



ORDINANCE NO. 924.

Final Publication No. 2005. First Publication in the Herald on June 15, 1979.

CITY OF CAMBRIDGE

**In the Year One Thousand,
Nine Hundred Seventy-nine**

AN ORDINANCE

In amendment to an ordinance formerly entitled: "The General Ordinances of the City of Cambridge," as revised in 1972 and now designated as "The Code of the City of Cambridge".

Be it ordained by the City Council of the City of Cambridge as follows:

Chapter Sixteen entitled: "Public Transportation" is hereby amended by striking out Section 16-24 and substituting in place thereof the following:-

Section 16-24. Rates.

The price of rates of fares which drivers of Motor Taxicabs shall charge and demand for services rendered in conveying passengers are as follows:-

(a) The initial drop shall be Ninety-five (\$.95) Cents and shall cover the cost of the first one-fifth of a mile or fraction thereof; or the first two (2) minutes of waiting time or a combination of both. Each one-fifth of a mile thereafter or fraction thereof shall be at the rate of Twenty (\$.20) Cents.

(b) Longer trips may be contracted for a special rates by agreement between the licensee and the passenger. Each such vehicle shall be equipped with a meter which shall be of a size and design approved by the Board of License Commissioners.

Section 16-25. Waiting Time.

(a) Waiting time shall include all time during which the vehicle is not in motion, beginning five (5) minutes after its arrival at the place to which it has been called. No charge shall be made for time between a premature arrival in response to a call and the time for which the vehicle was ordered nor for time attributable to a breakdown of the vehicle. Waiting time charges shall be made for time lost through interruption of traffic, with the exception of such time lost through the operation of the opening and closing of drawbridges and the passage of railroad trains. Waiting time shall be at the rate of Ten (\$10.00) Dollars per hour.

(b) Waiting Time for vehicles designed for the transportation of persons who are ill or who are invalids shall be charged for at the rate of \$3.85 for forty (40) minutes of waiting time or Thirty-five (\$.35) Cents for each three and one-third minutes of waiting time, whichever is the lesser, but no charge shall be made for time lost through interruption of street traffic or through the inefficiency of the vehicle or its drivers, or for time between premature arrival in response to a call and the hour for which the vehicle was ordered.

Section 16-26. Extras.

There is to be no additional charge or surcharge added to the fare for any people in multiples of two or more.

Chapter Sixteen is hereby further amended by adding a new section which will read as follows:-

Section 16-35. Rate Reduction for Elderly.

(a) Any person sixty-five years of age or over, possessing suitable proof of his or her age and valid prepaid coupons, shall receive a twenty-five (25 pct.) percent reduction in the rates established under Section 16-24 of this chapter.

(b) The License Commission shall regulate the mechanism by which this rate reduction coupon plan shall be implemented.

This ordinance shall take effect on passage.

In City Council June 25, 1979
Passed to be ordained by a yeas and nay vote: Yeas 7; Nays 0; Absent 1 Present 1

James L. Sullivan,
City Manager.

ATTEST:- Paul E. Healy,
City Clerk.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

Furthermore, it is noted that regular audits are essential to identify any discrepancies or errors early on. By conducting these checks frequently, the organization can prevent small mistakes from escalating into larger financial issues.

The second section focuses on the role of technology in modern accounting. It highlights how software solutions can streamline the process, reduce manual errors, and provide real-time insights into the company's financial health.

In conclusion, the document stresses that a combination of strict adherence to accounting principles and the effective use of technology is key to achieving financial accuracy and stability.

The following table provides a detailed breakdown of the quarterly financial performance. Each row represents a different department, and the columns show the revenue, expenses, and net profit for each quarter.

| Department | Q1 Revenue | Q1 Expenses | Q1 Net Profit | Q2 Revenue | Q2 Expenses | Q2 Net Profit | Q3 Revenue | Q3 Expenses | Q3 Net Profit |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Department A | 120,000 | 80,000 | 40,000 | 130,000 | 90,000 | 40,000 | 140,000 | 100,000 | 40,000 |
| Department B | 90,000 | 60,000 | 30,000 | 95,000 | 65,000 | 30,000 | 100,000 | 70,000 | 30,000 |
| Department C | 150,000 | 110,000 | 40,000 | 160,000 | 120,000 | 40,000 | 170,000 | 130,000 | 40,000 |
| Department D | 80,000 | 50,000 | 30,000 | 85,000 | 55,000 | 30,000 | 90,000 | 60,000 | 30,000 |
| Total | 440,000 | 300,000 | 140,000 | 470,000 | 330,000 | 140,000 | 490,000 | 360,000 | 130,000 |

The data indicates a consistent upward trend in revenue across all departments, while expenses have also increased but remain below the revenue levels. This suggests that the company is effectively managing its costs while growing its sales.