

TO MR. _____ DATE _____ TIME _____

WHILE YOU WERE OUT

MR. _____

_____ PHONE _____

TELEPHONED		PLEASE CALL HIM	
CALLED TO SEE YOU		WILL CALL AGAIN	

MESSAGE _____

MESSAGE RECEIVED BY _____

Final

Amended

Audience

Final Publication No. 1864. First Publication No. 1863. In the Chronicle-Sun on December 4, 1975 and the Herald American on November 29, 1975.

CITY OF CAMBRIDGE
In the Year One Thousand
Nine Hundred Seventy-six
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 16 entitled: "Public Transportation" Article 1 entitled: "Hackney Carriages", Section 16-22 is hereby amended by striking paragraph (6) therefrom and inserting in place thereof the following:

(6) Each owner of a motor hackney carriage shall install a protective partition dividing the drivers and the passenger's seats for the safety of the driver, which partition shall meet the following specifications:

(a) It must be bullet resistant, extending from top of the seat to the ceiling; it must be made of one-half inch plexiglas or its equal in strength, and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

(b) It must have a change drawer set in the partition.

(c) The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

(d) Power-door locks, so called, are permitted to secure the rear passenger doors of the hackney carriage, provided the passengers are able to unlock said doors from their area of the hackney carriage.

(e) This section shall not apply to Hackney Carriages presently equipped with protective partitions in accordance with any Ordinance heretofore in effect, but shall apply to all automobiles hereafter utilized as Hackney Carriages yet not presently so equipped.

(f) All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

(g) The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council April 12, 1976

Passed to be ordained as amended by a yea and nay vote: Yeas 8; Nays 0; Absent 1.

Attest: Paul E. Healy, City Clerk.

(C)Apr15

City of Cambridge

MASSACHUSETTS

In City Council November 1 1976

Vote of the City Council on Amendments to Ordinance #859

	YEA	NAY	ABSENT	PRESENT
Mrs. Ackermann	✓			
Mr. Clem	✓			
Mr. Clinton	✓			
Mr. Danehy	✓			
Mr. Duehay	✓			
Mrs. Graham			✓	
Mr. Russell	✓			
Mr. Sullivan			✓	
Mayor Vellucci	✓			
	7	0	2	0

*CLSK
AK
VA*

- Amendments Carried -

- Passed to be Ordained -



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Six

AN ORDINANCE

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(b) It must have a change drawer set in the partition.

(c) The partition may provide for a sliding door on the passenger side so that the driver may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

(d) Power-door locks, so called, are permitted to secure the rear passenger door of the hackney carriage, provided the passengers are able to unlock said doors from their area of the hackney carriage.

(e) This section shall not apply to hackney carriages presently equipped with protective partitions in accordance with any Ordinance heretofore in effect, but shall apply to all automobiles hereafter utilized as hackney carriages yet not presently so equipped.

(f) This section shall not apply to hackney carriages that are owner-operated.

City of Cambridge

(g) All licensed hackney carriages must be in compliance with with ordinance within ninety days of its final passage.

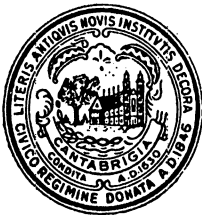
(h) The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council November 1, 1976

Passed to be ordained as amended by a yea and nay vote:- Yeas 7; Nays 0;
Absent 2.

James L. Sullivan, City Manager.

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

Revised Ordinance

In the Year One Thousand, Nine Hundred Seventy-Six

AN ORDINANCE

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(a) It must be bullet resistant, extending from the top of the seat to the ceiling; it must be made of one-half inch plexiglas or its equal in strength, and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

(b) It must have a change drawer set in the partition.

(c) The partition may provide for a sliding door on the passenger side so that the driver may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

(d) Power-door locks, so called, are permitted to secure the rear passenger door of the hackney carriage, provided the passengers are able to unlock said doors from their area of the hackney carriage.

(e) This section shall not apply to hackney carriages presently equipped with protective partitions in accordance with any Ordinance heretofore in effect, but shall apply to all automobiles hereafter utilized as hackney carriages yet not presently so equipped.

(f) This section shall not apply to hackney carriages that are owner-operated.

City of Cambridge

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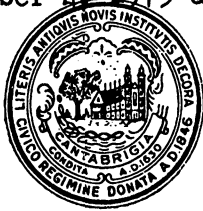
(h) The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council November 1, 1976

Passed to a second reading at the City Council meeting of November 1, 1976 and
on or after the question may
be on passing to be ordained.

ATTEST:- Paul E. Healy, City Clerk.

Final Publication No. 1864. First Publication No. 1863 in the Chronicle-Sun on December 4, 1975 and the Herald American on November 29, 1975.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-six

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(b) It must have a change drawer set in the partition.

(c) The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

(d) Power-door locks, so called, are permitted to secure the rear passenger doors of the hackney carriage, provided the passengers are able to unlock said doors from their area of the hackney carriage.

(e) This section shall not apply to Hackney Carriages presently equipped with protective partitions in accordance with any Ordinance heretofore in effect, but shall apply to all automobiles hereafter utilized as Hackney Carriages yet not presently so equipped.

City of Cambridge

Page 2.

(f) All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

(g) The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council April 12, 1976

Passed to be ordained as amended by a yea and nay vote: Yeas 8; Nays 0; Absent 1.

Attest: Paul E. Healy, City Clerk.

City of Cambridge

In City Council November 1, 1976.....

The Ordinance

Committee

to which was referred a copy of Ordinance Number 859 for revision, Chapter 16 of the General Ordinances of the City of Cambridge entitled: "Public Transportation" Article I entitled: "Hackney Carriages" Section 16-22, Paragraph (6) which considered amendments to the aforesaid ordinance.

In sub-section (c) of said paragraph by striking out the present paragraph (c) and substituting in place thereof the following new paragraph (c) which reads as follows:-

(c) The partition may provide for a sliding door on the passenger side so that the driver may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

The committee considered the striking out of the present paragraph (f) and inserting in place thereof a new paragraph (f) which reads as follows:-

(f) This section shall not apply to hackney carriages that are owner-operated.

~~Reports.~~

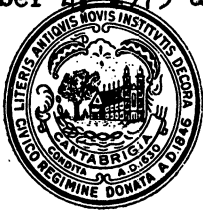
The committee also considered the relabelling of the present paragraphs (f) and (g) to read (g) and (h)

After hearing on November 1, 1976 the committee reports the proposed ordinance with amendments favorably to the City Council for consideration.

For the Committee,



Councillor David Clem
Chairman.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-six

AN ORDINANCE

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(b) It must have a change drawer set in the partition.

(c) The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

(d) Power-door locks, so called, are permitted to secure the rear passenger doors of the hackney carriage, provided the passengers are able to unlock said doors from their area of the hackney carriage.

(e) This section shall not apply to Hackney Carriages presently equipped with protective partitions in accordance with any Ordinance heretofore in effect, but shall apply to all automobiles hereafter utilized as Hackney Carriages yet not presently so equipped.

City of Cambridge

Page 2.

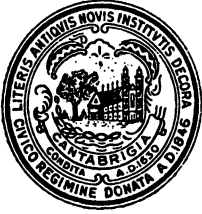
(f) All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

(g) The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council April 12, 1976

Passed to be ordained as amended by a yea and nay vote: Yeas 8; Nays 0; Absent 1.

Attest: Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

AN ORDINANCE

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B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.

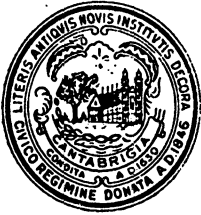
F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

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D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastner located on the driver's side of the hackney carriage.

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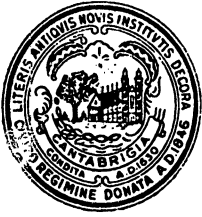
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Absent .

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City of Cambridge

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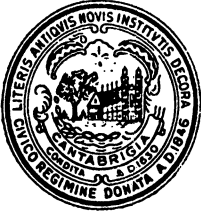
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In City Council

Passed to be ordained as amended by a yeas and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

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Absent .

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Absent .

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G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

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 16 entitled: "Public Transportation" Article I entitled: "Hackney Carriages, Section 16-22 is hereby amended by adding at the end thereof a new paragraph (6) which reads as follows:-

Each owner of a motor hackney carriage shall install a protective partition dividing the drivers and the passenger's seats for the safety of the driver, which partition shall meet the following specifications:-

A. It must be bullet resistant, extending from the top of the seat to the ceiling and must be made of one half inch plexiglas or its equal in strength.

B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.

F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yeas and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

AN ORDINANCE

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B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.

F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yeas and nay vote:- Yeas ; Nays ;
Absent .

ATTEST: Paul E. Healy City Clerk



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

AN ORDINANCE

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A. It must be bullet resistant, extending from the top of the seat to the ceiling and must be made of one half inch plexiglas or its equal in strength.

B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.

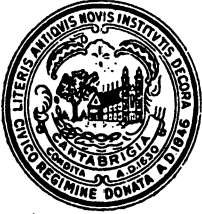
F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

AN ORDINANCE

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- A. It must be bullet resistant, extending from the top of the seat to the ceiling and must be made of one half inch plexiglas or its equal in strength.
- B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.
- C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.
- D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastner located on the driver's side of the hackney carriage.
- E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.
- F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.
- G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

AN ORDINANCE

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- A. It must be bullet resistant, extending from the top of the seat to the ceiling and must be made of one half inch plexiglas or its equal in strength.
- B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.
- C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.
- D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastner located on the driver's side of the hackney carriage.
- E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.
- F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.
- G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.

City of Cambridge

Notice of a Public Hearing

The Committee on Ordinances, comprised of the entire membership of the Cambridge City Council will conduct a public hearing on Tuesday, March 30, 1976 beginning at 4:30 P. M. in City Council Chambers at City Hall. The purpose of this hearing will be to act on the following matters:

1. 4:30 P. M. The installation of protective partitions in taxicabs throughout Cambridge.
2. 5:00 P. M. A petition from certain members of the taxi industry requesting an increase in rates from \$.50 at the initial starting point to \$.75 at the initial starting point.

All interested persons are invited to attend and be heard at this time.

For the Committee,

Councillor David Clem
Chairman



CITY OF CAMBRIDGE
INTEROFFICE CORRESPONDENCE

To Mayor and all Councillors

Date March 26, 1976

From Councillor David Clem

Reference

Subject Committee on Ordinances

Please be advised that the next meeting of the Committee is scheduled for Tuesday, March 30, 1976 beginning at 4:30 P. M. Two proposed amendments to the General Ordinances will be discussed, and they are as follows:

4:30 P. M. - The installation of protective partitions in all cabs in Cambridge.

5:00 P. M. - Proposed rate increase in cab rates from \$.50 to \$.75 at the initial drop along with an increase in the waiting time from \$6.00 an hour to \$9.00 an hour. Also being requested is a charge of \$.25 for each passenger over two, except for invalids or children under 16.

You are requested to be present at this time. I have also requested the members of the License Commission to attend.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

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 16 entitled: "Public Transportation" Article I entitled: "Hackney Carriages, Section 16-22 is hereby amended by adding at the end thereof a new paragraph (6) which reads as follows:-

Each owner of a motor hackney carriage shall install a protective partition dividing the drivers and the passenger's seats for the safety of the driver, which partition shall meet the following specifications:-

A. It must be bullet resistant, extending from the top of the seat to the ceiling and must be made of one half inch plexiglas or its equal in strength.

B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.

F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul F. Healy City Clerk.

City of Cambridge
In the Year One Thousand,
Nine Hundred Seventy-Three
AN ORDINANCE NO. 829

In amendment to an Ordinance entitled: "The General Ordinances of the City of Cambridge".

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

Chapter 16, Article 1, entitled: "Hackney Carriages" Section 16-24, Rates; and Section 16-25, Waiting Time, are hereby amended by striking out the present Section 16-24 entitled: "Rates" and Section 16-25 entitled: "Waiting Time" and substituting in place thereof the following:

Section 16-24. Rates.

(a) The price of rates of fares which drivers of hackney carriages propelled by mechanical motors and using taximeters as the means of measuring the distance travelled to be known as "Motor Taxicabs" may charge and demand for services rendered in conveying passengers are as follows: From point to point within the City limits:

(1) The initial drop shall be Fifty (\$.50) Cents and shall cover the cost of the first one-seventh ($1/7$) of a mile or fraction thereof, or the first two (2) minutes of waiting time or a combination of both. Each one-seventh ($1/7$) of a mile or fraction thereof shall be at the rate of Ten (\$.10) Cents.

(2) The maximum price or rates of fare which drivers of vehicles providing transportation for persons who are ill or who are invalids on a mobile stretcher or portable chairs in a hackney carriage or motor taxicab may charge and demand for services rendered in conveying such persons are as follows:

FROM POINT TO POINT WITHIN THE CITY LIMITS:

First four miles or fraction thereof — \$3.85

Each third of a mile thereafter — .20

(3) Longer trips may be contracted for at 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.

(b) No vehicle licensed under this Section shall be used for general taxicab purposes. This shall not, however, prevent the transportation of persons accompanying or riding in said vehicle with such persons who are ill or invalids.

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 break-down 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 passengers of railroad trains. Waiting time shall be at the rate of Six (\$6.00) 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 Twenty (\$.20) Cents for each three and one-third ($3 \frac{1}{3}$) 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.

In City Council January 21, 1974

Passed to be ordained by a yeas and nays vote: Yeas 9; Nays 0; Absent 0.

Attest:
Paul E. Healy,
City Clerk

John H. Corcoran,
City Manager

Legals
6

Cambridge

2/24

1976

the Honorable, the City Council of the
City of Cambridge:

The undersigned respectfully pray

that Chapter 16, Article I, entitled "Hackney Carriages" Section 16-24 Rates; and Section 16-25, Waiting Time be amended by striking out the present Section 16-24 entitled "Rates" and Section 16-25 entitled: "Waiting Time" and substituting in place thereof the following:

Section 16-24. Rates.

(a) The price of rates of fares which drivers of hackney carriages propelled by mechanical motors and using taximeters as the means of measuring the distance travelled to be known as "Motor Taxicabs" may charge and demand for services rendered in conveying passengers are as follows: From point to point within the City limits:

(1) The initial drop shall be Seventy-five (\$.75) Cents and shall cover the cost of the first one-quarter ($\frac{1}{4}$) of a mile or fraction thereof, or the first two (2) minutes of waiting time or a combination of both. Each one-quarter ($\frac{1}{4}$) of a mile or fraction thereof shall be at the rate of Twenty (\$.20) Cents.

(2) The maximum price or rates of fare which drivers of vehicles providing transportation for persons who are ill or who are invalids on a mobile stretcher or portable chairs in a hackney carriage or motor taxicab may charge and demand for services rendered in conveying such persons are as follows:

FROM POINT TO POINT WITHIN THE CITY LIMITS:

First four miles or fraction thereof	\$3.85
Each third of a mile thereafter	.20

(3) Longer trips may be contracted for at 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 Commissioner

(b) No vehicle licensed under this Section shall be used for general taxicab purposes. This shall not, however, prevent the transportation of persons accompanying or riding in said vehicle with such persons who are ill or invalids.

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 break-down 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 Nine (\$9.00) Dollars per hour.

Cambridge, 2/24 1976

the Honorable, the City Council of the
City of Cambridge:

The undersigned respectfully pray

(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 Twenty (\$.20) Cents for each three and one-third (3 1/3) 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.

(a) The driver shall charge for each passenger over two (2) Twenty-five (\$.25) Cents but no charge shall be made for invalids or children who have not reached the age of sixteen (16). The Twenty-five (\$.25) Cent extra charge is not commissionable and will be solely the property of the taxicab driver.

Respectfully submitted by:

Ambassador Taxi
180 Bent St.
Cambridge, Mass.

Brattle Taxi
111 Charles St.
Cambridge, Mass.

Cambridge Taxi Co.
2 Bay St.
Cambridge, Mass.

Arthur J. Gallberg Res.
2 Bay Street
Cambridge
868-9690



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 876-6800

LICENSE COMMISSION

Complaints Against Cambridge Hackney Drivers

1974 - 1976

- 1/29/74 Passenger vs. Ronald B. Woodman, Hackney Driver #12804 allegedly refusing to carry passengers. (Cambridge Yellow)
- 2/19/74 Passenger vs. Michael A. Listro dba Mass. Ave. Cab, relative to conduct unbecoming of a licensed cab driver. (Self Owned)
- 10/29/74 Ms. Lillian Stone vs. Red Diamond Taxi, Inc., Walter Davis, Owner, Medallion #244, said complaint being rude and abusive treatment. (Self Owned)
- 10/29/74 Mr. Roland Joyce vs. John A. Merrigan, Hackney Driver, #13863, said complaint being rude and abusive treatment. (Ambassador Taxi)
- 11/26/74 Ann V. Quinn vs. Larry Freedman dba Seventy-Seven Cab, said complaint being the use of abusive language and an alleged violation of the Cambridge Hackney Rules and Regulations, Rule 8, to wit: "A driver shall not refuse, unless previously engaged or unless the conditions are such as those described of these rules, to carry any passenger lawfully entitled to be carried in a hackney carriage." (Self Owned)
- 11/26/74 Martha Lee vs. Robert M. Ennis for an alleged violation of the Rules and Regulations for Hackney Carriage Owners and Drivers, Rule 8, Section IV, to wit: "A driver shall not refuse, unless previously engaged or unless the conditions are such as those described of these rules, to carry any passenger lawfully entitled to be carried in a hackney carriage." (Seventy-Seven Cab)
- 12/17/74 Joni Shatzman vs. Ronald B. Woodman, Hackney Driver #12804, for alleged misconduct while operating a taxi cab in the City of Cambridge. (Cambridge Yellow)
- 4/8/75 Gail Selyveld vs. Albert J. Sarchioni, Hackney Driver #7833, relative to the alleged use of cruel and abusive language while a passenger in a taxi cab. (Cambridge Yellow)
- 11/25/75 John David Ellis, Esq. vs. Edmund Costa, Owner of Erac Cab, Inc., Hackney Medallion #92, said complaint being an alleged assault and abusive language by the taxi cab owner. (Self Owned)



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 876-6800

LICENSE COMMISSION

- 1/7/76 Russell Bromfield and Ronald Capling vs. Joseph L. Casey Hackney Driver #325, for alleged refusal of short fares in the Harvard Square Area. (Brattle Taxi)
- 1/7/76 Joseph Catalanotti vs. Arthur S. Jacknow, Hackney Driver #11892, for an alleged hit and run accident with another vehicle. (Brattle Taxi)
- 1/7/76 Walter Hawk vs. Gerard J. Valcour, Hackney Driver #14887, for an alleged refusal to carry a passenger on December 22, 1975. (Ambassador Taxi)
- 1/7/76 Howard Gorin vs. Stephen D. Whitney, Hackney Driver #13205, for alleged misconduct by Mr. Whitney as a taxi cab driver. (Brattle Taxi)

This is only a small fraction of the number of complaints received in this office daily. The majority of complaints are by telephone and in order for them to appear on the agenda the complaintant must submit a letter to our office, in which most cases they do not.

Many of the complaints are resolved by telephone calls, and by confrontation with the driver and complaintant.

City of Cambridge

In City Council April 12, 1976

The Ordinance Committee

to which was referred the matter of installing protective shields in hackney carriages

Reports, That on March 30, 1976 the Ordinance Committee held a public hearing on the installation of protective shields in hackney carriages. This item was a holdover from the prior Council Committee and has already passed two readings. The attached Ordinance reflects the changes recommended to the Council for ordination.

The following is a summary of various changes made in the original ordinance as proposed. These changes were recommended in public hearings and agreed to by the Clerk's Office, the License Commission and the Committee.

Section A: Changed from 5/8" to 1/2" plexiglas because testimony and research indicated 1/2" plexiglas was bullet resistant. Also changed to allow partition to extend from top of the seat (rather than the floor) to the ceiling. This latter change reflects existing manufacturer's design of protective shields.

Section B: Changed to provide protection from the sides of the seats in keeping with Section A.

Section C: Changed to incorporate change drawer rather than sliding door. This change reduces the chances of driver error and carelessness and provides the best protection available.

Section D: Change allows driver-controlled partition opening which could be utilized in an emergency such as accident or fire to free trapped passengers.

Section E: Changed to allow power door locks only if passengers are also able to control passenger door locks. This change allows a driver to automatically secure his empty cab in dangerous areas without reducing the freedom of any passengers.

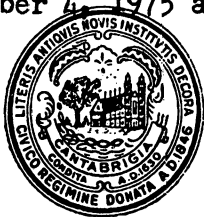
Section F: Changed to exempt owner-self operated hackney carriages from compliance.

An additional change was recommended, but not acted upon because of insufficient Councillor attendance. This change is to provide for a grandfather clause exempting carriages with existing protective shields that do not necessarily comply with these standards. It was estimated approximately 20 of the 290 taxis would be affected by this grandfather clause. The Clerk's Office was to ask the City Solicitor to prepare such an amendment and to advise the full Council of its legality.

For the Committee,

Councillor David Clem
Chairman

Final Publication No. 1864. First Publication No. 1863 in the Chronicle-Sun on December 4, 1975 and the Herald American on November 29, 1975.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-six

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 16 entitled: "Public Transportation" Article 1 entitled: "Hackney Carriages", Section 16-22 is hereby amended by striking paragraph (6) therefrom and inserting in place thereof the following:

(6) Each owner of a motor hackney carriage shall install a protective partition dividing the drivers and the passenger's seats for the safety of the driver, which partition shall meet the following specifications:-

(a) It must be bullet resistant, extending from the top of the seat to the ceiling; it must be made of one-half inch plexiglas or its equal in strength, and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

(b) It must have a change drawer set in the partition.

(c) The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

(d) Power-door locks, so called, are permitted to secure the rear passenger doors of the hackney carriage, provided the passengers are able to unlock said doors from their area of the hackney carriage.

(e) This section shall not apply to Hackney Carriages presently equipped with protective partitions in accordance with any Ordinance heretofore in effect, but shall apply to all automobiles hereafter utilized as Hackney Carriages yet not presently so equipped.

City of Cambridge

Page 2.

(f) All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

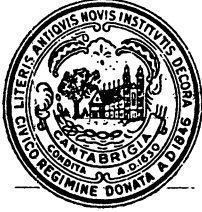
(g) The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council April 12, 1976

Passed to be ordained as amended by a yea and nay vote: Yeas 8; Nays 0; Absent 1.

Attest: Paul E. Healy, City Clerk.

Final Publication No. 1864. First Publication in the Chronicle-Sun on December 4, 1975 and the Herald American on November 29, 1975.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

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B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

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F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

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B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastner located on the driver's side of the hackney carriage.

E. Power-door locks, so called, shall be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.

F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ; Absent .

ATTEST:- Paul E. Healy, City Clerk.

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Gas Partitioning Fund to be Ordained.

City of Cambridge

Gas Partitioning

MASSACHUSETTS

In City Council April 12 1976

	YEA	NAY	ABSENT	PRESENT
Mrs. Ackermann	✓			
Mr. Clem	✓			
Mr. Clinton			✓	
Mr. Danehy	✓			
Mr. Duehay	✓			
Mrs. Graham	✓			
Mr. Russell	✓			
Mr. Sullivan	✓			
Mayor Vellucci	✓			

8 0 1

Passed to be ordained

Final Publication No. 1864. First Publication in the Chronicle-Sun on December 4, 1975 and the Herald American on November 29, 1975.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-Five

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 16 entitled: "Public Transportation" Article I entitled: "Hackney Carriages, Section 16-22 is hereby amended by adding at the end thereof a new paragraph (6) which reads as follows:-

Each owner of a motor hackney carriage shall install a protective partition dividing the drivers and the passenger's seats for the safety of the driver, which partition shall meet the following specifications:-

A. It must be bullet resistant, extending from the top of the seat to the ceiling and must be made of one half inch plexiglas or its equal in strength.

B. It must extend from the top of the seat to the ceiling and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

C. It must have a change drawer set in the partition. All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

D. The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastner located on the driver's side of the hackney carriage.

E. Power-door locks, so called, shall not be permitted to secure the rear (passenger) doors of the hackney carriage, only if the passengers are also able to unlock said doors from their area of the hackney carriage.

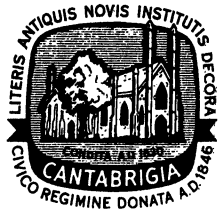
F. The provisions of this ordinance shall be optional for owner-self operated hackney carriages.

G. The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council

Passed to be ordained as amended by a yea and nay vote:- Yeas ; Nays ;
Absent .

ATTEST:- Paul E. Healy, City Clerk.



CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 876-6800

LICENSE COMMISSION

May 5, 1976

To All Taxi-Cab Owners:

Attached hereto, is a copy of a City of Cambridge Council Ordinance requiring all taxicabs, licensed in the City of Cambridge to install protective partitions between the front and back seats.

These partitions must meet the specifications as set forth in the attached Ordinance. Those taxi-cabs which are presently equipped with a partition will be exempt from these specifications, provided however that they are approved at the time of inspection.

If however, the partition has to be replaced at a later date, you must comply with the specifications.

All Taxi-cabs must have these partitions in no later than July 12, 1976.

A complete inspection will be made after that date. Any owner failing to comply will have his Medallion suspended.



City of Cambridge

In the Year One Thousand, Nine Hundred Seventy-six

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 16 entitled: "Public Transportation" Article 1 entitled: "Hackney Carriages", Section 16-22 is hereby amended by striking paragraph (6) therefrom and inserting in place thereof the following:

(6) Each owner of a motor hackney carriage shall install a protective partition dividing the drivers and the passenger's seats for the safety of the driver, which partition shall meet the following specifications:-

(a) It must be bullet resistant, extending from the top of the seat to the ceiling; it must be made of one-half inch plexiglas or its equal in strength, and the sides must be sufficiently sealed so as to prevent a hand from sliding past the partition.

(b) It must have a change drawer set in the partition.

(c) The partition may provide for a sliding part behind the driver so that he may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

(d) Power-door locks, so called, are permitted to secure the rear passenger doors of the hackney carriage, provided the passengers are able to unlock said doors from their area of the hackney carriage.

(e) This section shall not apply to Hackney Carriages presently equipped with protective partitions in accordance with any Ordinance heretofore in effect, but shall apply to all automobiles hereafter utilized as Hackney Carriages yet not presently so equipped.

City of Cambridge

Page 2.

(f) All licensed hackney carriages must be in compliance with this ordinance within ninety days of its final passage.

(g) The License Commission shall require periodic inspections to insure that each owner has complied with the regulations as outlined above.

In City Council April 12, 1976

Passed to be ordained as amended by a yeas and nays vote: Yeas 8; Nays 0; Absent 1.

Attest: Paul E. Healy, City Clerk.

City of Cambridge

In City Council November 1, 1976

The Ordinance

Committee

to which was referred a copy of Ordinance Number 859 for revision, Chapter 16 of the General Ordinances of the City of Cambridge entitled: "Public Transportation" Article I entitled: "Hackney Carriages" Section 16-22, Paragraph (6) which considered amendments to the aforesaid ordinance.

In sub-section (c) of said paragraph by striking out the present paragraph (c) and substituting in place thereof the following new paragraph (c) which reads as follows:-

(c) The partition may provide for a sliding door on the passenger side so that the driver may put his hand through to open the rear (passenger) door in case of emergency. Otherwise it shall be secured at all times with the fastener located on the driver's side of the hackney carriage.

The committee considered the striking out of the present paragraph (f) and inserting in place thereof a new paragraph (f) which reads as follows:-

(f) This section shall not apply to hackney carriages that are owner-operated.

Reports.

The committee also considered the relabelling of the present paragraphs (f) and (g) to read (g) and (h)

After hearing on November 1, 1976 the committee reports the proposed ordinance with amendments favorably to the City Council for consideration.

For the Committee,

Councillor David Clem
Chairman.

0-37

REPORT

Committee on Ordinance
Ordinance providing for protective
partitions with a revised ordinance
with amendments within.

In City Council,

November 1, 1976