the provision was incorporated in the adopted ordinance.

REPRESENTATIVES OF CAB COMPANIES AGREE TO OPERATE UNDER EMERGENCY ORDINANCE AND NOT CONTEST ITS LEGALITY.

The representatives of the four taxicab companies agreed to operate under the emergency ordinance adopted, and not contest its legality.

ADJOURNMENT.

Upon motion of Councilman Albea, seconded by Councilman Baxter, and unanimously carried, the meeting was adjourned.

Leicester R. Hayman  
City Clerk