

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 that they have a net loss of a thousand dollars in cab operations and they wish to operate on a non-profit basis and have a net profit of 1000 dollars in the cab operations.

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.

Lillian R. Hayman  
City Clerk