

April 2015



Call Sign

From the home of Dial-a-Cab International



*Cycle superhighways:
Shock answers to CS from
Cycling Commissioner,
Andrew Gilligan...*



CS congratulates Uber... but for what???



NASH'S NUMBERS

From Alan Nash (A95)

My April edition is usually the new fare chart, but as there is no change to the meter this year, I've replaced it with 'What's On'. It's only as comprehensive as one page will permit, but I've tried to list events where the finish times are known...

"What's On" April 2015

Olympia Grand Hall	Ideal Home Exhibition	Wed	01/04/2015	Royal Albert Hall	Mountbatten Festival of Music	Sat	18/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Wed	01/04/2015	Charlton	v Leeds (Burst 16:45)	Sat	18/04/2015
Olympia Grand Hall	Ideal Home Exhibition	Thu	02/04/2015	Crystal Palace	v WBA (Burst 16:45)	Sat	18/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Thu	02/04/2015	Wembley Stadium	FA Cup Semi-final	Sat	18/04/2015
Royal Albert Hall	John Bishop	Thu	02/04/2015	ExCel West	Wedding Fair (Finish 17:00)	Sun	19/04/2015
Alexandra Palace	Bier Festival (Finish 23:00)	Fri	03/04/2015	ExCel West	Natural & Organic (Finish 17:30)	Sun	19/04/2015
Olympia Grand Hall	Ideal Home Exhibition	Fri	03/04/2015	Royal Albert Hall	Tchaikovsky Gala	Sun	19/04/2015
Royal Albert Hall	Messiah on Good Fri. (Starts 14:30)	Fri	03/04/2015	Wembley Stadium	FA Cup Semi-final	Sun	19/04/2015
Fulham	v Brentford (Burst 16:45)	Fri	03/04/2015	ExCel West	Wedding Fair (Finish 17:00)	Mon	20/04/2015
Millwall	v Charlton (Burst 16:45)	Fri	03/04/2015	ExCel West	Natural & Organic (Finish 17:00)	Mon	20/04/2015
Olympia Grand Hall	Ideal Home Exhibition	Sat	04/04/2015	Royal Albert Hall	Lang Lang Recital	Mon	20/04/2015
Coliseum- ENO	Sweeney Todd (Finish 17:20)	Sat	04/04/2015	Olympia West	Forensics Europe (Fin. 16:30)	Tue	21/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Sat	04/04/2015	Olympia National Hall	UC EXPO (Fin. 16:30)	Tue	21/04/2015
O2 Arena	McBusted	Sat	04/04/2015	Olympia Grand Hall	Counter Terror Expo (Fin. 16:30)	Tue	21/04/2015
Royal Albert Hall	Stars in the Round	Sat	04/04/2015	ExCel West	Safety in Healthcare (Finish 19:00)	Tue	21/04/2015
Arsenal	v Liverpool (Burst 14:30)	Sat	04/04/2015	Royal Albert Hall	Music is for Life 2015	Tue	21/04/2015
Chelsea	v Stoke City (Burst 19:15)	Sat	04/04/2015	Olympia West	Forensics Europe (Fin. 16:30)	Wed	22/04/2015
Olympia Grand Hall	Ideal Home Exhibition	Sun	05/04/2015	Olympia National Hall	UC EXPO (Fin. 16:00)	Wed	22/04/2015
Coliseum- ENO	Sweeney Todd (Finish 17:50)	Sun	05/04/2015	Olympia Grand Hall	Counter Terror Expo (Fin. 16:30)	Wed	22/04/2015
O2 Arena	McBusted	Sun	05/04/2015	ExCel West	Motivate (Finish 17:30)	Wed	22/04/2015
Royal Albert Hall	Orquesta Buena Vista	Sun	05/04/2015	ExCel West	Safety in Healthcare (Finish 19:00)	Wed	22/04/2015
Olympia Grand Hall	Ideal Home Exhibition	Mon	06/04/2015	ExCel West	Marathon Exhibition (Finish 20:00)	Wed	22/04/2015
Crystal Palace	v Man. City (Burst 21:45)	Mon	06/04/2015	ExCel West	Motivate (Finish 16:30)	Thu	23/04/2015
Leyton Orient	v Gillingham (Burst 16:45)	Mon	06/04/2015	ExCel West	Safety in Healthcare (Finish 17:30)	Thu	23/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Tue	07/04/2015	ExCel West	Marathon Exhibition (Finish 20:00)	Thu	23/04/2015
Charlton	v Fulham (Burst 21:30)	Tue	07/04/2015	Royal Albert Hall	Barnet Education Arts Trust	Thu	23/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Wed	08/04/2015	ExCel West	Safety in Healthcare (Finish 16:30)	Fri	24/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Thu	09/04/2015	ExCel West	Marathon Exhibition (Finish 20:00)	Fri	24/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Fri	10/04/2015	Royal Albert Hall	Desert Island Discs	Fri	24/04/2015
Fulham	v Wigan (Burst 21:45)	Fri	10/04/2015	Olympia Conference	Aesthetic Medicine (Finish 18:00)	Sat	25/04/2015
Coliseum- ENO	Sweeney Todd (Finish 17:20)	Sat	11/04/2015	Olympia Central	Record Fair (Finish 16:00)	Sat	25/04/2015
Coliseum- ENO	Sweeney Todd (Finish 22:20)	Sat	11/04/2015	ExCel West	Marathon Exhibition (Finish 17:00)	Sat	25/04/2015
Millwall	v Watford (Burst 16:45)	Sat	11/04/2015	ExCel West	Salute (Finish 17:00)	Sat	25/04/2015
Tottenham	v Aston Villa (Burst 16:45)	Sat	11/04/2015	Royal Albert Hall	Prom Praise	Sat	25/04/2015
West Ham	v Stoke (Burst 16:45)	Sat	11/04/2015	Crystal Palace	v Hull (Burst 16:45)	Sat	25/04/2015
Coliseum- ENO	Sweeney Todd (Finish 17:50)	Sun	12/04/2015	Fulham	v Middlesborough (Burst 16:45)	Sat	25/04/2015
QPR	v Chelsea (Burst 15:15)	Sun	12/04/2015	Leyton Orient	v Sheff. Wed. (Burst 16:45)	Sat	25/04/2015
ExCel West	BizTalk (Finish 18:00)	Mon	13/04/2015	Millwall	v Derby (Burst 16:45)	Sat	25/04/2015
Royal Albert Hall	Devin Townsend Project	Mon	13/04/2015	QPR	v West Ham (Burst 16:45)	Sat	25/04/2015
Olympia Grd & Nat.	Book Fair	Tue	14/04/2015	Olympia Conference	Aesthetic Medicine (Finish 17:00)	Sun	26/04/2015
Coliseum- ENO	DIANA VISHNEVA: (Starts 19:30)	Tue	14/04/2015	Olympia National Hall	Professional Hairdresser (Finish 16:30)	Sun	26/04/2015
ExCel West	BizTalk (Finish 16:00)	Tue	14/04/2015	LONDON	London Marathon Major Road Closures	Sun	26/04/2015
Royal Albert Hall	Classic FM Live	Tue	14/04/2015	Royal Albert Hall	A Gala for St. George	Sun	26/04/2015
Leyton Orient	v Doncaster (Burst 21:30)	Tue	14/04/2015	Arsenal	v Chelsea (Burst 17:45)	Sun	26/04/2015
Millwall	v Wigan (Burst 21:30)	Tue	14/04/2015	Olympia National Hall	Professional Hairdresser (Finish 16:30)	Mon	27/04/2015
Olympia Grd & Nat.	Book Fair	Wed	15/04/2015	Royal Albert Hall	Titanic Live	Mon	27/04/2015
O2 Arena	Paul Simon & Sting	Wed	15/04/2015	Olympia Grand Hall	Charing X Intn'l Symp. (Finish 18:00)	Tue	28/04/2015
Fulham	v Rotherham (Burst 21:45)	Wed	15/04/2015	ExCel West	Natural Stone (Finish 17:00)	Tue	28/04/2015
Alexandra Palace	Ben Howard (Sold Out-Burst 23:00)	Thu	16/04/2015	Royal Albert Hall	FOLLIES in Concert	Tue	28/04/2015
Olympia Grd & Nat.	Book Fair	Thu	16/04/2015	Olympia Grand Hall	Charing X Intn'l Symp. (Finish 17:00)	Wed	29/04/2015
Coliseum- ENO	DIANA VISHNEVA: (Starts 19:30)	Thu	16/04/2015	Olympia Central	Insight (Finish 17:30)	Wed	29/04/2015
O2 Arena	Paul Simon & Sting	Thu	16/04/2015	Olympia Central	Marketing Week Live (Finish 17:00)	Wed	29/04/2015
Royal Albert Hall	Mountbatten Festival of Music	Thu	16/04/2015	Olympia West	Museums + Heritag (Finish 17:30)	Wed	29/04/2015
Alexandra Palace	Ben Howard (Sold Out-Burst 23:00)	Fri	17/04/2015	ExCel West	Natural Stone (Finish 17:00)	Wed	29/04/2015
ExCel E. or W.	Holy Ghost Festival (Starts 20:00)	Fri	17/04/2015	ExCel West	Academies Show (Finish 16:30)	Wed	29/04/2015
ExCel West	Property Investor (Finish 18:00)	Fri	17/04/2015	Olympia Grand Hall	Charing X Intn'l Symp. (Finish 17:00)	Thu	30/04/2015
Royal Albert Hall	Mountbatten Festival of Music	Fri	17/04/2015	Olympia Central	Insight (Finish 17:00)	Thu	30/04/2015
Alexandra Palace	Ben Howard (Sold Out-Burst 23:00)	Sat	18/04/2015	Olympia Central	Marketing Week Live (Finish 17:00)	Thu	30/04/2015
Coliseum- ENO	DIANA VISHNEVA: (Starts 19:30)	Sat	18/04/2015	Olympia West	Museums + Heritage (Finish 17:00)	Thu	30/04/2015
ExCel West	Property Investor (Finish 17:00)	Sat	18/04/2015	ExCel West	Natural Stone (Finish 17:00)	Thu	30/04/2015
ExCel West	MuggleNet Live (Finish 18:00)	Sat	18/04/2015	Royal Albert Hall	Status Quo: Aquostic Live	Thu	30/04/2015

The fare chart for 2014 to 2016 can be found at www.nashsnumbers.co.uk/uidpt1.pdf or surf www.myfav.co.uk and click the "taxi <-----!" link for lots of taxi related iconic links...

from the editor's desk

Election 2015, the GLA and the deputy Mayor...

Politics is a subject I keep well clear of because there is no quicker way to make enemies – well, other than to insult cyclists! But a name should come to the fore so far as the taxi trade is concerned and it could be one that you might want to drop into any conversation you may have with passengers going to the **Kensington** area of London – a zone we frequent more often than not - before May 7th.

Not too long ago, the sitting Conservative MP for **Kensington** was nothing less than a cast iron certainty to retain the seat. However, **Sir Malcolm Rifkind** – who had followed **Michael Portillo** and won a similar resounding victory - will be doing the same as most of us on the evening of May 7th and that will be to watch the election proceeding on the telly rather than participating!

Kensington is one of those seats that attracts huge amounts of publicity, with previous elections drawing such contenders as the late **Screaming Lord Sutch** (*Monster Raving Loony*), who scored a respectable vote (for him) of 61 votes in the 1988 election, *almost* trebling the Anti-Yuppie candidate's 24, although he failed to catch up the rather more notorious **Cynthia Payne** (*Payne and Pleasure*) who also ran a brothel in Streatham and must have had some clients in the area after gaining an astonishing 191 votes! That was the last W8 election where Conservative and Labour candidates ran neck and neck, with the Tory eventually coming out on top via **Dudley Fishburn** – one of the very few Americans to win a seat in the British parliament.

So, moving on...if you went to the **GLA** meeting at **City Hall** recently where **Sir Peter Hendy** was put under the cosh by a Transport Committee that had referred to **TfL** as being totally inadequate, you would have heard **Lady Victoria Borwick** – **Boris Johnson's** deputy Mayor - ask him forcefully about **Uber** and why they were using a meter – the type of question we'd have asked.

The Committee as a whole really defended our trade and the 250 drivers watching in the public gallery were delighted to find that someone was speaking up for us. Now I hear that Victoria – who has lived in the borough with husband and former Manganese Bronze Chief Executive Jamie, as well as raising four children there – has been selected as the Conservative candidate for Kensington.

There are some occasions and constituencies at election time when you would consider voting for the person regardless of their party politics, but voting intentions for this General Election will be much closer than previous years – even a staunch blue area such as Kensington. But for the licensed taxi trade to have someone in the **HoC** that not only knows all about taxis and is also a big supporter of our trade - and via her hubby probably even has an idea how they are built - Victoria Borwick MP would be a wonderful acquisition for our trade.

At one point it looked as though **Mayor Boris** himself would want to stand in Kensington, but he will probably have to travel down the A40 to **Uxbridge**. Many names were mentioned as being in the running to carry the Tory flag in the borough at election time - even former **Chelsea** legend, current **Manchester City** player and soon to play for **New York City FC**, **Frank Lampard**, had been sounded out about standing ever since revealing that he supports the Conservative Party. Frank is a nice guy – you only have to listen to him to see that – but an MP? Besides, he already earns an MP's salary every four days or so from football!



Victoria Borwick is that exception and in her own words to me after the GLA meeting, taxis are a subject that she is passionate about. The trade now needs Victoria Borwick to win that seat, even though we'd have preferred that she stayed put and became Mayor! But the HoC isn't bad!

It really doesn't matter if you intend voting Tory, Labour, Lib Dem, Green or even Ukip in your own constituency, this is that one I was talking about earlier where to this trade, the candidate is more important than the party – at least to we 25,000+ drivers who chug merrily around London town in our little black boxes.

And that, ladies and gentlemen, is my political chat finished for the year – well, except for below...!!!

Breathing in dirt – an answer?

So now we know. The top fifty UK blackspots for polluted air are all in London and the EU's legal limit for poor air quality is not just being broken, but totally decimated by figures suggesting we are over three times the EU limit. A worthy number one in the soot race is still **Marylebone Road** followed by **Park Lane**, **Knightsbridge** and the **Hammersmith flyover**. If you are a day man that lives eastwards, then you won't be surprised to see the East Ham and Barking bypass – aka **Alfred's Way** - take its place up there. These are followed closely by **Oxford Street** with every single place in that top fifty being at least double the EU maximum for **nitrogen dioxide**. The more often used generic term for mono nitrogen oxides is **NOx** and that comes thanks to the reaction of nitrogen and oxygen gases into the air during combustion, especially at high temperatures – ie traffic hold-ups.

Yet according to **Mayor Boris Johnson**, pollution is falling. After all, he is slaughtering the lives of London's taxis therefore pollution must be going down? By that token, the maximum life of a taxi should be cut from his proposed ten years to just six months, although what if pollution still runs riot after that – surely it can't be anything other than taxis to blame? Well the Mayor's office has come out with its usual guff – he is bringing down pollution with the world's most comprehensive program that includes the **Ultra Low Emission Zone** from 2020.

Don't get me wrong, I like Boris. I don't believe he is particularly clever, but he makes me smile and on the two occasions I've met him he was nothing less than charming. And for a politician that is a vote winner and the reason he will eventually lead the Conservative party. Then if something goes wrong, he can

just tell us a joke and all will be right with the world!

Be that as it may, the emissions problem is undoubtedly real and has to be solved. Almost certain is the fact that traffic plays a major part in that and those of us that go into the traffic mire on a daily basis understand that. The only people that seem *not* to have a clue what to do is the Mayor's **TfL**. Of course words are cheap; it's easy for people like me to sit on the sidelines and just criticise with the intentions of filling a page... isn't it? Well sorry to disappoint you Boris, but there are around 25,600 of us licensed taxi drivers and I'd bet that at least 20,000 of us could reduce **NOx** levels dramatically.

We understand that City Hall isn't really big enough for all of us, so I'll help you out by providing a committee of six people – yes, all licensed taxi drivers - that will solve London's traffic problems and significantly reduce London's NOx problems within 12 months. Sir Peter Hendy is on £348,444 p/a (not including expenses) and my six will each settle for that. And neither will any of the six need a Knighthood as a thank-you; we will do it for Queen and country.

And no, as much as I admired the brilliant mind of the late **Monty Schiman**, we won't be cementing the Thames over and turning it into a 16 lane highway. And we certainly won't be laying the blame on London's taxi fleet that do such a worthy job, yet continually and unfairly take the flack.

Just for starters, the committee would issue free **Power Pills** to all taxi drivers. Literally overnight, their pollution would drop through the floor. When your cab undergoes the smoke test, a calibrated smoke meter is used to assess the density of the smoke. If the engine emits a meter reading of 1.5m or less, it will pass the test after the first acceleration. However, if the result shows more than 1.5 then a further two accelerations are carried out and an average reading is taken. Most taxis that regularly use **Power Pill** will be substantially below that on the first reading (my last MOT showed a reading of 0.5). Several years ago I suggested it to **Roy Ellis** at the old **PCO** and he thought it made sense but he wondered how the authorities would know that drivers weren't just using the pill prior to a test and then not bothering for another 51 weeks (there was just the one overhaul in those days). So it was a no. But the answer is simple. Pick out a dozen or so taxi garages and give, not sell, them testing machines where every taxi would have to go each three months in between MOTs. Just a quick five minute trip to ensure that no one is taking liberties (as if)!!! Much, much cheaper than the EU fines! In fact, how about smoke tests every three months but revert back to just one MOT?

That is just a small and obvious step and nothing compared to what the committee would need to do for traffic in general, but compared to the Mayor's **LEZ** and **ULEZ** schemes, it certainly won't come up with crazy rules that make no sense. It would solve London's problem in a year.

My contact details are known to the Mayor's office and they will hopefully read this because I'm serious and sure my committee of six sensible cab drivers could lower London's emission readings within 12 months. One tiny problem is that we would no longer need some of the ultra-high earners at City Hall whose idea of sorting out our emission problem is to go out to lunch! Recent events suggest that some of the 25 elected **GLA** members would be ideal partners to report back to. I'm waiting...

Alan Fisher
callsignmag@aol.com

reflections of the chairman

London Assembly

I wrote in *Call Sign* last month that there was a meeting to be held on 25th February at **City Hall**, with the **Transport Committee** of the **London Assembly** asking questions of TfL Commissioner, **Sir Peter Hendy**. The meeting was due to start at 10am, held in the Public Gallery and as you might expect, it was open to members of the public. I arrived at around 9.30am to be greeted by an enormous queue waiting to gain entry into the Public Gallery - it is a sight I had never seen before regarding an issue that involves the taxi trade.

I gained entry and whilst waiting for the meeting to start, I counted the number of seats in the Gallery - yes, I know how sad that is! There are approximately 250 and every single one was filled, the vast majority being filled by licensed taxi drivers. I'm also led to believe that there were up to 200 people still endeavouring to gain access to the meeting but who were locked out and unable to gain entry. One of those 'locked out' was the Editor of *Call Sign*, but being a bit on the inventive side he told staff on duty that he was a member of the press and was given access - quite ingenious! They obviously thought he represented *The Sun* or *Telegraph* or whatever!

The previous week, a meeting had been held at City Hall in the Public Gallery and the Mayor, **Boris Johnson**, was in attendance. It appears he was heckled, so he promptly got up and left the meeting, which was then concluded. Consequently, everyone present at this GLA meeting was aware of those incidents and determined not to present a repeat opportunity for Sir Peter. I have to say that the behaviour of everyone in the Public Gallery was absolutely exemplary and a credit to our trade. There was the occasional round of applause from the gallery and a few guffaws, but not enough to threaten the meeting. And anyway, the Transport Committee didn't seem to mind too much!

Regarding the Transport Committee, it must have been very satisfying for them to see so many taxi drivers present and to know that their excellent report had been so widely read and approved by the trade. All the Committee did a sterling job in questioning Sir Peter Hendy and it appeared to me that they quite enjoyed it. It was very apparent by the questions they asked and the report they produced to see they have a deep understanding of our trade and they should be congratulated for endeavouring to bring TfL to task on their disgraceful regulation of the Taxi and Private Hire industry.

Sir Peter Hendy came across as an accomplished speaker, but there wasn't any doubt in my mind that he was a little uneasy because he must know his subordinates have totally mismanaged our industry, which in turn reflects extremely badly on him. But it's not too late for him to do something about it!

I must say I was a little surprised to learn that once we had all left the Public Gallery, Sir Peter complained about the behaviour of the trade. All I can say is that he must have attended a different meeting to me as I thought the behaviour was excellent - but if he thought that was bad, I just can't imagine what he would make of 250 really angry taxi drivers! I just hope he never finds out!

There was also another meeting taking place at City Hall on 25th March where it was the turn of the Mayor to answer questions and again that meeting was open to members of the public. I'm sure once again that it will have been very well attended by the taxi trade, but unfortunately the meeting will be taking place after I have written this piece.

Board Meeting

At the first Board Meeting following an AGM, the BoM decides who is doing what and there isn't too much change this time round. **Keith Cain** will remain in charge of the Sales department, while **Allan Evans** will continue in Driver's Operations. However, we have also transferred Compliance back to Allan, who will be assisted by **Shelagh Adkins**. New Board Member, **Joe Brazil**, will be attending **Dial-a-Cab House** and working in various departments in an attempt to acclimatise himself to the way DaC business operates. Although Joe ceased working for the Society nearly eleven years ago when he started driving his cab full-time, he should still have a good idea and a grasp of the culture and how systems operate within this organisation. After Joe has finished his initial re-introduction, the BoM in conjunction with senior members of staff, will decide where we go from there. It will be quite difficult to decide how we proceed because as



I explained at the AGM, for the Society to have five elected Board Members all working full-time within the Society is too much, as the roles Board Members filled in the past have now been replaced and occupied by professional Members of staff.

Logos

We have been looking for some time to replace the logo the fleet currently have on their taxis as they were originally introduced way back in 1997. Although the new logo is a continuation of the current one, the word '**dial**' has been omitted from it because who 'dials' for a cab these days? We have sought advice on the issue and although our general conclusion was to not

change the name completely because we happen to have a very good name within the trade and likewise with account customers, we felt that we should upgrade the logo and replace 'dial'. The BoM came to this conclusion as we now employ the services on a consultation basis of a Marketing professional.

The new logo has now been approved by the BoM and we are just waiting for samples of logos in different sizes etc to be delivered; we will then decide on appropriate sizes and commence fitting the fleet in the near future. Because, as I stated earlier, the new logo is a continuation of the present one, we will not have to convert the whole fleet overnight.

Some of you will look at the new logo and conclude that you do not like it; however, if I remember correctly, I had so many complaints when we introduced the current logo that I had to state I would not enter into any correspondence about it for three months. But after those three months had passed, I did not receive even one complaint! Basically, Members had become acclimatised and familiar with the new logo.

Brian Rice
Chairman
Dial-a-Cab

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



Tel: 020 8530 5589

JERRY COOPER DIES AGED 91

Call Sign feels sad when anyone that has donated much of their lives to the trade passes away, but room prevents us mentioning everyone if they haven't been on **Dial-a-Cab**. However we make an exception for **Jerry Cooper** – a man that put so much into this trade and who died on February 25th at the age of 91

Jerry, who spent some of his early years at Norwood's Jewish Orphanage with his brother **Judah**, fought with the **East Lancashire Regiment** during WW2, serving in France,

Germany, Holland, Palestine and Egypt. He was later decorated for his services.

Jerry later became a London taxi driver and together with his late wife, Sadie, were dedicated volunteers for the LTFUC and War Disabled charities. Even after retirement in the 1990s, he continued supporting the War Disabled charity.

Leanne Ehren, Jerry's granddaughter, said: "Jerry was a popular and well known cabbie in the East End and dedicated his life to helping those less fortunate than himself. He was



Jerry with Marilyn and Ivor

a great storyteller and would happily spend hours telling his war stories to anyone who would listen.

"When he became a taxi driver, he wanted to pay back to the community that had looked after him as a child and so became involved in the charity supporting underprivileged children. We've got lots of pictures of the two of them in fancy dress with a decorated taxi, taking children to the seaside over the years."

Married in the former Commercial Road Synagogue in 1947, the same year as **Queen Elizabeth** and **Prince Phillip**, Jerry and Sadie were invited to meet HRH at numerous celebrations at Buckingham Palace before enjoying their Diamond wedding anniversary.

Jerry leaves his two children Marilyn and Ivor, and two grandchildren Kimberley and Leanne.

New Chairman at the London Taxi Company

The London Taxi Company has announced the appointment of **Carl-Peter Forster** as the new Chairman of the Board.

Mr. Forster is a senior advisor to the firm's parent company, **Zhejiang Geely Holding Group** and is a member of the board of both **Volvo Cars Corporation** and **Geely Automobile Holdings**. Zhejiang Geely Holding Group acquired the London Taxi Company in 2013 and restarted production shortly afterwards. The new Chairman will work with management to guide the company's strategic direction and will oversee groundbreaking new product developments in the coming years.



Mr Forster is widely recognized as a leading global automotive expert and brings with him significant experience and global competence from his time in senior leadership positions at major automotive OEMs such as **BMW**, **GM Europe**, where he was in charge of **Opel** and **Saab** operations as well as **Tata Motors**, where as Global Group CEO he was responsible for the **Jaguar Land Rover** business.

Commenting on the appointment, **Peter Johansen**, LTC's Vice President of UK Operations, said: "We're absolutely delighted that Carl-Peter Forster has accepted to take over as Chairman of the Board at the London Taxi Company. The appointment of someone with his track record is a big boost for our business and testament to the commitment Geely are placing in the company since they acquired us in 2013."

Zhejiang Geely Holding Group Chairman, **Mr Li Shufu** added: "We are very confident in Carl-Peter's ability to lead the London Taxi Company and we warmly welcome him as we work to develop current and future products. Carl-Peter has already made a significant impact on the business through his work on various Geely Group projects, but this appointment will strengthen our ability to drive through further improvements in customer satisfaction and product quality. He will also play an important role in our plans to develop a range of pure electric and ultra-low emission London taxis."

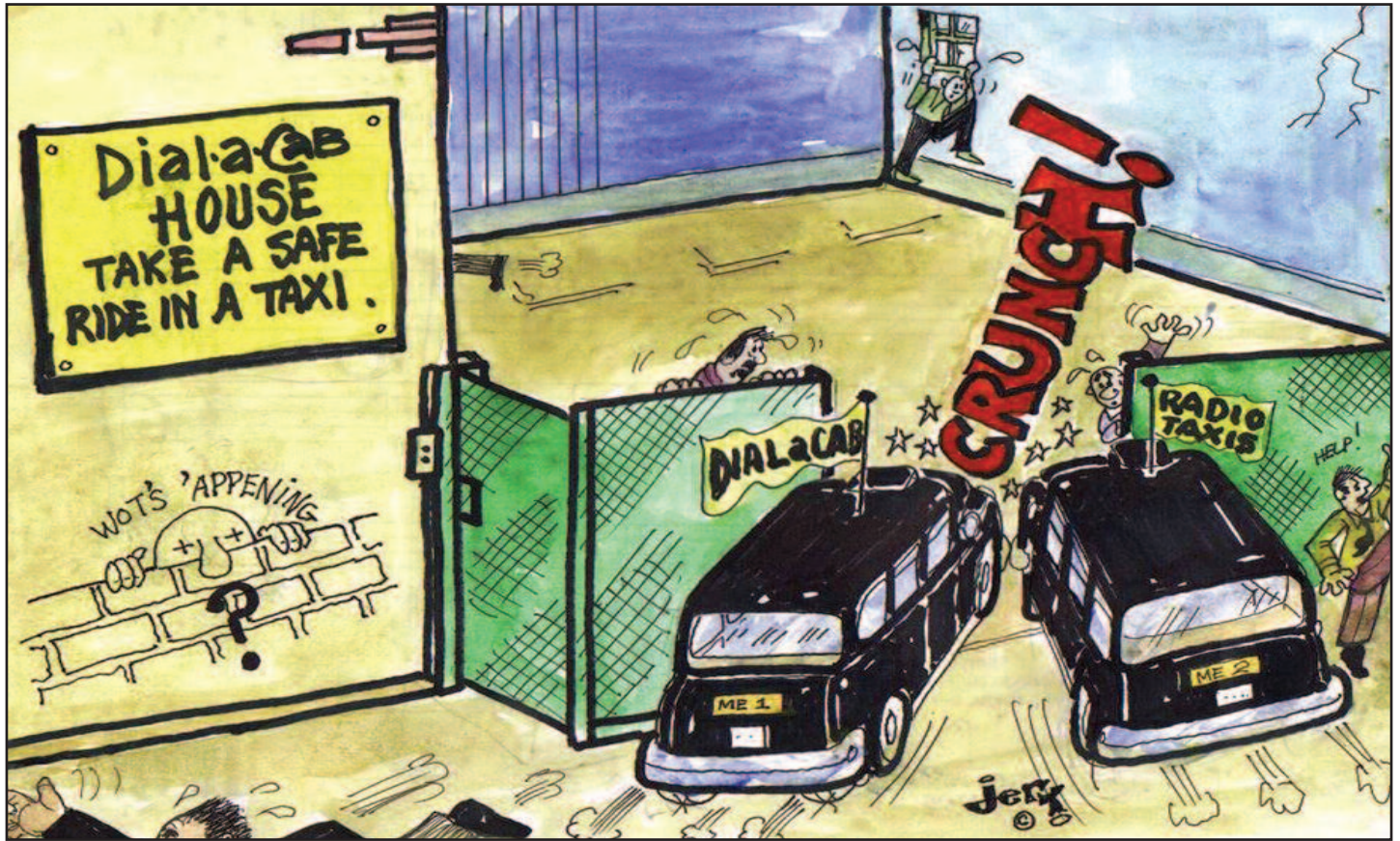
Finally, the new Chairman, Carl-Peter Forster said: "The Black Cab is a British icon with a global reach. Under Geely ownership, the London Taxi Company has the potential for a bright future. The company is transitioning into a new era of innovative products for the taxi trade and commercial operators across the UK and the world. I'm looking forward to working with the management team as we move forward and develop this world famous brand and concept."

Immaculate White Cab Available for Weddings



Female driver
10% reduction for Dial-a-Cab drivers
Contact Debbie (W18) on
07956 317040

Jery's World



“Oy, we woz here first!!!”

Best ever TX4 handed over to 15 plate customer

LTC kicked off the new registration in style, handing over the company's best-ever TX4 to the very first customer purchasing a 15-plate on Sunday 1st March 2015, when the **Brewery Road** dealership opened specially to hand over new vehicles to eagerly awaiting drivers. First in line was Mr Wadey, who was accompanied by his wife to collect his new 15 plate TX4.

Commenting later on his new London Taxi, Mr Wadey said: “My new TX4 is fantastic; it's so much better than any other taxi I've ever driven! It's more solid and a smoother ride. I've previously rented TX1s and TX4s so I'm thrilled to have my own vehicle. Ever since passing the Knowledge, it was my intention to have my own cab; it gives me more flexibility.”

The traditional “free first ride” was reserved for his daughter who he took from Victoria station to Heathrow to collect her flight.

“It's certainly turned heads,” he added, “I've had passers-by stop to take pictures of my new cab!”

TX4 quality has been improved through a variety of initiatives including a focus on component quality, as well as the build process and auditing checks undertaken at the iconic black cab manufacturer's Coventry production facility.

These improvements in quality have resulted in even higher residual values for TX4s, as well as an increase in the standard warranty cover provided. From 1st March, customers received an extra 20,000 miles cover with an increase in the comprehensive manufacturer-backed warranty from 100,000 to 120,000 miles over 3 years.

The 15 plate TX4 *Elegance* (automatic) is available from £39,195 OTR or from just £145 a week (or £625 per month) over four years through a Personal Contract Purchase (PCP) plan with a £2,995 deposit. The deal also includes 12 month's road tax and 1 year RAC cover – all included in the price.

The package has been designed to provide drivers with flexibility, as well as peace of mind. So in four years customers can choose to buy the TX4 for a guaranteed residual value of £15,725 trade-up to a new London Taxi, or simply just walk away.

Fitted with Electronic Stability Control (ESC) and Tyre Pressure Monitoring System (TPMS), the 15 plate TX4 *Elegance* is Euro 5 compliant and is the cleanest, greenest and safest London Taxi to date.

LTC is encouraging drivers to experience the improved quality of TX4 with a test drive, which can be booked either via www.london-taxis.co.uk or by contacting The London Taxi Company's Customer Relationship team at 03330 144441 or email london@london-taxis.co.uk.



The first 15 plate is handed over

Stewart Byrne is one of several Account Managers on the ground floor of **Dial-a-Cab House**. As his title infers, he is in charge of a batch of account clients with whom he interacts, assisting them with any problems and sorting out the very occasional complaint.

"There aren't that many complaints," Stewart told *Call Sign*, "but any there are will be very important to the client and we try to sort them out. We rarely get a thank you because most clients expect the best service from all aspects of **Dial-a-Cab**, but occasionally that is breached and on sorting out the problem, we get something from a client that makes our day."

And that's what happened when DaC driver Stephen Field (F99) did something so simple, yet something that obviously made a big impact on the passenger.

Stephen told *Call Sign*: "It was Friday 13th – although dates like that have no concern for me. I was taking an account passenger home to Gloucester Road from his Belgravia-based office but couldn't help noticing that his breathing was heavy and erratic; something he said was caused by a back problem he had developed that day. As we got close to the actual set-down address, the passenger asked to be let out saying that he would walk the rest of the way. I became a bit concerned because he just didn't look well at all and said that he'd had trouble walking.

"So when I stopped, I offered to walk with him back to his house but he refused saying that he would be ok. Nevertheless, I was concerned because he looked and sounded quite ill. But he insisted that he would be ok and got out. There was nothing else I could do..."

But Stephen did do something. He called the

Friday 13th unlucky? Not for Stephen!



Friday 13th turned out to be lucky!

DaC Driver's Line and told them that he felt concerned that his passenger had insisted on walking unaided and was there a way that the dispatcher could call just to make sure he had got home ok?

So that's what they did. A supervisor phoned the account address and told them of the driver's concern and that the passenger had asked to be let out some way short of his destination. The account confirmed that the passenger had developed a serious back problem and thanked DaC's representative for taking the trouble to phone.

Later that day, Stewart Byrne received an

email from the account. It read:

"Dear Mr. Byrne

This afternoon one of your driver's took our director Mr ***** home as he was unwell with a back injury. Your driver was sufficiently concerned to call back to DaC to express his concern and your control room then telephoned me and I explained why I thought our Director was somewhat compromised.

I simply wanted to say thank you – we greatly appreciated the concern shown. It was very responsible of the driver concerned to alert someone and for me to then be alerted. I immediately checked with him that he had made it into his home and that he was safe and well."

Stephen told *Call Sign* afterwards: "I've never had a passenger take that much trouble in order to thank me before. Strangely enough, my next job went to Terminal 5 at Heathrow but as we got there, the passenger suddenly realised that he had left his passport behind! That meant that I had to take him back home and then return to the airport. Perhaps even funnier, another taxi had made a u-turn right in front of me to try and snatch the job originally, but the passengers must have assumed he had turned for someone else, walked past his cab and got into mine! Not much in the way of cab driver etiquette from the other driver, but it worked out well for me and completed a good day financially. But more importantly, it was a real feel-good day!

"Friday the thirteenth unlucky? Not round these parts! What a day..."

One-to-One Personal Service.

Martin Cordell & Co.

Accountants & Tax Specialists to the Taxi Trade

Our services include:

- One-to-One personal service
- Annual confidential meeting
- Preparation of accounts
- Tax enquiries & investigations
- Limited company trading advice
- PAYE, VAT & company registration expertise
- Loss of earnings claim advice
- One point of contact for ongoing continuity
- Easy payment terms

FREE & SECURE PARKING

Only a few minutes walk away in
Kilner Street, Limehouse, London E14 7BD

We're here to help. We want to meet you as we understand your business. Let us take the strain of dealing with your tax obligations.

With over 45 years experience of the taxi trade, and more than 40 expert staff members, we are the leading taxi drivers' accountancy firm in the UK.

Phone us today on: **020 8980 7161**

See us at: **Unit 6, Quebec Wharf,
14 Thomas Road,
Limehouse, London
E14 7AF**

Email: info@mcordell.co.uk

Web: www.martin-cordell.co.uk

CALL US FOR A FREE FIRST CONSULTATION IN PERSON OR OVER THE PHONE

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

Brethren of the Whip



The Spanish dancer's agent!

Thomas Henry was described as a tall military looking man, about 40 years

of age with black moustachios. He was said to be well known in the theatrical world and had recently brought over to London's **Haymarket Theatre** a troupe of Spanish Dancers that had received much acclaim on their recent stint in Paris. The show opened at the Haymarket on 19th July 1854 and just as in Paris, proved to be a very popular show.

On August 17th the same Thomas Henry climbed into a cab on a rank in **Bond Street** at 11:10am. The cab driver, **William George**, drove Henry to a number of places across London, finally setting him down at Henry's residence in **Peel Street**, Kensington at 2:50am the following morning. When the cabman said the fare was £1-9-0 (£1.45) the impresario gave him his card and told him to come for his money the following morning. George returned several times for his money, but the Spanish dancer's agent had vanished.

An un-named cabman was Thomas Henry's next victim on the afternoon of August 19th. He took Henry to a "great number of places" and was employed by him for ten hours in total. Likewise, he was told to collect his money the following morning, this time from a hotel. And he, like William George, was to find that there was no money waiting for him.

Both William George and the unknown cabman each took a summons out against Thomas Henry for bilking them, but the warrant officer from **Hammersmith Court** had as much luck as the two cabmen in locating him and the summons were left at the address in Peel Street.

Then four days after bilking the last cabman, the Spanish dancer's agent was at it again. Accompanied by a 14 year old girl, he climbed into a cab driven by **John Haines** that had been standing on a rank in **Jermyn Street** and drove them all over central London. Fourteen hours after picking them up, Haines set them down in Peel Street. He told Henry that his fare was 28 shillings (£1.40) but unlike the previous cases Haines was actually offered money - at least most of it. Henry said all he had on him at the time was 24shillings, which Haines would not accept. He may have wished he had done as he went back to Peel Street sixteen times but could not get anything more than a promise to pay.

All three cabmen had charged by the hour,

which Parliament had set at the rate of two shillings (10p) per hour. Prior to 1853 the passenger could compel the driver to charge by time or by distance; since 1853 the choice was the drivers. If a cabman was hired by time, then he did not have to travel faster than 4mph.

Having failed to answer to the summons, a warrant was issued for the arrest of Thomas Henry and he appeared at Hammersmith Court on August 29th 1854. William George failed to turn up on the day, so only the case by the un-named driver was heard. His claim was for £1 with costs of 9s 6d. Henry did not deny liability but said that due to litigation between him and the Haymarket Theatre, he had no money. The magistrate, **Mr Paynter**, informed him that if he did not pay he would go to prison for 21 days. Henry asked for time to pay but Paynter would not allow it. After sentencing him to prison, he was warned that when he came out he would probably have to answer to William George's charge.

Whilst in prison, Henry somehow raised the money that was due to the cabman. It was paid into court and he was released. A week after appearing at Hammersmith, the theatrical agent made an appearance at **Marlborough Street Court**. This was for the

28s he owed Thomas Haines plus 10s for Haines's loss of time and 4s costs. Henry again asked for time to pay but again was refused and was locked up - this time for 14 days.

He appears to have served the full term of this sentence and nothing more is heard of him until October 23rd when he once again appears at Hammersmith by popular demand. This was for bilking William George, his first victim. The warrant officer of the court informed the magistrate that a great deal of expense on his part had gone into finally tracking down Henry, expenses that he could not apparently claim for. Cabman George gave his version of events and informed the court that because of being bilked, he had been sacked by his proprietor for coming back short. Paynter ordered Henry to pay the £1 9s owed, along with 14s 6d costs. Henry once again asked for time to pay, he knew his lines well, but Paynter was fed his cue and sentenced the Spanish dancer's agent to one month in jail. As he was led down from the dock, Henry gave his swan-song; he would only get a cab in future if he had money - or else he would walk!

Sean Farrell (B39)
Call Sign Online

LTC reach manufacturing milestone

The London Taxi Company has now completed the construction of its 2,000th TX4 since the company restarted production in September 2013.

LTC Vice-President, **Peter Johansen** said: "We are extremely pleased to have reached our 2,000th vehicle milestone so quickly and confident that we will continue to see a healthy demand for the TX4 in 2015. The improvements that we have made to vehicle quality mean that the current TX4 is the best Black Cab that we have ever made, confirmed not only through customer feedback, but also via improved residual values.

"We're demonstrating our increased confidence in our quality by extending our standard comprehensive 3 year warranty cover from 100,000 to 120,000 miles. This is all great news for LTC and for our customers too.

"Two years ago, we pledged to put our customers first in everything that we do by improving the quality of our products and services. This increase from 100,000 to 120,000 miles is a physical and tangible benefit, only made possible through a focus on improving both product and build quality. For my team, these changes are part of our commitment to continuous improvement. And for the trade, it's a reflection of our confidence in our vehicle. A confidence they can now have too."

It is the first time in more than 10 years that the Black Cab manufacturer has been able to increase coverage provision with its comprehensive, manufacturer-backed vehicle warranty. Customers purchasing brand new TX4s will all receive the new improved 3 year, 120,000 mile warranty cover as standard. Used TX4s are protected with a robust 12 month, 50,000 mile manufacturer-backed vehicle guarantee also included as standard.

As with the previous cover, customers can take their vehicle to any of the London Taxi Company's Approved Service Dealers for required warranty work.

A new TX4 Elegance (Automatic) is available from £145 per week (£625 per month) with a deposit of £2,995 through LTC's 4 year PCP deal, which also includes a year's free road tax and 12 month's RAC cover.

At the end of the term, the deal allows customers the flexibility to either buy their vehicle for a guaranteed residual value of £15,725, use the residual value to trade up to another new TX4 or to simply return the vehicle.

To find your nearest Approved Service Dealer, to find out more about purchasing a new or used TX4, or to find your nearest LTC dealer, visit london-taxis.co.uk.



Another TX4 is built



Following his successful election to the Board at the recent AGM, Joe Brazil writes for Call Sign

BRAZIL CALLING...

London and Price Equilibrium...

The structure of cab pricing is that of equilibrium and it protects the people of London from overcharging. The *supply and demand* culture employed by modern competitors usurps this economic constant by *surging* when demand is high and leaving the London travelling public absolutely unprotected from this unregulated practice. It still surprises me that so few of London's travelling public do not realise that the meter is there to protect them from unscrupulous practice.

The meter can be the best friend of the cab trade or its' greatest stumbling block, perception may be that prices are high but nevertheless regulated, or that at the point of hiring we have a monopoly - as suggested by the Law Commission - although I find it hard to follow their argument in that Tfl control pricing and a monopoly only functions if pricing is unregulated. The meter governs all our actions.

Dial-a-Cab as a society has to maintain standards that give the travelling public the greatest chance of a safe, secure and value for money experience. We also, as drivers, have a level of expectation regarding the amount you can charge for supplying those services and purpose built vehicles that comply with the regulations foisted on us. We struggle in the face of competition from the unregulated industry, as our costs are predetermined and theirs are not, returning us to the thinking of the 60s where the minicab was considered the "best worst case" solution.

So who is at fault for the situation we find ourselves in? Have weak regulations allowed large corporate ventures to unseat the present

regulators within London, or have we as drivers been hamstrung by archaic cab regulations? Let's face it, the *Cab Acts* that we follow are from the 1830s onwards and solutions have been debated by everyone from Gladstone to Livingstone, while meters have been part of this discussion since 1907 in fixing our costs.

As for minicabs and private hire, take a look at this quote from The Duke of Devonshire in a December 1965 debate from the House of Lords (courtesy of Hansard)...

"Noble Lords may remember that a few years ago there was an ill-fated scheme - I never quite knew why it failed - to introduce minicabs. These vehicles could convey, though in some discomfort, four passengers just as an ordinary taxicab does, but I should have thought that they occupied about one third of the space taken by a taxicab. Both omnibuses and taxicabs are part of the London scene and visitors from overseas gaze on them and say "Aren't they wonderful," but they are also antiques and if we wish to advance into the modern world, as I am given to understand the Prime Minister is anxious that we should, I suggest that a long look should be taken at the design of the vehicles at present plying for hire in the Greater London area."

Taxis and the future...?

So is the London taxi the vehicle for the future? Will the public still resonate with the taxi trade into the future? Well, history tells us it will, but at the moment we find ourselves under massive threat from companies that will squeeze Londoners for all they can get, leaving after regulations catch up with them to then exit in a way not unlike a rather unsatisfactory smell in a lift!

Drivers with low overheads will survive this crisis, but drivers with newer vehicles will find it almost impossible to continue, leaving London with the same problems Gladstone had - of too few cab drivers servicing rail stations with a reverse engineering policy having to be adopted by the authorities to correct the distinct problem that has been created by non-enforcement of existing regulations.

Policymakers from the House of Commons and Lords will have to decide which way Tfl exercises its authority; the Duke of Devonshire may have had his say many years ago about how he saw the future, and I have no doubt MPs and Lords will have to have their input today. But suffice to say - as Dennis Healy put it - we are being squeezed till the pips squeak and if the future of the London cab and driver as we know it is to survive, politicians of all parties must have their say.

In the 1960s there was a policy to buy British, just as there should be today; British vehicles built by British nationals to support trades across the UK, taxes collected to improve this country and not shifted overseas at the earliest possible convenience.

The London taxi and its driver now, as in the Duke's "Aren't they wonderful" quote, shows that tourists still have the same response; well sometimes it takes a traveller to make you realise how well the London taxi trade works! So with help from our bicameral representatives, a nudge in the right direction to guide Tfl and stating those very facts, especially in the run-up to the Thursday 7 May 2015 general election, could help us and the country...

Joe Brazil
DaC Board Member

Fare Increase Frozen

A decision was made at the February TfL Board to freeze taxi fares at this year's (2014/15) level for the next financial year (2015/16). The suggestion was made by *Call Sign* several months ago when we discovered that the proposed increase would be around 0.3 percent and said that even a small amount of publicity would be better than an increase of 30p on a £100 trip! We just hope TfL are as quick to notify the press re no increase as they are when there is one!

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...?
Call us on 020 7729 8171 or 020 7749 0585

Members of the Financial Ombudsman Service
Member's funds protected up to limit set by the Financial Services Compensation Scheme
DaC Credit Union Ltd, Peterley Business Centre, 472 Hackney Rd E2 9EQ
Authorised and regulated by the Financial Services Authority
Registration number 213263



Like most in the London taxi trade, *Call Sign* is concerned about the traffic congestion that will come from the introduction of the **Cycle Superhighways** as the two lanes cross the capital, east to west from Tower Hill to Westbourne Grove

and south to north taking in the Elephant & Castle to Kings Cross and how it will affect **Dial-a-Cab**. And we wondered if all those saying yes in the consultation realised that segregated lanes would have one element missing – segregation!

In January 2013, **Boris Johnson** appointed **Andrew Gilligan** as his **Cycling Commissioner**. His brief was to oversee the development of TfL's cycling policy and to ensure that cycle safety remains a priority. Certainly London's taxi drivers do not want to see cyclists injured or even worse, as the February cycling fatality showed when a young French lady, **Claire Hitier-Abadie**, was on a **Boris bike** and died under the wheels of a tipper truck. Fault is irrelevant and undoubtedly separating bikes from cars, lorries, buses and of course taxis would go a long way towards solving the problem.

So this magazine asked what we considered to be a fairly obvious question to **Andrew Gilligan**: If the two lanes are completed - apparently there is now no stopping them – and London's motorists put up with the huge inconvenience that they will undoubtedly cause during peak hours, could we have Mr Gilligan's assurance that cyclists will be compelled to stay within their lane and that the speedy ones that we have all seen shooting along with no thought as to what is ahead, would have to learn how to live within the cycle Superhighway. But Mr Gilligan's response wasn't quite what we expected...

Call Sign: *It appears the plan is for the cycle*

The Mayor's Cycling Commissioner and the cycle Superhighways...

CALL SIGN QUESTIONS ANDREW GILLIGAN

lanes to be protected from the rest of the road and traffic using it by pavements. So my question is whether cyclists will have the choice of not using the superhighway lanes and instead use the main section of the road reserved for cars, taxis and buses etc if they feel the cycle lane isn't moving fast enough?

Andrew Gilligan: *We're not going to ban cyclists from using the road, but our experience on the existing segregated track we've installed (on Stratford High Street) is that the vast majority (97%+) use the track. The tracks we're installing will be 4m wide (mostly) - enough for fast cyclists to pass and overtake slower ones within the track itself.*

Call Sign: *I can't really understand why, if the lanes are that wide, that 3 percent of cyclists need to leave them (other than for an emergency). Surely that detracts from the whole purpose - which is to keep them safe. Why cannot it be made compulsory for cyclists to stay within the lane? That would also pacify those against the lanes due to the extra time some journeys will now take.*

Andrew Gilligan: *I don't think 3 percent makes much difference either way, to be honest. We're talking maybe 15 cyclists an hour, tops.*

Call Sign: *I fail to understand why any cyclist that has a lane specially designated for their use should use a section of the road designated for motorists etc. Neither do I believe for a single second that just 15 cyclists an hour will use the main section of road, especially during busy periods. But accepting that they can do so if they wish, can motorists then drive in the cycle lanes?*

Andrew Gilligan: *Taxis have their own special lanes, and a lot more of them than cyclists! Are you saying that should mean taxis shouldn't be allowed to use the rest of the road?*

Call Sign: *There is not a single taxi lane that buses and cyclists cannot use; following your logic, we should have access to all cycle lanes! But if I can accept a need for cycle-only lanes, then I fail to see why they should have the option to leave the lane in order to go faster. Surely the reason cyclists have their own lane is for safety. Taxis and buses need access to the kerb. The comparisons do not add up.*

I have read and admired many of your articles in the Telegraph and other papers; you are also someone that has always pushed strongly for the freedom of speech. So I just find it amazing that you can honestly tell me that after spending an estimated £3million per mile on the cycle superhighways, you are happy for cyclists to leave the lane whenever they want and that you only expect around 15 an hour to do so. Are you saying it because you believe it or because as Cycling Commissioner the position then dictates what you have to say? Stand on Millbank outside M15 (but don't tell anyone!) and watch the cyclists fly by one after the other and then tell me that only a 15 per hour rate will be expected to leave the lane.

Perhaps it's just *Call Sign* working on some silly logic or is it that TfL really don't care about anyone other than cyclists? But you tell us – and if you are a cyclist, then even better...

Alan Fisher
Call Sign Online

An occasional review from a struggling 14 handicapper at some of the marque golf courses I've had the privilege to play in my golf days away from the taxi...

SIMON'S GOLF COURSES



Hankley Common Golf Club

Surrey has often been called 'Gods own County for golf courses' while **Sunningdale** and **Wentworth** have often been described as being out of the reach of most people's golfing budget. But there are others that are more than worth playing.

Hankley Common Golf Club is definitely one of those. It has

often been compared to **Walton Heath** - high praise indeed - but in many ways I prefer Hankley.

But let me explain. Set in 860 acres of outstanding sandy soil, Hankley Common is a heather and spruce pine course that only utilises 160 of acreage - but does so superbly. There are no weak holes and whilst it's a tough test, it is certainly playable - although not the way I played in early March!

Pictured is the stunning par 3 seventh, one of the great par 3 holes anywhere. The finish on the long par 4 eighteenth is as tough a closing hole as anywhere - do you lay up on your second shot or take on the deep gully in front of the green?

Go and play if you get the chance, you will definitely not be disappointed.

Happy golfing...



Hankley Common's stunning par 3 seventh hole

Simon Wallis (M11), Call Sign Online

Finance your NEW TX4 with Ascotts & save up to £2300.00 (interest)

No Deposit Deals Available



FINANCE YOUR NEW TAXI

Cash Price	£37.995.00
Deposit	£5000.00
Payable as::	
Balance to Finance	£32.995.00
Interest	£5.774.12
Option to purchase fee	£10.00
Total Charge for Credit	£5.784.12
Total Amount Payable (includes Deposit)	£43779.12
60 Monthly Payments of	£646.15
APR	6.9%
Weekly equivalent payments of	£149.11
NO BALLOON PAYMENTS	

0208 692 1122



Approved
Service
Dealer

ASCOTT

C A B C O M P A N Y

1-3 Blackhorse Rd SE8 5HY



Approved
Service
Dealer

Finance is subject to status. Only available to UK residents. Business users only.
Finance example only based on 11/02/2015 price list.

The GLA question Sir Peter Hendy with...

CITY HALL AWASH WITH CAB DRIVERS!

The date of **25th February** had been advertised as being the day that the **Greater London Authority Transport Committee** – authors of the **Future Proof** report that was so critical of TfL - were going to question **Sir Peter Hendy**, TfL's current **Commissioner of Transport**, with the trade needing as many taxi drivers as possible to create a presence in the **City Hall** visitor's gallery. The hope was that there would be no embarrassment with drivers choosing to work rather than go to Tower Bridge for the two hours. But no one needed to worry because all 250 seats were snapped up by London's finest, with an estimated 200 or so drivers standing outside for the duration after being told the gallery was full and that no more drivers could get in!

Not only that, but we were asked by **Caroline Pidgeon**, the GLA Committee Chair, not to call out. She didn't say as much but the previous week, a meeting involving the Mayor was suspended while the gallery was emptied due to heckling. We didn't want that and showed how well we could behave - applauding when necessary - but with no heckling and not giving Sir Peter the opportunity to leave!

Sir Peter had said that many of the laws we operated under were over 200 years old, but that smart phones had changed the way things were done today and that in his view Londoners seemed to want that. He added that TfL had no plans to bring out an industry wide app saying that would be up to us if we wanted it, but also said that he believed the trade needed to modernise.

Val Shawcross then said that senior TfL management were out of touch with the Taxi trade. Sir Peter disagreed, but loud applause from the 250 people listening suggested that drivers agreed with Ms Shawcross! She also spoke about trade fragmentation and Hendy agreed when he said that there should be some consensus. Most agree that there are too many organisations.

A question on minicab markings on vehicles led the Commissioner to say that he supported identification on PH vehicles and would look at it again, mentioning the possibility of removable identification on bumpers. The trade are not enamoured with the idea because the markings could lead a prospective passenger to approach the minicab driver and ask if they would take them. **Dial-a-Cab** Chairman **Brian Rice** has long campaigned via **Call Sign** against minicab identification markings.

Next came enforcement and Sir Peter read out some figures from TfL's website regarding the number of officers used. There was a small amount of jeering, as if the drivers disbelieved him - although it came with a smile! **Baroness Jenny Jones** added that the **Assembly Police Committee** would look at the Met's **Road and Traffic Command**. It is that department that helps to enforce taxi regulations.

His answer regarding **Pedicab** enforcement brought a few more groans from drivers when he claimed that there was nothing they could do and he was hopeful that a *Private Members Bill* could be presented to Parliament later this year. **Baroness Jones** suggested that **Mayor Boris Johnson** could actually put forward a PMB, although Sir Peter thought otherwise.

Moving from Pedicabs to touting, he said



Sir Peter Hendy answers questions from the GLA committee

that proving offences was difficult. The gallery allowed their emotions to dictate - albeit briefly - when groans filled the room following his answer.

Then it was **Uber's** turn when Boris' Deputy Mayor, **Lady Victoria Borwick**, asked Sir Peter if they were using a meter, but the Commissioner replied that they had asked a top QC if the Uber app was actually a meter and they were told that it wasn't. He went on to say that the **LTD** proposed court cases against individual Uber drivers had delayed a High Court ruling. They have since been withdrawn.

When asked by Committee Member **Tom Copley** why TfL had only used one QC for advice rather than two to make sure the advice that Uber's 'meter' being legal was correct, Sir Peter said this wasn't just any QC, but one of the top men in the field of Taxis and PH. Then when asked who it was, Sir Peter said he couldn't remember! **Call Sign** was later told by TfL that it was **Martin Chamberlain QC** of Brick Court (although internet rumours surfaced after the meeting suggesting that it was actually an investigating report given by **Howard Carter**, a TfL General Counsel). To loud cheers and applause, Lady Borwick simply said that we didn't want Uber in London!

Sir Peter actually admitted that he didn't like Uber but went on to tell an interesting tale about when he had ordered a **Hailo** Taxi via their app, but they didn't have a black cab and offered to supply him with a PH vehicle instead. He agreed, but said that he was amazed when the driver used his iPhone to work out the fare after being assured that it would be no dearer than a taxi (ie £14). He said that TfL had now asked Hailo how they worked the fare out. Hailo later said that they work out fares just on distance and not via a smartphone.

Lady Borwick said that Taxi drivers had to put two years into the KoL; we were disability aware etc and deserved support. "As a city," she said, "we have to decide what we want."

Sir Peter continued on the Uber theme when

telling the GLA Committee that Uber had said they intended to start up some new practises in London. While Sir Peter said he didn't know exactly what that would be, we hear that they are looking at food deliveries in some countries.

Hendy said that if they tried to change what they were licensed for, they would be deemed as acting illegally and their licence would be revoked.

When asked about extra ranking space in London, Sir Peter said there much competition for road space but that TfL had put away £600,000 towards the expected cost.

Talking about **ULEZ**, Sir Peter said that in his view there would be taxi drivers going bankrupt if a 12 or 10 year age limit were to come in. For one second there was a belief in the gallery that we would be staying with 15 years, because that would then be the more sensible way of bringing in new cabs - via a natural wastage process. But what Sir Peter was inferring was that - in his view - there should be a compensation plan for drivers affected and that should also apply to those buying the new electric cabs. However, no figures were mentioned and no guarantee there would actually be such a plan.

Brian Rice told **Call Sign** after the meeting: "Nothing was mentioned about what actually constitutes a pre-booking; which was a shame as I would have liked to have heard Peter Hendy's interpretation. But it really was a brilliant turnout with the chamber full of well-behaved taxi drivers that were a credit to the trade. The committee loved it and ended up playing to the gallery with Lady Borwick saying that Hailo had gone over "to the dark side" whilst Uber were compared to Satan!"

All in all, we owe a huge debt of thanks to the GLA Transport Committee for their welcome support of our trade, because despite some reaching out to the trade by Sir Peter Hendy with his answers - although after most had left he replaced that with criticism - it was the GLA that actually had the believability we needed to see. We must hold on to that support...

Alan Fisher
Call Sign Online

League Cup quarter final: Colliers Wood Utd 3 (Harding 2, Embalo) – Badshot Lea 0

After blaming himself for giving away a soft late equaliser against **Spelthorne Sports** in a league game just a few days earlier, **Dial-a-Cab** driver and **Colliers Wood United** goalkeeper, **Lee Pearce (J71)** was still feeling down for the home *Combined Counties* League Cup quarter final game against **Badshot Lea** on March 11th. But he needn't have worried, making several important stops, which together with two goals from **Dan Harding** and a strike from human scoring machine **Mario Embalo**, sent 'Wood into the semi-finals with a match against **Farnham Town** or championship favourites **Cove**, on April 1st.

"And that," Lee told *Call Sign*, "is just one game from a Final and Colliers Wood want to be in that game."

Close on from an excellent save by **Lee Pearce** from **Badshot's Gavin Muir**, **Wood** took the lead after 17 minutes when **Darren Caesar** sent **Mario Embalo** away. He squared the ball to **Dan Harding** who sent in a lovely shot to the left of the goalkeeper.

Twenty minutes later and almost a repeat of the first goal, **Lee Pearce** took a well struck cross and soon after, **Dan Harding** struck again for his second of the game, beating the goalkeeper exactly as he had done earlier.

In the second half, **Colliers Wood** should

Lee: "The final is in sight!"



Lee played a blinder to help CW reach the League Cup semi final

have scored a hat-full of goals but the shooting boots weren't working as they should have. However, at the other end, **Badshot Lea** were throwing everything at the goal and it was just **Lee Pearce** playing an absolute blinder that kept them goal-less.

It looked as though the half time score was going to be the score at full time, but again,

soon after yet another save from **Lee Pearce** and as the game moved into the sixth minute of stoppage time, **Joe Mead** and **Dan Harding** linked to set up **Mario Embalo** who smashed the ball into the net to make it 3 – 0 and set up that semi-final game to take **Colliers Wood** to within one game of the League Cup Final...

TfL successfully prosecute another 4 touts

Transport for London's Taxi and Private Hire Compliance Teams have successfully prosecuted four more drivers as part of its ongoing activity to crack down on non-compliant drivers in London.

Meherj Husain Choudhury was sentenced at Westminster Magistrates' Court on 4 February 2015. He was reported for touting and illegally accepting a booking on **Clapham High Street** in a vehicle that was not registered as a private hire vehicle and without a valid PHV driver's licence. He pleaded guilty to five separate offences, including driving without insurance and was ordered to pay £570 in fines and court costs. He was also disqualified from driving for eight months.

Habib Sheikhomar was sentenced at Westminster Magistrates' Court on 28 January 2015. He was reported for illegally plying for hire and accepting a booking on **Acre Lane**, Brixton, as well as working without a valid PHV driver's licence and motor vehicle insurance. He was ordered to pay £1430 in fines and court costs and was disqualified from driving for 12 months.

Abdirahman Nurie Yusuf was also sentenced at Westminster Magistrates' Court on 28 January 2015. He was reported for illegally plying for hire and illegally accepting a booking on **Chalk Farm Road** without a valid PHV driver's licence. He was found to have been previously convicted for touting and driving without insurance less than a month earlier and this was drawn to the court's attention. He was found guilty of four separate offences and ordered to pay £1410 in fines and court costs as well as being disqualified from driving for 12 months.

Leonard Ofori-Atta was sentenced at City of London Magistrates' Court on 8 January 2015. He was reported for illegally plying for hire, accepting a booking and driving without appropriate insurance at **Whitcomb Street**. He was found guilty of three separate offences, including driving without third party motor vehicle insurance and ordered to pay £2799 in fines and court costs. His DVLA driver's licence was endorsed with six penalty points.

The cases were all led by TfL's compliance and legal teams and are in addition to prosecutions which are undertaken by London's policing agencies to improve taxi and private hire safety across London.

Since the beginning of this year, TfL has recorded 18 successful convictions for illegal plying for hire and other related offences with many more cases currently awaiting court dates.

Call Sign says:

This is a very difficult point for Call Sign to make but someone has to. We do not know or care how many Dial-a-Cab drivers were not born in this country. Everyone on this circuit is equal in stature and that is how it should be. But what we DO know is that every one of those that were born outside of the UK is driving a London taxi because they completed the Knowledge and then became licensed to drive a London taxi.

We always publish TfL press releases that publicise successful prosecutions. We can argue all day long about whether there should be more touts caught, but we also realise that court cases have to be prepared correctly in order to get a decision. But this is about something else altogether.

We are publishing the names given by TfL in the last three press releases regarding the successful prosecution of touts beginning with the above release. The four names given there are **Meherj Choudhury**, **Habib Sheikhomar**, **Abdirahman Yusuf** and **Leonard Ofori-Atta**. In the February 2015 issue, another four touts were found guilty in court. They were **Nasser Ndaganira**, **Oladotun Shonowo**, **Omonirume Gbemre** and **Alemayehu Ayele**. Before that came another three touts caught in the September 2014 issue. They were **Olaide Tijani**, **Tahir Zaheer Baig** and **Rajalingham Paheerathan**.

There is something wrong; the question is what? Every single name in the last three PRs from TfL contain nothing but foreign names. No doubt if we went back further then there would be more. We are at a loss to know the answer...

Jamie Corum
Call Sign Online

Another true story from Geoff Levene...

Eating Out (but not in Waterloo)!



I think that one of the great things in life is eating out. Whether it's giving the wife a night off from the kitchen, celebrating a special occasion or meeting up with family or friends, you can't beat a nice venue, great atmosphere and of course good grub.

The chefs working here are now considered some of the best in the world and you can choose from just about any cuisine; **Italian** (who doesn't like Italian), **French**, **Chinese**,

Japanese, **Lebanese**, **Greek**, **Somali** and the list goes on. In this job we get to take people to all the best places. There's the **Savoy Grill**, **Wiltons** and all those places around St James's Street.

I went into the **Caprice** once. I had picked up the passenger I call **Lady Botox**, who I think must have been ennobled for services to the cosmetic industry! You wait outside her flat and out comes a young Geisha - black hair, almond-shaped eyes and high cheekbones. As she gets closer to the cab a strange thing happens. She ages before your eyes! The hair is unnaturally black. Her white face shows signs of the surgeon's knife and when she speaks she has difficulty opening her mouth. A shame that the very rich try so hard to retain their youth - or in her case, maybe someone else's.

Anyway she left her coat in the cab and I took it back into the restaurant. What a place! Packed to the gulleys. Every table full. Those waiting for a table were sitting at the bar and there's a queue for that! And the amazing aroma of food and drink. I just wish I had the money.

The aroma of Indian restaurants used to be so inviting, but the past few we visited smelled of nothing. And to be honest, they didn't taste of much either.

Chinese food is always tasty and of course they invented the takeaway - although given the way the world's changed, it's more a case of takeover. I once drove home with a bagful of food on the passenger seat of the car. At some stage I braked sharply and the carton of chicken and sweetcorn soup shot out and spewed its contents over the carpet. For years afterwards whenever the car heated up, a beautiful aroma filled the air!

But the waiting staff can sometimes be a bit abrupt. At an excellent place in Harrow, I was defeated by a huge dish of chicken on a bed of vine leaves. An Italian waiter might have asked: "Was there something wrong with it, Sir?" But in that establishment the waitress just sneered

and asked: "Maybe your eyes are bigger than your stomach." Charming!

A decent restaurant has to cater for all tastes. My eldest son Dan and his long-time partner Sue are Episcopalians - no, that's not right, they're pesky Tories! No, that's wrong too. I know...they're Pescatoreans. They are semi-vegetarian. They eat fish but not meat. The good lady wife, however, eats fish only because she should. In a perfect world she would always choose meat.

It was a cousin of hers from Blackheath that suggested a family get-together. She recommended a place she liked; one we've all passed many times as taxi drivers. It was La Barca - on the left as you go up the slope to Waterloo. And having eaten there, I would say that going past it is probably the best option!

We parked close by in Lower Marsh and that was probably the best part of the evening. I've wiped most of it from my memory but a few things remain - the eye-watering prices for a start. It's at least £10 for a starter and £20 for a main. True to form, the wife went for the steak - £25! I assumed it included vegetables. I chose what was described as a typical rustic Tuscan dish. Well those rustic Tuscans must be doing ok because it was £22 for some square pieces of sausage on a bed of potato! But back to the steak - a huge white plate appeared and there dumped in the middle was a lump of meat. Nothing else. Not a mushroom, not a bit of tomato, not a lettuce leaf, just nothing! She asked for it to be cooked rare and it turned up well done. She had a couple of mouthfuls and pushed the disappointing veg round the plate!

One thing I've never tried is **Vietnamese**. I suppose it can't be dissimilar to Chinese, but I need to find out for myself. I've discovered a place at the **Chelsea Farmers Market** in **Sidney Street**. A bit of a schlepp, but I'm going to give them a call. Of course it's got a Vietnamese name, which translates to **Happy Buddha**. I just hope the guy who answers the phone gives that name. I don't really want to ask: "Excuse me, is that the Phat Phuc...?"

Geoff Levene (W32)

Call Sign Online

DaC credit/debit cards

To save any embarrassment for drivers, there are now new partition stickers available at Dial-a-Cab House which state that there is a 10% charge with a minimum of £2 for credit and debit cards, because some passengers have apparently pointed out that the old notice only mentions credit cards.

Please pick up one when you pass the office and replace the old one.



Keith Reading
Professional Toastmaster
Master of Ceremonies

Tele: 01279 465 938
Mobile: 07774 860 374
Email: kgr.2@virgin.net

10% discount for DaC drivers and staff

Fellow of the Guild of
Professional Toastmasters

HACKNEY ROAD TAXI TYRES

FOR THE BLACK CAB TAXI TRADE

- Austones for the TX
- Barums for the Vito
- Michelin and Continental also supplied
- 4-wheel laser tracking for the Mercedes Vito
- Puncture repairs
- Also free tyre checks

Find us downstairs the
DaC Credit Union at
The Peterley Business Centre,
472 Hackney Road, E2

0207 729 5237



Congratulations Uber... but what exactly for?

Dial-a-Cab driver **Mark Tiller (K90)** phoned *Call Sign* recently sounding distinctly upset. Having been on the circuit for over 20 years, he said he couldn't remember feeling this bad before. So we naturally asked if it was DaC or *Call Sign* that had caused this reaction in the usually mild-mannered driver. It was neither, but he'd just heard that Uber had won the **Taxi/PH Innovator of the Year** prize and asked if we knew. We said that we did and would be congratulating them in this issue!

It was at the plush confines of the former **Royal Lancaster Hotel** – now minus its *Royal* prefix – that **Sir Peter Hendy**, current **TfL Commissioner of Transport**, presented the **2014 London Transport Awards** – sponsored by the DoT and TfL! It was no shock to find that even though the London licensed **Taxi** trade is known as the best taxi service anywhere in the world, it received absolutely nothing; not even an honourable mention! However, **Uber** – the company Sir Peter said at last month's **GLA** meeting that not only does he not like, but that that they did not like him either – won the **Taxi/Private hire Innovator of the Year** award.

Perhaps one reason Sir Peter doesn't like Uber is because the app's joint founder and current CEO **Travis Kalanick** has said that he couldn't care less about TfL because he can and does as he wishes! Mr Kalanick wasn't present at Bayswater's renamed Lancaster Hotel to pick up the prize, otherwise he might possibly have answered questions on some "problems" his drivers seemed to have picked up along the way. And no, their prices at the drop of a 'surge' hat do not count as problems – well not to TfL apparently.

We were thinking more about the case

of the Uber driver accused of raping his passenger in New Delhi that caused the app to be banned on the sub-continent, or the London Uber female passenger who was sent £20 compensation after the driver allegedly asked her if she wanted him to perform a sex act on her.

Then there was the lady who picked up the same Uber driver twice, close to **New York's** Lincoln Centre, when at the end of the trip the driver asked her if she had been near there earlier before showing her a full-length, close-up picture of herself wearing the track suit she had worn an hour earlier! She complained about the driver taking photos of unaccompanied women.

Sir Peter may also dislike Uber because of the Uber driver who was arraigned in **Boston** for allegedly kidnapping and raping a passenger who got into his car. The female passenger had got into a vehicle operated by **Alejandro Done**. She told the driver where she wanted to go, but he took her to a place she was not familiar with, pulled over in a secluded area and jumped in the backseat where she was sitting. According to a DA report, the driver then allegedly struck her with his hands, locked the car doors so that she couldn't escape and covered her mouth so she couldn't scream. Then during the physical struggle, the defendant allegedly sexually assaulted her.

Let's also remind Sir Peter of the Uber driver in **Chicago** who allegedly raped a 22-year-old female passenger on her way home from a party. She had fallen asleep in the cab and claimed she later woke up with the Uber driver on top of her in an unfamiliar apartment.

We could also mention the *Parisian Uber*

driver who refused to pick up a gay couple or the London driver who threw Corey Watts and Jordan Sloan out of the cab – or should that be car – for kissing and cuddling on New Year's Day. But then again perhaps it was the case of the London Uber driver who called a 'drag queen' riding in his backseat a "disgusting fag boy."

Then there's **Holland** that joined **India, Spain and Thailand** in having complete Uber bans and issuing a preliminary judgment saying that Netherlands Uber had to stop working with drivers who lacked a taxi license but charged passengers for rides. **German** courts in **Hamburg** and **Berlin** banned Uber in September and there are ongoing legal cases going on in Deutschland.

Nevada banned Uber when a court claimed that the app's drivers were acting like taxi drivers – something they are obviously not. Mind you, Uber voluntarily pulled out from **San Antonio**, the second most populous city in Texas. Why? Well the city council passed an ordinance requiring drivers to pass city-reviewed background checks. How dare the council propose that!

But there's none of the above in London, here they've won a prize! Isn't something wrong with TfL for getting involved in presenting the award? But don't ask us – we weren't invited!

The other two shortlisted were **Kabbee** and **Carrot Cars**. We're not mad about either, but at least they count as legitimate opposition who so far as we know, work fully within the law.

Baghwat Singh
Call Sign Online

Russell's one man anti-Uber battle!

An Australian private hire driver, who became famous down-under for making citizens arrests on Uber drivers, recently came to London with the intention of toppling the Uber empire in London.

Russell Howarth was a former policeman over here before emigrating to Oz. His police background included two years in the advanced riot squad and counter-terrorism, which he says helps him to understand the law when he makes his arrests.

Last year he founded the campaign, **Arresting Uber** as a protest against Uber's unlicensed drivers transporting passengers illegally – although he admits that unlike Australia, Uber are licensed in London. However, he believes that after he meets and explains his views on the app's flouting of the law to TfL, that they will withdraw Uber's licence.

So well is Mr Howarth known by Uber executives in his now-home country that the London version has written to all its 20,000 drivers warning them of his presence in the capital. The letter stated:

"We have been made aware that there is a person in London who has approached Uber partners and attempted to provoke them. He has made claims that Uber London is some way illegal - this is not true. We would like to take this opportunity to reassure you that Uber is 100% legal and compliant with all TfL requirements, as was confirmed in the letter that TfL sent all PCO-licensed drivers last summer. We would ask you to keep your doors locked and to call the police if approached by anyone making accusations about your legality."

Mr Howarth had previously been on Uber for around two years. However, his view on the app changed when he looked closely at how Uber operated and said that he felt he had become a part of a lie. He added that if he wasn't going to be with them, then he was going to try to stop them!

In addition to his meeting with TfL, he has or will meet many of the taxi trade organisations...



On August 21st Dial-a-Cab driver Patsy McCarthy (C01) will have been with this Society for thirty years. But even he wasn't around on September 28th 1925, unlike Charles Talbot who on that date went along to the Mount Pleasant Motor Company at 69 Margaret Street, Farringdon in order to rent a taxi. Thanks to Patsy, *Call Sign* now has the actual agreement and we thought readers would be interested in some of the details from 90 years ago.

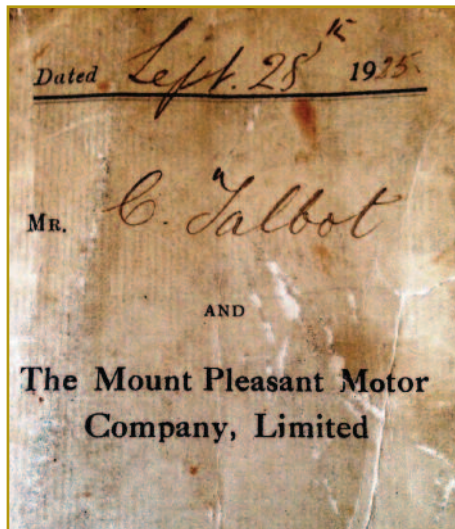
Mr Talbot, who lived in Stoke Newington, signed to rent taxicab registration number XH 3980 and by doing so, agreed to rent the taxi and have a nightman as well – although according to the document, if either should become “bankrupt or a lunatic” then the agreement would become null and void!

Whilst there was no actual rental charge, the drivers would have to hand over all the money showing on the meter at the end of the day and would receive a percentage back, which explains why tips were so important back then.

However, there was a £7 weekly maintenance charge shared between the two drivers which does seem to have included everything - even fuel. The charge included the following – originally shown in pre-decimal currency but converted to pounds/pence for anyone under 90 years old!

For weekly washing, polishing, all oils, running repairs, gearbox or engine

RENTING A TAXI – IN 1925!



problems and all parts and accessories and an annual chassis adjustment - £2.85. The annual overhaul added 60p per week. Petrol (the pump price per gallon was 7p) came to a mighty charge per week of £1.75 whilst 75p per week went to the cost of any new tyres needed. The taxi licence charge of £15 a year was included at a cost of 30p a week, whilst insurance added another 50p and the £7 contract was completed by the meter rental weekly cost at 11p.

Mr Talbot had to agree that should he drive more than 25,000 miles in a year,

then he would face a further charge of one old penny per mile. However, should at any time after the first year had been completed and if Charles Talbot was fully up to date on his payments, then he would have the option to buy the taxi at a cost of £350.

We mentioned the agreement to Bill Munroe, author of *London Taxis: A full history* (Earlwood Press) in addition to writing many other taxi books, running a Knowledge school and also being a taxi driver himself and his belief was that £7 wasn't much less than the average weekly takings back then.

Looking at the agreement, it seems that had the cab not been shared, then Mr Talbot could have been working for very little and although all the included costs are itemised, it comes down to just renting a cab “on the clock” with an option to purchase thrown in, an option few drivers could probably afford.

Patsy has had the document for many years but has no knowledge of who Charles Talbot was. Mr Talbot lived in Cressington Road N16, a road that doesn't seem to exist anymore although there is now a Cressington Close. If anyone thinks they knew of Mr Talbot or more likely, his descendants, then please let Call Sign know...

Michael Toomey
Call Sign Online

JACQUELINE HART COUNSELLOR

BA (Hons), Dipl in Transactional Analysis
MBACP, EATA

- Do you feel as though things are getting on top of you?
- Do you find yourself becoming increasingly more angry?
- Do some of your thoughts burden you and get in the way of day to day activities?
 - Do you find yourself asking “why does this always happen to me”?
- Are you noticing your behaviours changing, maybe using alcohol, food or drugs to make you feel better?
- Are there any of your relationships ie with your husband, wife, partner, boss, manager, son, daughter, mum or dad that make you unhappy and question yourself too often?

Any of these and many more could be an indication that your well being needs some attention.

It maybe a surprise to hear that there needn't be anything wrong with you for you to see a counsellor. Counselling could simply enable you to become happier, healthier and a more fulfilled human being.

I am a fully qualified counsellor with 12 years experience and a member of the British Association of Counsellors and Psychotherapists

I offer private counselling to individuals and couples in a confidential, safe and comfortable setting.

I have a private practice in Bexley and Sidcup (SE London).

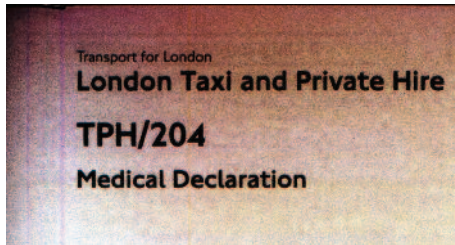
I offer sessions Monday- Saturday and Thursday evenings.

I will be happy to arrange a free 15 minute telephone consultation to assess your needs.

Session fees are £50.00

Telephone : 07551 975 503 • Email: jacquiehartcounselling@hotmail.com

www.hart-counselling.co.uk



After TfL lost a batch of driver's CRB disclosures in 2011, it has happened again...

TFL LOSE TAXI DRIVERS' MEDICAL REPORTS!

In a development that caused much consternation among licensed taxi drivers, *Transport for London* admitted that a batch of **Criminal Record Bureau** forms sent from **Palestra House** in Blackfriars to the CRB HQ in Liverpool had been lost. It was 2011 and DaC driver **Marc Turner (R97)** had alerted *Call Sign* after TfL contacted him explaining about the loss following his application for a new Bill.

We then discovered that it wasn't just Marc's CRB but a whole batch. As Marc said at the time, with a CRB check, there could be information that you wouldn't want to get out. The only fortunate part was that the original documents accompanying the CRB were all safe, just the forms had gone missing. TfL blamed the postal service.

Now four years on in 2015 and we have heard from three DaC drivers, none of whom would like to be identified, but all telling a similar story; TfL have contacted them to say that a batch of completed medical forms had gone missing and they were asked to please send them a photocopy.

In all fairness to the licensing authority, the original letter does "recommend" that you keep a photocopy of the original report "for your own record." However, not everyone has access to a scanner or fax machine or a local shop that photocopies documents. And depending on your doctor, you can pay anything from £94 to £165 for the original medical and form filling procedure!

One **Dial-a-Cab** driver told us: "Fortunately I had kept a copy, but I was very concerned that they could lose such an important document. After all, on the first page it actually says that the information included in the form may be passed to law enforcement agencies if criminal activity is suspected or where they are otherwise required to do so by law! You don't need to be brain of Britain to realise that is an important document.

"Besides anything else, call me old fashioned but I don't want strangers knowing my health details including my name, where I live and my GP's address. That information could feasibly be used against me - not to mention fraudulently. I was also extremely upset to be asked via a TfL phone call to send them a photocopy. Surely informing me that they had lost such an important document and requesting a photocopy should have come in a recorded letter?"

At the time of writing, *Call Sign* had not heard if the originals had been found or whether TfL, as a second DaC driver suggested, had passed the matter over to the police.

"After all," the second driver told us still with an obvious sound of anger in his voice, "they would have been very quick to pass over anything they suspected about us that they perceived as being a bit dodgy; so surely los-

ing such important papers should also be reported? And let's not forget, the request for a medical disclosure is signed by the Mayor of London, **Boris Johnson...**"

All three drivers we spoke to had since

received letters confirming their licence renewal.

Ron Yarborough
Call Sign Online

THE NEW VITO?

With three electric **Metrocabs** said to be running around London and fully licensed, it seemed to be just a matter of time before the rest came along behind and *Call Sign* happened to have a driver at the **S&B Vito** dealership at **Welham Green** to snap a hidden photo of staff looking at the new Vito. No photos were allowed... and neither was a date mentioned for the taxi version. But it must be close...

Dennis Latchett
Call Sign Online

Staff try to hide it from the DaC driver whose phone seems to have snapped the new Vito



You may not need us now, but cut us out for when you do!

LOCKHOUSE SECURITY

All types of locks, opened, repaired and replaced

10% discount on keys and locks for DaC drivers

Transponders / chipped keys

On site key cutting services including taxis

Locks replaced / fitted to insurance specifications (BS3621

Burglary repairs / boarding up

Additional security / security upgrades

Safes opened, repaired and serviced

Grilles and security gates

Specialists in UPVC doors and windows / patio doors

Free estimates / no call out charge

24hr service

You can find us at:

8-10 The Arcade, Farnham Road, Harold Hill

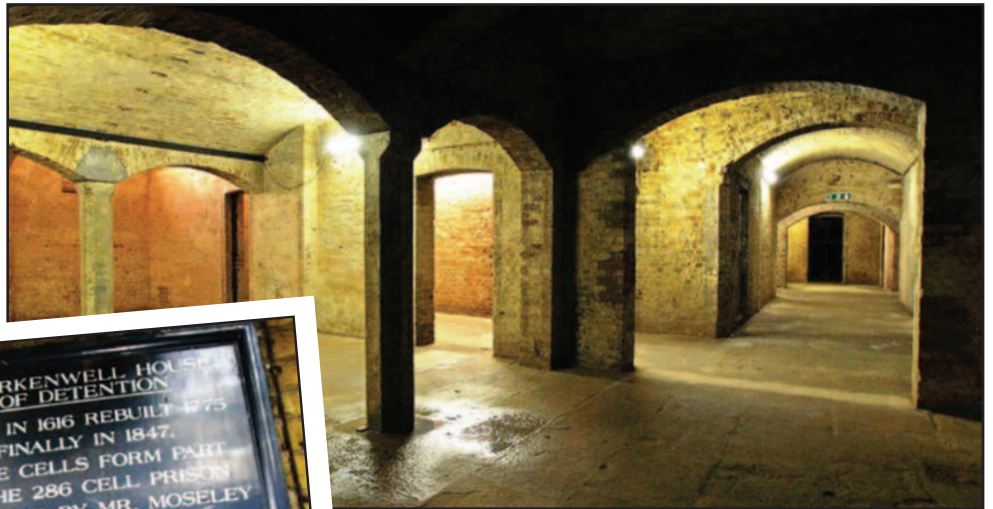
Tel: 01708 371115



In this series, Cab Guide, City of London Guide and City of Westminster Guide Bob Woodford looks at infamous peace time London explosions

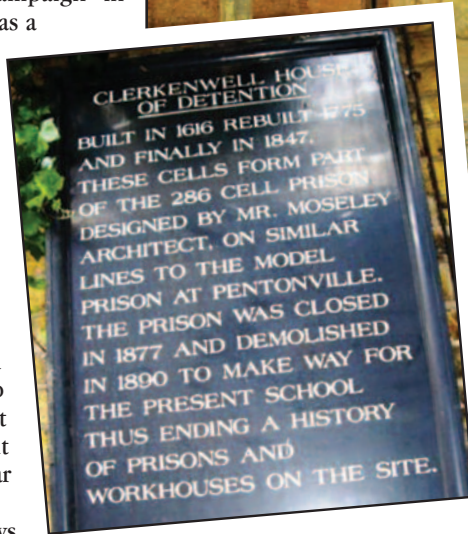


Blast!



The former Clerkenwell Prison was used as a bomb shelter in WW2. (Inset) plaque where the school now is

Many cab drivers will recall the IRA bombing campaign in London, which was a regular distraction in the 1980s and 1990s. I can recall sitting in the staff canteen at the SW1 District Office of the GPO in **Howick Place** one Saturday afternoon in 1983, when 'Old Mac' had come in from his post box collection round in **Belgravia** boasting that his post van had been commandeered by police officers in **Sloane Street** anxious to get to **Harrods** because they had just received a coded warning about a planted device in a parked car outside.



A few years later, in the days when I used to work the 'flyers', a cabbie told me that he too had had his vehicle taken over by police in **Walton Street** in their haste to get to the department store, packed with Christmas shoppers.

Nobody knows if any of the constables that took the forceful decision to steer these two drivers towards the carnage that would ensue, were any of the four police officers killed in the explosion that ripped apart the **Hans Crescent** side of one of London's iconic landmarks.

But this month's 'Blast' features another peace time explosion that was the work of Irish terrorists - a different part of London in a different century, but which also took place just before Christmas.

It was December 1867; so-called **Fenian** agitators (forerunners of the IRA) used a barrel of gunpowder to blow up the outside wall of the old **Clerkenwell Prison** in **Corporation Row** in an attempt to free some of their comrades. They included **Richard Burke**, who was being detained for the murder of police officer **Charles Brett**.

Drawing parallels with the Harrods bomb just over 100 years later, the barrel had been placed under the cover on the end of a costermonger's barrow and wheeled to the site where they knew prisoners would be exercising in the yard behind the wall. A massive section of the wall was blown away and the rickety old tenement block on the other side of the street was destroyed in the blast – resulting in 12 people killed, with over 50 suffering from various injuries. The end result left many families homeless while grieving for their loved ones. The explosion was heard for miles with low traffic levels and the lack of high rise buildings in the late 19th century allowing sound to carry.

False evidence suggests that **Michael Barrett** was incorrectly charged with causing the Blast, but he nevertheless was hanged on 26th May 1868 outside **Newgate Prison**.

It's spooky thinking that people flocked to the execution, many by way of the London Underground, which was already operating before Barrett became the last person to be hung in public in Britain. You can imagine Londoners rushing out of **Farringdon Station** to witness the spectacle!

The old Clerkenwell Prison was demolished in 1890 to be replaced by the **Hugh Myddleton School**, which has now been converted into residential flats with an entrance in Clerkenwell Close. *Call Sign* readers might like to go and check out the plaque in the picture. A sequence of tunnels beneath the old prison remains undisturbed, having been used as **World War Two** bomb shelters. More recently a museum was opened up, which was sadly short-lived.

In the aftermath of the Blast, Prime Minister **Benjamin Disraeli** urged a step up in security operations – and where have we heard that before.

Bob Woodford
Call Sign Online

Is Your Taxi Running as smooth
and sweet as it could?

Are You Sure?

Feel The Difference When
You Use alphaPowerPill

Enhance performance
Reduce Emissions
Smoother Running.

Still Only
£16.95
30 Day
Money Back
Offer

Order
Today

Call 020 3239 6101
07527 345810

Visit www.OnlyCabs.co.uk

Thank you for the photos...

Dial-a-Cab drivers often send in photos that they have taken because the scene being viewed is so stupid that it can't always be believed! The two photos below are just such pics...



Another parking space is always welcome - and with its own lighting!



That's much better!

Dave Mackay

Call Sign isn't a football mag, but I hope you will allow me a brief mention on the death of a hero of mine, former **Spurs** left half **Dave Mackay**. I doubt whether he would have remembered me, even though I spoke to him a number of times on the train going to away games, when we 'supporters club' members often travelled with the team. No private jets in those days, with players on a maximum wage of £20 a week.

To be honest, I didn't even always understand his Scottish accent; and neither did the rest of the team, which is why he would often sit with fellow Scots **Bill Brown** and **John White**. But that didn't matter because this was Dave Mackay - the heartbeat of a unit that within months would sweep all before them and become the first football team of the modern era to win both the League Championship and FA Cup 'double' in the same season.

No one ever deserved that one minute applause held before the Swansea match more than he. RIP Dave Mackay - a true footballing legend and a hero to me and many others...



Dave Mackay at the back (far right) with the Spurs double winning team of 1961

Alan Fisher
Call Sign Online

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

Flashback
2003

This issue harks back to the July 2003 issue and looks at Call Sign's view of London possibly winning the 2012 Olympics – still nine years into the future...

Will a London Olympics be good for DaC drivers?

With London now officially in the race against Paris, New York, Moscow and others for the 2012 Olympic Games, drivers may well be thinking that nine years from now could be a real boom-time for the taxi industry. But is that how it worked for other Olympic cities?

Taxi Driver **David Gawthorn** was born in the UK but resides and works in Melbourne, Australia. He is also the author of a book on his Australian taxi experiences and has his own weekly radio show. *Call Sign* asked him about the **Sydney Olympic Games** and whether their cab trade benefited.

"They were a total disaster for Sydney cabbies," replied David, "the whole city shut down for the period that the Games were on and just concentrated on the big event. Even Sydney's public transport, which is notoriously bad, ran properly for the duration of the Games! In addition, all transport was free on production of an Olympic ticket - and very often if you didn't have a ticket! The system strongly favoured public mass transport rather than the inferred 'expensive' cabs.

"But we were given a rank which was sited around a kilometre from the stadium and many people who might have considered taking a cab, took the free train instead because that involved no walking - and who could blame them?"

David went on: "My wife, youngest daughter and myself made the pilgrimage to Sydney and stayed about 80 kilometres (50 miles) out. Even though we had no intention of going to any of the events, we got to travel free on the trains to get into the city! Not much use to cab drivers though!"

David concluded by adding: "Apart from bits and pieces of Olympic work, there was also less of the regular cab driving work as so many streets were closed. And it wasn't just we cabbies who complained with many retailers, restaurants, bars, cafes and pubs that weren't in the immediate area of the events and the city, seeing their takings drop."

So what about London? As Transport for London will obviously be looking to Sydney to see how they planned the event, it looks like London's taxi drivers may have a battle on their hands rather than a windfall! Perhaps we shouldn't wait until 2012 to make our point? Atlanta 96 Olympic cab drivers even lost their taxi lanes. Melbourne doesn't have them, but if London is confirmed as getting the 2012 Games – and admittedly that is still a year or so away – then the time to start putting our case will be soon after and not the day before the Games commence....

Alan Fisher

A trade now inundated with opposition shouldn't be surprised to hear it but...

NOW FORD MOVE INTO THE PEOPLE MOVING BUSINESS!

In a disturbing, yet unsurprising move in an era where everyone wants to be a taxi driver without doing any of the hard work, the **Ford Motor Company** are said to be experimenting with an "Uber-like" ride-sharing app. If successful, they would send out their own fleet of vehicles to aim at a market between taxis and buses. The company refers to it as a "dynamic social shuttle." And before anyone puts two and two together and comes up with the two words of **April Fool**, no, the story is genuine.

The article, which first appeared in the **Washington Post**, claimed that the Ford vehicles could be tested on London's streets "as early as this year."

Ford say that the new sharing service would be faster than taking a bus, whilst cheaper than an **Uber** cab. Ford CEO **Mark Fields** hinted that the idea came from seeing the world-wide success of Uber and the US success of **Lyft** and **Sidecar**.

The Ford app service would obviously run in direct competition to **Nat Rothschild's Maaxi Taxi**, with the possibility that the vehicle used could be the **Ford Transit**. Could the reason be that Ford are having trouble selling their Transits and have a huge surplus of the model available?

In a trade now inundated with opposition, we shouldn't be surprised at anything and were going to ask **Dial-a-Cab** Chairman **Brian Rice** if he had any plans to build cars, but didn't bother as he was talking to two drivers about property development at the East Road offices!!!

Other than laugh at the Ford story, I really don't know what else to say...

Michael Toomey
Call Sign Online



Will we see Ford Transits picking up shared rides in London?

HOME PC REPAIR

By **Essex PC Fix**

- Install new equipment, printers, etc.
- Upgrade / repair your current PC or laptop
- Virus / Spyware removal
- Wireless Networks set up and secured
- PC tuning (speeds up a slow PC)
- Advice given

Fast, Cheap, Friendly and Reliable service (over 25 Years Experience)

We can fix your PC at your home or collect & return the PC when it is fixed

Please see our website or contact us for list of services and costs

Contact - Paul Middleton
Email - info@essexpcfix.co.uk
Mobile - 07866 395 831
Office - 01708 444480 (between 8AM and 8PM)
Web - www.essexpcfix.co.uk

Area Covered Homechurch and 8 miles out others by appointment

ALL WHITE ON THE NIGHT

The views of Garry White...

Hello Ladies and Gents,

AGM

Firstly I would like to thank you for returning me to the **Dial-a-Cab** Board of Management. It was good to meet and talk to so many of you at the AGM.

You might be aware that I am no longer the Compliance Officer for DaC as the Board have made a change following the AGM, that change being that I am no longer in DaC house on a weekly basis. The other two Board members with positions remain without change.

If you wish to read my thoughts on Dial-a-Cab matters, other current affairs or you just want to contact me, you can do so via *Call Sign*, where I still have a bi-monthly column.

You can also email me on garryw@diala-cab.co.uk.



putting aside their differences and uniting against the woefully inadequate TfL. I believe it to be imperative that you now belong to one of the trade organisations that are working on our behalf to combat the multi million pound hi-tech companies circumventing taxi legislation and tax avoiding measures by operating outside the UK.

Marketing

I believe that we need to up our game in the way we market the Society and our own app, because that's how I see the immediate future of people hailing taxis whilst paying by credit card...

Be Lucky

United trade

It's good to see the trade organisations

Garry White

DaC Board Member

Bank of England new note signatures...

With effect from **3 March 2015**, the Bank of England will be issuing into circulation £10, £20 and £50 notes bearing the signature of the current Chief Cashier, **Victoria Cleland**. These notes are the same design as those currently in circulation, which bear the signature of **Chris Salmon**, the previous Chief Cashier and of his predecessors **Andrew Bailey** and **Merlyn Lowther**. Cleland notes will circulate alongside the remaining Salmon, Bailey and Lowther notes with the same status.

The first £5 notes bearing the signature of Victoria Cleland will be printed on polymer and introduced into circulation from the second half of 2016.

£10, £20 and £50 notes bearing Victoria Cleland's signature will be made available to the cash industry from 3 March 2015 and will be dispensed from some ATMs and branch counters shortly thereafter. Low serial numbered notes will not be available from the Bank's counter.

OBITUARY: RAY SORENE



When I heard that **Ray Sorene (A53)** had passed away, I wasn't surprised - just deeply saddened. I didn't know Ray socially, just from his being on **Dial-a-Cab** for almost 45 years and for his kind offer of always being available to stand in whenever *Call Sign's* regular snapper, **Alan Green (E53)**, couldn't take his place as this mag's photographer. Ray's photography standard was excellent and I never had to worry on those rare occasions when Alan was unavailable.

Ray joined the Society in 1969, just as **Jack Taylor** was handing over the **ODRTS** Chairmanship to **Jack Russell** and was proud of the fact that only one driver - **Alan Lewis (A44)** - had still been with the Society for longer than he, although before his retirement last year **Bill Tyzack (C06)**, would have knocked Ray down to third. Alan Lewis is the only driver still on the circuit who joined when the Chairman was **Eli (Trixie) Solomons**.

Very often Ray and I would have a yearly catch-up at the AGM, because I don't remember him ever missing one as he always placed himself next to me on the front row. It's also difficult to find one of our yearly meetings where he never got up to speak, because he took a great interest in the Society.

He last spoke at the March 2014 meeting when he queried where £3million had vanished to from the Society's accounts! Fortunately it had just been transferred to a different account in order to gain more interest! But when he sat down again after speaking, he shocked me by saying that this would be his last AGM. I could see how sad he looked when he said his taxi was about to lose its licence due to the Mayor's 15 year emissions policy. He also told me that his time with DaC had gone far too quickly, but that he never regretted his decision to join.

Not long after that, he phoned me to say that he had stripped out and his cab had gone. He said that he would be reading every issue of the magazine in the online version and has actually written several letters to *Mailshot* since then - one coming with a humorous tale in the February issue and even one in this issue regarding the sad death of **Steve Marks**. But he also told me that he had been diagnosed with cancer.

He phoned a number of times following that and was under no illusion as to how ill he was. On one occasion he called to say how thrilled he had been when **Brian Rice** wrote to him after I told the Chairman of Ray's illness. It wasn't just the fact of it being Brian, but it was a contact with DaC - and he loved that.

I last spoke to Ray two days before he died when he called to ask if we could tell a regular account customer with whom he had established a connection in that they both collected old whiskey bottles, of his illness. The message was passed thanks to **Caroline McGowan** on the DaC House ground floor. But sadly, a call from Ray's friend, **Dave Cohen (E94)** on Saturday 21 March, told us that Ray had died. It was before the customer had the opportunity to contact him.

Allan Evans and Keith Cain represented the DaC Board at Ray's funeral.

Our deepest sympathy goes to his wife and daughter with our sincere thanks to them for sharing Ray with us for all those years...

Alan Fisher
Call Sign Online



Gary Cox (O46) looks at a strange protective structure that will allow cyclists to use bikes in the most difficult weather conditions - if the makers get the funds needed to put it into production...

The Bike Broolly???

room and they say that they have become impresarios like those guys on **Dragons Den** and have invested a tenner in "this fantastic idea," just smile knowingly and tell them that even **Dial-a-Cab** Chairman **Brian Rice's** favourite footie team at **Queens Park Rangers** win occasionally, but you wouldn't want to put money on them doing it too often!

So back to the question at the top of the article; the obvious answer is no, but if any cyclists do get hold of one they will have to pay for larger cycle parking bays at hospitals! On second thoughts, maybe more ambulance bays would be more appropriate in this case..."

Gary Cox
Call Sign Online

"Will Boris ban it, *can* Boris ban it? I'm ranting, but this latest feat of modern engineering for pedal cycles is, to be quite truthful, the most stupid contraption I have ever seen!

It's not just this country's police force that's concerned, the Spanish **Guardia** civil traffic cops - who are more than honest, reasonable, fair and forward thinking (so they tell me) - are also more than a little taken aback with this one. When I showed the evidence to a senior police officer from another European region who was here to attend the **ExCel Motorbike Show**, his response was simply to tap his head and say... 'You English'!

So what is this wonder of technology that I'm divulging into your subconscious? It's a plastic modelled sheet with no doubt a plastic zip to bring back the glory of those halcyon days of the **pacamac**, walking down the sea front with chapped legs in April, granny with her **Brillo** pad hair and a packet of humbugs that you needed false teeth to navigate. And not to mention a **Sketchley's** coat hanger frame, although I suspect the wire will be too expensive so you can bet your bottom dollar that the frame will be plastic in no time, which I'm sure will stand up to a whack just as well!

Of course the finished product will need some ventilation, as cycling (and cyclists) tends to be a bit hot and smelly at the best of times, let alone when the condensation kicks in on a nice wet evening. Maybe someone should have mentioned a window wiper as a good idea - and of course a mirror, but you probably wouldn't see through the plastic.

As the **Leafxpro** *YouTube* clip clearly shows, on a nice warm day it all folds into a long thin package that can be attached to the cyclists back. Maybe someone needs to point out that after half a dozen folds, it will never go back into its container. And of course, just one sudden gust of wind and it will make a cheap shroud in all its technicolor splendour for all to wonder at the inner workings of the human body. Well that's a lay man's description, for what it's worth!

As I write this, there is a fundraising campaign going on at the **Kickstarter crowd-funding platform** in an attempt to raise money for this bonkers idea. I guess in their defence they will say it's not illegal to raise money for something that's not against the law. So when you pop up to your kid's bed-

DRIVERS WANTED FOR LTFUC SOUTHEND TRIP

Drivers, come and have a fun-packed day by the sea...

Drivers, we need your help to give 300 'special needs' and underprivileged children a brilliant and memorable day out at Southend-on-Sea on Wednesday 1st July.

In case you have any doubts, we welcome all drivers regardless of what colour cab you have, whether you have radio circuit logos or advertising. This applies to all our outings. As well as giving a great deal of pleasure to so many children, we promise you will have a brilliant and fun-packed day out yourself.

Without you there are no outings. So please contact our driver liaison: Steve Bell on 07811 508772.

The Hon President, Hon Chairman and Committee would be deeply grateful if you could join us and we look forward to seeing you on the day...

"None walks so tall as he who stoops to help a child"

Raymond Levy
LTFUC Press Officer

THE SALIERI RESTAURANT

376 Strand, WC2

We Invite Dial-a-Cab drivers and their guests to our restaurant where you can partake of the finest food and wine

And as a thank-you for helping our clients come and go over the years, we are happy to be able to offer you a genuine 25% discount on your bill

We are certain that you will be delighted



Please bring along your badge or Bill as ID

Salieri Restaurant
376 Strand, WC2

Reservations: 020 7836 1318



Alasdair Kay is in his 41st year with DaC, but tells Call Sign about a recent death that you wouldn't normally expect to read about in this magazine...

THE SAD DEATH OF A BAG LADY...

Royal Academy of Music; she had also performed at the **Wigmore Hall**. But somehow things went downhill; she lost her home, and later on the **Ford Consul** in which she then lived - it had been towed away following complaints by a neighbour that it was a blight on the view and Anne could not afford the charge of getting her car back.

She then lived on a patch of land near **Stamford Brook Station**, but the council decided it had to be cleaned up and

Anne was once again on the move and lived in a clump of bushes outside a London underground station.

Many have compared Anne Naysmith's story to that of **Miss Shepherd**, who was said to live in a van outside writer **Alan Bennett's** home in Camden. She was later immortalised in his play **The Lady in the Van**. Either way, London is now minus another character...

Alasdair Kay (C47)



The bag lady: Anne Naysmith

We see some sad and dreadful things during our working day on the streets of London, but I wonder how many of us ever noticed **Anne Naysmith**. Perhaps she just didn't register as we passed by her walking along the streets of London.

Over the decades, I had often driven past a woman who appeared to be wearing plastic bags on her feet, whilst carrying even more carrier bags - although, strangely enough, never **Sainsbury's** because apparently she didn't like them! But regardless of which brand, the plastic bags contained all her worldly possessions.

She could be anywhere at any time and I saw her at various times from the City itself right out as far as **Shepherds Bush**. And regardless of the weather - rain, hail, snow or sun - she would always be walking.

Anyway, I was recently listening to Radio 4's **Last Word** and the obituary of a famous concert pianist who had lived in a car in **Chiswick** for many years and who had been killed by a lorry. Returning home, I *Googled* the name and what a story it brought up!

This was the same woman I'd seen over the years. She had trained at the

TfL confirms intention to lodge High Court application...

UBER AND TAXIMETERS

A Transport for London spokesperson has told **Call Sign**:

"We have made clear previously that it is our view that smartphones used by private hire drivers do not constitute the equipping of a vehicle with a taxi meter where they act as GPS tracking devices to measure journey distances and relay information so that fares can be calculated remotely from the vehicle. However, we acknowledge that this issue is not straightforward and is open to an alternative interpretation. The most appropriate way forward is to invite the High Court to issue a declaration on this issue.

Whilst there were ongoing criminal proceedings in the Magistrates' Court, we could not proceed with an application to the High Court. The Magistrates' Court has been invited to withdraw those proceedings and TfL will now proceed with its application to the High Court."

**Barking
Physical Therapy
Centre**

EARLY TREATMENT MEANS SPEEDY RECOVERY

Treatment for pain & discomfort doesn't have to be expensive

The Centre offers fully qualified therapists in Physiotherapy, Osteopathy, Sports Massage, Reflexology, Shiatsu, Remedial Massage, Indian Head Massage, Hydrotherm, Massage Therapy, Acupuncture and Chinese Medicine.

Call us on 020 8507 8169

or mobile 07973 639 473 for an early appointment
Email: andy@bptconline.co.uk or fax: 020 8507 9650

Out of hours enquiries welcome

Barking Physical Therapy Centre

90 Longbridge Road, Barking, Essex, IG11 8SF

Opening Hours: Monday - Friday 9am till 8pm and Saturday 9am till 2pm

www.bptconline.co.uk

LOOKING AT (TAXI) LIFE

With Tom Quigley (Y33)



NHS free for all?

As we run up to the General Election, much debate will focus onto the **National Health Service**.

With all the sides of the political spectrum promising anyone prepared to listen that they will protect and improve the service, the biggest argument will be about how this service that is currently free, will be preserved and kept free.

Of course, free it maybe for some, but it's not free when honest people do the decent thing and visit their friends and relatives.

Our family, who have had two elderly relatives in hospital at the same time, can assure you that such visits are expensive. I may sound miserly in calculating the cost of the visits, but the fact is that with these visits we hope to stimulate the patients, help with their care, take some of the workload off an already overworked NHS staff and help speed up the recovery of our relatives, thereby reducing the costs to the NHS and the country as a whole.

But we are charged for our efforts; I sat and calculated that in one week alone it cost our family over £120 in parking fees! Yes, that was £120! If this money went straight back to the NHS then we would all benefit. But as we're all aware, it doesn't and instead goes to private companies.

Then if that wasn't bad enough, one of the hospitals actually charges the staff – including nurses - a colossal £600 a year to park in their car parks! How ludicrous is that? These poorly paid people work and finish at unearthly hours and need their vehicles to get home when there's limited public transport - never mind the safety factor of

having a car close to their workplace.

With the closing of most small local hospitals, the two hospitals we visited were in major heavy traffic areas and getting a space to park was a stress in itself. With the general visiting time starting at 2.30pm it meant you had to be there for around 2 o'clock to find a space, with clever parking fees milking us for every extra penny that they can because the machines work in two hour increments, which meant you lost the first half hour of every visit. It also meant that everyone left the hospital smack bang at the start of the rush hour, bringing further traffic to already crowded runs - in our family's case, **Homerton High Street and Lea Bridge Road**.

It must be happening all over the country, but particularly in London and also makes you wonder what the carbon value of that exercise is over the week.

Yes the NHS is free, but for many companies it's more of a "free for all..."

The Knowledge

Just to let *Call Sign* readers that have anyone on **The Knowledge** know that "appearances" as of **May 5th 2015** will be at a new venue. They will no longer be at **Palestra House** - yes dinosaurs, they haven't been at **Penton Street** for yonks as that building, which was the Palace of fears and dreams for most of us, has been reduced to a **Boris Bike** depot!

The new address will then be at **230 Blackfriars Road** with the entrance in **Chancel Street**.

Tom Quigley
Call Sign Online

GLA QUESTION TFL TAXI/PH RESOURCES

On page 12 of this issue, there is a report on the **GLA** questioning of TfL Transport Commissioner **Sir Peter Hendy** at City Hall. *Call Sign* has now heard that **Transport Committee** chair, **Caroline Pidgeon** has since written to Sir Peter expressing concern over which resources are available for the enforcement of regulations surrounding the Taxi and Private Hire trades.

The letter spells out the committee's concern following Sir Peter's statement that some Met Borough Commanders did not view enforcement against touts as a priority. Ms Pidgeon added that the Assembly's **Police and Crime Committee** would be looking at the issue and also asked for any legal advice on the question of the **Uber** app and its connection to a meter be released to the committee. She suggested that a greater understanding and transparency should have been made available following the authority's decision to licence the San Franciscan app.



The Flower Mill

Creating Beautiful Flowers For Weddings



Tel: 07854 738895

Web: www.theflowermillessex.co.uk

Email: theflowermill@yahoo.co.uk



Covering Essex & The Surrounding Counties

"It is at the edge of a petal that love waits"- William Carlos Williams

TAXI AIR CONDITIONING

All makes and models serviced and repaired
Mobile service – we come to you!

Call Mick Wheeler on
020 8715 0079

Covering London and the Home Counties

On 26th April Dial-a-Cab Driver Colin Greaves (M91) and his son Ben will be running the 2015 London Marathon in aid of Haven House Children's Hospice. Over the past few years, due to the experience of close friends, they have both become increasingly aware of the tremendous work the charity does in support of young children with life limiting and life threatening conditions, including providing specialist nursing for seriously ill children and end of life care.

It's amazing the difference the care and treatment can make to the individual children and their families in what for many cases is a very traumatic and often short period of time.

On a personal note, Colin is motivated to complete one last marathon (his last one was around 12 years ago) before his ageing legs and one remaining 'good' hip finally call time on his running. Also, when Ben was younger, he used to say that when he was older he would complete the London Marathon with his father, although he may be regretting that promise now!

So here they are; *ready, willing* - probably against the advice of his hip replacement surgeon - and hopefully *able* to run this year's London Marathon for Haven House Children's Hospice in an attempt to raise a combined total of £6,000.

Haven House Children's Hospice provides planned and emergency care 24 hours a day, 365 days a year to over 150 children and young people who have a life-limiting condition. It provides extensive support to children from birth to 19 years old, including end of life care.

By combining specialist nursing care for seriously ill children, along with help for the wider family, Haven House seeks to deliver a sense of trust and most importantly ease the burden of care. Whilst their services are free to the families they support, they are not free to provide and every year it costs over £2mil-

Running in aid of Haven House Children's Hospice...

DaC's Colin takes on London Marathon



Colin (left) and Ben in training for the London Marathon

lion to run the hospice; of which around £1.5million will need to be raised from voluntary sources.

Colin and Ben will be attempting to raise £6000 for this wonderful cause and anything *Call Sign* readers could please donate towards that target would be so gratefully received and very much appreciated.

If you would like to make a donation towards this tremendous cause and help ease some of their aching limbs, Colin has a Just Giving donation page where you can read his story at:

www.justgiving.com/colingorgegreaves

Also, if anyone would like to make any

pledges of donations via more traditional methods, please feel free to contact Colin at colinggreaves@aol.com or text / phone 07917 198631.

Thank you very much for your support from Colin, Ben and everybody at Haven House Children's Hospice. You can read about the Hospice and its work at www.havenhouse.org.uk.

Could I please thank you in advance for contributing and taking the time to visit my fundraising page.

Colin Greaves (M91)
colinggreaves@aol.com

Tower Hamlets 20mph speed limit

As of Monday 13th April, the London borough of Tower Hamlets is introducing a borough wide 20mph speed limit that will apply to all roads except those on the TfL road network, which include the A11, A12, A13, The Highway, Burdett Road and Aspen Way. Commercial Street will be included in the 20mph limit.

There will also be a no right turn from Mile End Road into Burdett Road due to the Mayor's new cycle superhighway.

Fined if you leave your engine running!

Motorists who sit in a stationary vehicle with the engine running could be fined £20 if they refuse to switch it off. **Westminster Council** claim the move reflects concerns from residents and businesses over air quality in the borough. Traffic marshals will be on patrol and ask car/taxi owners with stationary vehicles to switch their engines off but if they refuse, a penalty notice with a £20 fine will be given. The new scheme commences on May 1st.

A spokesperson at the **Institute of Advanced Motorists** said the key issue would be how the new marshals enforced the fines and whether it was used as a genuine attempt to help air quality or just as another Westminster revenue-raising exercise. The new measure could cause owners with weak batteries who were afraid of switching off their engine in case they couldn't restart it, to buy a new one possibly earlier than they had perhaps hoped.

Call Sign April 2015

Editor: Alan Fisher

Address: 39 - 47 East Rd, London N1 6AH

Tel: 0207 251 0581 Fax: 0207 553 7293

Email: callsignmag@aol.com

Website: www.22-callsign.co.uk

Printers: Premier Print Group

25 - 31 Violet Rd, London E3

Design: Aldan Publications

Tel: 07958 300 428

Email: deborahfresco@gmail.com

Views and opinion expressed in Call Sign must not be assumed to represent those of the Editor or Board. No part of Call Sign may be reproduced either manually or electronically without the express permission of the Editor.

Mailshot

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

Fare increase

Hello Alan

I know it's a bit late in the day, but I was just wondering if anybody had put forward a motion about cancelling the fare increase for this year. I think you mentioned the subject in your Editorial some time ago, being as it was so small that it would do us more good through the public eye, to reject it for this year. As you may have guessed, I am of the same view.

Do you think this is likely? If not, who would be in a position to put this idea to Mayor Boris? If that did happen, then I am sure it would go a long way in helping the public to look up to us and I don't think we would suffer financially. What are your thoughts?

Chris Passfield (Y25)

Hi Chris, TfL have agreed to freeze the increase for this year that I believe would originally have been 0.3 percent but could have dropped to 0.1 percent. Hopefully the Evening Standard will tell it the correct way, because knowing their allegiance to all things small (ie mini-cabs) they are unlikely to try to make us look too good. Of course, that always assumes that TfL pass on the news to them. But no one can stop us telling our passengers that we are doing our bit to help keep prices down ...Ed

Diesel or diesel?

Dear Alan

It was interesting to read the article about Islington Council proposing to charge residents owning diesel vehicles for parking outside their homes (*March Call Sign*). Even more interesting, I have been reliably informed that Islington Council have just renewed their van fleet - powered by diesel!

Bob Francis (Y98)

They need the money to put in more humps - a sore subject with me and Chris Caselton (O24) ...Ed

Valuation of DaC House

At our recent AGM, new Board member Mr. Joe Brazil made an interesting point in regard to the value of DaC House. While I am not in favour of a merger with God knows who, or a sell off of DaC, the value of our assets have been estimated at £5million. I have recently been informed that the Clerkenwell Road site of Lellers Cab Wash, which is closing on the 10 March 2015, has been sold for £16million to facilitate the building of a new 10-12 storey hotel. I am not a surveyor, but looking at our site in comparison to Lellers site, ours looks bigger and therefore should be worth more than

the paltry valuation as presented to us.

As we have spent a lot of money on possible mergers, could we not have a true valuation of our land should we go down that route?

Bruno Manfredi (F23)

Thanks for the email Bruno, yours is a question that is often brought up. The problem is that having the building valued yearly is an expensive process and seems pointless until such time as DaC are seriously intending to sell it. So a figure of £5million has been put alongside the valuation and isn't altered. However the figure is meaningless other than for our End of Year Report. Once a decision is reached and we decide to sell the building, it will then be properly valued and the correct figure put up. But until then, what would be the point in spending so much each year ...Ed

AGM reprise

Dear Sir

I am sorry you misunderstood the point I was trying to raise with regard to the Board Members standing for election (*March Call Sign*). It seemed to me and my colleague Bruno Manfredi (F23) that as the majority of votes had already been cast and we had all heard the arguments of the prospective Board Members, it was a waste of good debating time going over the same ground. What might have swung the votes for re-electing the Board was the way both Mr Rice and Mr Son treated fellow Board Member Mr Garry White, who behaved with great dignity and maturity. If the present Board is as fractious with each other as they appeared at the AGM, then it is no surprise that we are like a rudderless ship in a hurricane.

I hope that in the future we can forger personalities and tackle the present dire situation we find ourselves in.

Paul Hammett (V42)

Paul, I didn't misunderstand you because it all comes under the same umbrella. You obviously don't think that the 167 drivers who bothered to turn up deserve to have all their questions answered and they couldn't do that without hearing what the Board had to say. So we'll have to disagree on that point. I also must challenge your view of what actually transpired on the day because it seems we may have been at different meetings! Yes, Garry certainly behaved well, as did everyone present at a very difficult five hour long AGM. I never heard the Chairman say anything that Garry challenged as being untrue. He certainly never complained about anything afterwards to me when we left the HAC together.

Yes, Mike Son may have lost votes for being honest in declaring that should Garry win the election for Chairman, then he would have no alternative but to give up his seat as he felt that he could not work with him. But on the other hand, he may also have won votes for being nothing less than honest and showing the same dignity



that you awarded Garry. I guess we'll never know.

I'd also love to know where your assessment of the BoM being fractious comes from. Garry would unsurprisingly be upset at events, but there are several others on the Board and I heard nothing resembling any disagreements from any of them. Come to that, neither did any of the drivers that I spoke to at the meeting make your point ...Ed

Unpronounceable!

Hi Alan

It's okay; this is not some condemnation from the Pope, but about the name of a fact. Almost all the people convicted of touting have names that are for me anyway, unpronounceable. I wonder what that tells us.

Terry Farmer (Ex-T55J, retired member)
That only those with unpronounceable names are allowed to drive??? ...Ed

Steve Marks

Alan

It was sad news reading about Steve Marks in the *March Call Sign*. We used to work the same early morning shifts, so I was used to seeing him around on most days. One lasting memory I have is of doing a two-cab job with him from the West End to Northolt Airport at around 5 o'clock one morning. We got onto the Westway and then Steve's cab just went - within minutes his taxi was out of sight! I don't know what fuel he was using, but he made sure he was faster than anyone else!

Fond memories! Rest in peace Stevie...

Ray Sorene (Ex-A53, retired member)
God bless you as well (Ray's obit page 21)

I was very sad to read of the passing of Stevie Marks in the last issue of *Call Sign*. I remember his gravelled voice that I heard so often when I used to dispatch on voice. We really had some fantastic banter over Dial-a-Cab airwaves! I will always hold his kindness and wit fondly in my memories. Never to be forgotten, thanks Steve! My sympathies go to his wife and family. May he rest in peace...

Tony Arnold (F03)

Call Sign also received many phone calls following the sad passing of Steve Marks ...Ed

Bidding App?

Dear Brian

I recently had a thought (I don't get that many) about the DaC App and it occurred to me that if the public put together their love of their mobiles and their money, it would allow them to either enter a bid for a journey or get a fixed price via the com-

Mailshot

puter. This isn't a new idea (the bid that is) but, if it brings in work, who cares? Sorry that I missed the AGM, it was because the boss had to have an operation on her foot.

David Hughes (A73)

Brian Rice replies: Sorry to hear 'The Boss' had an operation on her foot and I wish her a speedy recovery. But I hope the operation on the wife's foot had nothing to do with you opening your mouth!

On a more serious note, the scenario of members of the public entering a bid for a trip was introduced by the three taxi drivers involved with Hailo. It was called Taxilight, the idea being that a member of the public entered a pickup and set down and then a price they wished to pay for the trip; it was then up to a taxi driver to accept that trip. I think it fair to say the idea was an unmitigated disaster and the whole concept was abandoned after a short space of time. Like many things, David, the concept seems fine but the reality is something totally different...

From the former opposition!

Dear Alan

I trust you are well. Now that I no longer work for one of Dial-a-Cab's competitors (ComCab) I feel free to write to *Call Sign* magazine for the first time!

Firstly let me pass on my congratulations to **Brian Rice** on being re-elected as Chairman. There was never a doubt in my mind that the DaC membership would return Brian as there is simply too much at stake to consider trying an untested individual in the role. The point you made in your Editorial of the March *Call Sign* is quite right - that it is a risky strategy opposing the Chairman, as some customers might get the jitters at such upheaval.

In the years I was running ComCab I can tell you that Brian himself was one of DaC's most valuable assets in terms of competition. Yes, we all tender for work using technology, coverage, price etc but when you have a Chairman who runs an organisation so directly involved in negotiations, it is an incredibly powerful and effective weapon. To have risked that with an inexperienced new Chairman could have been catastrophic. Thankfully the DaC membership recognised that and continued to place their trust in the man that has steered DaC through one of the most disruptive periods in the cab trade's history.

The licensed taxi trade rarely has an easy time of it - but the last 5 or 6 years have been immensely burdensome. Hot on the heels of the worst financial crash in many years came **Hailo**, **Uber** and a swathe of other 'disruptors' and now with age limits, cycle super-highways and a something of a crisis within TfL as the regulator, it seems the trade has more than its fair share of woes.

Many have tried to write off the taxi circuits over the years, but arguably what they offer licensed taxi drivers today is more important than ever. Stability, improved earnings, the ability to accept street work, radio account work and credit card payments and, crucially the experience of people who have weathered many a storm in the industry year after year. Yes, a lot of account work has been won by the private hire operators and that trend is likely to continue; but the taxi circuits, DaC included, are responding to that shift by reviewing the run-in and gratuity charges. There are still a great many firms out there that prefer taxis to minicabs and unique selling points such as a private partitioned passenger compartment, use of the bus lanes, the Knowledge and 100% wheelchair accessibility remain key assets to the trade.

It looks likely that the next couple of years will bring more change to the taxi trade, but well managed and long standing circuits such as DaC will still have a crucial part to play. We have seen some new entrants, especially apps, come and go, which should remind us that strong stewardship from people who live and breathe the industry, such as Brian, is a vital part of surviving disruption - whatever form it takes.

Malcolm Paice (Former GM of ComCab) Master of the Worshipful Company of Hackney Carriage Drivers. Thanks for the letter Malcolm. I hope you are right about the long term prospects of the radio taxi circuits. Good luck in your term as WCHCD Master ...Ed

Finding a cab...

Hi Alan

I had to leave **Dial-a-Cab** some time ago thanks to the 15-year rule but would like to come back. However, buying a new cab at my age would be foolish, so I phoned the **London Taxi Company** and said I was looking for a second hand TX4. They said that for the first time they could remember going back over



many years, they did not have a single second hand cab for sale! It's crazy when you realise how bad trade is, but so many drivers just shrug their shoulders and say that it is what it is!

I sometimes think that many drivers are like ducks on the water; they will just sit there until it has dried up. We need to make an input...

David Heath (Ex-W27)

It was good to see those 250 in the City Hall Public Gallery recently. But had it been a 25,000 seater stadium instead, would we have more than those 250 turning up? I think not, and thereby lays the trades problem... Ed

Our enemy's enemy?

Dear Alan

If you have not seen the piece in The Times where the Dept of Business has advised Civil Servants to use Uber because they are cheaper, then please look. Our PA people are on it but given there's an election based on getting rid of tax fiddlers, why are the Government telling their staff to use an organisation like Uber that many have accused of exactly that? We need to get this out there and Ministers etc should be embarrassed. This is an outrage!

Mike Galvin

Addison Lee

I have known Mike Galvin for many years and have no problem believing anything he says - even though he works for the opposition.

But my question to Call Sign readers has to be this: Is our enemy's enemy our friend? You tell me... Ed

PAUL'S TAXI SPECIALISTS LTD

Unit 10, Ford View Industrial Estate, 83 New Rd Rainham, RM13 8ET

Tel: 01708 553037

FREE AIR FILTER WITH EVERY SERVICE

TX1 servicing from £48

TX2 servicing from £70

TX4 servicing from £90

All Work Undertaken

Service - Running Repairs - Overhauls - Small Fleets Welcome - Discounts Available
All TX1, TX2, TX4

Starters - Batteries - Alternators - All with 2 year Warranty

Fax: 01708 551443

Web: www.PaulsTaxiSpecialists.co.uk



WE ALSO HAVE CABS FOR RENT

TX1s, TX2s, TX4s and Vitos
Rentals from £165 per week



Excellence costs less than you might expect.

You can drive away our best ever TX4 for the equivalent of just £145 per week (only £625 a month) and a deposit of £2,995, with our 4 year Personal Contract Purchase deal. And at the end of the term, you can choose to buy it for a guaranteed future value of £15,725, trade in or walk away. It's as simple as that.




It really is our best ever TX4. The improvements we've made in quality mean that as well as more confidence, we can now give you more cover. Every new TX4 now comes with an extra 20,000 miles protection - that's a 3 year, 120,000 mile vehicle warranty, as standard.

At LTC, we aim to protect what's most important to you: your investment in your business. That's why we offer taxis that offer real value, with a year's free road tax and 12 month's RAC cover included in the price.

**See for yourself how much you can get for just £145 a week.
Book a test drive today.**

TX4: The London Taxi from LTC – the people who only make taxis.

The London Taxi Company
39-41 Brewery Road
London N7 9QH
0207 700 0888
london-taxis.co.uk
london@london-taxis.co.uk

 TheLondonTaxiCompanyUK
 LondonTaxiCoUK
 LondonTaxiCompanyUK



Terms and conditions

Business users only. Finance offer available on Personal Contract Purchase, figures based on TX4 Elegance (automatic) at £39,195 OTR with a £2,995 deposit followed by 48 monthly payments of £625.04 (equivalent weekly payments of £144.24) plus an optional final payment of £15,725 based upon an annual contracted mileage of 30,000 (120,000 over term). Excess mileage charge of 6.0 pence (+VAT) per mile applies. If the vehicle is in good condition and has not exceeded the allowed mileage you will have nothing further to pay. Finance is subject to status and is only available to UK residents aged 18 and over. Finance is provided by Black Horse Taxi Finance a trading style of Black Horse Ltd, St William House, Tresillian Terrace, Cardiff CF10 5BH. Other models are available.

A wholly-owned subsidiary of
GEELY