

"Model A Taxi-Cab"

1929 Ford Model A Taxi-Cab

Motor: 4 Cylinder, 201 CID, 40 HP

Brakes: Mechanical

Transmission: 3 Speed Manual non synchronized

Body: Briggs Manufacturing Company

Maximum Passengers: 4

Body Style Number: 135-A

6 Volt Battery w/positive ground

Tire Size: 4.50-21

Fuel Capacity: 10 Gal. Gasoline

Weight: 2,500#

Cost new: \$725.00

Ford Motor Company in Dearborn, MI produced the 135-A Taxicab from 1928 until 1930. In 1929, a total of 4,376 were produced, which was 94% of the total Ford Taxicab production. Every Ford dealer was required to purchase at a minimum of two Taxicabs. There was room for four passengers, three passengers in the rear seat and one on a folding jump seat. Each Taxicab also was equipped with an internal wall section separating the passengers from the driver. The internal wall had a provision for a speak easy section for communications from passengers to the drivers. The upholstery was a rugged mohair material with the looks of softness and comfort.



Donated by: Bill & Sylvia Edstrom - Presque Isle, WI

Each Ford produced Taxicab was equipped with meter made by the Ohmar Fare Register Company and was attached to the drive train with a cable. These meters that operated from the drive train of the vehicle had options of calculating number of passengers and based on the mileage for the accumulated price. These meters served a number of purposes. They calculated the actual distance driven and a firm price, eliminating haggling with the drivers. The meter mechanism was mechanically actuated by the driver each time a new fare started and was reset at the end of each journey. The front seat area, where the meter is located also served as a luggage area for the passengers. Smaller sized drivers also operated these taxicabs for easier all around access. The cab drivers did not have radios, or telephones for communications. The taxicab drivers would look for people waiving them down on the street or they would return to their company base for the next order. Some cities provided taxicab pickup zones, usually near train depots. Other services furnished by the taxicab companies were expediting small package deliveries.

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