

Taxi

from page A1

tion and peace of mind when traveling by taxi and not to penalize would-be entrepreneurs.

"It was felt by the board that the minimum level of coverage was inadequate to cover the cost of damages today," Brent McKinney said.

Taxicabs are also more prone to costly accidents because they are on the road for as many as 20 hours a day, McKinney said.

But other major cities in the state have not followed suit — at least not yet.

Al Moore, the taxi inspector for the city of Greensboro, says taxicabs there are only required to be insured for the state minimum. Moore says he doesn't believe the city council has any immediate plans to change the liability rates for cabs in Greensboro.

Charlotte also only requires the state minimum, according to Taxi Inspector Joanne Miller. Miller added that the possibility of increasing the minimum did come up at a recent city council meeting.

As recently as a year ago, Winston-Salem's Public Transportation Safety Committee reviewed and turned down a request to lower the rates.

McKinney says a \$3,000 per year insurance premium is doable for even the smallest of cab companies.

According to McKinney, small companies can work out a "dispatch" agreement, in which the smaller company would pay a fee to have some of a larger company's business channeled to them.

Larger cab companies also offer potential cabbies the option of leasing taxis for a daily fee.

But Allen Lewis, owner of Lewis Cab Co., says he'd never be able to prosper if he has to rely on another company for his business.

"If someone is dispatching calls to me, how do I know that they are going to be fair," he said. "No one is going to give you all his business."

Many of the cab owners are unabashedly pointing the finger of blame at not only the city but also Winston-Salem's oldest and best known taxi company, Blue Bird Cabs.

They say Blue Bird — which has always insured its cabs at the city's current rate — convinced city officials to hike insurance rates under the guise of public safety. But, they say, the company wanted the higher rates to kill off smaller competitors.

Herman "Duffy" Mazzeo, who's been the owner and president of Blue Bird for the last three years, says his critics are dead wrong.

He said his intentions have always been to raise the bar for the industry.

"It has nothing to do with competition. I am not in a war with anybody," he said. "I'm trying to raise our standards."



Blue Bird Cabs and other large cab companies have an unfair advantage when it comes to insurance rates, says Willard Cab Co. owner Coy Willard. "...there is a taxi conspiracy and it's between the city and Blue Bird," he said.

Mazzeo says that when the board of aldermen was floating the idea of the insurance hike, he told city staffers that it would be a good idea.

He says the state's minimum just do not offer the type of protection that consumers expect.

"You take Ali Shabazz... What if he picks up an executive from Piedmont Airlines and they get into an accident. What is a measly \$25,000 going to do for that (executive) and his family?" Mazzeo said.

But Mazzeo adds that it's also the city government's responsibility not to allow too many cabs on the streets. He says if the city doesn't use some type of controls to reduce the number of cabs, the quality of the taxi business could deteriorate.

Mazzeo claims that he runs background and random drug test on all drivers who operate his cabs to insure that all of them are up to par. He says by using such safeguards he has been able to lower his insurance premiums.

Mazzeo says if anyone is being bullied in this controversy, it's him.

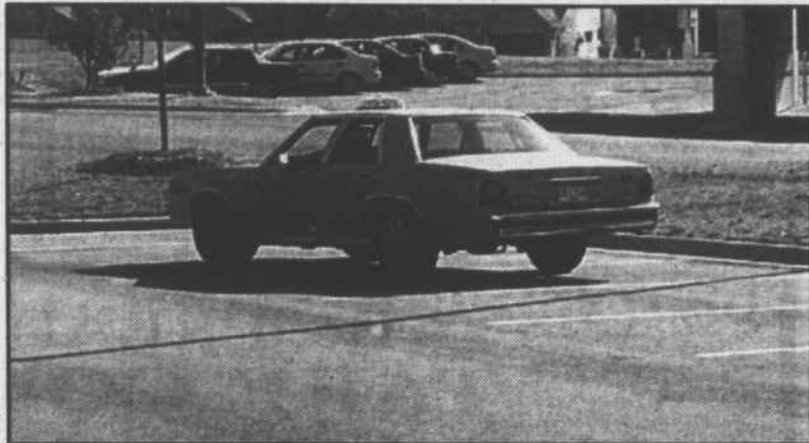
He says he is prepared to take Willard's Cab Company — his arch rival in this market — to civil court for property damage.

Mazzeo claims that the company's owners were involved in the vandalism of several of his cabs. The incident was investigated by the police, but the District Attorney's office concluded that there was no link to Willard's.

Coy Willard — the owner of the company — denies any involvement with the incident.

Willard — whose father started the company five years ago after leaving his job of 25 years at Blue Bird — is one of the six owners asking for lower rates.

Although he has more than 50 cabs and claims to be the largest cab



company in the Triad, a title that Mazzeo also claims. Willard says he is supporting the decrease to help out the little guys.

"I don't see how the small companies survive," he said. "We try to help our competition out."

Willard said he thinks the city is helping Mazzeo recreate a monopoly for Blue Bird, and he says he is sick of it.

"There isn't a taxi war, but there is a taxi conspiracy, and it's between the city and Blue Bird," Willard said.

Willard said he is contemplating lodging some type of complaint of his own to address what he contends is a cozy relationship between the two.

"People use us (cabs) to get out there, to get their food and to survive. It's not fair to them. The public isn't making the insurance go up, the city is," Willard says.

Vivian Burke — an alderwoman and chair of the Public Transportation Safety Committee — says she has asked Assistant City Manager Tom Griffin and McKinney to gather

data on accidents involving taxicabs. Burke says she wants to know if the accidents are a widespread problem or merely isolated cases.

She has also asked Griffin to poll other board members to see if there is enough support to bring the issue back to the table.

Shabazz is keeping his fingers crossed.

He says he is old enough to remember when several minority-owned taxi companies flourished here during the era of segregation.

Those companies began to fall one by one in the late 60s — casualties of integration.

Shabazz — who has added a white camel to the doors of his cab to pay tribute to the legendary Camel City Cab Co. — says although he is fighting a totally different battle, he fears that the results will be the same.

"My goal is to have 12 operators working for me," he said. "The other independents want to branch out too... We just can't afford it."

364th

from page A2

The troops disobeyed rules at the segregated service club, broke into equipment rooms and visited Centerville, a nearby town of only 1,200 citizens, "with an air of defiance," Kryder said.

In May 1943, a soldier from the regiment was shot and killed on a Centerville street by a white sheriff who had come to the aid of a military police officer. The MP had confronted the soldier for not having a pass.

Tension peaked in early July when hundreds of 364th soldiers crashed a dance at a service club for blacks, coming in through windows in order to avoid an entrance fee. The regimental guard, military police and a battalion of the 99th Division were needed to quell the disturbance that followed.

The Army's Inspector General looked into the unrest at the Mississippi base and found that "Negro troops voiced considerable resentment toward Jim Crow

laws and the attitude of white civilians."

The Inspector General's investigation found civilian attitudes toward black troops also posed a "danger of racial disturbances." However, it found relations between black and white soldiers to be generally good.

The IG's report noted that there were no major disturbances among the other 3,653 black troops at the camp, and called the 364th a "threat to the normal peaceful conditions at camp Van Dorn."

One of the biggest complaints by the soldiers was that they were not getting their fair share of combat assignments and were receiving little credit for the fighting they did.

"In the news notes and commentaries on battles overseas, we seldom see or hear anything about Negro soldiers," one black officer is quoted as saying in the report.

Some things, Blatcher noted, never change.

DOO GRO®

for help with HAIR that won't GROW!

Over 25 Million applications worldwide!

New TRIPLE STRENGTH for severely breaking hair

... my hair has grown 3" - 4" since I've started using DOO GRO! L. Jones

Discover what so many already know!

Guaranteed Results

- Use the whole family of DOO GRO® products
- Triple Strength Medicated Hair Vitalizer
 - Extra Light Original Medicated Hair Vitalizer
 - Anti-Itch Medicated Hair Vitalizer
 - Creme Complex™ Medicated Hair Vitalizer
 - Tingling Growth Shampoo with dandruff control
 - Growth Repair Conditioner
 - Leave - In Growth Treatment
 - Deep Down™ Intense Penetrating Conditioner



Available at these area beauty supply stores

Beauty World	3427 N Patterson Ave	Winston Salem
Beauty Plaza	675 Peters Creek Pkwy	Winston Salem
Beauty Plaza Disp	540 Mt. King Dr	Winston Salem
Hannah Beauty Supply	406 N Trade St	Winston Salem
A - 1 Beauty Supply	518 N Church St	Burlington
J.C. Fashions	818 S Reuhut	Burlington
New York Trends	2252 N Church St	Burlington
Beauty Point	105 Greensboro Rd	High Point
Home Bazaar	1912 N Main St	High Point
Lee's Beauty Supply	1127 E Lexington Ave	High Point
Young's Supply	804 S Main St	Lexington
Gifts & Wigs	8 W Main St	Thomasville
Love Wig	117 S Scales St	Reidsville
A's Beauty Supply	108 W Meadowview Rd	Greensboro
Beauty World Beauty Supply	942 E Bessemer Rd	Greensboro
Beauty Unlimited	4645 W Market St #B1	Greensboro
Beauty World Plus	1481 E Cone Blvd	Greensboro
Connie's Beauty Supply	417 W Meadowview Rd	Greensboro
Save Dollar	2306 Randleman Rd	Greensboro
Total Beauty Supply	817 W Florida St	Greensboro

For DOO GRO information 1-800-424-7366

Ecumenical service

Special to THE CHRONICLE

As hundreds of people across the city gathered Jan. 18 for commemorative celebrations of the Martin Luther-King Jr. holiday, two churches — one black, one white — gathered for their own celebration. First Baptist Church and Wake Forest Baptist Church joined each other for an evening of fellowship and sharing, Monday evening at the Hawthorne Inn. Approximately 200 members from the combined church congregations were in attendance.

From 5:30-8:30 p.m. the room was full of energy and optimism. Members dined and discussed various topics and issues. To keep the dialogue going each table was assigned a facilitator, selected from one of the two congregations. Participants engaged in "get acquainted" activities and each person was encouraged to ask questions and provide feedback.

Thought provoking discussions continued as ideas and suggestions were generated. Kenneth Simington, a member of First Baptist, attended the dinner with his wife, Velvet and their three children, Joshua, Julian and Jasmine. Simington says, "the evening was very organized and the informal atmosphere helped to encourage healthy dialogue. It was appropriate to have the dinner on Monday to commemorate the Martin Luther King Jr. holiday." The Rev. Wendell Johnson, pastor of First Baptist Church, and the Rev. Richard Groves, pastor of Wake Forest Baptist Church, agreed. They used the occasion to announce that the two churches will hold the dinner annually.

As the group reflected on the King holiday and issues facing our community and nation, a common theme echoed throughout the evening. As churches and as a body of believers in Jesus Christ, the two congregations agreed that they must do more to exercise their spiritual authority. If Martin Luther King Jr. were still alive, he probably would



The Revs. Wendell Johnson, pastor of First Baptist Church, and Richard Groves of Wake Forest Baptist Church, lead an open discussion between their congregations as part of their celebration of the King Holiday.

agree. In his 1963 book titled "Strength to Love," King writes: "The church must be reminded that it is not the master or the servant of the state, but rather the conscience of the state. It must be the guide and the critic of the state, and never its tool. If the church does not recapture its prophetic zeal, it will become an irrelevant social club without moral or spiritual authority."

As the evening came to a close, members from both congregations agreed that although barriers can not be torn down with a fellowship dinner, it was a very good start. Sarah Catron of Wake Forest Baptist Church said, "It was a great opportunity to gain some information and share a meal with other Christians who want very much for the barriers to come down."

The fellowship dinner was not the first time the two congregations have come together.

The two churches built a Habitat for Humanity house; sponsored joint Youth Ministry activities, joint women's prayer breakfasts, joint book discussions; and worshiped together on a regular basis as God's children.

UNC ASHEVILLE

NORTH CAROLINA'S PUBLIC LIBERAL ARTS UNIVERSITY

Take your education higher

We're committed to diversity. UNCA offers:

- Programs to help students of color succeed academically and socially
- Nationally recognized academic programs
- Small classes, close faculty-student contacts
- A quality education at a reasonable cost

JOIN US FOR

A RECEPTION NEAR YOU

THURSDAY, FEB. 4, 1999

7 P.M. • BROOKSTOWN INN, WINSTON-SALEM

For reservations or more information, please call the Office of Admissions 828/251-6481 or 1-800/531-9842 (toll free in N.C.) Visit our home page at <http://www.unca.edu>



1999 Arts Council CAMPAIGN KICKS-OFF

Wednesday, February 3, 1999

Art Is Life Support The Arts!

ARTS COUNCIL 722-2585

PUBLIC NOTICE

REVIEW OF THE DRAFT 2000-2006 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND THE DRAFT AIR QUALITY CONFORMITY ANALYSIS REPORT AND CONFORMITY DETERMINATION FOR THE WINSTON-SALEM/FORSYTH COUNTY 2025 LONG RANGE TRANSPORTATION PLAN

The Winston-Salem/Forsyth County Urban Area Transportation Advisory Committee (TAC) encourages the general public to review and submit written comments regarding two transportation planning documents: 1) Draft 2000-2006 Metropolitan Transportation Improvement Program (MTIP) for the Winston-Salem/Forsyth County Urban Area, and 2) Draft Conformity Analysis Report and Conformity Determination for the Winston-Salem/Forsyth County 2025 Long Range Transportation Plan. The documents can be reviewed at all Forsyth County public libraries, each municipal town hall, the North Carolina Department of Transportation Division 9 office at 2125 Cloverdale Avenue, and the City of Winston-Salem Department of Transportation office (Room 380) in City Hall, 101 N. Main Street in Winston-Salem.

All request for appropriate auxiliary aids and services to review and comment on the draft MTIP and the draft air quality report should be made to Greg Errett, City of Winston-Salem Department of Transportation, P.O. Box 2511, Winston-Salem, NC 27102 or by phone at (336) 727-2707, TDD 727-8319.

ONLY WRITTEN COMMENTS WILL BE ACCEPTED. THE DEADLINE IS MONDAY MARCH 1, 1999 AT 5:00 P.M.

Written comments may be mailed or faxed to: Loretta Barren, TAC Secretary, City-County Planning Board, P.O. Box 2511, Winston-Salem, NC 271-2. Fax Number (336) 748-3163.

The TAC will review both documents at their Wednesday February 10 and Wednesday March 24, 1999 meetings. The general public is encouraged to attend the TAC meetings, which will be held in the 2nd Floor Council Chambers of City Hall, 101 North Main Street in Winston-Salem. The TAC meetings will be held at 4:15 p.m.