

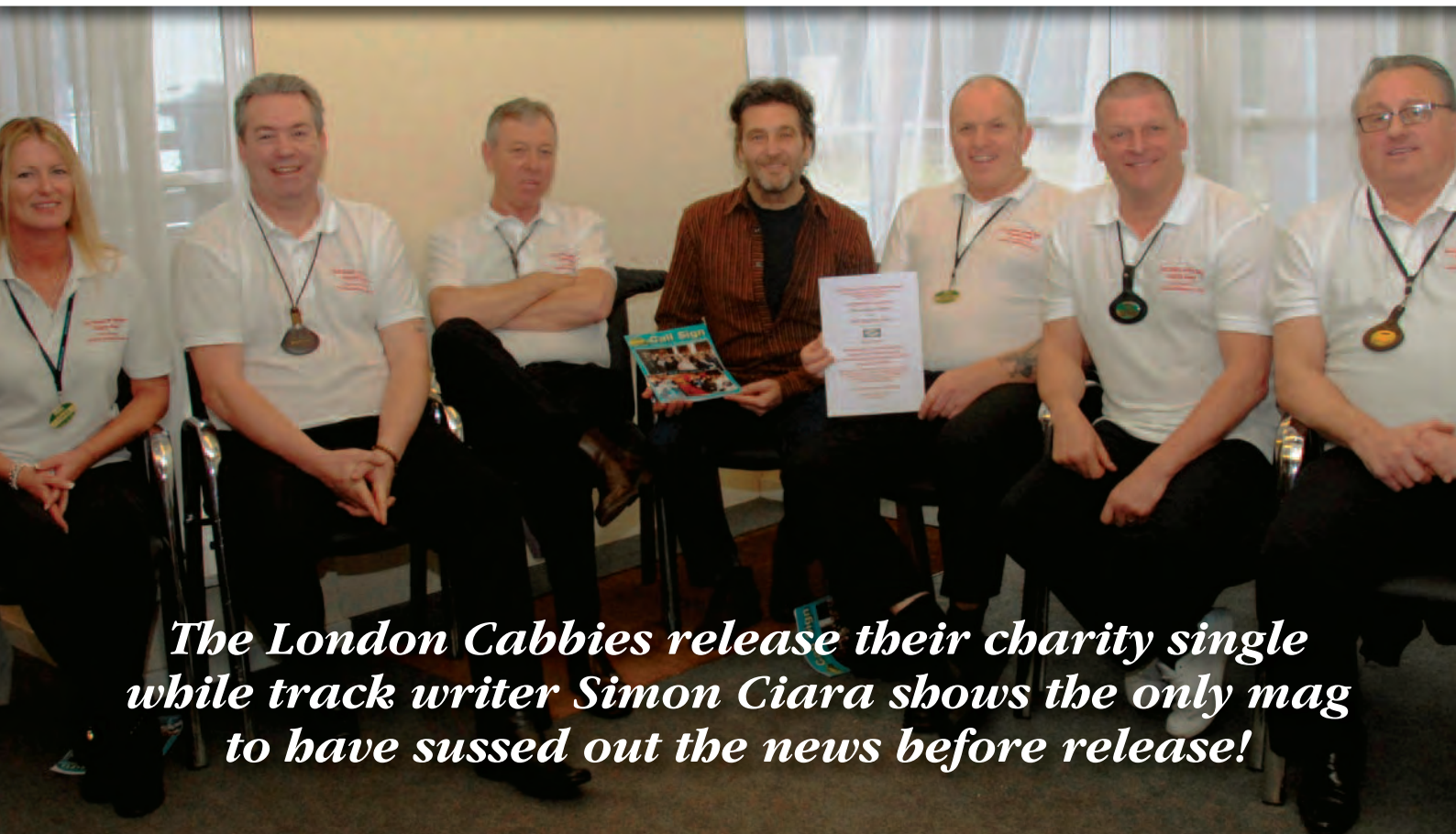
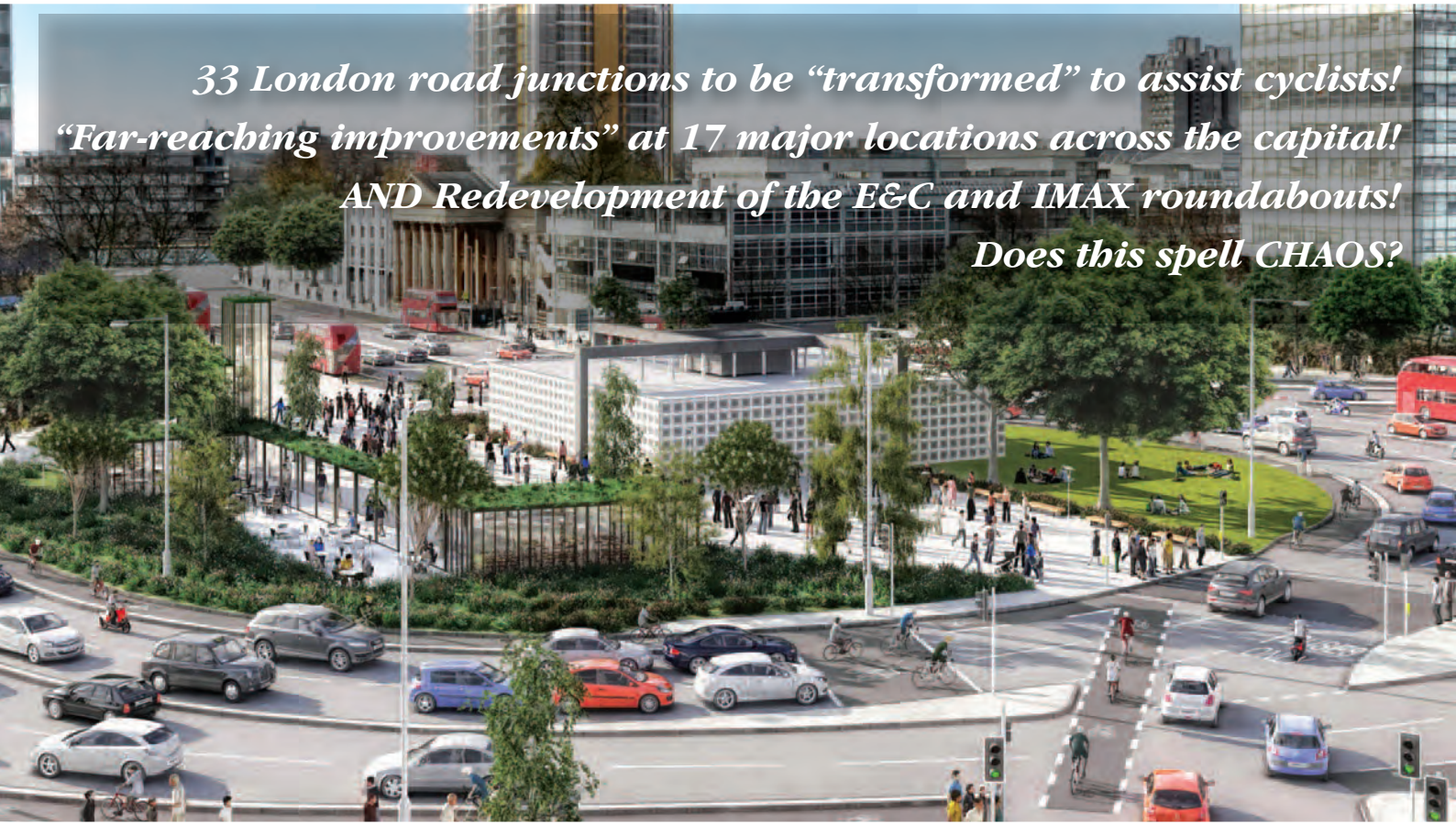
April 2014



# Call Sign

From the home of Dial-a-Cab International

*33 London road junctions to be “transformed” to assist cyclists!  
“Far-reaching improvements” at 17 major locations across the capital!  
AND Redevelopment of the E&C and IMAX roundabouts!  
Does this spell CHAOS?*



*The London Cabbies release their charity single  
while track writer Simon Ciara shows the only mag  
to have sussed out the news before release!*



# NASH'S NUMBERS

From Alan Nash (A95)

April's increase is an average of 0.7%. Hardly worth printing from last years table, but just in case you lost it! A £75 fare is now 60p dearer. I guess there is an increase so that meter suppliers can justify rental charges and TfL for ensuring seal changes (my personal cynical opinion and not based on any fact). Don't forget to inform your passengers on journeys over 6 miles that any fare after 10pm will be no more than £8 (£3.60 8-10pm) more than during the day no matter how far they go, and possibly cheaper due to less congestion.

Miles	T1	T2	T3	Miles	T1	T2	T3
1	£4.60	£5.20	£6.00	31	£109.00	£112.60	£117.20
2	£7.20	£8.40	£9.80	32	£112.60	£116.20	£120.80
3	£9.80	£11.60	£13.80	33	£116.40	£120.00	£124.60
4	£12.40	£14.60	£17.60	34	£120.00	£123.60	£128.20
5	£14.80	£17.80	£21.60	35	£123.60	£127.20	£131.80
6	£17.40	£21.00	£25.40	40	£142.00	£145.60	£150.20
7	£21.00	£24.60	£29.00	45	£160.40	£164.00	£168.60
8	£24.80	£28.20	£32.80	50	£178.60	£182.20	£186.80
9	£28.40	£31.80	£36.40	55	£197.00	£200.60	£205.20
10	£32.00	£35.40	£40.00	60	£215.40	£219.00	£223.60
11	£35.60	£39.20	£43.60	65	£233.60	£237.20	£241.80
12	£39.20	£42.80	£47.20	70	£252.00	£255.60	£260.20
13	£43.00	£46.40	£51.00	75	£270.40	£274.00	£278.60
14	£46.60	£50.00	£54.60	80	£288.60	£292.20	£296.80
15	£50.20	£53.60	£58.20	85	£307.00	£310.60	£315.20
16	£53.80	£57.40	£61.80	90	£325.40	£329.00	£333.60
17	£57.60	£61.20	£65.80	95	£343.60	£347.20	£351.80
18	£61.00	£64.60	£69.00	100	£362.00	£365.60	£370.20
19	£64.20	£68.00	£72.60	110	£398.60	£402.20	£406.80
20	£68.40	£71.60	£76.40	120	£435.40	£439.00	£443.60
21	£72.40	£76.00	£80.60	130	£472.00	£475.60	£480.20
22	£76.00	£79.60	£84.20	140	£508.60	£512.20	£516.80
23	£79.60	£83.20	£87.80	150	£545.40	£549.00	£553.60
24	£83.40	£87.00	£91.60	160	£582.00	£585.60	£590.20
25	£87.00	£80.60	£95.20	Additional Miles at all rates			
26	£90.60	£94.20	£98.80	1	£3.60	6	£22.40
27	£94.40	£98.00	£102.60	2	£7.40	7	£26.20
28	£98.00	£101.60	£106.20	3	£11.20	8	£29.80
29	£101.60	£105.20	£109.80	4	£14.80	9	£33.40
30	£105.40	£109.00	£113.60	5	£18.40	10	£37.00

It is important not to exceed the 'Run In' on account work. Below are the times or distance to a £4.20 'Run-In'. Very handy for 'Pre-Booked' account Work.

**Run-in £4.20 Time**  
 T1 4:04m to 4:31m  
 T2 3:18m to 3:40m  
 T3 2:40m to 2:58m

**Run-in £4.2 Distance**  
 T1 0.7 miles  
 T2 0.6 miles  
 T3 0.4 miles

**Waiting time is:**  
 T1 £ 26.56/hr (for 35:00m)  
 T2 £ 32.72/hr (for 35:00m)  
 T3 £ 40.44/hr (for 35:00m)  
 Then at the "Higher Rate" at **£37.90/hour.**  
 First Hour of Waiting  
 T1 = £ 33.20\*  
 T2 = £ 36.60\*  
 T3 = £ 41.20\*  
 Subsequent hours on all three rates = £ 37.90  
 \* includes £2.00 flag fall  
 i.e. £2.40= £2.00 plus 2 units at 20p each

N.B. Assume entire journey charged on distance rates. Does not include time held up in traffic.  
 Who needs a table to 160 miles, well that's only to Stoke-on-Trent, Manchester is 196 miles which is £714.00 without waiting time!

## Attributes

A	ASSISTED	J	JOINT ACCOUNT	T	COLLAR & TIE
B	BICYCLES/PRAMS	L	LAYOUTS	V	Mercedes Vito
C	CHEQUES	M	METROCAB	W	WHEELCHAIR
D	DELIVERY	N	CAB PHONE	X	NO MIN NO RUN IN
F	FIXED PRICE	P	PUBS/WINE BARS	Z	ANIMALS
I	TX 1, TX 2 & TX4	R	CREDIT CARD	5	5 SEATER/SEAT BELTS

## Useful telephone numbers

DaC Driver services 020 7251 0581 ext 7201

DaC Drivers Line 020 7426 3411

Vehicles Towed away: Check with TRACE 0845 206 8 602

If staff missing in Coach Road: Eurostar Control Room 020 7843 4261

# from the editor's desk

## Uber and Hailo

An interesting piece appeared in a recent US issue of **Bloomberg Businessweek** about an American cab driver who decided to go over to **Uber** – which operates similarly to **Hailo** and **GetTaxi** in the UK. The piece that grabbed my attention and which ties into something I have been saying in *Call Sign* for some time, reads:

*Ray Markovich started driving a taxi in Chicago three years ago after shuttering his struggling wireless phone store. Driving a cab wasn't particularly gratifying or lucrative - he had to pay \$400 a week just to lease his 2011 white Ford Escape. It was predictable if monotonous work. Well, there's nothing monotonous about it now. In June, Markovich, a thin, well-dressed man with short brown hair and spots of grey in his moustache and goatee, walked into the local office of Uber, the San Francisco based taxi technology startup. Uber put him through an hour of orientation, gave him a free iPhone that carries its car dispatch app and some gear to mount it on the windshield, and sent him on his way.*

*Since then, Markovich has had to dodge flak from traditional cabbies who complain that they can no longer pick up riders in the city's tonier neighbourhoods, and he's receiving a constant flood of e-mails from Uber itself offering steep discounts on new cars and other perks to secure his loyalty. At the same time, he has increased his earnings by about 20 percent and says he's simply evolving along with his customers.*

*"No one under the age of 40 with a smartphone is going out and getting a cab anymore," says Markovich. "I say if you can't beat 'em, join 'em."*

Ray Markovitch's story just confirms my belief that what Hailo are doing is to take work, not from private hire, but from taxis cruising the streets. As Mr Markovich says: Why would anyone with a smartphone go out to look for a cab when it will come to you for nothing?

While announcing a commercial section so that they can also kill that side too, Hailo may be right in that if they don't then someone else will. But at least that gets rid of all pretence...

## Power Pill...again!

Out of pure coincidence, I gave a brief history in the *March Call Sign* of the **Alpha Power Pill** and also mentioned how it had cut down on my taxi's smoke emissions.

Again, purely coincidentally, my cab had to recently undergo its 6-monthly MOT test. Yes, it passed with no probs, but it was nice to be told as an aside that the cab had passed the emissions test with the lowest reading the tester had seen this year on a licensed taxi – **0.5**.

For those who aren't sure, your taxi will be left running until the tester believes the engine is warm and suitable to take a smoke / emissions test. The cab is accelerated three times and an average reading is taken. If that average is below 2.5m-1 for non-turbocharged engines or 3.0m-1 for turbocharged engines, then the vehicle will pass. If the reading is higher, a further acceleration will be carried out and the average of the last three readings will then be used. This process can continue until a maximum of six accelerations have been carried out. If the average of the fourth, fifth and sixth acceleration is higher than the appropriate level, then the cab will fail the test.



In addition to the smoke meter readings, the taxi will be refused a certificate if the exhaust emits excessive smoke or vapour of any colour, to an extent likely to obscure vision or if the emissions cannot be measured because a tail pipe is damaged or an accessory is fitted that prevents the insertion of the smoke meter probe.

**As I also said last month, it makes no difference to me if you use the Power Pill or not – but just to let you know that my cab results once again proved that not only does it work, but as a bonus it also improves my fuel consumption and seems to give it more poke – although I have no intention of getting that tested!**

Steve Vale advertises the Power Pill in every issue of *Call Sign* and according to **Brian Rice**, it works just as well on his car! So it's entirely up to you, but for a relatively small outlay you can improve your taxi's running and improve its chances at the smoke test. But of course you may not want to and would rather I just minded my own business! It's a free world...!

## And Barking Physio too!

I don't usually spend this much time on advertisers, but in addition to Power Pill, I really have to thank Andy at the **Barking Physical Therapy Centre**. Rather stupidly, I tripped while leaving the house and in that brief second I prepared myself for a nasty fall onto concrete. Fortunately I managed to turn slightly and went flying into the cab rather than the floor. It still hurt like mad but it could have been far worse because I was falling – or more like flying - from a fairly high step.

The bottom line was that I damaged the tendons in my shoulder – and it really hurt. For the next two nights I had to sit up in the lounge because it was too painful lying down in bed. Every time I moved, I had this awful pain at the top of my arm and on the shoulder itself. It was Linda who reminded me about Andy at the Barking Physical Therapy Centre. I was there in early 2013 with a bad back and Andy cured it within a few weeks. But I reminded my lovely wife that I was a man and to we males pain was a by-product of life that we accept. But she told me that my high-pitched whines were stopping her watching Coronation Street!

So I made an appointment and went to see Andy Apsley. Andy is blind and I'm sure that helps him trace the roots of any muscular problems, because after the second visit I felt so much better. He has already cured one **Dial-a-Cab** driver to such a degree that where he was

told his back condition would prevent him from ever driving a cab again, he is now back to normality!

Just like Power Pill, it really makes no difference to me whether you use Andy or not, but if you have a muscular problem, I feel as certain as I can be that he will cure you. If you don't, then it will be your loss but it will make it easier for me to get an appointment!

But if you do, just mention that you are on **Dial-a-Cab** and that you read it in *Call Sign* and you will get a special low rate for the hour...

## DaC sale...

Judging by some of the questions I get asked by drivers when I'm out on the road, there are obviously a number of you that think I know something about who the three possible purchasers of Dial-a-Cab are. Sadly I don't. Yes, I can guess along with anyone who has knowledge of who in this business has enough loot to be able to afford us, but as to who these are; I just don't know.

What I do know is that whomever it is, it will be in their interest to keep drivers happy and while I fully expect any small print to insist that whoever the purchaser is – assuming we sell – to insist that those participating must stay for a minimum period of time, I would also expect them to make sure the workforce remain happy.

I remember the last time a company tried to buy the Society. It was **Sovereign Capital** in 2003, who were based in Buckingham Gate. Their MD was **Peter Brooks** and he was not just very friendly, but also very helpful when it came to explaining what he wanted to do regarding the future of DaC. He was happy to put any info into *Call Sign* and that made my life much easier. However, I would have voted against selling because I just wasn't sure whether DaC was being purchased as an ongoing business or a short term business proposition. After all, they were venture capitalists and that's what I assumed they did.

In the end, there was something of a disagreement between Sovereign and DaC. Peter Brooks wanted DaC to underpin the estimated costs of around £175,000 whereas **Brian Rice** told *Call Sign* that he felt Sovereign should be liable for all the substantial costs involved. Brian explained that DaC had been down that road before when the Society had offered subscribers the option of becoming a plc in 1997. The costs surrounding that could have been substantial had they not negotiated a deal which made them liable only if the plc venture went through.

Both organisations praised the others impeccable behaviour, but the deal fell through. It also seemed that the deal probably wouldn't have gone through anyway with too many subscribers being unsure. However, this time it appears that there are taxi connections to possible purchasers and that would mean they would want DaC to succeed. That also means keeping drivers happy.

So it looks like interesting days are ahead and *Call Sign* is hopeful that all the companies involved will speak to the mag to explain their position etc...

# reflections of the chairman

## Costs

As you are all aware, we pay Members on a weekly basis in order to help with your cash-flow situation. We also know that many of you have email addresses, yet still receive your weekly payment via hard copy through the post. This comes at a cost to Dial-a-Cab due to postage and extra administration; consequently, we will be making a charge to Members in the future if they receive weekly paper statements.

**As from 9 May, we will be making a weekly charge of £2 per week to those Members that still receive paper statements. Those Members that already receive their statements via email will be unaffected, but for those that receive hard copies by post but would like to change to email and avoid any extra payment, just contact the young ladies in Driver Services and give them your email address. The extra charge will not then be applicable.**

Once you get used to receiving your invoices via soft copy, you will wonder why you didn't do it a long time ago. All you need do is to make a Folder for your statements and you have them all in one place without taking up any space at home. But of course, should you want a hard copy, then you can still print one off. It really is that easy.

Whilst on the subject of costs, we are looking at different ways of charging subscriptions. One of those ways would probably be an advantage to some, yet cost others more. Other suppliers have shown that drivers are prepared to pay 10% of their weekly income from an App-based trip, which in the vast majority of cases is far more than our Members contribute to our Society's coffers. As you know, our Members pay a flat fee of £30 per week, which as I stated is far less than the 10% they are prepared to pay others, so perhaps there should be a complete overhaul regarding subscriptions? But we are unlikely to introduce anything until the whole fleet is fitted with the new equipment, which will be later this year - although that last statement is not cast in stone.

Still on the subject of costs, the BoM have decided to award your staff a 2% increase as from April (this month). It has been a couple of years since staff had an increase and the new increase will go just a little way to show that we do all care and appreciate the work they do for us. In recent years, due to the recession, we have cut the numbers of staff quite drastically, consequently, sometimes the remaining staff have had their own work levels increased. Incidentally, before any Member writes in and asks the question: No, the BoM are not having the 2% increase, in fact they will not be receiving any increase at all.

## Society offers

I keep hearing all different rumours regarding the offers Dial-a-Cab have had regarding the sale of the Society, so I would like to bring you up to date with the latest situation. I initially wrote to Members explaining that two



organisations were interested, both had made preliminary investigations and had come up with an indicative offer which the Board felt Members should be made aware of, hence my letter to you.

When that letter hit the public domain, a third organisation entered the story with a show of interest in DaC, but of course they were way behind the other two with their preliminary investigations. Now, at the time of writing, that third organisation has completed their preliminary due diligence and have submitted an indicative offer to us. That is the latest situation; anything you hear contrary to the above is just not true...

## Law Commission

For around the last two and a half years there has been a Law Commission investigation into Taxis and Private Hire in England and Wales. I have had several meetings with the Solicitors involved during that period in an attempt to influence their findings and they are now scheduled to release those findings at the end of this month (April).

They want one standard of Taxi and Private Hire vehicle to apply nationally although local authorities will be allowed to introduce their own 'top up' standards for taxis only at a local level. However, I believe London will be 'ring fenced' and our current standards will apply.

I am totally against any type of signage allowed on Private Hire such as 'Pre Bookings only' or anything similar, as wording such as that will inform members of the public the vehicle is in the minicab industry and the sig-

nage will be treated as a 'Taxi' sign. Perhaps, and not unsurprisingly, most Private Hire operators are also against exterior signage.

The Commission also seem to favour the idea that no matter where a minicab driver is licensed, he/she should be allowed to work anywhere in the country as the same standard will apply nationally.

This final part I really find quite extraordinary and now certain aspects of our trade begin to fall into place. TfL have recently done a survey on Suburban Licensing to see if it is feasible to alter the status quo and you have to wonder whether there could have been some collusion between TfL and the Law Commission. What the Commission is suggesting is that because minicabs will be allowed to complete a pre-booking anywhere, then the same logic should apply to taxis. Consequently, they are suggesting that if a suburban Yellow Badge (YB) driver is in the centre of town - and by that I mean an area that is worked by a Green Badge and is not in a Yellow Badge sector - then the YB, assuming he is on the radio or has an App, will be allowed to pick up a trip in the centre of town quite legally.

I told them I thought this was absolutely outrageous and what with the yellow and green identifiers already in taxis, I believed it would lead to a great deal of confrontation between drivers.

If a member of the public orders a taxi in the centre of town via a circuit or an App, then supplying the customer with a yellow badge driver is misrepresentation, because that is not what the customer is paying 'top dollar' for. I urge all of you to make your feelings known when draft recommendations are published at the end of this month. At the moment, the draft will be recommendations only, so you can have your say before it is put into law.

**Of course Dial-a-Cab will be the only radio circuit and App provider that the above scheme will not apply to, because as you know we are the only circuit that has a totally Green Badge membership. But the rest of the circuits and App providers will believe that Christmas has come early...**

**Brian Rice  
Chairman  
Dial-a-Cab**

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# TDOY charity CD launched



Last month's issue of *Call Sign* exclusively highlighted the efforts of a dedicated group of people to produce a charity CD single that will hopefully raise funds for the benefit of taxi trade charities.

Then on Monday 10th March 2014 in a private room at the New Royal Oak eatery in Paddington (donated for the day by owner John Anderson), Dial-a-Cab's Russell Poluck MBE (T55) and his bubbly wife Barbara - President and Hon Sec of the *Taxi Driver of the Year Fund* - officially launched **The London Cabbies** song 'We'll Take You There' to the gathered trade writers. Indeed, to avoid any chance of the song being leaked prior to the launch, security was so tight that even those taxi drivers who had sung at the recording session had not heard the final official version until that moment when the juke box burst into life!

Russell opened the event by welcoming everyone present and offered thanks to the



Barbara and Russell Poluck with The London Cabbies

many people who had helped to make the project happen - from **Simon Ciara** who wrote the music and lyrics of the recording to **Tony Adams** of *Galactic Studios* who designed the front cover of the CD as well as providing the excellent studio facilities. He also thanked the numerous 'behind the scenes' sponsors such as **Totes Audrey Sherry** for their support.

It was a chance conversation between Barbara and composer **Simon Ciara** that really got the ball rolling. Auditions were held and the final 6 lucky taxi drivers found themselves singing their hearts out in front of microphones at *Galactic Studios* in Biggin Hill on, of all days, a tube strike date.

"I was worried that nobody would turn up, preferring to work on the cab instead,"

Barbara told *Call Sign*, "but I needn't have done so because they are all such a dedicated group of artistes, everyone made it to the session, despite the traffic jams."

"And I too must pay tribute to and record my admiration for the six singers who arrived at the recording studio and got the job done, giving their time so freely," Russell added jubilantly.

CD producer **Simon Ciara** told *Call Sign* he had sought inspiration for the lyrics from talking to the taxi drivers and had tried to merge a bouncy disco style beat to the landmarks of London. Big Ben, St Pauls, the London Eye, Market stalls et al all get a mention while at the same time getting the press tapping their feet to the rhythm as the cd was finally played.

The single will sell for £5 with £1 going to each of the five taxi charities for every cd sold. There will also be an iTunes download available as well as hard copies at selected cab trade outlets.

The charity cd features the vocal talents of Sharon Sanders, Lee Scarborough, DaC's Jim Edwards (E76), Ron Geraghty, Nick Geer and Frank Raggett.

CD available from **Russell Poluck MBE**, 5 St Brides Ave, Edgware, Middx HA8 6BT.

Call Sign says...

## BUDGET SURPRISE FROM GEORGE!

While there was no surprise in Chancellor **George Osborne's** cancellation of the next fuel increase in his recent budget statement, there was possibly cause for a sudden gulp of air in his announcement of a £200million fund to help Mayor **Boris Johnson** deliver his proposed ultra-low emission zone by 2020 and to help improve London's poor air quality.

The Mayor has already announced a new breed of cab after 2018 and in a recent Editorial, *Call Sign* had wondered who would be paying for that move to electric taxis - especially as TfL has hinted at reducing the 15 year age limit down to 12 years!

But the cash has been earmarked to help encourage taxi drivers to upgrade older vehicles to zero-emission vehicles. Sadly, it won't be given out to those in need. The idea is said to be low cost loans!

However, some of the £200million will be set aside to help pay for new electric single-decker buses. Loans for buses? Why is it that we suspect they will be given the funds with no mention of repayment? Perhaps it's just our warped mind!



Michael Toomey  
Call Sign Online

Call Sign

April 2014

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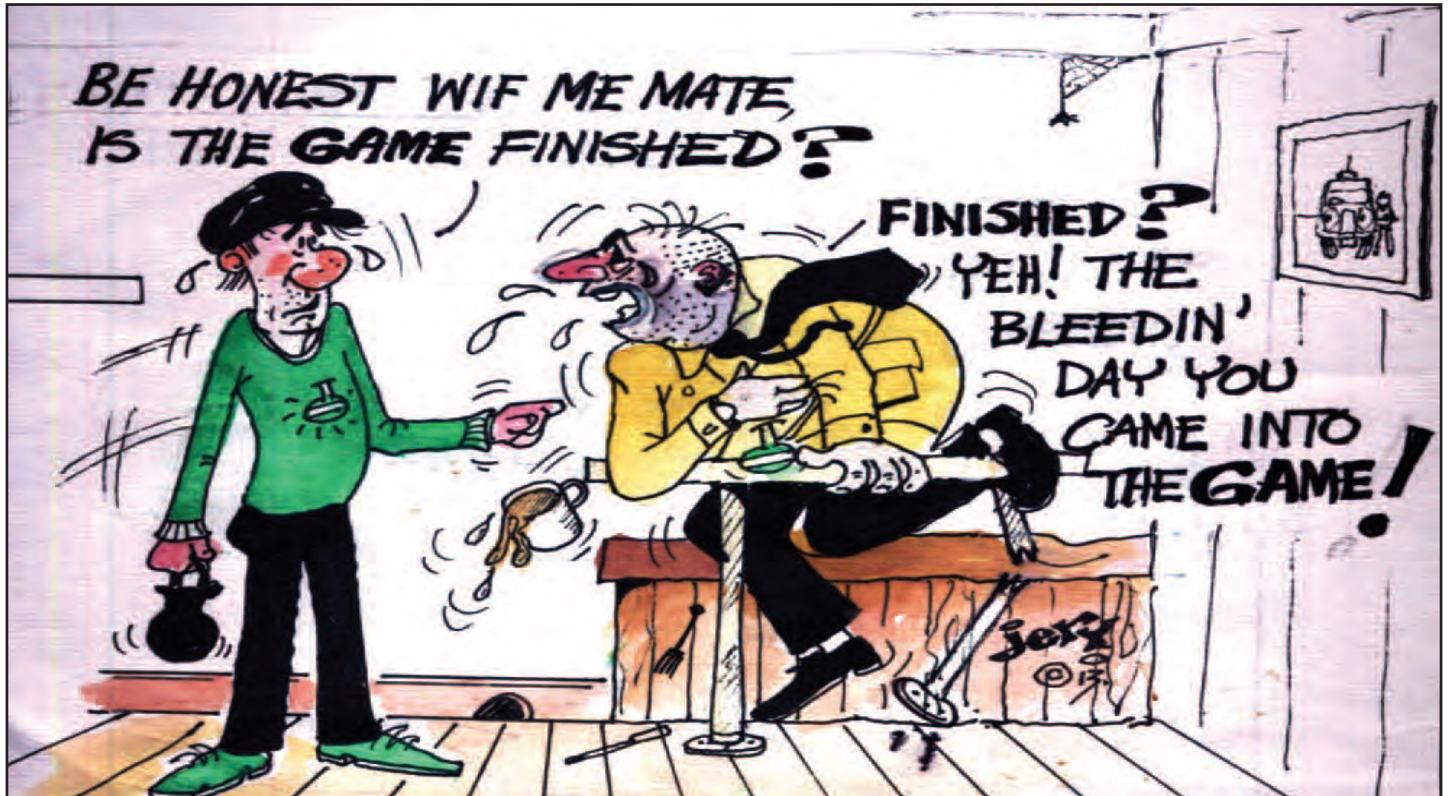
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# Jery's World



## Bank of England Museum Re-Opens

On Monday 31 March, the Bank of England Museum re-opened after a three month period of closure, during which brand new displays and features have been introduced to the permanent galleries. As well as the new features, free exhibitions and special events will be on offer in the Museum throughout the year.

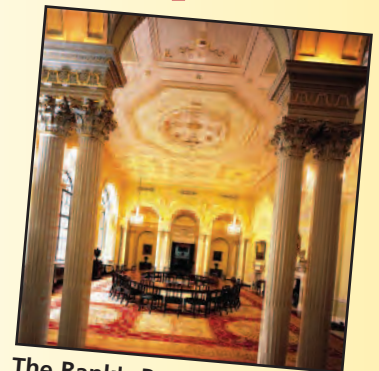
The Museum galleries have been developed and redesigned with new features, guides and activities for children and schools. At the centre of the Museum's full-size reconstruction of Sir John Soane's 1793 Bank Stock Office is an exciting new exhibit containing interactive displays explaining the roles and responsibilities of the Bank, including information on banknote security features, setting interest rates and making sure the financial system is safe and sound.

**Curiosities from the vaults: A Bank miscellany:** To mark the re-opening, the Museum will unveil a new exhibition featuring some of the more unusual items from the Bank's vast collections, illustrating the sheer scope and diversity of historic objects gathered by the Bank since its foundation in 1694. Among the previously unseen items will be a battered leather trunk, whose enigmatic description in the Museum's 1936 catalogue ledger, 'Camel pack for carrying gold over deserts', has, over time, lent it an association with legendary British desert adventurer **T.E. Lawrence (Lawrence of Arabia)** and the specific suggestion that it may have been loaned to him by the Bank for carrying gold across the deserts during World War I.

Another unseen item is a wooden secret ballot box, designed by Architect & Surveyor to the Bank, **Sir John Soane**. The box, in the form of a miniature ancient Greek temple, was in use during the 1800s in the Court Room, sitting alongside the main meeting table and used by the Bank's Court of Directors to cast votes at the end of countless important meetings. Also on display will be albums of elaborately decorated, high-value banknotes signed by distinguished visitors to the Bank, including the likes of President Nelson Mandela and George Eliot.

Elsewhere, the exhibition will feature a series of beautifully preserved Roman and medi-aeval ceramics discovered in the 1920s during the demolition of Soane's original Bank building, and the centrepiece of the exhibition, an 18th-century carved wooden figure of the Bank's emblem Britannia.

**There are and will be many different exhibitions. Go to:**  
[www.bankofengland.co.uk/museum](http://www.bankofengland.co.uk/museum) 020 7601 5545  
 Email [museum@bankofengland.co.uk](mailto:museum@bankofengland.co.uk) or [twitter.com/bankofengland](https://twitter.com/bankofengland).



The Bank's Parlour Room is on the tour

## TAXI AIR CONDITIONING

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**Covering London and the Home Counties**

Team Wilkey was nothing less than triumphant - once again - on its last outing at Miranda Carter's 'Stand and Deliver' show at York Hall on Sunday 23rd February, when all five boxers trained by Dial-a-Cab driver Alec Wilkey (W83) picked up wins!

Notable was Francis Maina who captured the Bronze British Masters title and Brett Saggs, who made a winning professional debut.

Francis Maina and his opponent, Ideh Ochuko, provided a thrilling lightweight Bronze British Masters title bout over the 8 rounds. Maina - a former European kickboxing champion - now relies on using his jab rather than his kicking and used it really well throughout the bout, catching Ochuko with numerous straight right hands. Yet the champion, Ochuko, wasn't fazed and produced some good work of his own in spells. Towards the end of the bout, Francis began to dominate the action more and it was no surprise when he was awarded the decision 77-75 to take the belt from Ochuko.

The day's action kicked off with Alec's female southpaw fighter, Areti Mastrodouka, who advanced to her sixth straight win since joining the pro ranks with a convincing points victory over Karina Kopinska in a 6 round Super Featherweight bout. The lady known as *The Master* dominated the fight against a durable opponent with her straight left hand and convincingly took the decision by 60-55 as she continues her pursuit of a World Title shot.

Alec's Johnny Coyle remained unbeaten with a points win over Lewis van Poetsch, with the Stanford-le-Hope southpaw produc-

# DaC's Mr Boxing has Super Sunday!



Alec with new Bronze Masters Champion Francis Maina

Chelmsford ABC man.

To make it a full house for Alec, Prizefighter semi-finalist Eren Arif continued to impress as he stepped up a level to beat Michael Mooney in an

exciting 6 round light-welterweight bout. Arif used a high guard and fought in short bursts with his trademark hooks to wear down his opponent with both fighters smiling at each other in between the brawling. Arif got the decision 60-55.

Alec's DaC passengers may not know why he has such a broad smile at the moment, but *Call Sign* readers now do...!

On his debut performance, light-middleweight Brett Saggs notched up a victory in beating Costas Osben 40-36 in a tough 4-rounder. The tall, rangy boxer from Maldon used his jab well to set up attacks and a good work rate to nullify Osben's returning right hands. The future looks bright for the former

exciting 6 round light-welterweight bout. Arif used a high guard and fought in short bursts with his trademark hooks to wear down his opponent with both fighters smiling at each other in between the brawling. Arif got the decision 60-55.

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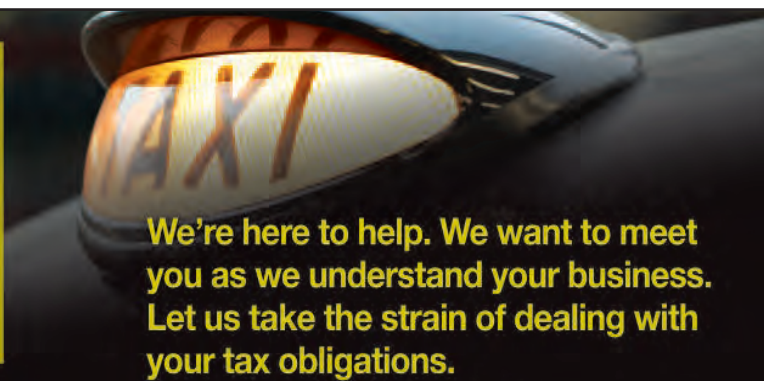
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# Almost an accountant???



**T**he London Cab Driver's Club's monthly newspaper, **The Badge**, is edited by former Dial-a-Cab driver **Grant Davis**. As Grant's departure from this Society came via expulsion, you'd probably expect me

to have a pop at both the paper and him. But you would be disappointed because **The Badge** has improved out of all recognition over the past few years and Grant seems to have moved his stance upwards as a trade leader.

So while my view on the LCDC hasn't changed, in a trade of 25,000 drivers with fewer than 50 percent joining a trade organisation I don't believe it to be necessary because too many organisations weaken our negotiating stance. And even if they all agree with each other's policies, that makes them even more pointless. But they are here and the LCDC is a legitimate organisation and I always try to get a copy of **The Badge**.

So where am I heading with this? Well those on the LTDF forum probably know **Badge** writer, **Mickey Walker**. Never having been on it, I know only what I read in **The Badge** – although I did have a fairly friendly private email exchange with him a few years back. But he isn't always that nice when it comes to penning his column in **The Badge**.

Some of you may remember last summer when Mr Walker went into print in **The Badge** about DaC Chairman **Brian Rice** and disgracefully likened him to a kindly old uncle who was grooming children because he was a paedophile. Whether it was because he was afraid of repercussions or someone in **The Badge** office pulled him up for daring to link **Brian Rice** to paedophilia, he then went on to add that he wasn't actually suggesting that **Brian** was a paedophile. However, what he did was to put the ludicrous suggestion into the public domain.

It's a bit like me saying that Mr Walker, who often writes about DaC accounts, is a failed businessman as well as a failed chartered accountant and then go on to add at the end that he might not be! In all probability, the rumours that his two businesses failed may be just a rumour and he may have preferred driving a taxi to being a chartered accountant because he didn't like earning too much money. Yes, that sounds logical and I just want **Call Sign** readers to understand that if the above statements turn out to be inaccurate, then it's only because I was giving an example. And for the record, I'm sure that Mr Walker is not a paedophile, although of course that is only an assumption on my part.

Mr Walker has now criticised DaC's accounts again in the March issue of **The Badge**, pointing out that we lost £116,000, which is perfectly true. He also points out that if we continue in that vein, then our money in the bank will "not last forever." Well I'm not a chartered accountant – failed or otherwise (that's not to say that said Mr Walker is a failed accountant because I'm also saying that he might not be) – but I worked out in just under 30 seconds with the help of a calculator that if we were to lose that much each year, then our stash wouldn't last forever. In fact we'd be lucky if it even lasted 40 years! Of course, should we start turning a profit again soon, then it could be even longer - bad news for Mr Walker and his forecasting.

I could have asked Mr Walker to work out a saving plan for DaC, but with his business record, we might not even last 40 months (although I would like to add that isn't necessarily the case because he could be a brilliant chartered accountant but that sadly no one wants to use his ability. And in case anyone missed it, can I also confirm what I wrote earlier that I don't think he is a paedophile. Whether he is a kindly uncle is obviously open to debate).

Mr Walker also writes about **Hailo** and is obviously the only person in the world with their accounts ending December 2013 – especially as they were fined in November 2013 for filing a late return for their accounts ending December 2012. After making fun of DaC's £116k loss, he quotes Hailo's loss of £1.3million as being "expected." The fact that my copy of their year ending December 2012 shows an operating loss of £7,641,005 is probably because I'm not an accountant – not that Mr Walker isn't one, you understand – I'd like that added in because it's what gentlemen do.

But back to his view of Hailo; He says they have attained 50 percent of DaC's current turnover in "their first full year of trading." So it is the 2012 accounts we're talking about (even though as a chartered accountant – failed but not necessarily - it could be the December 2013 accounts if he has friends in high places)!

So does that mean that young Mickey - (although I should add that doesn't mean he isn't old just because kindly uncles *are* often old, I want to assure all readers that my addressing him as being young may also not be correct) – believes that Hailo have taken all their work from the radio circuits? Because even a failed accountant, which of course doesn't automatically mean that he is one, can see by driving around in the evening that what Hailo has done is to begin the destruction of taxi street work. **Addison Lee** does not appear to be losing money – even a good accountant could see that – so if Hailo have that much work, where else is it coming from? Ask any non-radio / non-Hailo driver if street work is down since Hailo first appeared and they will say yes. I believe that Hailo is killing the taxi trade because the Knowledge will soon become unnecessary. The difference between Hailo and the minicab **Kabbee** app is already negligible. Soon drivers will just go onto Hailo and use a satnav until such time that so few have gone onto the KoL that there will be no difference and we'll all be just cabs..

*The subject of paedophilia isn't something I am making fun of. But is there anyone out there who believes that a trade scribe should be allowed to link anyone, not just a Chairman, to paedophilia before adding that they didn't really mean it...???*

**Alan Fisher**  
Call Sign Online



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Former *Call Sign* columnist and Dial-a-Cab telephonist, **Claire Ottley**, said her final goodbyes to the Society this week and is moving on. She has been with DaC since the beginning of 2000 and for some years has been on our ground floor working as an account manager with one of our city accounts.

When writing her monthly **Claire Care** column, she showed an amazing expertise in recognising various wines and expensive beauty products. For some time, the Editor assumed that she was a 'poor little rich girl' who wanted to see what real work was like! However he soon discovered that her knowledge of plonk originated from her previous work as a manager for an **Oddbins** wine shop, while her beauty tips came from her work with a French beauty company!

Her last month at DaC was spent passing on her knowledge of the job to successor, **Jago De Langen**. Jago was one of the DaC staff on the third floor who in 2008 successfully attained a Level 2 National Vocational Qualification (NVQ) and we wish him well in this promotion...

**Ron Yarborough**  
Call sign Online

# Goodbye Claire!



Claire and Jago

While spending a holiday in northern Spain, Gary Cox popped over to the Vito factory to take a look at any progress being made on a new version of the Mercedes cab...

## Call Sign reveals the new Vito!

I could turn this into a two hundred and fifty word article, but hopefully now that the kipper season has bottomed out and things are starting to roll a bit, with the days of reading *Call Sign* three times on the rank at Kings Cross Station before trapping a job looking to have gone, I will attempt to get to the point.

Having spent many a happy, albeit cold hour - like a hooker minus the pencil skirt and red lipstick using the catchphrase of 'do you have a light señor' - outside the **Vitoria-Gasteiz** factory in Northern Spain in February this year, all I could get out of the staff was "We no seen de new press for the **Vito** yet. Then in a garlic whisper from puffing sixty fags a day for the last thirty years, a voice said:

**"You can see it, but the body of the vehicle will be in disguise so the competition will have to wait for the launch date to react! It will be in the following place at the following date."**

I can report back to *Call Sign* that it's covered in fibre glass and wallpaper. But I can also confirm that it's got four wheels and windows and it's based on the same platform as the new V Class people carrier and it is *euro six* emissions. It will be built in Spain and it should be in Coventry no later than the third quarter of this year for fitting out as a taxi.

I am led to believe it will still have rear steering which Mercedes technicians claim to have re-worked - hope springs eternal!

And a quote: **"At the present time, a sun roof looks a real possibility for the near future."**

Will this stop sales of the old model? Probably not, due to the fact that the second-hand market is so buoyant and discounting is sure to pay a large part. But if you hang on for the new model, you may well need a chair and a glass of Agua when they tell you the price of that euro six model!

Options have never been so good with the appearance soon of the Nissan NV200. If you meet the guvnor, don't mention to her about our holiday in Spain in February - you will never hear the end of it...!

**Gary Cox (O46)**  
Call Sign Online



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Area Covered - Homechurch and 8 miles out - others by appointment

This series commemorates the soon to come 100th anniversary of the beginning of WW1 hostilities and features past and present DaC drivers or their families. This issue tells of Paul Charters (J08) grandfather, Ronald Charters...

# DAC WAR HEROES



Paul commissioned professional researchers to track his grandfather's WW1 effort

## In the thick of it...

"I'm very interested in military history and have been on guided tours to various sites of WW1 and WW2 conflicts such as Monte Casino (WW2), Ypres and the Somme from WW1," Paul Charters (J08) told *Call Sign* when we met recently as part of *Call Sign's* continuing series commemorating the upcoming WW1 Centenary in August.

"In fact I got so involved in the subject, I decided to research into my grandfather's time in the Army during WW1. I commissioned a professional researcher as I was not sure how to go about delving so far into the past, nor to access military records. What he came up with was both fascinating and gave me an insight into what my grandfather and so many like him, went through and the hardships they had to endure," Paul declared pensively.

"My grandpa, Private Edward Ronald Charters, was born in 1901 and enlisted during 1917 in the 19th Battalion London Regiment (Poplar & Stepney Rifles) of the Royal Fusiliers.

"After his basic training, records show he was posted overseas to France on 31st July 1918 to join his unit on the Somme. The winter of 1917/18 was spent in the area around Havrincourt Wood and when the German offensive broke during late March 1918, his Division were holding the Flesquieres Salient. The German bombardment was so intense that they had to retreat back towards the Somme, while also suffering thousands of casualties in the process.

"On 3rd August 1918, he was transferred to 58th London Division and served with them in the Second Battles of the Somme which saw some of the war's heaviest fighting. He would have experienced the Battles of Amiens (8-11 August), Battle of Albert (22-23 August) and the Second Battle of Bapaume between 31 August and 1 September 1918. In the Battle of Albert, while British and Commonwealth forces broke the German lines around the Somme River, the



Granddad Edward

'Londoners' were instructed to 'keep the Germans busy' and after heavy fighting, eventually liberated Albert Town and continued their advance across old Somme battlefields.

"After the Somme, the Division moved north, taking part in the advance over the Douai Plain, liberating Lille in mid-October. Their final activities of WW1 were centred on the French/Belgian borders, where they inevitably suffered further heavy losses and casualties."

*Paul stopped momentarily and we could see that recounting such sad details was affecting him. But he then continued...*

"On 10th November 1918, the Division's advance guard had reached north of Leuze. At 11.00 am on the 11th November 1918, the Division received news of the Armistice while they were on the road south of Ath and during that December and early 1919, men began to be demobilised and my grandfather, having thankfully survived the Great War, was one of them.

"He was later awarded the *British War and Victory* medals, but suffered from ulcerated legs for the rest of his life which required long term medication, most probably caused by his time in those muddied, rat infested and lice ridden trenches in the supposedly *war to end all wars* as it was hailed. That illness later became known as Trench Foot and affected many soldiers that had been involved at the time.

"We can only guess at the discomfort and hardship those brave soldiers endured and the grisly sights they must have witnessed, frequently losing friends and comrades to enemy actions. Certainly, according to family reports, my grandpa like many who have observed first-hand the horrors of war and other distressing scenes, hardly ever referred to his wartime experiences and found it hard to settle down in Civvy Street. He died before I was born, aged 64, so I never got the chance to speak to him or thank him for his commitment to the freedom we enjoy today.

"I am, however, grateful to Paul Reed of Leger Battlefield Research Service for his efforts in uncovering my grandfathers' military record, albeit that many documents from that period have been destroyed through subsequent hostilities..."

*Paul Reed M.A can be contacted by email at: [ww1research@hotmail.com](mailto:ww1research@hotmail.com)*

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**The biggest but still the best**



A successful taxi support company which employs 55 people and provides crucial services to London's illustrious black cab industry has relocated to new, larger premises at Blackhorse Road.

Originally founded by Micky Ascott around 1980 the name changed to Ascott Cab Company in 1991 and has enjoyed great success ever since and is now the largest independent taxi service firm in the area. This proudly independent 'one-stop taxi shop' caters for drivers of London's iconic black cabs by providing vital services including Taxi Sales, with the unrivalled Tower Gold Warranty, specialist servicing, diagnostics and

warranty repairs, MoT's, Cab Rentals, Digitax meter hire and our leading insurance approved body shop. We offer NSL pre-tests, which prepares the vehicle and owner for the stringent government licencing and inspection procedures, also Ascott Cab Company has its own Apprenticeship Scheme associated with Bromley College on day release investing in youngsters for the future. On site is Quotax Insurance services tailored specifically for taxi drivers. This family-run company, who we are proud to be associated with, aims to offer everything that the professional cabbie needs in the most friendly, economical and convenient manner possible.



Over half of Ascott's 55 dedicated staff is drawn from the surrounding area with 33 employees living within five miles of the new premises, which are located just 200 metres from the former site in Evelyn Street. The move forced upon us due to the redevelopment of the existing site has encouraged the company to invest over a £¼ million in this expansion project, which has enabled the company to increase the number of ramps in the workshop from 15 to 19. This means that the 18 fully trained technicians are able to accept an increased workload whilst operating more efficiently, and that waiting times for customers have been significantly cut. The workshop is also

equipped with fully computerised diagnostics systems.

Nearby Ilderton Road is the location of our full body shop facility which boasts a further 16 specialist body shop technicians undertaking personal, insurance and non-fault repair work. Its state-of-the-art facilities make for high quality workmanship and a rapid turnaround, which means minimum downtime and a hassle-free experience for working cabbies.

The Ascott Cab Company has built an unparalleled reputation for customer service and integrity, and enjoys an extremely loyal client base among London's taxi driving community.

For more details call **020 8692 1122** or visit the website at [www.ascottcab.com](http://www.ascottcab.com) The new premises are located at **Blackhorse Road, SE8 5HY**.



Ascott Cab Company would like to take this opportunity to sincerely thank all our customers for their continued support, present and in the future.

**London Taxi Company and Volvo owners, Geely Holding Group, have announced their acquisition of Emerald Automotive, a British owned electric van technology company for an undisclosed sum.**

Geely spokesperson, **Victor Yang**, said that the purpose of the acquisition was to help Geely boost its ability to generate the next generation of London taxis, which will be electric.

According to Emerald, Geely have committed to invest a minimum of \$200 million over the next five years to develop Emerald's range of electric vehicles in addition to taking over its loan commitments.

In an exclusive interview with the *October 2013 Call Sign*, Geely Chairman **Li Shufu** told us that the next development of the TX4 would retain its iconic design (see last

## Road to the electric TX5!



month's cover) but "...be more lightweight, with improved reliability and driveability; it will also have improved fuel efficiency and be a green solution. These are the success factors for the next generation of black taxis."

With the news of the acquisition and looking at Emerald's **Eco Innovation of the Year** award for its t-001 hybrid van, you begin to see a link. The lightweight van runs on a lithium-ion battery which powers an electric motor giving around 60 miles on a charge. However, that type of mileage is worthless to most London taxi drivers, but the t-001 has a small engine as well that can run on either petrol or diesel and which charges the battery so that it actually gives up to 400 miles or 650 kilometres between stops. That would be more than enough for any driver.

Take that and add it to Mr Li's *Call Sign's* statement on retaining the London taxi's iconic shape and the next version of the TX4 must be well on the way...

*Michael Toomey  
Call Sign Online*

# LTC DELIVER 22 TX4s

## ...on day one of 14 plate!

**The LTC Brewery Road team had a special Saturday opening on 1st March to hand over the first 22 brand new 14 plate TX4s to eager customers.**

The twenty-two London drivers were able to take possession of their brand new 14 plate TX4s on the first day of the new registration this year, despite that day landing on a Saturday. Selected members of the Brewery Road team, including Customer Relationship Executives, technicians, administrators and the valeting team gave up the first day of their weekend to hand over as many vehicles as possible to their eagerly awaiting customers. The team had originally set themselves a goal of twenty new TX4 handovers, but ended up beating this target by two.

Commenting on the day, UK Retail General Manager **James Dennison** said: "There was a brilliant atmosphere and buzz in the dealership on Saturday and the response we had from customers was very positive. It is extremely encouraging that sales have been so buoyant this year, despite current economic pressures on our customers, as well as the public in general. This is a fantastic start to what we expect will be an extremely busy month."

Delivery times for a new TX4 is now

between 3 to 4 weeks as the company balances ongoing quality improvements with trade demand.

**To avoid disappointment,**

**order your new TX4 direct from The London Taxi Company's Brewery Road team on 0207 700 0888 or email [london@london-taxis.co.uk](mailto:london@london-taxis.co.uk).**



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# COMPLIANCE WITH GARRY

## Hello Ladies and Gents

### Logos

It appears that some members are still displaying window stickers advertising other taxi booking platforms / apps. I am receiving registration details from fellow drivers who can see the damage this does to your Society and taxis displaying these stickers will lead to the driver being put on complaint.

May I also remind you that taxis need to carry front door logos at all times whilst picking up DaC journeys; if you've had a bodywork repair job done to your vehicle, then replacement DaC logos can be obtained from Dial-a-Cab House or alternatively at Roman Way. We now have the smaller sized logos for all taxis.

### Zones

E14C is a physical zone that finishes at 21.00hrs on Monday to Friday, but certain members seem to think that it's ok to book



off one or two minutes after the 9pm finish. This zone is now being monitored closely and complaints will be issued to any drivers trying to get an advantage over their fellow members. It may only be one minute, but if that 60 seconds means you jump the queue

and get a job before those that correctly booked off E14C on time, then it is taking an unfair advantage.

**Whilst I'm on this topic, may I remind you that to book into WW00 at Heathrow, you need to be on the perimeter road or inside the airport to book into the zone.**

All outer zones are also physical ie E50S, N99 etc. Any driver unsure as to booking procedures, please phone Shelagh Adkins or me.

### Hand out cards

When you next pass Dial-a-Cab House or Roman Way, why not stop and collect some DaC business hand-out cards and tip up seat adds to advertise your Society in this ever-more competitive market place. They can only help...

*Be lucky & stay safe...*

**Garry White**  
DaC Compliance Officer



A Sky ceiling



Phil with Bob Woodford in 2000 before running another marathon

## Help Phil 'cycle' round the world!

### NOW IT'S A 6 WHEEL CAB?

In a surprising move, the North Korean DPRK manufacturing vehicle company has announced that it is exporting its new taxi to London.

Called the **Polar Foil**, the new taxi comes with astonishing extras. In addition to a see-through roof with an automatic cleaning facility for when attacked by pigeons, the Polar Foil also has the worlds first-ever windscreen cleaning facility that blows air rather than needing wiper blades to cross the screen. That is said to stop any degree of rain without affecting vision.

But surely its most incredible extra for those on the radio such as **Dial-a-Cab** drivers, is that it also comes with two extra wheels in the cab's centre so it can enter a parking space sideways. When you come to an address to pick up your passenger and the space outside is only wide enough to exactly fit your cab into and you wish you could drive it in sideways – well now you can!

The DPRK taxi is available from April 1 and is priced at an astonishingly low £14,201.4p (incl vat)...

Following Call Sign editor Alan Fishers' comments in last month's issue regarding the proposed lowest fare increase in many years, we went out to gauge the views of some drivers. These were a random selection of subscribers who kindly offered their honest opinions as to whether we should have accepted the fare rise or waived it for this year as a gesture towards a still fragile economy and gained some PR to entice the cab-riding public to continue using our services...

**Tony Osborn (S45)**

I totally agree with the Editor, we should forego this years' fare increase in order to remain competitive. The increase is pennies, which is not going to make much difference wages-wise, but could be good for our public image.



**Alan Callaghan (L80)**

I agree with the Ed, we should freeze the increase this year provided we do not get left behind as has happened in the past. I would perhaps suggest maybe 1.5% next year, although I understand there is an accepted cost-index formula to deliver a fairly balanced fare increase between our earnings and value for the riding public. While a freeze on fares this year would be a good public relations exercise, I again emphasise that we should not lose out in next years' taxi fares increase or we will have to make a big jump in future years to get back to some parity, which will definitely not be good for our image!



**Phil Ayres (M29)**

Yes, we should forego this years' increase as a good PR job and also so that the *Evening Standard* cannot call us greedy b\*\*\*\*\*s! Fuel and other costs have gone up; as have general living costs. But as the proposed increase is minimal it means that in the public's eyes we remain competitive. Getting people on the back seat must remain our prime objective.



**Scott Fisher (H32)**

It is such a small increase that nobody is really going to notice the rise and no-one is going to think we are nicer people for rejecting the fare increase, not even regular riders would

The Call Sign survey...  
**THE ANNUAL FARE INCREASE: SHOULD WE REJECT IT?**

notice the difference, it is such a small increment and they already know the meter works on time and distance. So I remain ambivalent about the fare increase as I doubt that it will make a difference either way.



**Mike Kennedy (M30)**

I think we should stick with the cost-index formula and if it results in a small increase, so be it. But I think that Rate 3 makes us too expensive, so we should just allow it to wither on the vine.



**Dave Ellis (J11)**

I'm in agreement with Alan; we should not implement a fare increase this year. It puts us in a better public relations light, which is probably far more important than such a trifling fare increase. I'd also be interested to see how things pan out in 'Nash's Numbers'!



*(Ed's note: According to NN, a £75 fare will go up by 60p).*

**David Frame (F49)**

I want the fare increase low enough not to upset anyone, but I'm concerned regarding the cumulative effect year on year, so a 1% increase each year amounts to just about 5% over a five year period, well, almost!



**Andrew Dale (L57)**

I totally agree with foregoing this years' fare rise in the light of public perception of cost. London's road works and constant traffic congestion is against us. We need to be seen to understand the public's travel costs, but remain competitive when we can. The cost of living is constantly rising, particularly utilities and food to some extent. Yet we, together with other sectors, do not see wage increases so we need to be seen to be in the same boat - to understand other people's financial problems. We need to get people to their destination as quickly as possible at minimum cost and those road works I mentioned earlier do not help. If the fare increase is indeed waived this year, I wonder if the media would pick up on our gesture as a good story or would it just attract the usual criticism?



**Barry Mehrtens (Y81)**

The Editor is right; the proposed fare increase should be waived for this year. It's as simple as that!



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MMXIV

**BANK OF ENGLAND LAUNCHES BANKNOTE APP**  
*A new interactive guide to its banknotes*

The Bank of England has launched an interactive guide to banknotes as part of its ongoing commitment to building awareness of the security features the public should look for in Bank of England banknotes.

The app aims to make Bank of England educational material more accessible to retailers, businesses and members of the public. Through its touch-screen guide, it allows users to learn about the security features on all current Bank of England banknotes. For example, did you know there are eight security features on the £20 note?

The app offers detailed images of all current Bank of England banknotes together with a backlight function and viewing under ultra-violet (UV) light. In addition, the app also offers general advice, including what to do if you think you have a counterfeit banknote.

The app is free to download through the Apple or Google Play Stores, or can be accessed through links on the Bank's website:

<http://www.bankofengland.co.uk/banknotes/Pages/banknoteapp>

Are you of a certain age and remember that New York cop series of the late fifties and early sixties called **Naked City**? It was based on a film of the same name, which itself was inspired by the work of the photographer known as **Weegee**. Each episode ended with a voice saying: "There are eight million stories in the Naked City. This has been one of them."

We had eight million stories here too at that time and now it's ten or more. And isn't it amazing that despite all those stories, we can occasionally pick up the same person more than once. Sometimes it's because they wait at the same place, at the same time - although I'm not sure that animal still exists!

For instance, there was a fellow who stood at the corner of Finchley Road and Frogal Lane at around 6.30 most mornings. He went - thankfully - the short distance to Hampstead tube station and always talked about the same thing and the same person - himself!

It was all about what HE did at the weekend, where HE had lunch yesterday, how HE was a member of the nearby Cumberland Tennis Club. One morning he limped painfully into the cab and told me that he had injured his knee before mentioning something that almost made me want to injure his other one!

"As you know, I play a lot of tennis," he started to tell me. The little creep actually thought I was interested in his private life. I still see him around West Hampstead, boring someone or other.

When I was on another circuit before **Dial-a-Cab**, there was a lady who regularly phoned for a cab at Primrose Hill. She was, shall we say, very well endowed. Well alright, she was bloomin' enormous! But it was in the style of **White Dee** from *Benefits Street* rather than **Kelly Brook**.

Another true story from Geoff Levene

## THE THINGS PEOPLE SAY!



After not seeing her for several years, she stopped me one morning on the corner of her street. As we drove along, I mentioned that it was a long time since I had last picked her up.

"Oh," she said, "a lot of drivers remember me. I suppose it's because I stand in the same place every day." And I remember thinking that she might think that, but I couldn't possibly comment!

But coincidence also plays a part. One evening I rushed a couple to the **Vaudeville Theatre**. We got there just before curtain-up. Two and half hours later, I cruised along the Strand waiting for the 'burst' and the first two theatregoers emerged and flagged me down. And it was those two again - last in and first out!

And then there was the time I was taking a job eastwards along Euston Road. I looked over at Camden Town Hall and noticed two shabbily dressed guys walking along. Perhaps 'walking' is not quite the right description. One was shuffling while the other was shambling. They were drugged or drunk - or both! My immediate

thought was that I didn't like the look of them and I was delighted to actually be POB. Forty minutes later as I drove west along Euston Road, a fellow stopped me with his elbow. Under one arm was a McDonalds bag with his other hand holding a Coke and large fries. He was short, stocky and his shaven head was covered in tattoos, while he was also adorned with several piercings. His girlfriend was similarly laden with takeaway fare, but minus the body art.

"We just wanna go up Chalton Street," he said taking a bite out of his Big Mac.

"Me sister's avin' a baby," screeched the girl at the same time as also having a bite.

We drove up Chalton Street until he told me turn left. As I did so, the new prospective Auntie yelled out: "Ooh sorry, mate, I've spilt me coffee."

Mr Tattoo then intervened: "Stop up there by those two blokes," he said. And of course you've probably guessed it by now, it was Shuffler and Shambler from earlier on!

There were hugs and handshakes all round. They were the new dad and grandpa! I wished them good luck with the baby. I think he or she was going to need it. Then I drove off to pick up the bits of Big Mac and coffee stains that now adorned my cab...

**Geoff Levene (W32)**  
Call Sign Online

### DACCU AGM

#### DaC Credit Union is financially stronger than the Co-operative Group!

Tuesday 11 March 2014 saw the latest AGM of the **Dial-a-Cab** savings and loans co-operative, the **Credit Union**, at their Hackney Road offices. This was the day that **Euan Sutherland** described the **Co-operative Group** as *ungovernable* and resigned, whereas DACCU President, **Terry Dodd**, reported another phenomenal business year for the CU, with reserves - the measure of the Credit Union's financial strength - up to 5.99% of gross assets!

He also declared to the amazement of owner-members present that day to day management costs were down - this is the money paid to credit union people for running the credit union business day to day (paid as a salary sacrifice).

The President pointed out that the cost of service given to the Credit Union did not reflect the actual cost paid to the Board Members for running the credit union day to day. The benefit of owner-members came first. **Janis Dodd**, the Credit Union Secretary, is totally unpaid.

**As one of the only two owner-worker credit unions in the UK (Licensed Taxi Trade Glasgow is the other), when Terry Dodd proposed that none of the trading surplus should be taken as a dividend, the motion was passed unanimously - and the surplus was allocated to the Reserves.**

The prudent management of the credit union was praised by its External Auditor, **Terry McPherson** of **Appleby & Wood**, who told the meeting: "Far larger and better financed CUs (from external grant funding) are not nearly as good as Dial-a-Cab Credit Union Ltd!"

Mr McPherson added that the organisation had made a surplus of £65,600 with current loans to members totalling £5.8million.

Terry Dodd pointed out once again that despite all the Board using skin moisturisers, none were getting any younger! Despite the financial strength of the credit union, the Regulators could still close it down (to protect the owner-members' money) if sufficient younger people from the Dial-a-Cab family don't come forward to learn how to run it and serve their colleagues in the future.

**The Dial-a-Cab Credit Union now has close to 1000 members. To join, see the ad in every issue of Call Sign.**

Forward to 2015!

**Barry Epstein**

**Volunteer General Manager,**

**DaC Credit Union**



**Terry Dodd: "Another phenomenal year!"**

The Worshipful Company of  
Hackney Carriage Drivers

### Jack the Ripper walking tour

The WCHCD is pleased to invite taxi drivers, their families and friends to join former **Dial-a-Cab** driver **Alan Goldsmith (ex-S45)** as he leads a guided walk through London's Whitechapel area.

The walk will be on Sunday 11th May 2014 starting from Whitechapel station at 10.00am. He will trace the footsteps of London - and perhaps the worlds - most notorious killer, **Jack the Ripper**.

Jack's gruesome crimes began in the autumn of 1888 when prostitute **Mary Ann Nicholls** was found with her throat cut. As you walk through the areas where Jack carried out his crimes, be prepared to learn more of his heinous actions - luckily you will be walking in daylight!

Alan says that this is the best **Jack the Ripper walk** of all because you will visit four of the five murder sites - no other Guides cover more. He is a WCHCD Liveryman and City of London Guide, assists with **The Cab Guide Course** run by the Company and is a working taxi driver. Alan will ask for a small donation for each person (£5 is suggested, but be generous if you think he's worth more). He will collect donations on the day and they will all be passed onto the WCHCD Charity fund. So bring as many friends and family as possible. No need to book - just turn up on the day.

*With one of pop music's most notable anniversary's having taken place on March 30, marking fifty years since the launch of the pirate radio ship that changed music forever, Call Sign is reprinting an article written by Derek Robinson (A06) for the ODRTS News Magazine in November 1964 because of its obvious link to this Society and Radio Caroline...*

## Should we provide taxis to a pirate?

Firstly may I offer my thanks to our Chairman, **Mr Russell** and secondly to the Editor of our notable magazine, **Mr Toff**, for allowing me to put my thoughts onto paper.

My fellow drivers on ODRTS, it is barely twenty years since many of us lost our cabs to the army whilst fighting against the Nazis. Our organisation has been in operation for ten years and could not have successfully done so had it not continued the path begun by our founder, **Mr Martyn**, of being trustworthy and completely honest.

Why is that? Well it is because one of ODRTS regular customers is said to be operating illegally by no less a personage than the British Government. That is the so-called pirate radio ship, **Radio Caroline**, whose offices are at **6 Chesterfield Gardens**, Mayfair and an organisation that telephones us to take passengers and deliver their parcels. No doubt our friends at **Radio Taxis (Southern)** have similar thoughts when their drivers pick up at **Radio London** who are around the corner from Caroline at **17 Curzon Street** and who use the name of **Big L**. Both companies also pick up at **Radio City** offices in **Clifford Street**, Mayfair. All are said to be pirates.

Some time ago I picked up a gentleman by the name of **Ronan O'Rahilly** who explained during a cab journey to Felixstowe about his business – he being the owner of Caroline. The story is too complicated to relay here but seemed to start with a meeting at the **Crawdaddy Club** in Richmond with producer/owner **Giorgio Gomelsky**, a place where those long haired scruffs **The Rolling Stones** appeared on a regular basis. However, that day saw the **Alexis Korner R&B Band** playing.

On the agenda was the fact that Mr O'Rahilly was trying to promote a record by a young man called **Georgie Fame**, but the BBC wouldn't play it. Neither would **Radio Luxembourg** because it wasn't on a record label that they promoted (Pye or Decca).

The problem that Mr O'Rahilly foresaw was that other than **Family Favourites** on the **BBC Light Programme** every Sunday and **Radio Luxembourg**, where in addition to their playing policy, the reception was notoriously bad; there was no other real popular music. I was going to say that if **The Rolling Stones** represented his idea of popular music, then why would we want more. However, I had to remember that this was a good job and

# Radio Caroline and ODRTS



**Is it safe for ODRTS drivers to pick up here?**

that Mr O'Rahilly was paying for it.

So he decided to start his own radio station, which he named after **John F. Kennedy's** daughter **Caroline**. However, he wasn't allowed to get a licence so decided to set up a ship in international waters of the coast of **Frinton** in Essex. He went to Dublin with record players **Simon Dee** and **Chris Moore** and came back with the radio ship *Mi Amigo*.

They dropped anchor on Good Friday 1964 and on Easter Monday they began broadcasting with **Simon Dee** declaring: "You're tuned to Radio Caroline on 199, your all-day music station."

Now thousands tune in daily to Radio Caroline to hear DJs such as **Don Allen**, **Tony Blackburn**, **Keith Skues** and **Ed Moreno** playing popular music. But another important name is causing the problem I write about in this issue of the **ODRTS News Magazine** – that of **Mr Wilson's** Postmaster General, **Anthony Wedgewood Benn**. He is claiming that the signals from Caroline are interfering with emergency services both on land and sea. He claims the ship is illegal and will be closed down, whereas Mr O'Rahilly counterclaims that they are broadcasting from over three miles off the coast and as such are in international waters.

Who are we to believe? I personally have never listened to Radio Caroline (or London or City) and have no intention of doing so. But I don't eat bacon but would still carry the butcher who sells it. However, I would ask our Chairman, Mr Russell, to determine whether our picking up Radio Caroline passengers is legal. If not, will he take full responsibility should we be arrested?

Just to make life more complicated, Mr O'Rahilly says that for the whole of December, any ODRTS driver picking up at Radio Caroline will be presented with the latest battery operated transistor radio.

**Derek Robinson A06, ODRTS**

## Dial-a-Cab Credit Union

**Ever needed money quickly but were anxious about variable bank interest rates?**

*Well wonder no more! If you are a subscriber, journeyman or member of staff at Dial-a-Cab, then you qualify to join the Dial-a-Cab Credit Union. Any member of your family residing at your address also qualifies for membership!*

**Then if you are over 18, have been a member of the Credit Union for over 3 months and have established regular savings, you can borrow up to 3 times your total savings...**

### The cost?

*Just 1% per month on the outstanding balance (or APR of 12.7%). Loans can be paid back early AND there can be an annual dividend on your shares.*

**The question is: Can you afford NOT to be in it...?**

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looking stunning, Fay poses with dad Garry for Call Sign

# Garry White's daughter marries

Set amongst 12 acres of beautiful landscaped gardens, **Ye Olde Plough House** near the Essex village of **Bulphan** saw the wedding of **Dial-a-Cab Compliance officer Garry White's** middle daughter, **Fay**, who married fiancé **Joe**.

It was Sunday 23rd February and a day that Garry and his wife Karen had been planning – together with Fay and Joe - for what seemed ages!

Garry told *Call Sign*: "As each day got closer, the excitement grew, not to mention the occasional nerves. But we needn't have worried, the whole day ran smoothly and turned out to be beautiful. Even the weather was good for the time of year, despite a few gushes of wind! It was lovely having so many people together to all celebrate with Fay and Joe, and as many brides say, Fay wishes she could relive the full day again!

Garry is now a proud father with two of his four children happily married. Everyone at *Call Sign* sends their congratulations to the happy couple – Fay and Joe..

## THE WORSHIPFUL COMPANY OF HACKNEY CARRIAGE DRIVERS WCHCD AND PANCAKE DAY RACING!



WCHCD Master, **Graham Woodhouse**, after the race

The Worshipful Company of Hackney Carriage Drivers were delighted to be taking part in the 10th annual Shrove Tuesday pancake races at The Guildhall yard on 4th March. WCHCD Master **Graham Woodhouse** ran in the Masters Race – although sadly he did not win the race this year. Teams from the livery companies were fortunate to enjoy spring sunshine on the day, unlike some previous years. A large crowd of onlookers watched the runners from each team who were wearing guild robes, white gloves and hats. For the Masters, attire included their gowns. The event is held in Guildhall Yard by permission of the Chief Commoner.

The races began in 2004 by the Worshipful Company of Poulterers. Each race involves running the length of the course in the Guildhall yard whilst still keeping the hat on their heads and stopping to flip the pancake on both the out-

ward and inward leg of the course! Strict penalty points are given to anyone who fails to flip the pancake or who does not keep their hat on. This is a charity event, with surplus funds from the event and pancake sales being donated by the joint organisers, the *Poulterers' Company* and *The Cook and The Butler* to the annual **Lord Mayor's Appeal**.

This year, **Fiona Woolf**, a lawyer specialising in electricity industry reforms at **CMS Cameron McKenna**, and the 686th Lord Mayor of London, chose to support four charities, **Beating Bowel Cancer**, the **Princess Alice Hospice**, **Raleigh International** and **Working Chance**, which transforms the lives of women ex-offenders by finding them jobs with quality employers.

The Gunmakers provide a small – if extremely loud - cannon to start each heat, Clockmakers attend to the timing, Fruiterers provide lemons, Cutlers bring the plastic forks, Glovers provide the white gloves to be worn by each runner and the Poulterers eggs are used to make the pancakes!

And you thought it was just a pancake race!

### MOON BEEVER SOLICITORS

Do you know the importance of making a Will? Are you sure that those you intend to inherit will do so if you haven't made a Will? And do you know if tax will have to be paid on your assets on death? You may be surprised at the answers if you have no current will.

- Wills
- Inheritance Tax planning
- Advice for Executors/Trustees/Attorneys
- Long Term care issues
- Powers of Attorney
- Conveyancing and all property issues

We rely on you to get us from A to B so you can rely on us to steer you through the best legal routes too.

To discuss Wills, Inheritance Tax planning, Executorship, Trustee and Attorney matters, long term care issues or any related matter please contact Alexandra Bartrope or Julian Hay on 0207 400 7770  
Or email [abartrope@moonbeever.com](mailto:abartrope@moonbeever.com) or [jhay@moonbeever.com](mailto:jhay@moonbeever.com)

To discuss conveyancing and all property issues please contact Daniel Moore or Ahmed Anwar on 0207 400 7770  
Or email [dmoore@moonbeever.com](mailto:dmoore@moonbeever.com) or [aanwar@moonbeever.com](mailto:aanwar@moonbeever.com)

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# LOOKING AT (TAXI) LIFE

## Bus designs

There has been much controversy over the **Routemaster** buses being phased out. Then there was the massive expense of the **bendy bus**, which even entailed redesigning of roads and pavements to allow the lengthy vehicles to operate. They were then disbanded, yet some of the roads were never put back to their original design. For example, Devonshire Street at the Great Portland Street Junction used to be two-way in, but when the bendy buses couldn't turn right into Great Portland Street, a no entry sign was put in place with the result that from Hallam Street it is only one way going east. This restriction remains in force today, forcing all traffic to continue down to New Cavendish Street if wanting to go west.

**I am not advocating that there should be double bus lanes, one on each side of the road, but in this age of the Oyster, swipe cards and a public bus service which is due to become cash free, there surely must be a case for buses to be accessible from both sides of the road, after all tubes, taxis and even Boris bikes are.**

Perhaps this design would stop the crazy system outside **Somerset House** westbound where there are 18 bus routes which often clog up access to Waterloo Bridge as they drop off and pick up then cross the whole of the road to get onto the Strand or to go back round the Aldwych. Surely it would be better to drop off outside the rear of **Bush House** and then carry straight on? There are many such areas in London subjected to the same poor design and lack of forward thinking.

When you arrive at any airport there are buses with double access entries to take pas-

## With Tom Quigley (Y33)



Which one is Alexa...

sengers to and from the terminals, so the designs are there already - just not, apparently, the hearts and minds of TfL.

## Alexa and the Winter Olympics

Alexa, like many others of her age and probably many adults too, was enthralled and captivated by the skill and bravery of all the com-

petitors in the **Winter Olympics**, so much so that she asked her mum, a friend of mine, to take a photo of her re-enacting **Lisa Yarnold**, GB's gold medal winner in the Skeleton event.

Speaking to Alexa, she said she spent most of her half-term break watching and enjoying the Winter Olympics and had also watched the **Paralympics** and **World Indoor Athletics Championships** cheering on all of our competitors. When there were no GB representations, she supported the Bulgarian competitors because that's where her Mum was born and raised. She said she wasn't sure in what event, but when she grows up her dream was to represent GB in an Olympic team.

**In this day and age of pay per view, satellite and every other expensive form of watching TV, it further proves that good quality coverage of all types of sport on free terrestrial channels is the way to reach out and touch the hearts and mind of our youth.**

The knock on effect is that all the millions of other little Alexas or Alex's will be inspired; it will also help to bridge any anti-immigration feelings as I'm sure Alexa and many others will put all prejudices aside to cheer on **Mo Farah** (born in Somalia) representing GB in this year's London Marathon and every other sports person throughout the world.

I hope she achieves her dream, whether she represents GB or Bulgaria.

I also hope that stories like this will show the government and TV moguls that there is a real audience for all types of sport to be shown on TV for free...

**Tom Quigley**  
Call Sign Online

## Mike Son and Mr Butterfly!



As some **Dial-a-Cab** drivers may know from reading **Call Sign**, I have organised several musical events on behalf of the **London Taxidivers' Fund for Underprivileged Children** in an effort to raise much needed revenue to continue their help given to vulnerable children since 1928.

A few weeks ago, I picked up a male and female passenger at Marble Arch who wanted to be dropped off in the City. With heavy traffic all around, I decided to take a route which included Conduit Street. Anyway, *en route* I could hear the passengers talking about music.

During their conversation, the guy asked me of my interests and assumed it was sport. I told him that I wasn't interested in any particular sport, but I did mention how much I enjoyed music.

Our conversation led on to what type of music I enjoyed. By this time we were stuck in Berkley Square, the traffic being gridlocked. I mentioned the concerts I had produced at **St John's** in Smith Square and the *Ranks of Angels* thanksgiving at **St Paul's Cathedral**. Then the male passenger, who I now know as Richard, asked if I would be organising any other productions in the future. I explained that the St Paul's event took me about 6 months to organise and

that I was also organising the Valentine Dinner that took place at the Guildhall in February. So it would be a while before I could think about any new projects.

Richard then asked whether at any future concerts I would consider an opera singer to perform with the orchestra. I did say that although we had some wonderful performances by children's choirs, I hadn't really thought about adult performers but said that it sounded a good idea. Richard said he was an opera singer and would love to perform at one of the productions.

The female passenger was as surprised as I was! I assumed that both passengers were an 'item' but they were just work colleagues on their way to a business meeting. Richard said he would audition if required. I told him that he wouldn't have to audition for me, but probably would have to for the orchestra and its conductor - usually the **London Charity Orchestra** under **William Carlisle**.

Still stuck in traffic, Richard then asked if he could audition in the cab! I asked if he was joking but he was serious and said that it would be a pleasure. He said he would like to perform the *Brindisi* from Act I of **La Traviata**. I knew it better as the Drinking Song!

Then he started to sing; both the other passenger and I couldn't believe how brilliant he was. We were still stuck in Conduit Street, so I quietly opened the windows of the cab to allow others also stuck in traffic to hear this amazing voice.

I was soon surrounded by cyclists, motorcyclists and pedestrians. Even other motorists opened their car windows. I couldn't move off until the song had finished! As he finished, my end of Conduit Street broke out into applause for this wonderful performance in the back of a London taxi.

Madame Butterfly? This was certainly Mr Butterfly! Who said taxi driving was boring...

**Mike Son**  
DaC Board Member

# DaC Credit Union update



I know that there is a report of the DACCU AGM inside this issue of *Call Sign*, so I won't bore you again with the details other than to say that the meeting once again showed just how incredibly successful your credit union is. It amazes me as to why more people don't turn up to these meetings, especially when the CU holds so much of their money. In one respect it means they must have total faith in what we do, or is it that the government guarantees the monies up to an £85,000 maximum.

DACCU Auditor **Terry MacPherson** gave the CU a glowing report and clean audit, so with each passing year we are getting more successful. However, time is catching up with we Board members and the CU needs new blood to continue the good work we have done so far. CU President **Terry Dodd** is asking for younger people to give up their time and learn how we do things so that when we have to retire or whatever else life has in store for us, they can carry on the good fight.

## If DaC is sold...

People have been asking what will happen to the Credit Union if *Dial-a-Cab* is sold. So let me assure you that nothing will happen! The only change will be - and this does depend on who takes over if indeed anyone does - will be that if the new owners do not want to pay the drivers money straight to our bank account, then you will have to either go over to standing order, which most people prefer, or come to the office to see our angelic smiling faces and pay cash. So please don't worry, the Credit Union will be here for a very long time.

## DACCU 7% investment account

Most of you know of our little investment scheme which we have now been running for almost five years. Members often phone to ask when it is going to open. Well it's difficult to foresee as we only open that account when we need some extra monies to lend out. I find it surprising that people are not borrowing as much as usual at the moment and I guess

that's because they don't want to get into any more debt than they have to. So this is why we only open roughly twice a year.

We can lend out as much as £40,000 if required, but - and I say BUT - we would need a charge against your house, something which costs around £495. This can be put on your total loan amount, so if you are thinking about borrowing this kind of money from us, please bear that in mind.

**If there is anybody out there who wishes to join the Credit Union, please either come in with your bill so we can photocopy it or give us a call for more information on 0207 729 8171. The phone lines can get pretty busy, so keep trying because we don't use the message facility.**

We also run another Credit Union. This one is the **Harp** and this one is open to all non-Dial-a-Cab drivers, so you have no excuse to not be a member!

*That's all for this issue, it just leaves me to say be lucky - but be very careful out there...*

**John Riley**  
DACCU Vice President

## Mayor confirms £4billion roads programme

Many locations across the capital are set to be transformed in a £4billion programme as part of the largest investment in the capital's road and street network in a generation. In response to the recommendations of the *Mayor's Roads Task Force*, which last July unveiled a bold new vision to radically improve London's roads, streets and public spaces, a total of 50 projects are now underway.

Alongside the transformation of 33 of London's biggest and nastiest road junctions announced last month as part of the Mayor's cycling programme, there will also be more than £200m of additional far-reaching improvements at 17 major locations across the capital, including at Croydon Fiveways, Balham High Road, Brent Cross, Charlie Brown's Roundabout, Euston Road, Lombard Roundabout, London Road Roundabout, Malden Rushett, Mill Hill Circus, Purley Cross Gyratory, Barking Riverside, Seven Sisters Road, Stoke Newington Gyratory, Thornton Heath Ponds, Trinity Road, Tulse Hill Gyratory and Victoria Circus. Funding for these schemes would be covered by the Transport for London Business Plan and through third party contributions.

One of the other key schemes to benefit is one of London's biggest regeneration projects - the redevelopment of the northern roundabout at Elephant and Castle. The radical plans, which will create 5,000 new homes and 4,000 jobs, will vastly improve the facilities for road users and local residents. Dedicated cycling facilities will also be created, with public consultation starting later this month and work beginning early next year.

**The IMAX roundabout at Waterloo will also be redeveloped, creating better interchange facilities at Waterloo station as well as improved facilities for cyclists.**

This also marks the completion of a major project to transform Euston Circus, one of London's biggest and busiest road junctions, unveiled by TfL, Camden Council and developer British Land. The overhaul, which will make the junction safer for cyclists and pedestrians as well as significantly increase space for urban realm, is the first major project in the capital to be delivered using the recommendations set out by the Mayor's Roads Task Force.

Mayor **Boris Johnson** said: "Smarter design of our roads and public spaces, exemplified by our radical plans for Elephant & Castle, will play a key role in ensuring that London remains the best big city to live, work and invest. We've been hard at work putting the bold and imaginative blueprint of the Road's Task Force into practice and we're now seeing the fruits of that labour at key locations across the capital."

These improvements, made in partnership with London's boroughs, developers and businesses, will ensure the capital can cope with major population growth and remain one of the most economically productive, vibrant, accessible and attractive world cities.

Chair of London Councils' Transport and Environment Committee, Councillor **Catherine West**, said: "These schemes, developed in partnership with boroughs, developers, businesses, and TfL through the Mayor's Roads Task Force, should offer real benefits for local communities and road users. They will better address the needs of all road users, including pedestrians, cyclists and motorists and have a positive impact on the quality of life for residents. We look forward to continuing our work with the Mayor's Roads Task Force to ensure these major projects are a success for Londoners."



Plenty of room for buses at the new IMAX roundabout (see cover for new E&C pic)

DaC driver Sean Farrell (B39) looks at trade history from a different angle

# Brethren of the Whip



## The last fare to the Royal Oak...

Cab driver **Charles Gould** must have felt he was in for a good day when the first fare he trapped on November 9th 1863 from Camberwell

was a family of four wanting to go the **Great Eastern Terminus** at Shoreditch (this was before Liverpool Street Station had been built and was where Shoreditch Overground station now lies). The fare was unremarkable except that the woman wanted to stop off at a chemist she knew in Norton Folgate as her husband was feeling ill. After dropping off at the terminus, Gould turned his cab around and headed back to Camberwell Green; the family of four soon found out that the train that was supposed to carry them to Ipswich had already left and it would be sometime before they could catch another.

Unperturbed, the woman hailed a passing cab and informed the driver, **James Parker**, that they wished to be taken to **Royal Oak** station. As they were passing the **Green Dragon** pub in Bishopsgate, the draw string that Parker was obliged to hold during every journey, was pulled. The gentleman, obviously feeling much better, asked Parker to go into the pub to get him a pint of "half and half" (presumably beer and porter). Such requests were quite common for 19th century cabmen and very often they were treated to a pint themselves. This time however,

Parker went without. After returning the empty pot to the bar, Parker climbed back up onto his cab and resumed the journey.

As they were passing **Furnivals Inn**, there was another tug on the check string. As the driver pulled over, the gentleman got out of the cab and said he had changed his mind but his wife and two children would carry on to the Royal Oak. The gentleman paid the fare upfront, 4shillings, and gave Parker a 6d tip whilst complimenting him on being a "jolly good fellow."

The rest of the journey was unremarkable, there were no more pulls of the draw string and mother and daughters were very quiet.

Once at the Royal Oak, Parker climbed down and opened the door for his passengers. The woman was asleep and had slumped down from the seat onto the floor. Parker's first thought was she had partaken too much of the "half and half." One of the girls was also on the floor whilst the other was lying along the seat. Parker raised his voice trying to wake them. He shook the woman and then realised something was terribly wrong. He called out for help and several passers-by came to his aid. One of them was a surgeon who detected the unmistakable aroma of Prussic Acid (Hydrogen cyanide). The surgeon informed Parker that his passengers were dead and that he should drive round to St Mary's Hospital.

The police did not know if the woman had killed her two children and then herself or if the husband had killed all three. All the police had to go on was a description of the man, "heavily moustachioed" and a box of zinc ointment purchased from Hunt's the Chemist's in

Camberwell Green. The police paid Hunt a visit.

By now the murders were the talk of London and the original cab driver, Charles Gould, had come forward to say that he picked up the fare in Camberwell. Mr Hunt proved to be not very co-operative having sold many boxes of zinc ointment, but could not recall selling a particular one. But he knew more than he was letting on. The woman was his wife Mary and the girls were his two daughters. The police were looking for a man with a thick moustache, Hunt was clean-shaven. It seemed both drivers had been misled by the fake moustache he wore that day.

A third cab driver also made himself known to the police following all the publicity over the deaths. John Blake, badge number 7856 of 124 St John St, told them that he believed the woman was his estranged daughter and the two girls he believed must be his grand-daughters.

When told that Mary had had an unhappy marriage with Henry Hunt, the police realised they had let the killer get away from their grasp. They sped round to the Hunt family home in Westmoreland Road (now Louth Road), Camberwell. Hunt opened the door immediately but the police were too late, he had taken a fatal dose of Prussic Acid.

They tried to revive him but to no avail. After he looked to have died, Hunt suddenly sat upright and exclaimed: "I know how she died, it was from Prussic Acid," which the police conveniently accepted as a dying confession.

Sean Farrell  
Call Sign Online

## Body snatching with Bob???

The improved weather of late should put a spring into our step - and at long last it appears that work levels are back on the up again.

Some of you **Dial-a-Cab** drivers joined me on a few of my Walks last year - so let me invite you once again to take some time out, leave the cab parked up for a while and get some exercise while learning a little more about your place of work - your office.

Since the successful launch of **Discover Medical London** my City of Westminster Guiding colleagues and myself have - in conjunction with the **Royal College of Physicians** - prepared a new schedule of Walks for the new season.

**From blue-blooded Royalty to body snatchers, anatomists to anaesthetists, physicians, pharmacists and Fellows to the founding fathers of the National Health Service. All are to be found through history and along the capital's thoroughfares....**

Let me lead you through the streets and stories that have made London a city of sickness and a city of cures for over a thousand years.

Our **weekly public walks**, running late April to October, are presented with the museum of the world-renowned Royal College of Physicians and commence with an exclusive highlights tour of the College's iconic building designed by **Sir Denys Lasdun** and located on **Regent's Park**.

**This year's programme of weekly public walks starts on 24th April and includes weekend and evening tours as well as brand new walks for 2014.** Here are links to the my 2 Walks - and it would be good to see a few of you again this year - and don't forget its half-price for DaC subscribers (£5).

**Fit to Rule** - <http://discovermedicallondon.com/fit-to-rule/>

**One for the Road** - <http://discovermedicallondon.com/one-for-the-road/>

You can also follow me on Twitter @black\_cabs



Bob ready for walking and perhaps a bit of body snatching!

Bob Woodford  
Call Sign Online



Following the death of his friend by a PH driver, Richard Potter talks about...

## DEATH BY DANGEROUS DRIVING

A few weeks ago I had to go to **Maidstone Crown Court**, not as a witness or defendant, but to hear the trial of a friend of mine who had been killed in a motorbike collision. As it turned out, the driver charged with causing death by dangerous driving pleaded guilty, so we were spared having to cover all the tragic details.

After previously spending time with Police officers involved in the subsequent investigation, it transpired that the driver concerned came from Wembley and was licensed by TfL as a Private Hire driver, even though he described himself as a chauffeur. He had been to a pick-up in Tunbridge Wells but

arrived 45 minutes late and was heading to Heathrow, but due to an incident on the A21 was travelling across country. On approaching a crossroads at the village of **Four Elms** near Edenbridge, he missed two stop signs and failed to stop at a stop line and hit my friend at speed, sideways on, knocking him into a wall and killing him instantly. As the judge said at the sentencing, if the PH driver had observed the stop signs and line, he would have easily seen the bike travelling up the road from about 100 metres away.

**The PH driver is now serving a 4 years and 4 months prison term with a 3 year ban. But what's strange is that the ban runs concurrently with the jail term, so he will be able to drive straightaway, although he will have to take a retest first.**

So how did the PH driver miss the signs and the stop line? Well he was in an area he didn't know too well and I was led to believe that in the moments before the collision, there had been a conversation within the car about the direction showing on the satnav, thus a momentary lack of concentration.

We all know that feeling of being late and being put under pressure. That pressure reminded me of taking a Knowledge appearance with the PCO's Mr Orme whilst staring at his blown-up parrot sitting on the window sill and him asking me four questions I didn't know the answers to whilst he tutted away and tapped his pen on the desk! For those who say that the KoL is a waste of time now that you have *Google Streetview* and satnavs, think again. The Knowledge isn't all about the streets of London, it's about character building and that should never be forgotten.

One interesting point that came out of the investigation to the collision was that the BMW involved had a black box recorder in it, but as

I subsequently found out, most modern day vehicles record speed and engine running levels through their management systems. When Kent Police approached BMW and asked for the data to be released, BMW were not forthcoming. Now it would be unfair if BMW was singled out, but how about bringing in a law which would allow Police forces to have access to whatever data they needed from any car involved in a collision? At present there is no legal obligation for BMW or any car manufacturer to release data - even to the Police. Imagine the clear-up rates and how helpful the data would be to investigators...

### And my MoT...

Well my taxi passed its MOT and NSL test first time, so my overhaul cost me £132.50. The NSL fee was £105 and MOT £27.50. In 23 years taxi driving, I have never had an overhaul that cheap and the discs that were very low 3 years ago, passed again. Just to be sure, I took the taxi down to my garage for them to have a look and their report was exactly the same as the MOT station, so I will get one or two things sorted at the next service interval.

When I got my letter from TfL via NSL telling me to phone them in Sheffield, the number they requested me to phone them on was an 0845, so I hung up after 10 minutes the first time and I found another number. If they are going to keep you hanging on in a queue for half an hour, why should I pay for the privilege? I know it's only a phone number, but try **0343 2225555** instead as it's free with inclusive minutes on your mobile phone contract, whereas 0845 numbers are chargeable...

**Richard Potter (T51)  
Call Sign Online**

*Views on life as seen through the eyes of David Kupker (Y74) at...*

## Kupkake's Korner



### An ode to City Hall

Hey enlarged hippocampus  
 In your silver taxi  
 Pictured with the red bus  
 Big, bright and waxy.  
 Have you seen the warnings  
 The writing on the wall  
 Have you seen your earnings  
 Decline, slip and fall?  
 A series of disasters  
 Bad management and ideas  
 By those we once called masters  
 Who have all but disappeared.  
 When under the 'Met'  
 We knew just where we stood  
 Now it's just a debt  
 To faces made of wood.  
 So where's the future going  
 What legacy is lost  
 What revelation is showing  
 Who's left to count the cost...  
*Copyright Kupkake 2014*

## ECO CITY CEO STEPS DOWN

**Eco City Vehicles**, suppliers of the **Mercedes Vito** taxi have announced that their Chief Executive Officer, **Trevor Parker**, has stepped down to "pursue other interests." One month earlier, Mr Parker had said he didn't think London's cabbies would switch to electric taxis because of the high purchase costs.

At the same time as the CEO's departure, the company warned that trading since the start of this year had got tougher "due to increased competition in the London taxi market." But in a trading update, they added that revenues had gone up from the 2012 figure of £30.5million to £32 million in 2013. They also hoped that their 2012 pre-tax loss of £2million would turn into a pre-tax profit of £250,000.

But the update also warned that trading conditions so far this year had become tougher as new entrants arrived in the London taxi market. It also blamed TfL for being ambiguous about taxi emissions required from 2018.

Eco City Chairman **John Swingewood** added: "This quarter we are seeing a softening in sales of new Vito taxis and the board has taken a number steps to address this." Although he didn't say what the steps being taken were, he did mysteriously say that Eco City intended "diversifying into other taxi products and services in order to reduce its dependence on new London Vito taxi sales going forward, and was continuing to grow its own rental fleet. We also intend making acquisitions to further diversify."

**Baghwat Singh  
Call Sign Online**

Call Sign's Stephen Berndes (R14) says...

# It's a cabby's life



## Not a penny more...

It's easy to write about the travails of a taxi driver given the close proximity we find ourselves to the luminaries and crooks of our great metropolis. I think we're all voyeuristic for some tittle-tattle, especially since the *News of the World* ceased exposing the importuners and drug-addled celebrities in vogue.

A few years ago at Kings Cross Station whilst waiting for a punter to alight and as fortuitously happens, another punter loaded giving the destination of Albert Embankment while seamlessly continuing the conversation he was engaged in with his mobile.

I recognised his voice immediately and a glance at his face confirmed my thoughts; **Jeffrey Archer**.

I had no wish to listen to his prattle, but his voice was becoming increasing louder as he went through the process of admonishing his publicist.

**"Just been on the King's Cross Station concourse; Freddie's books are more prominently displayed than mine even though I'm selling so many more than him,"** he said.

I assumed he was referring to **Fredrick Forsyth**.

While continuing his ceaseless berating, I thought about **Michael Crick's** definitive page turning biography, *Stranger than Fiction*, about Jeffrey Archer's extraordinary past. I remember in the book what pathological lengths Mr Archer went to get maximum exposure for his books.

I also recalled reading Jeffrey Archer's first two books, *Not a Penny More Not a Penny Less* and *Kane and Abel*, the latter being the start for propelling sales of over £150 million worldwide.

This happened at the time after Jeffrey Archer got banged up for two years for perjury.

When I eventually pulled up outside Archer's London penthouse, his son was waiting for his father to arrive. As Mr Archer was about to pay, I said: "Not a penny more not a penny less." I saw his son smile and Mr Archer smiled saying "very good!"

He gave a reasonable tip.

It's hard not to like Jeffrey Archer, particularly as he says that he will leave the bulk of his £100million fortune to good causes.

On Monday 3rd March I presented my cab for MOT at **Frankum & Kaye** of Wood Green. Apart from a few light bulbs, my taxi passed. So the cost was £40 MOT and £19.62 - a combined cost of £59.62. I was advised that three jobs that were not urgent but needed to be done in due course.

At 11.30am on Thursday 6th March, I presented my taxi to the NSL inspection centre. It passed.

My cab is nine years old, so no doubt in the old system the advisory jobs would have had to be carried out resulting in a final bill of well in excess of £1000.

Has all the bureaucratic nonsense of the old system been a costly charade...?

**Stephen Berndes**  
Call Sign Online

# MIKE SON CAB STOLEN

When **Dial-a-Cab** Board member **Mike Son** stepped outside his Westcliff-on-Sea home to go to work, his first thought was to wonder where he left his taxi. Within seconds it came to him that he had left it right outside his door - exactly in the spot where now lay a clear empty space. His taxi had been stolen!



**Ready for any more cab thieves!**

"I phoned the police and I must say they arrived on the scene very quickly. Within minutes they had sent out details to their patrol cars, but not before one of the policemen asked me the obvious question: Why would anyone want to steal an x-reg Metrocab?"

"I guess we'll never know because within 20 minutes the police called to say it had been found close to a local park. It does seem a strange choice of vehicle to nick and in all probability it was worth more stolen than any resale value. And besides, had they knocked on the door, I could have taken them there for under a fiver!"

## AVAILABLE FOR RENT CLOSE TO DISNEY IN FLORIDA



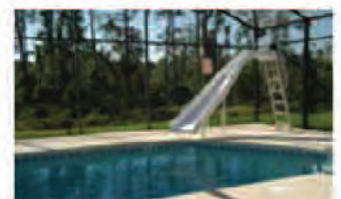
2 Bedroom 2 Bathroom Pool home sleeps 4/5



4 Bedroom 2 Bathroom Pool home sleeps 8/9



6 Bedroom 5 Bathroom Pool home sleeps 12



Pool and conservation view at 6 bedroom home.

### Three properties owned by UK Registered Charity Dial A Dream. Reg. 1011637

Your opportunity to rent one of these villas and at the same time making it possible for this charity to continue its work with children from all over the UK all of whom are suffering from a life limiting illness. All villas within minutes of the main Disney theme parks, golf courses and restaurants.

We can offer car hire and theme park tickets for you and your family at very competitive rates.

So, if you are considering a Florida based holiday in the near future then call us and you may be helping us to give a very sick child the will to say "Let me live another day".

Prices from £56 per night through to £237 per night  
(Prices are for the villa and not per person.)



[www.dialadream.co.uk](http://www.dialadream.co.uk)

Tel: 020 8530 5589

# Green Issues and PowerPills



Whether you relate to the “full speed ahead and damn the torpedoes,” (*Clarkson*) or recycling by plaiting potato peelings into school uniforms or fall somewhere in-between, we all recognise that the green issue is not going to go away and it was not until I watched **Mr Brian Rice's** *Youtube* video that I appreciated that having **Green Credentials** actually influences getting contracts.

Over the 9 years I have been involved with **PowerPills**, I could probably count on my fingers the number of customers that have actually bought PowerPills to save the planet.

Somehow the “Greens” seem to be great at telling others how to spend money but not at parting with their own.

But what if we could profit by supporting their ideals and instead of transporting the rich, privileged and famous around in Black Carriages of the devil, your passengers were being wafted to their destinations in carriages made from stardust and drawn by Unicorns? Ok, maybe I am going a little too far, PowerPills may be magical in their effects in reducing emissions but the Stardust and Unicorns is a bit OTT.

## Melvin's lost friend!

When **Melvin Green (E55)** drove into **Dial-a-Cab's** *Roman Way* depot, he seemed decidedly agitated and not at all his usual cheerful self.

“I've lost my trusty Maglite torch,” he told **Call Sign**, making it sound as though he had lost a true friend.

“I've had it many years and it was a really useful piece of kit, especially when working nights. It was one of the big 3 *Cell* models that shone like a floodlight, lighting up dark paths and doorways. We've been to a lot of places together over the years and now it has vanished. I've looked all over the cab, but I cannot find it. It really is like losing a friend,” he moaned.

“I had the cab serviced at my usual garage recently, one where I have been going for the past fifteen years or so. I mentioned my loss to them, hoping they might have come across it as they moved around in and under the cab, but alas nothing. Those genuine Maglite are not cheap to replace either and I really miss that bright buddy. But it looks like a new one is on the cards now.”

As **Call Sign's** hack was about to reach for a tissue so that Melvin could dab his moistening eyes, there was an excited shout of ‘*is this it*’ from the DaC technicians beavering away on Melvin's cab. Melvin spun around from speaking to **Call Sign** to be met with several grinning faces proudly holding aloft Melvin's errant Maglite torch.

“It was right under the seat,” Roman Way's Welsh wizard, **Steve Thomas**, explained.

“The black body of your torch blended in with the black carpet of the cab and so it was like camouflage really,” techie **Sam Ross** added.

“Well strike a light,” Melvin exclaimed, “these guys have reunited me with my torch after I had looked all over the place for it, both in the cab and at home - and it was under my seat all the time!”

Roman Way's techies told **Call Sign** that we would be surprised at some of the items they find tucked away in the depths of our taxis cabin and although they are always happy to return personal effects, there are some things that drivers wouldn't want back. And no, we didn't ask what the rest might be after hearing that the first was contained in a former *Evian* bottle!

Alan Green (E52)  
Call Sign Online



But I am not going too far in saying that there is no cost in using **Alpha PowerPills**. The fuel and maintenance savings, not to mention the increased performance, far outweigh the purchase price.

I'm safe in saying this because back in 2006, **Dial-a-Cab** drivers tested and found it to be true\* and nothing has changed. Not the engines or the actual diesel or the Pills, just the price of the fuel - from £4.41\*\* to £6.24\*\*\*

So using PowerPills you get to thumb your nose at the Eco Yobs and have more money in your pocket.

*Always here to help*

**Steve Vale**

*If I've made you smile or made you think, give me a call on 020 3239 6101*

*\*Call Sign Oct 2006: DaC Drivers Prove That PowerPill Works  
\*\* AA 2006*

*\*\*\*PetrolPrice.com*



## Black Cab Heritage Tours

**Black Cab Heritage Tours have some pre-booked corporate work in 2014 and we need to increase our list of associates to help cover that work.**

We only use owner drivers - but our client has requested black (in colour) taxis only. However, your **Dial-a-Cab** logos are fine provided the taxi is black and has no other ads of any kind.

**If you would like to join our contact list please email me (Bob Woodford) at:**  
[rob@blackcabheritagetours.co.uk](mailto:rob@blackcabheritagetours.co.uk)

No guiding skills are required and I should add that this client is a Kensington based events Management Company and fellow member (together with BCHT) of **UK Inbound**, so the trips are totally different from normal taxi work. Therefore there is not any direct competition whatsoever with Dial-a-Cab work.

**Bob Woodford**  
[rob@blackcabheritagetours.co.uk](mailto:rob@blackcabheritagetours.co.uk)

# Picture Gallery

*Call Sign's photo library contains over 10,000 pictures – both digital and original. Occasionally we reprint a few: this month it's those that the drivers concerned would rather forget!*



Jim Rainbird (T25) and a strange passenger



Barry Groner (V30) and a fast taxi?



Editor Al in a previous incarnation as Taxi Globe's Mr X with American wrestler Sting



*The Worshipful Company of Hackney Carriage Drivers*

# CABGUIDE COURSE 2014



**Students on their way to becoming Guides**

The Cabguide course run by The Worshipful Company of Hackney Carriage Drivers is all about enhancing a driver's existing 'Knowledge' in order to become a qualified Taxi Tour Guide. The course is run in association with the Corporation of London's Adult and Community Learning Service and is held at the **Museum of London** in the state of the art **Clore Learning Centre**, where students have access to the Museum galleries. The latest course began in early March.

**Graham Woodhouse**, one of the course tutors as well as being the Master of the WCHCD this year, told *Call Sign*:

**"The new Cabguide Course has got off to a lovely start in glorious weather. The first Walk of the course, the City of London walk, took place on Sunday 9th March. Seventeen students and the four main tutors enjoyed a fabulous sunny morning stroll through the City."**

The course lasts 8 weeks and classes are held on Mondays from 4pm until 6pm. Classes cover a wide variety of topics from Roman, Medieval and Modern London. They are interactive and students will spend time both in the classroom and the Museum galleries. All the instructors are qualified City of London Guides who also hold teaching qualifications. Aside from the Monday classes, there are the Sunday morning walks. These walks are designed to get students out of the classroom and looking at specific areas of London that will be of interest to visitors to London and would be useful areas to know on a tour.

**The walks are led by qualified Guides and begin at 10am from various locations, lasting about 2 hours. Students will be able, through the walks, to learn the Art of Guiding.**

During the course, there are weekly quizzes to check students' progress, while at the end of the course there is both a written and practical guiding exam. But don't panic, there are weekly hand-outs covering each week's classroom topics. Combined with the students own notes and the weekly quiz, the pass rate is very good! Past students have said that the course is both informative and fun.

**For further details of the next course in Autumn 2014 and an application form, please contact Mary Whitworth on 01494-765922, or e-mail her at wchcd@tiscali.co.uk**

# The case of the broken key



**Keith and key!**

"Yes, I was in a bit of a flap at first," **Keith Gilliam (E79)** admitted to *Call Sign*. "I was outside an account client in the City and needed something from the trunk of the cab while waiting for the passenger to come out. I put the ignition key into the lock of the lid and as I turned it, to my horror the key sheared in half, the shaft staying buried in the lock with me left holding the black plastic part complete with immobiliser transponder!"

"I won't tell you my first thought as it's a family magazine!" he said chuckling, "but you can probably guess! I had the trip recovered quickly so that was the client sorted and then I sorted myself out.

"Obviously I had to leave the cab unlocked and unattended with the windows open while a friend came to my aid to run me back to my Essex home for a spare set of keys so that I

could at least drive the cab. We tried the main dealership for a key match, which proved unsuccessful and as time was running out, I had to leave the cab overnight where it was. I was worried about leaving it unattended overnight, but thankfully when I came back the following morning all was well - not even a PCN on the windshield.

"I was directed to a key specialist in Gloucester Avenue near Regents Park the following day who not only cut another key easily, but who also carries the little transponder chips that sit in the top of the key that 'talks' to the electronic immobiliser fitted in the ignition switch and allows the cab to start when needed. I was lucky because I had the original key, so all that was needed was to remove the chip from the top of my existing switch and fit it directly into the newly cut key and then it just had to be re-programmed to match the immobiliser on my TX2. Also, it worked out a lot cheaper from *Keys Galore* than if I'd gone through the main dealer, so that was a really big bonus too. Once I had got the ignition key situation sorted out, I still had to get the old broken key shaft out of the trunk lid barrel. I travelled to my own service dealer - **Whitfords** at Dobbs Weir in Hoddesdon, who had to remove the rear seats to reach inside the trunk from within the cab to unbolt the lock and fitted a new barrel complete with matching key. Then I was finally ready to get back on the road!"

When *Call Sign* spoke to *Keys Galore* we discovered that keys usually break at their weakest point, along the shaft where the deepest cuts are made to effect the security of each key and hence its unique individuality.

**Keys Galore are at 96 Gloucester Avenue NW1 Tel: 0207 586 9741**

## LONDON LEGEND Limousine Taxis



London Legend specialises in wedding transport. Our magnificent Asquith Limousine Taxis and Landaulets with drop hoods are replicas of the legendary 1930's Austin Low Loader Hackney Carriage. Special rates for Dial-a-Cab drivers on mid week and out of season weddings. We cover all areas of London and the south east.

**Tel: 01628 471632 Mob: 07974 348974**

*Every issue of Call Sign takes a look back at ODRTS history through the pages of the magazines of the time with a flashback*

# DIAL-A-CAB FLASHBACK

**This issue harks back to a 1967 issue of the ODRTS News Magazine and a look at the letters page...**

**From the ODRTS News Magazine, May 1967**

## Letters

### Dear Sir

With regard to your credit details information sheet, I've only two points to make. One is that since my usual journey from home to office or vice versa is normally four shillings or four and sixpence, an automatic gratuity of two shillings seems excessive. The second is that it's the experience of both my wife Barbara and myself that individual owner drivers often charge less than the percentage you advertise above the meter fare for journeys exceeding six miles.

Apart from the credit system, I offer one basic comment which I think you should try to act on, certainly with regular customers. Your business card carries the word reliability. In point of fact you don't seem able to guarantee this. It implies that one can book a taxi the night before it's required for a specific time and rely that it will be there at that time. In practice, I gather that you never put out a call for a taxi, no matter how far ahead it's been booked, until about ten minutes before it's required. I deduce from this that you're trying to have it both ways. In my own case I've had to say that I would rather have a taxi at my doorstep five minutes early than five minutes late. Obviously I pay extra for this privilege.

Twice this week, my wife having ordered a taxi for a specific time has had to give up and start walking. On one of these occasions, she was picked up by a taxi not in your group, the driver having picked up the signal and having gone to the area of the address.

My own feeling is that you should either make your system clear to your customers or remove the word "reliability" from your advertising.

Yours sincerely

**Bernard Braden, London SW3**

### Dear Sir

One of the main reasons behind the poor coverage of cash work is that if one 'blows out' on a cash job, unlike a credit ride, you do not get paid. A "sorry mate" from the dispatcher does not compensate one, especially when people have tried to hail you from the street en route to the pick-up point. So inevitably one must be within striking distance of the job in order not to go along with that "I wonder if they are waiting for me" feeling.

A 3/- scrub would, to some degree, encourage drivers to put themselves out to cover cash work and therefore give a better service to our customers. I do not profess to know where the money would come from to pay for this, but perhaps someone, somewhere will come up with an idea.

**G.Webber (E11)**

### Dear Sir

Further to our telephone conversations and on the advice of one of your taxi drivers, we should be pleased to have your co-operation in the following aspects.

We understand that your organisation, at times, passes messages by radio in respect of hotel accommodation. We are quite happy to pay individual drivers commission. We do deal with one or two agencies, some charge 5/- per night per single room and some 10/- a double for any length of stay. We are prepared to pay that to a driver effecting a letting.

**The Manager,  
Elizabeth Hotel,**

**37 Eccleston Square, SW1**



**DaC's parking expert John Vigus gives a pertinent reminder...**

## DON'T DO IT!

"Driver, can you stop here for a minute please. I need to get a bit of shopping!"

**Sound familiar? Then a few days later a Penalty Charge Notice arrives in the post. A £130 fine (£65 if paid promptly), there are no grounds for appeal and you are the one who has to pay!**

Would you do this if you were in a private car? No? Then why would you think you could get away with it because you're driving a taxi?

It is the driver who is in control of the vehicle and who has to take responsibility for the decisions he or she makes. If your passenger asks you to stop somewhere that you know you shouldn't, then you should politely point out that you are not allowed to stop, you are not prepared to risk getting a £130 parking ticket and suggest you might find somewhere else along the way.

**I am surprised at the number of enquiries I receive along these lines- and not just from Dial-a-Cab drivers. I often see vehicles parked outside shops either on yellow lines or even worse, parked partially on the footway so that other vehicles can conveniently pass by. Not much consideration for pedestrians using the footway, mind you, and too lazy to find a safe and lawful place to park.**

If there are grounds for appeal - perhaps the sign is missing or the parking attendant has used the wrong contravention code - then I can be certain of a successful challenge. Otherwise it's going to cost you... NOT YOUR PASSENGER!



**Don't do it**

**John Vigus  
DaC Parking**

# My Celebrity Passengers

**T**aking famous (or infamous) passengers to where they want to go is all part of the job, and the more years and miles Dial-a-Cab drivers have under their belts, the greater the chance of sitting a celebrity on the back seat of the cab.

When *Call Sign* met **Brian Dust (B35)** recently, the topics covered in conversation were wide and varied. But among them were the 'A' list celebs that have graced the carriage of his taxi over the years, and some more than others have left a lasting impression...

"I remember taking Scottish singer **Lulu** to a recording studio some time ago," Brian said "and she was very chatty and bubbly, pretty much as she comes across in public.

"Then there was film actress **Ava Gardner** who lived opposite Hyde Park in Ennismore Gardens and who was a regular user of DaC. On one occasion I took her to her doctor in Harley Street and she leant on my arm for support as I assisted her from the cab across the pavement to the door of the consulting rooms. It may have been just a few steps, but I remember imagining that I was **Frank Sinatra** (to whom she was once married) and that we were walking together, hand in hand down Sunset Boulevard in LA!" Brian grinned sheepishly at the thought.

"However, film actor/director **Sir Anthony Quayle**, whom I believe was in the army before taking up acting and who starred in many movies including *Lawrence of Arabia* and *The Guns of Navarone*, brings back my strongest memories because he could conduct such a vibrant conversation. I still remember one time parking the cab under Centre Point

## St Johns Road open to taxis

Very few drivers can remember a time when **St Johns Road** by the old **Clapham Junction taxi rank** was open to traffic other than buses. But following the removal of the rank to the side of the station, the road has now been opened up to taxis as well as buses.

The opening was part of a 'swap' deal in exchange for taxis clearing the centre of the road and agreeing to move across the road.



and being invited by him into the back of my own cab to continue our conversation for quite some time before we finally continued on to his destination!

"In those far off days you could stop in New Oxford Street without worrying about parking wardens or remote cameras, but you certainly wouldn't even

think about it nowadays," Brian said, laughing heartily.

If you would like to tell *Call Sign* of truly 'A' listers you've had in your cab, please feel free. [Callsignmag@aol.com](mailto:Callsignmag@aol.com) is the place to send them...

© Call Sign Magazine MMXIV

## KEEP FIT

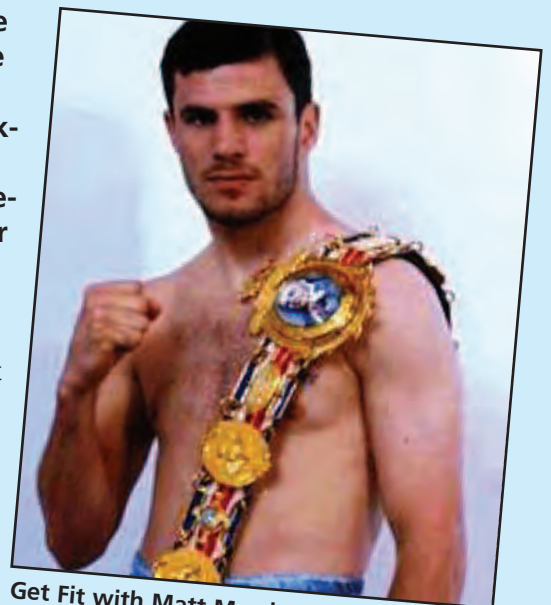
*With former British boxing Champion Matt Marsh...*

**Are you struggling to lose weight? Did you convince yourself that once 2014 came in, you would knock down to regain the fitness that may have mysteriously escaped since your younger days!**

Well you now have that opportunity as **Dial-a-Cab** drivers / staff members can get fit for 2014 with former super bantamweight **British boxing champion** and six times national champion, **Matt Marsh**.

Matt's gym is in Welling and he offers training based around pad work and circuits. There are one-to-one sessions or you can train in twos or threes.

**You can call Matt on 07850 683 440 for advice and information on times etc. Mention Dial-a-Cab and you will get a special deal.**



**Get Fit with Matt Marsh – former World Boxing Champion**

# Mailshot

Either write to Call Sign at  
Dial-a-Cab House  
or email us at  
callsignmag@aol.com

## Selling the company 1...

*Dear Alan*

I'm not sure if I am guilty of premature ejaculation, but is the economy starting to finally turn in our favour? And secondly; if Addison Lee was sold for £300million, then I am not against Dial-a-Cab being sold. But I am against the company being undersold...

**Stephen Field (F68)**

**Stephen, I also think things are generally beginning to pick up, so let's hope it isn't a blip but the beginning of a prolonged period of being busier. As for underselling DaC, after making several £million profit for the Society on our move from Brunswick House to here, I don't think there's much chance of Brian Rice not wanting to get the very best deal he can. If that makes you guilty of you-know-what, then you'll have to suffer the consequences! ...Ed**

## Selling the company 2...

*Hi Alan,*

Any driver who votes to allow DaC to be bought must be very careful, because whereas you may think you are in line for maybe £10K, £15K or even £20K, you should also remember that the new owners will be our bosses and any decision they take cannot be overturned by the membership. Therefore I don't think that anyone contemplating collecting their cheque on Friday and then stripping out on the Monday will be allowed to do so. They would want us to stay, to cover the work and make money! You're probably thinking they need us and you'd be right - they do! So there will be small print in the sale such as all drivers must stay for a year to get their share of the loot. They could also impose conditions such as a subs increase to £200 per week. Remember that they will own the company outright and can do as they like. You might say you are leaving, but then you would get nothing. That's one less driver to pay or you just keep paying the £200 a week and at the end of the year you will get your own money back - ie  $200 \times 50 = £10,000$ .

What could be done is to cease trading, make the staff redundant and pay them off accordingly (remembering in this instance we would be more generous to the staff than a new buyer ever would be), retain just a few staff such as the Secretary to sell off the assets and building and then we all just have a share out. Then we can go to ComCab, RTG or even Hailo/GetTaxi etc with no loyalty, but less competition between radio taxi circuits. We would be the only drivers to benefit from the sale of their radio circuit because

Mountview and ComCab drivers received virtually nothing as they failed to read the small print.

This is nothing to do with the above, but in the last *Call Sign*, Allan Evans wrote that lead times for pre-booked radio jobs were 12 minutes, so why are SW10 and W8 lead times 15 minutes? All this does is makes the driver wait longer before he can start his meter.

**Brian Marcantonio (R73)**

**Interesting points Brian. As you know, there is a confidentiality agreement in place between the three companies vying for this Society and the BoM. Therefore asking them to answer your letter would produce very little response. I have no such agreement, but as I know very little about any deal, I might just as well have one hanging round my neck! However, just looking at the situation logically, why would any buyer want to frighten everyone away? Surely the plan would be to make DaC a success and eventually be worth even more than whatever they pay. Also, if it is anything like the deal for DaC that never went through, there was indeed small print - but this said that subs could not be increased by more than a nominal amount and as any current deal would be carefully overseen by DaC's legal team, I doubt that your guess of £200 a week bears any relationship to what could really happen. Then there are the drivers and the money. If they vote to sell, whatever the sum is would be very nice, but the majority will also need to carry on working so why would any new owner want those drivers to go elsewhere? I don't know what the future holds for *Call Sign* re confidentiality, but as things stand I would fully expect to be able to question any prospective buyer and questions such as subs would be high up on any list of questions ...Ed**

*Re your lead time question, Driver Ops Manager, Allan Evans, said...*

**Hi Brian, dispatchers do from time to time increase lead-in times in certain problem zones, more so in the early morning when coverage is not as good as it should be. At this particular time SW10 is actually set to twelve minutes and W8 has also now been reverted back to twelve, but there is an option of increasing the times if the need arises. In an ideal world the normal lead in times should be perfectly fine, but there will always be the exception and that's when dispatchers have to use their experience and initiative to assist coverage.**

## Selling the company 3...

**Patsy McCarthy (C01)** at both the AGM and in the *March Call Sign* made a passionate plea for some ex-members - yes ex-members - to be included in a windfall following any possible sale of DaC. The Chairman, quite rightly in my opinion, said no to his request. I fully understand where Patsy is coming from, but surely if you ain't a member you ain't a member! When we join this Society, we all know the score and agree to follow and be bound by the rule book. Patsy states that drivers, through no fault of their own and increasingly hard times etc etc, had no choice but to resign from the Society. I would argue that they did have a choice - and that was to stay.

1387 are still members and all suffering the same financial pressures, yet we have made a choice to stay. By leaving, those drivers didn't give a damn despite being part of the 'Dial-a-Cab family'. By leaving, each driver has weakened this Society and the job security of our 138 loyal hardworking staff. I have been a member for 25 years with 27 years as a driver and my brother has been my journeyman for 20 years. Should he be considered for a possible windfall? As it stands, the answer is no because he isn't classified as a member in the rules. However, rest assured that as a sympathetic good-hearted driver, half of any possible windfall that may come my way will be going to my brother but I would not expect members to subsidise non-members.

If the Society was in financial trouble and we asked ex-members to chip in with let's say £10k a pop to keep us going, I know how many contributions we would get! So a phrase comes to mind in respect of ex-members: "Unlucky my son..."

**Colin Jenkins (Y22 and a member)**

**I have to say that I have yet to find any subscribers who agree with Patsy's sentiments. They certainly came from the heart and show what a lovely guy he is, but Colin is right in that we have members who sold their cabs due to the 15-year rule who went straight over to becoming journeymen but who, according to the rules, will not be entitled to anything should a sale take place. I would put their claim far higher than that of former members and even higher than Colin's brother Cliff...Ed**

## Going home...

*Dear Ed*

I've been on the circuit for 6 months now and have pretty much got to grips with the



# Mailshot

## CONTINUED FROM PAGE 28

system. Whilst I personally think the software and terminal is very user friendly, there is one feature - code 3 - which keeps bugging me. I totally understand the idea of code 3 but feel that in today's current market it is almost redundant. I have been on various circuits since 2006, so have experienced work levels pre 2008 recession and based on that, I would have guessed that the code 3 back then would have been an excellent going home feature. However, with work levels far reduced, it seems that the chances now of getting a decent going home job are very slim. Yet in activating code 3, the driver is locking him/herself out of the system. Many times I have accepted a £20 'going home' job after waiting some time, but which only gets me 3 or 4 miles towards my home, yet I'm unable to accept any more work even though I'm still in Central London and potentially close to a job that needs to be covered. Since the driver can only accept one going home job before system lockout, wouldn't it make sense to allow him/her to see jobs in EC5 since this is where most of the work is allocated? I understand the reason for no destination and forced acceptance in EC5, but surely if a driver only has one more job left on code 3, then he/she should have the best opportunity to get a reasonable going home job?

Otherwise, perhaps a route we could go down is one similar to ComCab's where the system only offers trips going in the direction of the driver's home, rather than drivers just keep rejecting jobs going in the opposite direction? Their system allowed drivers to accept two going home jobs in 24 hours and also allowed them to switch the going home mode on and off if they were unsuccessful in getting such a job. The system was very flexible for drivers.

I read Allan Evans column in the *March Call Sign* where he said that Dial-a-Cab's IT department was well on the way to rewriting a new in-house operating system that will not only be GPS based, but which will be much more flexible in allowing us to make these types of changes. So perhaps that would provide an opportunity to address the going home system?

I do enjoy *Call Sign*....keep up the great work!

**Kevin Meade (O83)**

**DaC Driver Operations Manager Allan Evans responds:** Hi Kevin, I read your letter to the editor with interest I will reiterate once again that when the new operating system is written and fully tested by our IT department, there will be so much more flexibility and changes

similar to your suggestions can be made without the need of major software enhancements, which sometimes delay updates and can cause a problem with our present V6 system. The Code 3 or Reject Disable has for many years only worked on EC5 if trips are showing in Bids. When you bid for trips in EC5, only journeys to your home zone or one of its back up zones will be offered for the hour it is enabled. On any other normal zone at any time of the day, the Code 3 will allow you to reject as many trips as you like in the hour until you are offered a trip towards your finishing location. It will also unmask As Directed journeys where that destination is known and show where it is going to. Obviously, an AD where we do not have the destination cannot be unmasked. At the moment, if you clear a trip offered on a Code 3 or enable the Code 3 for one hour without accepting a trip, it will automatically sign you off the system. The new technology that we are introducing will give us the chance to consider all available options and recommendations and it shouldn't be too far down the road...

## Early April Fool?

Hi Alan,

I read the article on page 28 (*Thump Start*) of the *March Call Sign* twice and realised you thought you were preparing the April issue! Really?

**David S. Lessman (D98)**

Well David, it was definitely the *March* issue and the story was genuine! How do I know? A week after the mag came out, I was in Jetyres having a puncture repaired and my cab wouldn't start. I knew the battery was fine. Suddenly the fitter came up to my cab and thumped the steering wheel. The cab then started normally! So thump that in your pipe and hit it! ...Ed

## Hammersmith box junction

Hi Alan

This may help anyone who finds themselves in a similar situation to the one I was in on 7 December at Hammersmith Broadway yellow box junction. Rather than write a full review of what happened, below is a copy of the appeal I sent to Hammersmith PCN appeals. That was rejected, so I opted to appeal for arbitration at the Angel, which I won successfully. **Pat Keefe (G01)**



Below is Pat's unsuccessful appeal. A similar appeal in front of the arbitration service won the case for him. Unless you are totally in the wrong, it often pays to appeal ...Ed

*Please review the video. It's clear to see that the Audi car that is pictured in front of me on the box junction of Talgarth Rd/Butterwick W6, had previously been in the inside lane of Talgarth Rd as if he was going to turn left into Fulham Palace Rd. It's a common problem when someone gets in the wrong lane then changes lane, and leaves the driver behind in a difficult position (me) as this video shows, and leaving me 50% across a box junction. As a London Taxi Driver I'm familiar with this junction and many others where this is a persistent problem, and the real culprits who cause the "said offence" are the ones who get away leaving the likes of me to be left open to a possible PCN.*

*I'm trusting in your impartial discretion in this matter. As you know, driving in London is becoming a nightmare with heavy traffic, cameras, box junctions, and it seems everyone is out to get the motorist as they are a soft touch and a cash cow for councils.*

*Thanking you in advance*

*Mr P T Keefe*

## Heathrow info...

Hi Alan,

I am currently researching the goings-on at Heathrow Airport in the late 1960s and early 1970s. Do you or any of your readers have information that could be of any use? I am particularly interested in the abortion racket, the immigration racket and the general modus operandi of the drivers who worked there. Anecdotal or first-hand memories (where possible) would be greatly appreciated.

Please write to me at: [sean.farrell@ntl-world.com](mailto:sean.farrell@ntl-world.com).

**Sean (Brethren of the Whip) Farrell (B039)** If anyone can help Sean, it would be appreciated ...Ed

## AGM and the 'no run in' vote

Hi Alan

I noticed that page 19 of the *March 2014 Call Sign* article on the AGM ended with, following a request from a driver, Brian asking for a vote on scrapping run-ins and getting only 5 votes. He actually asked for a show of hands on scrapping run-ins AND giving 5 minutes free waiting time. I would have voted for scrapping the run-in but not the 5 minutes free waiting time. Whilst

# Mailshot

CONTINUED FROM PAGE 29

'Hailo' offer this, the fact is that over 85% of 'Hailo' passengers are waiting at the road side and the overall average wait is less than 1 minute. Corporate users would abuse and use to the full the free 5 minutes, similar that most drivers abuse the *up to* £4.20 run in. Rarely will our drivers arrive with less than £4.20 and this equates an extra, at most, £2.40 per trip. It annoys our corporate users and we frequently have the messages: "Beware customer monitoring run-ins". I know that once we lose it we will not get it back, but this is a sign of the times. Pre-booked jobs in general have a 12 minute lead time, we have an 8 minutes wait before we can put the meter on. The £8 minimum and £4.20 run-ins have not increased since the flag fall was £1.60 and effectively eroded to near worthless and losing us accounts. I for one would suggest we scrap run-ins but have a surcharge (to be debated) on pre-booked jobs.

Finally DaC sells itself on service; without a run-in our drivers will get to the pick up as quickly as possible (improving service) so they can turn the meter on rather than sit round the corner waiting for the meter to clock up £4.00 then dash round the corner to the pick-up point with £4.20. Improves our service, pleases our customers, more accounts, job done! A little lost can reap big rewards.

Alan Nash (A95)

Thanks Alan; interesting letter but one that leave me with a few questions. Firstly, you were there at the AGM so why didn't you put your pre-booked suggestion to the meeting because it makes sense, especially if the extra – perhaps £2 - doesn't have to be shown on the meter.

Secondly, I think many drivers will feel insulted at your comment that they rarely arrive with less than £4.20 on the meter and that if they do have less, they will then sit round the corner. As you pointed out, the run-in hasn't been increased for many years and more often than not, drivers have to restart the meter because £4.20 gets you nowhere nowadays. However, if I am close to an account when offered a job, I don't drive round the block and neither, I am sure, do many others. Do you, Alan? If not, then why assume that most do? Having said that, my only problem with scrapping the run-in is how the service you rightly say we sell ourselves on would cope if – and when – it gets really busy soon and accounts are waiting to be covered with no run-ins? The streets are expected to be filled with tourists – although not that many home-

grown customers because they will try calling Hailo. After all why should they bother going out into the street to look for a cab when Hailo drivers will pick them up for nothing and then pay 10% for the privilege. But of course, if the streets do become filled with Americans, Japanese and Europeans, then Hailo won't cover anything in the centre anyway. And if we aren't careful, that could also apply to us. But I'm disappointed that you didn't suggest your idea to the meeting because it is possible that the Chairman may have said the BoM would look at it. After all, a few suggestions made on the day were taken on board (new name boards etc) ...Ed

## All over ads for AL

Hello Alan

I have just seen an Addison Lee minicab with its front bonnet, side door and window having ads on plus the usual rear window one. Someone mentioned that they are probably authorised by TfL as anything seems to go now. Makes them easier to spot and hail! I suppose they will all be at it now.

Also heard that those nice people at the LCDC want ALL London taxis to be black... Hey ho!

This year's DaC AGM was a good one and I await to hear from the Chairman in due course regarding offers for the Society. Martin Freeborn (C67)

Hi Martin, I checked with Addison Lee and they told me that what you saw was indeed correct. However, the vehicles used were not licensed vehicles. They said they were well aware of TfL regulations and therefore used unlicensed vehicles for what was a publicity event. Their spokesperson went on to stress that the vehicles were not used to transport passengers and were only used for promotional and marketing purposes. They actually sent me a photo showing the ads, so as much as I am going to get slaughtered for saying this, I thank them for their assistance! ...Ed

## Hammersmith taxi

### rank

Hi Alan

I wanted to comment on an article that Steve Thomas (N10) wrote about the PCN issued to him at the Hammersmith taxi rank, which he detailed in the *December 2013 Call Sign* and gave his winning result in the *February 2014* issue.

I have received a PCN from Hammersmith and Fulham for fouling the rank. I looked at the CCTV footage and it showed my cab at

the back of the rank, but the CCTV camera's only showed the photo of my licence plate when all four wheels of my cab were actually on the rank. I appealed and it was rejected by H & F, so I am going to go the Adjudicator since I know that the double yellows at the back of the rank are not painted in accordance with TSRGD regulations and I also have a copy of Steve's article.

My question to you is whether it is ok if I take the article to the adjudicator? I will remove the *Call Sign* logo from the top of the page. Obviously it's going to be embarrassing for the Appeals Adjudicator to see the article and my photo of the incorrectly painted double yellows.

Karen Menpes (E01)

Karen, please feel free to take the article with you. There is no need to remove the magazine name as we aren't ashamed of helping drivers and Steve specifically said when giving us the story that he would be happy if the article helped other DaC drivers. And don't worry about the Adjudicator getting embarrassed! They are immune to that and besides, they are supposed to be independent. Let Call Sign know how you get on ...Ed

## Rejecting the fare increase...

Hi Alan

On the subject of the yearly fare increase and your March *Call Sign* Editorial, there can be no better time for us to reject the increase for this year after what has been a tough time for everybody. I don't just mean us cab drivers, but the general public and the people that have accounts with us - including the big companies. We all know that when it's busy out there, we don't do too badly, but I've noticed in the past that after an increase the work drops off for a while. People don't want to pay any extra year after year. Yes, they do come back after a while but I am sure we lose a percentage to the PH lot or our former passengers go and buy themselves a bike or use one of Boris's.

If we were to reject the increase just this year as Alan's Editorial suggests, I predict that people would say well done cabbies and I'd go as far as to say our work would increase by 5 to 10 percent or thereabouts. So come on lads and lassies, who's going to tell Boris we don't want the 0.7 percent increase this year? People would look at us in a different light. Then again, as Alan said, pigs might fly! It would be interesting to hear what other drivers have to say about



# Mailshot

## CONTINUED FROM PAGE 29

the yearly increase. I'll read with interest...

**Chris Passfield (Y25)**

**Hiya Chris, you won't have to wait until next month because this issue's driver survey is based on the question of whether we'd be better off accepting or rejecting the latest fare increase ...Ed**

## Bob Crow

*Hi Alan*

I always try to attend the Trade Union Congress each year as a fraternal delegate. RMT Credit Union Ltd. (like the Dial-a-Cab one) is one of the most effective in the country and so I got to know Bob Crow through our common interest.

Even though I'd been quite unwell during the summer, I attended last year's TUC. Bob was deeply engrossed in conversation at one of the stands, but when he saw me standing at the edge of the hall he cut off his conversation and came over to shake my hand saying: "Bal, I wish you well."

Love him or hate him for his views, he cared passionately about the welfare of working people and fought for the rights of working cabbies, as many of you know. I had to explain to him that his campaign to limit the working hours of self-employed

people, who didn't qualify for state benefits, was a political contradiction. He took it well!

He was a big man in so many ways and will be sorely missed. Our thoughts will be with his partner, Nicola, and the family. He was only 52 – life's a bitch!

**Barry Epstein**

**Volunteer General Manager, DaC Credit Union**

**Thanks Barry, you are right in that love him or hate him, he was impossible to ignore and the RMT union will be all the poorer for his demise ...Ed**

## Credit Cards

*Hi Alan*

Regarding the 10 percent charge on credit cards; I'm sure I don't have to point out to everyone that when we process a street trip via a credit card then there is virtually no chance of any gratuity. Take a passenger to Heathrow for £67 or so cash and there is a good chance that the passenger might round it up to £70. However, if they ask to pay via a credit card and realise that there is an added 10 percent administration charge taking the cost up to £73.70, then you can't really blame them for saying that the cost is high enough without also giving a tip.

I'm not complaining about credit card trips dispatched via Dial-a-Cab, but is it not possible that street pick-ups paid for with credit cards could not perhaps split the 10 percent charge with the driver? It would help to compensate us for the lost gratuities we almost always suffer when doing that type of trip. After all, surely there is less work involved for the Society re processing when the trip is not actually dispatched by them?

**Mark Tiller (K90)**

**Allan Evans replies: Hi Mark, at this moment in time the handling charge is set against the admin and staffing costs for Credit Cards. The sum that this charge generates is presently used to offset the cost of marketing our Credit Card facility and the DaC App and helps towards the cost of the forty taxis carrying the 'Supersides' advert. The updated CC figures and App downloads that increase month on month, suggest to me that the ad is working and is helping to generate Credit Card journeys - both through the system and from the street.**



# A BARBER IN A MILLION!

Regular readers of *Call Sign* will know of the poetry expertise of **David Kupler (Y74)**. He has been writing in rhyme almost as long as I have been editing the mag and in fact did much the same for previous editors, **Jery Craig** and **Phil Emden**.

In November, a small tumour was discovered in David's lung – a tumour that turned out to be a very rare and extremely virulent cancer that spread far quicker than anyone had anticipated. He has been discharged from hospital and is being looked after at his Chigwell home by wife and former ODRTS telephonist, Jan, from our days at Shirland Road and where the two first met – David having been a voice dispatcher at the time.

I spent several hours, both at the hospital and at his home, just listening to David's fascinating history within the trade; but this story isn't about him but someone who did a kindness to David and one that touched him so much that he asked me to tell our readers about.

While in hospital, David began to look more and more like the bogeyman because of the way his hair was growing! So after he got home, he told Jan to ask a barber in Hermon Hill who he had used in the past whether he would be prepared to do a home visit. Jan went and explained that David was too ill to go and see him and the barber, Mo, who remembered David, said he'd be there. And he was. He came at 10pm, gave David a haircut, shave and hot towels! According to Jan, he looked great – that's David not Mo!

David told me that it made him feel so good for a brief time, that he would have been happy to pay anything that Mo asked for. After all, he had come to David's home. But Mo wouldn't take a penny. David and Jan both emphasised that they wanted to pay, but Mo refused, wished David well and trotted off home.

**I asked David for details of this barber because I'd like to give such a lovely gesture the publicity it deserves. Mo doesn't know, but if any of you that live east ever come through Hermon Hill in South Woodford and are in need of a haircut or the whole hog with a shave and hot towels etc, you will be welcome at the Hermon Hill Barber Shop, 134 Hermon Hill, South Woodford. You can give Mo a call at 020 8989 3530.**

And Mo, thank you once again. You really are a barber in a million...



## HERMON HILL BARBER SHOP

134 Hermon Hill  
South Woodford  
E18 1QH  
Tel: 020 8989 3530

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