

February 2015



# Call Sign

From the home of Dial-a-Cab International



*DaC driver and  
LTC biggest  
individual  
cab buyer,  
Martin  
Freeborn  
calls it  
a day!*



*Just HOW do you  
get a moose's head  
into a taxi???*

Flantoons





# NASH'S NUMBERS

From Alan Nash (A95)

The bi-annual Eurostar arrivals timetable to keep in your cab. Apologies that it was not possible to publish in the January issue due to Call Sign's early Xmas printing schedules and Eurostar's timetable coming out just after...

## Eurostar Timetable 14/12/2014 to 23/05/2015

Arrival	Train #	From	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Notes
7:59	9109	Brussels	✓							
8:02	9005	Paris	✓							
8:32	9007	Paris	✓	✓	✓	✓	✓	✓		
8:57	9113	Brussels	✓	✓	✓	✓	✓	✓		
9:00	9009	Paris	✓	✓	✓	✓	✓			
9:30	9011	Paris						✓	✓	
9:57	9117	Brussels	✓	✓	✓	✓	✓	✓	✓	
10:00	9013	Paris	✓	✓	✓	✓	✓			
10:39	9015	Paris	✓	✓	✓	✓	✓	✓	✓	
11:39	9019	Paris	✓	✓	✓	✓	✓	✓		
11:39	9019	Paris							✓	P1
11:57	9125	Brussels					✓			
11:57	9125	Brussels	✓	✓	✓	✓				B1
12:00	9021	Paris					✓			P3
12:30	9023	Paris	✓	✓	✓	✓	✓	✓	✓	
12:57	9129	Brussels							✓	
13:30	9027	Paris	✓				✓		✓	
13:30	9027	Paris		✓	✓	✓				P1
13:30	9027	Paris						✓		P3
14:00	9029	Paris					✓			P2
14:00	9029	Paris	✓			✓				P3
14:05	9133	Brussels	✓	✓	✓	✓	✓	✓		
14:09	9029	Paris							✓	
14:30	9031	Paris							✓	P2
14:39	9031	Paris	✓	✓	✓	✓	✓	✓		
15:30	9035	Paris						✓	✓	
16:02	9037	Paris					✓			P3
16:02	9037	Paris	✓	✓	✓	✓			✓	
16:05	9141	Brussels							✓	
16:05	9141	Brussels	✓	✓	✓	✓	✓	✓		
16:39	9039	Paris	✓	✓	✓	✓	✓	✓	✓	
16:57	9145	Brussels							✓	
16:57	9145	Brussels					✓			B1
16:57	9145	Brussels	✓	✓	✓	✓				B2
17:39	9043	Paris	✓	✓	✓	✓	✓	✓	✓	
18:02	9045	Paris							✓	
18:06	9149	Brussels	✓	✓	✓	✓	✓	✓		
18:32	9047	Paris	✓	✓	✓	✓	✓	✓	✓	
19:03	9153	Brussels	✓	✓	✓	✓	✓			
19:10	9153	Brussels							✓	
19:39	9051	Paris	✓	✓	✓	✓	✓		✓	
19:57	9157	Brussels							✓	
19:57	9157	Brussels	✓	✓	✓	✓	✓			B1
20:02	9053	Paris					✓		✓	
20:02	9053	Paris		✓	✓	✓				P1
20:39	9055	Paris	✓	✓	✓	✓	✓	✓	✓	
21:03	9161	Brussels	✓	✓	✓	✓	✓	✓	✓	
21:39	9059	Paris	✓	✓	✓	✓	✓	✓	✓	
22:00	9061	Paris							✓	
22:39	9063	Paris	✓	✓	✓	✓	✓		✓	

Notes: **P1** until 4/1/15 & from 8/2/15  
**P3** Runs from 29/3/15  
**P5** until 8/2/15 & from 8/3/15  
**B1** until 4/1/15 & from 8/2/15

**P2** Runs from 8/2/15  
**P4** Runs from 15/2/15 to 1/3/15 & from 29/3/15  
**B2** Runs from 29/3/15 on

# from the editor's desk

## Safer Travel at Night (STaN)

This issue contains a press release from TfL's **Safer Travel at Night (STaN)**, a partnership between the Mayor, TfL, Met Police, City of London Police and the **British Transport Police**. It was set up to improve the safety of travelling at night through industry regulation and licensing, enforcement and education.

The release talks of 'another' four minicab drivers being successfully prosecuted, bringing the number up to 34 for the past 12 months. I may be grabbing the wrong end of the stick and I appreciate that bringing actions against touts isn't just a matter of filling in a form, but considering that there are said to be 68 **Cab Enforcement Officers**, that makes an average of 0.5 arrests per year for each of them. If you are a driver who works during the early hours, you will have probably seen more than 34 incidents of touting over any weekend – let alone a year – just on your own!

Of course, we all know that not every minicab driver that appears to be touting is actually doing so and that some are genuinely waiting for their pre-booked passengers. But taking everything into account, then 68 officers managing just 34 arrests between them appears to be money poorly spent.

Last month's *Call Sign* published a report by the GLA which pulled no punches in labelling Transport for London as being "woefully inadequate." It's currently difficult to disagree with that description. Even Addison Lee's boss, Liam Griffin, has accused TfL of letting taxis down by allowing Uber to march into London and to do whatever they want. It's hard to disagree.

Not sure how many of you watch **London Live** (Sky channel 117) because they do have some cruddy programmes (they actually covered the 2014 **Miss World** contest), however they also carry some excellent live stuff, a substantial amount of that being connected to the London taxi business. One fairly regular interviewee is TfL's Chief Operating Officer **Garrett Emmerson**. He even gives traffic updates - a useful guide for the public as well as cabbies. Mind you, I'd have loved to hear the traffic update for the evening when Tower Bridge was closed and a diversion was put into place guiding motorists along Tower Hill, into Lower Thames Street and over Southwark Bridge. What no one seemed to have thought about was that Lower Thames Street had road works going west and was down to single file, causing huge tailbacks. You wouldn't want whoever organised that to organise anything important. I'll let your imaginations work out the rest!

Where was I? Ah yes, Mr Emmerson has also claimed on that channel that TfL have a further 332 staff capable of supporting the 64 enforcement officers already there. So if between them all they have managed just 34 successful prosecutions over the past 12 months, then that works out at one every 11 days. That doesn't appear to be much of a return for what must be a huge outlay of funds, because all those involved have to be paid.

Going back ten years via old *Call Sign* files, from April 2004 to March 2005 the total number of arrests for taxi / minicab offences was 1160. From that group there were just a handful of successful prosecutions so it can't be that easy. However, neither can it be that difficult for London's transport authority to invest in a few top class barristers rather than whoever it is they currently use, because if the rest are not ending up before a judge, then their prosecutor's office is not up to the job.



In September 2005, I had several chats with **Sgt Dave Hillson** – then of the "new" **Transport Operational Command Unit** – and asked why out of 1160, we weren't told how many were licensed taxi drivers? I was amazed when he said that not only did he not know, but that the PCO (as it was then) had decided not to differentiate between them. After weeks of exchanging emails and phone calls explaining that forgetting I was an editor, just as a licensed taxi driver I felt entitled to know if our reputation for being the best was actually true because if a large proportion of those 1160 were taxi drivers, then we really were in trouble. They stuck to their guns for several weeks until I said that I would have to put in a *Freedom of Information* request. I was told in no uncertain language that I would be wasting my time as the two groups were now lumped together. Suddenly an email appeared giving me the details I had asked for – out of the 1160, just 9 had been taxi related offences with 1151 being linked to minicabs.

Some months ago, I spent an hour or so with a group of Cab Enforcement Officers along Charing Cross Road and I accept that most of them do their best; but sadly you'd have to say that their best either isn't good enough or someone has decided that the vast majority of those stopped are either not worth prosecuting or if they are, then it *could* give the public the impression that London's minicabs were being run by a bunch of crooks! That would reverberate on TfL and put a dent into their plan to create one huge outfit where taxis and minicabs are the same and eventually making it pointless to do the Knowledge while ending London's taxi era.

We're great for publicising the Olympics, but now that's gone we have gone back to being TfL's whipping boys again. You remember the 15 year rule – soon to be 10 unless your cab produces zero emissions of which there are no actual vehicles available!

So my question has to be his: Are the numbers of PH drivers being taken to court deliberately kept down to make TfL's STaN figures look better, while trying to give the impression of reduced crime to show that a minicab in London is as safe as a taxi? But sadly, with the greatest of respect to Grant Emmerson, that will never be the case. So give it your best shot son... we're waiting!

## City Link and DaC

Hands up if you gave a toss when hearing that parcel delivery company **City Link** had gone into administration leaving 2,727 workers with a high probability of being out of work – never mind that they were cruelly told on Christmas Day. Well I have a huge amount of sympathy for those workers, even if it does mean that more competition has departed from the market place – and that after no

less than £40million was pumped into their business just over a year ago by investment company **Better Capital** whilst the City Link website claimed annual revenues of around £300million and their 1,700 vehicles said to be taking 60 million parcels each year.

But their sudden collapse got me thinking about **Dial-a-Cab** and its performance over the past few years. Yep, there has been a substantial amount of criticism, especially when it came to losing those two big accounts in Docklands – one of which went to minicab company, **Brunel**. Undoubtedly we could have kept both accounts had we known what the tender winners were offering and had we been prepared to drop fares far enough. When it's quiet, most drivers will cover anything. But when it gets a bit busier – as it did before the holiday period – few would run past an outstretched hand to help protect an account. And of course you don't know what the competition has offered.

But it wasn't the loss of the E14 accounts that the City Link collapse got me thinking about, it was more about how we had survived through these past turbulent years because in addition to the parcel courier, the PH side of the trade has lost **Lewis Day**, **Chauffeur Force**, **Burgundy**, **Premier**, **W1**, **Eco Igo**, **Network** and probably others that I have forgotten about. Some were taken over by **Addison Lee** while others just vanished after finding out that money didn't just fall into their laps. Yet DaC is still here, with substantial funds behind us and owing nothing to anyone.

Speaking as someone whose subscriptions have gone up hugely from £1 a month, I am still proud of belonging to an organisation that has survived turbulence that would have been unimaginable during the heady days when we had to move home to make space for more call takers!

I know it's an old fashioned point of view and that we should really only care about ourselves, but there are a few of us left who still care about DaC. The sad part is that it is considered to be uncool to admit it...

## LTDF

Thanks to a friend, I took another look at the **LTDF** website over the Christmas/New Year holiday period, which shows how little I had to do! I really had to smile because they still keep dropping hints that I sign into their list under a different name. I may be sad – but not that sad thanks! I just wanted to see if they were talking about me or *Call Sign*. And I certainly wasn't disappointed!

Apparently no one on there reads the magazine, yet *Call Sign* has more comments than almost anything else on the site, with individual page numbers (that no one reads) written about! Then there is someone called **Dizzy** and I am supposed to know who he is. Well I don't and unless someone tells me, then I'll continue not knowing and not particularly caring. And what about the self-appointed online expert on **Dial-a-Cab**, **Mark White** – even though he was expelled in 2006! Unlike **Dizzy**, his **White Knight** moniker isn't too difficult to decipher; what is more difficult to understand is his view that he didn't nick his terminal... he says he just didn't give it back! If that makes him happy...

Then there's another guy who I was told is on DaC and who is rather rude about me on that list behind my back, but really nice when contacting me! All part of the fun on LTDF I suppose. But it's not for me thanks...

**Alan Fisher**  
callsignmag@aol.com



# reflections of the chairman

## Transport Committee

The findings of the **London Assembly** Transport Committee into the Taxi and Private Hire industry was published on 16th December 2014, but due to the Christmas break I've not had the opportunity to review the document in *Call Sign*. The Committee consists of nine Councillors - four Labour, three Conservative, one Green and one Lib Dem. The Lib Dem Councillor, **Caroline Pidgeon**, is the Chair of the Committee and the Deputy Chair is Labour Councillor **Val Shawcross**. I first met these two ladies back in September 2008 when they alternated the Chairperson for the committee. Both these ladies have an excellent grasp of our problems, having gained valuable experience over the years thanks to meetings and lobbying that have been done over the years by the trade. One of the three Conservative councillors on the committee is **Victoria Borwick**, or perhaps she might prefer her full title of Lady Victoria Borwick. She is married to **Lord Jamie Borwick**, who was the Chairman of **Manganese Bronze** - one-time manufacturers of the London Taxi. So as you might imagine, her knowledge and experience of the London Taxi trade is also excellent. I am sure all Councillors on the Committee perform a sterling job, but with these three ladies, it does give our trade a foothold into educating the whole committee.

The actual role of the Transport Committee is to examine all aspects of London's Transport system and suggest and press for improvements; their remit covers all of London's transport and part of that is to consider how the Mayors Transport Strategy is being implemented and that does, of course, include **Transport for London**.

The document runs to 65 pages and is quite comprehensive; it initially states that the combined industries complete in excess of 300,000 journeys a day. It also states that there is a distinct lack of Mayoral strategy regarding our trade, which in turn makes it difficult for TfL to regulate the industry efficiently and effectively and unless the trade evolves to meet new challenges, there will be a race to the bottom regarding standards, which will put the public at risk and also threaten London's reputation as a world leader regarding the taxi trade.

They state the role of the Regulator (TfL) is to protect the interests of the travelling public and how it is imperative that the distinction between Taxis and Private Hire be preserved. Unsurprisingly, the Committee found that members of the public felt safer in a taxi than they did in a Private Hire vehicle, but they also stated there was a lack of supply in certain areas regarding Taxis and Private Hire and this led some Members of the public making unsafe transport choices, which has led to sexual assaults and robberies. They want the Mayor and TfL to develop a strategic public awareness campaign on what the public should observe to determine whether or not the driver and vehicle is licensed. They also recommended the trade move toward a cashless payment option, which can only mean the wider acceptance of Credit Cards.

**Of course the topic regarding pollution was covered and it was recommended that more ranking facilities were introduced as this would lessen pollution and congestion. Their conclusion was that rank provision was chronically underfunded and under pri-**



**orised and the process of appointing ranks was too lengthy.**

Over the past ten years, the number of licensed taxi drivers has been constant while the number of PH drivers has more than tripled and they questioned whether the KoL was too demanding and created an artificially high barrier to entry, or in fact if the explosion in the numbers of PH drivers was due to the entry requirements being too low; well we all know the answer to that one! Consequently, they have urged the Mayor and TfL to ensure the requirements are relevant to the specific demands of each industry. This is one our trade will have to look at closely and ensure that the standards regarding the licensing of Private Hire are increased rather than the standards of licensing taxi drivers be lowered, otherwise there will truly be a race to the bottom.

**The Committee, as you would expect, was extremely mindful of new technology within our industry, especially regarding passengers booking and paying. It recommended that TfL ensured it had enough regulatory muscle and political will to safeguard the interests of passengers and TfL and must be ever mindful of an environment where technology is evolving faster than the legislation that is needed to govern it – think they were talking about Uber?**

A topic crucial to our industry is enforcement and the Committee stated that enforcement numbers were 'outstandingly low' compared to other cities in the world. They also stated they were deeply concerned with TfL policy regarding satellite offices and booking destinations that could be creating more problems than they solved. Enforcement, they said, should be increased and better deployed. A recommendation was made that there should be closer working with the criminal justice system and a lobbying of Government for stiffer penalties for tout-ing, which also included vehicle seizure powers.

Finally, they concluded that the trade's confidence in TfL was at an all-time low, which could only be matched by the morale within the trade. TfL are seen to be out of touch with the needs of the trade, which has hit rock bottom within the last year. The view is widely held within both the taxi and Private Hire industries that at senior level, TfL are just not listening to our concerns.

I have endeavoured to give you a précis of a fairly long document that was compiled by a Committee, who in my opinion, have listened and understand our concerns and suggested recommendations that have been made by the trade in the past.

**It is a document that is scathing of TfL and in my opinion justified, I too have been extremely critical of that regime in the past.**

**We have to ensure that TfL and the Mayor implement recommendations made by the Transport Committee, as they have produced an excellent report which mirrors our own concerns within the trade.**

## Hailo

I notice Hailo has appointed its third chief executive in three months; it would appear that Hailo amongst others have been hit extremely hard by the rise of Uber.

**Andrew Pinnington**, former Chief Operating Officer of **Carphone Warehouse** takes over from **Tom Barr**, who took control of the group after the company pulled out of North America and co-founder and co-chief executive **Jay Bregman** stepped down.

Mr Pinnington said he would focus on continuing a three-pronged strategy to strengthen Hailo's position by strengthening its presence in London, expanding into Asia, selling software to other taxi companies and operating corporate services (I make that four, but they are the financial whizz kids) which obviously will mean the corporate radio circuits accounts will come under attack once more. I understand that Mr Barr will stay with the company for the next few months to help with the transition. I am led to believe that Hailo have raised \$100m in Venture Capital funding. But Uber has raised \$1.2bn in the last month alone and the company has a valuation of \$40bn. These are absolutely staggering amounts of money and even Hailo cannot, by their own admission, compete in some areas with Uber.

Finally, losses for Hailo rose from £7.6m to £21.6m in the year to December 31 2013, that was according to accounts which they recently filed at Companies House.

## Merger...

After writing the above, it puts other topics into perspective - especially when it comes to finance. However, just to bring you up to date, both parties have met twice during the past month and both finance departments are gathering the required information so that the situation may progress. Also, Mountview's Financial Adviser has met with our Accountants and Auditors and they are in the process of preparing documentation for both Boards.

I must confess that there is a certain air of uncertainty at the moment as no-one knows what our AGM might produce; consequently there has been some reluctance to press on until the immediate future is known. As I have explained in the past, I have signed a non-disclosure agreement (NDA) but I am in a situation where I wish to keep Members informed of progress, but I cannot disclose anything too confidential which might affect Radio Taxi's business, so you no doubt understand that there is a line I cannot cross at the moment...

## AGM

I'd like to remind you that the AGM is on Sunday 8th February at the HAC, City Road at 11am. If you wish to vote by post, your vote has to be received by the ERS on Friday 6th February. You must either vote by post **OR** attend the meeting; failure to do either will result in a £50 fine being imposed.

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

# BARRY HOOPER

May 1950 – December 2014

**One of the many DaC members present at Barry Hooper's cremation was Gary Cox who had known him for many years.**

Just before Christmas, it hit the DaC screens and we all knew the news wasn't good because most of us just scan the screen before really taking in what it says. But it was those traditional words: The Chairman wishes to inform members of the sad loss of... and at that point you knew it was going to be someone you knew. But when the words 'Barry Hooper' and 'LTDA' appeared on the screen, it was a double whammy.

Even though Mr Hooper was never a DaC member, his blue collar trade association opinions permeated through the trade and that included our membership. I remember popping into the LTDA HQ at Woodfield Road to have a chat with him, only to be greeted with the words: "We've got this new computer and it's f...." I'll leave the rest of the sentence to your imagination!

"So you call yourself a sparky," I hit him with, for which he came back by pointing out that he was an *ex* sparky before adding: "Anyway, son, I never said I fixed computers, I'm now a cab driver all the way through to the core!" Meanwhile Barry was fixing the thing and as he gradually



got it up and running - which told you something about the character of the man - he burst into a long giggle, something of which Barry was a master at!

**But now it was 12 30 hours on a cold and damp 5th January 2015 and we were crowded into Enfield Crematorium for a service to celebrate the life of Barry Hooper, while also mourning his sad and untimely death. We were surrounded by so many people showing their respect to him that you couldn't even get in the door.**

Steve McNamara, the LTDA's General Secretary, gave a fine tribute on behalf of the trade whilst looked on by Barry's wife Margaret, "his girls" Lisa and Becki and son Andrew, a real chip off the old block.

Like all cab drivers - and Barry was no different - he was still looking for an angle, albeit I suspect, from above. Well Barry, you may well

have found one - the fact that the first two hands I saw link into one another's were the LCDC's **Grant Davis** into the hand of DaC Chairman **Brian Rice** in the grounds outside, and that was a moment that a lot of folks had been waiting a long time for. Let's hope Grant does not blow the opportunity; I suspect he will have learnt a lot on the road to becoming LCDC Chairman.

The fact that **Addison Lee MD**, **Mike Galvin**, turned up demonstrates the respect that Barry carried both inside and outside the trade circle. Also there was a figure from the past, **Geoff Kaley**. He was the former Managing Director of **London Wide**, which he later went on to grow into **Computer Cab** and then **ComCab** before finally moving across to **Radio Taxis** offshoot, **Xeta**. He was pressing the flesh with all and sundry, which tells me he's got one last big throw of the dice within him and the cab trade. I suspect that perhaps I shouldn't have asked him whether he was still a member of the LTDA! He shot back with "yes for over 37 years!" I guess Barry - always controversial in his **TAXI Newspaper** articles - would have wanted me to ask anyway and might have been proud that I thought to ask!

Then there was **Bob Oddy**. What must he have been thinking as he sat and watched his brood come good, because he had watched Barry come in the door and out the door - a better man for all to see.

Barry used to say *keep them doors locked and if in doubt keep 'em out*, but I suspect on this occasion he would have thought let's get 'em in and chat! You see Barry wasn't a beer and sandwich till the crack of dawn Union man, more a 'how are we going to win this one, easy does it' type of guy.

**To Margaret, Lisa, Becki and Andrew, thank you for sharing Barry Hooper with us - his brothers and sisters in the cab trade.**

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

## NOTICE OF 2014 DAC AGM



By now, all members should have received an individual notice of the Dial-a-Cab 2014 Annual General Meeting advising that it

will be held at:

The HAC, Armoury House, City Road, London EC1Y 2BQ on Sunday 8th February 2015 at 11:00hrs.

The meeting this year will consider an agenda including the Election of Officers and any proposed Rule Changes and Propositions, all of which should have been received at Dial-a-Cab House by 09:00hrs on Friday 10th October 2014 and in accordance with Society Rules.

As a reminder, if you do not vote by post, then you must attend in person. If you do neither, you may be subject to a £50 fine...

**Howard Pears  
Company Secretary**

Call Sign says...

## 'GREEN' GEELY FOR UK?

London Taxi Company owners, Geely, whose factory is in Hangzhou (Shanghai), are said to be on the verge of announcing a new £150million facility in Ansty Park, Rugby - fairly close to the LTC site in Holyhead Road, Coventry. The new factory would be producing the next generation of 'green' energy-efficient London taxis. Plans for the new plant are said to have been in the pipeline for over a year and in December a planning application was submitted to build it at Ansty Park.

Plans for the plant are said to have been under deliberation since the end of 2013 and have received encouragement from the UK government. Its main role would be to make the new TX5, a 'green' version of the TX4 and scheduled to enter the market in 2018. Production of the TX4 itself would continue at the Holyhead Road factory. However, bosses at LTC say the new factory story is still in its very early stages and they are also considering other locations.

But would it not be ironical following all the talk of that big choice of green cabs "soon to arrive" following the Mayor's electric taxi display last year, if it was the TX4 that turned out to be the first one available, because the much vaunted Fraser Nash Metrocab shows few signs of rushing despite rumours to the contrary, Nissan seem to have taken their bat and ball and run off back to Japan, the eVito has now been delayed until late summer, while the other incumbents to the electric taxi market seem to have forgotten to switch on the mains...



**Where are all the electric taxis we were promised? This one made headlines before vanishing...**



# Jery's World



"And what type of cab are you, driver???"

## TAXIS WIN BUS LANE EURO BATTLE!

In a ground breaking ruling, the European Court of Justice in Luxembourg has ruled that whilst London licensed taxis can continue to share the use of special lanes with buses, minicabs – specifically Addison Lee who brought the action in a bid to win right to the lanes – have failed in their bid which claimed they too should also have access. Eventech are expected to launch an appeal.

It was Eventech who own Addison Lee, that brought the case to the ECJ after losing at London's High Court in 2012 following then AL Chairman John Griffin's "instruction" to his drivers that they should use the bus lanes and that he would pay any fines incurred.

Eventech's argument was that the *status quo* amounted to state aid and that made it, at least under EU law, illegal. But the ECJ disagreed and decreed that **Transport for London** was correct in its submission that only buses and taxis could use the lanes. The court concurred with TfL's submission that only black cabs could be hailed from the street and would need access to the kerb, whereas private hire had to be pre-booked and would therefore not need immediate access to the kerb.

In a statement the Court said:

**"Since taxis are in a factual and legal situation which is distinct from that of private-hire vehicles, that permission does not appear to be such as to confer, through state resources, a selective economic advantage."**

TfL Managing Director of Surface Transport, **Leon Daniels**, said: "Our policy on bus lanes was upheld by the High Court. We welcome the opinion from the Advocate General and now the European Court of Justice, but ultimately await the decision of the Court of Appeal. As this process continues, we are maintaining our well-understood and effective policy that helps to keep London moving in the interest of everyone."

**Justin Peters**, Chief Executive of minicab app **Kabbee**, who perhaps unsurprisingly agreed with Addison Lee's views on bus lane usage, wrote in a London newspaper last year that "there could be up to 60,000 votes for a politician who pledged to open up the bus lanes to the likes of Kabbee and **Uber**."

He forgot to subtract the 26,000 votes from those that disagreed...





**T**ransport for London working with its policing partners has continued its excellent record for prosecutions by successfully prosecuting four more rogue minicab drivers who were acting illegally or plying for trade. This is part of an ongoing commitment to stamp out bogus minicab drivers in London and brings the total number of successful convictions for illegal plying for hire and other related offences up to 34 over the last 12 months.

**Nasser Ndaganira**, 51, from Hackney, was sentenced at City of London Magistrates' Court in November. He was caught illegally plying for hire and accepting a booking in **Wardour Street** without a valid private hire vehicle licence in March 2014. He was found to have been reported for the same offences as well as having no insurance two months earlier. He was found guilty on five separate offences and ordered to pay £1801 in fines and court costs as well as being disqualified from driving for 12 months.

**Oladotun Shonowo**, 42, from Southwark, was sentenced at Westminster Magistrates' Court in September. He was seen approaching people leaving a bar in **Kennington Road** in February 2014. When officers approached Mr Shonowo, they found that his PHV licence had been revoked in May 2013 for a touting conviction in March of that year. He claimed to have no knowledge but later pleaded guilty to driving without a valid PHV licence or insurance and was ordered to pay £1560 in fines and court costs. Shonowo had his driving licence endorsed with an additional six penalty points. As a result, he was disqualified from

## ***"Four more successful prosecutions of rogue minicab drivers..."***



driving for six months. The private hire firm he was working for was also informed that he had been driving on a revoked licence.

**Omonirume Itivere Gbemre**, 48, from Southwark, was sentenced at City of London Magistrates' Court in November. He was seen taking passengers without a booking in **Whitcomb Street** in the early hours of 10 January 2014. It was also discovered he had an expired PHV licence. Mr Gbemre was found guilty of working without a valid operator or PHV driver licence, plying for hire and driving with no insurance. He was fined a total of £870 and disqualified as a driver for one year.

**Alemayehu Erike Ayele**, 45, from Westminster, was sentenced at City of London Magistrates' court in October. He was seen being approached by a male and female standing by his licensed private hire vehicle outside a club in **Berkeley Square** in October 2013. After interviewing him, officers discovered that he had been using his mobile phone to book fares for passengers he had picked up. He admitted that the passengers in his vehicle had not booked the car through a valid operator. He was found guilty of illegally plying for hire and was ordered to pay £620 in fines and court costs. His PHV licence is currently under review with the possibility of it being revoked.

TfL's **Safer Travel at Night (STaN)** initiative is a partnership between the Mayor, TfL, Metropolitan Police Service, the City of London Police and the British Transport Police set up to improve the safety of travelling at night through industry regulation and licensing, enforcement and education. The 2014 Safer Travel at Night campaign aims to make people aware of the dangers of picking up un-booked minicabs off the street, such as robbery and sexual assault while pushing their message that if your minicab isn't booked, then it's just a stranger's car.

*See editorial on page three...*

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It does seem to be a fact that the taxi business is never given anything and whatever it is we do get to help improve the trade, is only gained after fighting for it! A recent **Rear Wheel Steering (RWS)** problem for **Dial-a-Cab** driver **Stephen Field (F99)** probably helped to show that yet again when his cab failed its yearly mechanical due to the cab's RWS and the **Mercedes** dealer he went to in **E15** refusal to cover it under the warranty, stating that it wasn't an original MB part.

However, **Stephen's** problems took a step closer to being sorted out recently. He told *Call Sign* what had happened and following some enquiries, we suggested that he try Mercedes dealers **S&B Commercials in Thurrock, Essex**.

In the meantime, **Stephen** had been enquiring about the legal status of his warranty and called Mercedes in **Holland** while also writing to them in **Germany**. He then enlisted the help of his local MP **Lee Scott** and **LTDA** General Secretary **Steve McNamara**.

"Lee's help was immense, but both he and Steve were instrumental in helping me sort out the warranty problem for the RWS and I can't thank them enough. They made me feel that I was not on my own. My thanks also go to *Call Sign* for their enquiries and coming up with S&B Commercials in Thurrock who have been really helpful throughout and who I will now be using regularly. I would recommend them to anyone on DaC who drives a Vito."

**Stephen** added that the whole business had

## DAC DRIVER WINS VITO RWS BATTLE



**Stephen battled until he won!**

put him under a tremendous amount of stress because he knew that he would have to face a huge bill in getting his Vito back onto the

road. But following the acceptance of the steering problem under warranty by S&B, a huge weight had been lifted off his head.

"My overhaul this time with S&B cost me just £35 – apart from the £160 job on the brakes. Thanks again to *Call Sign* for recommending them, but I can't help but wonder what effect the new passing regime with its much cheaper "overhauls" has had on garages and whether the demise of £1000 overhauls was what pushed KPM and others over the edge and began the RWS problems for so many Vito drivers. However, I must also thank Sara at KPM for her welcome assistance."

**Stephen** – who has never taken his Vito for anything but a registered Mercedes dealer – has since received a letter from Mercedes confirming service plan re-instatement.

*If any Vito drivers want to contact S&B Commercials in Thurrock, they are at Central Avenue, postcode RM20 3WD or tel 01708 892 500. S&B are also at Welham Green (01707 261 111) and Stansted (01279 712 200) and all have been appointed as retail outlets for new or used Vitos...*

## Hailo UK losses hit £20million

The Hailo minicab and taxi app has posted end of year losses at Companies House of £21.6million – up three times from last year's £7.6million loss. The company say they invested heavily in technology in a bid to fight off fierce competition.

London saw two demos by licensed taxi drivers in 2014 – the first said to have included around 11,000 black cab drivers – in an anti-Uber / TfL campaign that complained of the authority allowing Uber to use what looked to be a taxi meter.

Prior to those two demos, news reached the trade that Hailo had applied for a private hire operator's licence. That resulted in a huge number of taxi drivers that had previously used the Hailo app pulling away – some even placing unauthorised signage in the back of their cabs announcing their views about Hailo. Those events must have affected Hailo's results greatly.

In the results, Hailo admitted that the significant number of start-ups in the taxi hailing market would bring about increasing levels of competition for them in the future. To mitigate the perceived risk, Hailo said it would "continue to work to develop strong consumer and driver relationships." The assumption must be that many of those taxi drivers that pulled off the app in disgust have again downloaded it.

But it isn't just London where Hailo is



**One of the many unauthorised signs that appeared on taxis after Hailo got its PH licence**

suffering. They recently pulled out of the USA and Canada after claiming that Uber and Lyft were charging uneconomically low fares and that it could not make a profit under those circumstances. But they also went on to announce plans to launch a larger car service for London, said to be to try to win more business passengers.

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Those older drivers able to go back to 1958 might remember a number one record from **Lord Rockingham's XI** entitled **Hoots Mon**. With a Scottish lilt to the words, the record contained the not quite Shakespearian declaration: *Hoots mon, here's a moose loose around this boose*. We think it actually referred to a mouse running wild in a house. But **Dial-a-Cab** driver **Mark Tiller (K90)** put his own slant to those words...

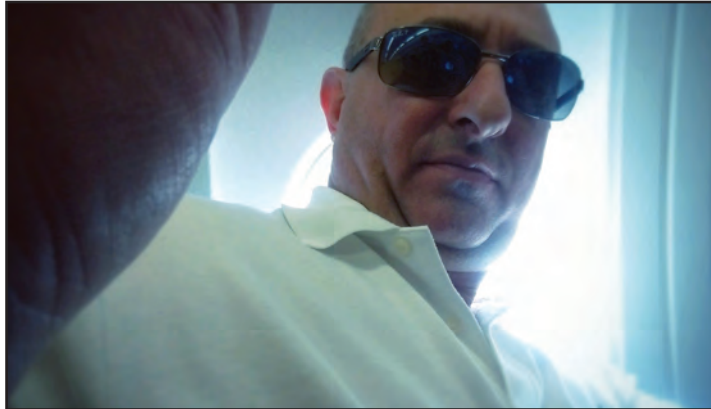
"In 25 years of cabbage, with 20 of them on DaC, it's definitely my most unusual delivery – if not of any driver in the history of the Society," Mark told **Call Sign**!

"The trip offer came up on my data terminal just as an *as directed delivery*, so when I arrived at the pick-up address I was expecting an envelope or perhaps a small parcel. In fact I was greeted by a gentleman who requested my assistance to move the object into the cab and to also ask if I would mind assisting at the destination address to help bring the subject of our efforts to its final resting place!"

**Grinning as he continued his tale, Mark told us that the man at the door had an almost conspiratorial tone to his voice - until they arrived in the room where Mark was to catch sight of what they were actually going to deliver - a full sized, wall mountable Moose's head!**

"It had obviously been a very real Moose before meeting its demise and proudly presented as someone's sporting trophy. I started to put my hands on its' antlers, thinking that would be the easiest and safest way to carry it, but no! I was informed by the gentleman – obviously trained in Moose removals -

# THERE'S A MOOSE LOOSE...!



**This must have been the Moose's view of Mark!**

through London before being shipped to an onward destination, so goodness knows how it would be packaged for travelling!

"In my quarter century of taxi driving, the only other really unusual fare was a

young couple who decided to use the back seat of my cab to express their affections in broad daylight. My attention was drawn to their antics by passing members of the public who tapped on my window while I was waiting at the traffic lights on Ludgate Hill. But I have to say that moving a moose around Mayfair is still pretty cool!"

**With that Mark drove off – but not before he told us that he had never heard of Lord Rockingham's XI...!**

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## JACQUELINE HART COUNSELLOR

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

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Towards the end of December, Dial-a-Cab drivers Graham Leonard (J20) and Alan Green (E52) were invited to participate in a TV documentary debating the pros and cons of having an insurance camera in the cab – known as CabCams.

ITN reporter Lou Westlake and her cameraman Nathaniel Leppiett brought the pair together for possible inclusion in an ITV programme to be broadcast sometime in February.

In an informal conversational format, as is the way of documentary style broadcasting, Alan Green, a strong supporter of CabCams, put forward his views on the benefits of the technology, citing numerous instances where the camera has witnessed incidents on the road, some of which have indeed been published in *Call Sign*.

Regular readers will recall the PHV proceeding northbound along East Road against the one way system, or the errant bilker whose likeness was captured on camera and published in this mag for all to see! Then there are the DaC drivers reporting so-called 'cash for crash' scams where scammers would probably not bother if a CabCam had been fitted. In the September 2011 *Call Sign*, Editor Alan Fisher reported how he took a third party to court rather than allow his insurance company to pay out when there hadn't been any collision whatsoever. The Judge agreed with Alan and dismissed the claim. The insurance company never said thank you and would have happily paid out rather than go to court. A CabCam in Alan's taxi would have proved there was no accident.

## The Great CabCam TV Debate!



Lou needed someone to put up an opposing view and in a spirited defence of driver choice, Graham drew attention to the possibility that such technology could become the norm unless drivers resisted pressures from agencies such as insurance companies seeking to promote their own interests under the guise of protecting the insured from scam claims. There was also his point about licencing authorities actually insisting such devices were fitted, as was the case with receipt printers. All points raised by both Graham and Alan were valid and indeed the alternative argument wasn't against the usefulness of CabCams, but against them

becoming compulsory.

Filming lasted over an hour, with several scenes being repeated in different ways so it remains to be seen just how much actual air-time will be devoted to The Great CabCam TV Debate.

*Pic: Cameraman Nathaniel Leppiett, Graham Leonard L20 and reporter Lou Westlake – a welcome addition to anyone's CabCam!*

**Michael Toomey**  
Call Sign Online

## Fire engine smash on Canary Wharf

"It wasn't exactly in the true tradition of Fireman Sam," Mark Cutler (N03) told *Call Sign*, "in fact, for one very brief moment I thought it might have been a film crew shooting a scene for TV's Casualty or similar drama, but then I realised it was all very real!"

The Dial-a-Cab driver was referring to a recent incident at State Street, Canary Wharf, when a fire engine crashed into a building at Churchill Place and had itself to be rescued!

"Whether the fire engine was on a genuine emergency 'shout' or a routine fire-drill training exercise was not quite clear at the time," Mark continued, "but it seems the vehicle clipped the kerb, mounted the pavement, took out a traffic light and smashed into the protective steel bollards outside the property. The fire engine was badly damaged in the incident too."

Chris Havis (O65) also saw the aftermath of the crash at first hand and was able to give *Call Sign* an update.

"I saw the fire engine had mounted the kerb and caused extensive damage to the steel security posts, quite apart from sustaining serious damage to itself. It appeared that the female engine driver had rounded the bend a little too quickly, clipped the central reservation and ploughed into the security solid steel bollards. I think there were several people injured, including a fire fighter who was trapped in the appliance because it took a second fire engine to cut the door off the stricken machine in order to rescue their mate. I saw the fire-engine's door laying in the street after removal," Chris continued.

Surrounding roads had to be sealed off for quite some time while the incident was sorted, causing traffic chaos in the area and making access almost impossible while virtually turning the area into a legitimate 'island'! *Call Sign* was later told that none of the injuries were life threatening.



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TEXACO



If you grew up in the late 40s and 50s, you'll remember Sundays as being a pretty drab affair. There were hardly any shops open, just a few small grocers and off-licences. Cinemas didn't get going till 4 o'clock; there was no sport on the box because there was no sport! In fact not many people had a TV until the Coronation and there was nothing on its single channel anyway until the early evening. We didn't get a telly till the end of the decade.

But we did have the radio and the Omnibus edition of **The Archers** followed by **Desert Island Discs**.

Nothing changed there then! Then there was **Family Favourites** and maybe **The Clitheroe Kid** - but better still **Hancock's Half Hour** or **Beyond Our Ken**.

But the crowning horror of Sunday night radio came at six-thirty. As if the programme was not awful enough, it came on as I began my homework - the homework I could have done anytime from Friday but which I left till the last moment - something the good lady wife will testify hasn't changed since the 50s!

The programme was **Sing Something Simple** in which a mournful crowd known as the **Mike Sammes Singers** sang depressing songs accompanied by an electric organ. I once picked Mr Sammes up and wanted to tell him that nothing ever made me more miserable than his show! But I didn't.

I've always worked a bit on Sundays. The plan is take a few bob, get home about 12.30, have a quick wash and brush-up and then leap into the roaring beast which is the 850cc Toyota Yaris and explore the sights of Harrow Town Centre. A few Sundays ago, I was having a terrible day. It was cold, wet and miserable and the only people about were those who absolutely had to be out there, plus some bedraggled tourists. At around 10.30 when I was looking to go northwest, a couple stopped me. "Gatwick please!" Aaagh! I apologised and said that I couldn't do it. A bad day just got worse!

Then in Great Portland Street, a man in his sixties waved me down and asked for the A&E at the UCH. He said he needed to pick up a wheelchair and then go to Dartmouth Park Hill. Well at least it put me on the road home. At the UCH, he duly came out with one of those heavy duty wheelchairs which I helped him to put in the cab. Something seemed a bit odd.

"What's the time," he asked? I replied that it was 10.45. "Oh, that's all right," he replied, "Mass doesn't start till ten o'clock." Curiouser and curiouser. The talk of Mass prompted me to ask if he was going to St Josephs?

"Nearby," he responded, "do you know the Mental Health unit?"

Bong, bong, bong! Alarm bells started to ring and at the bottom of the hill I decided to test the water.

"It's going to cost about £20," I said.

Another true story from Geoff Levene

## Sing something simple – but not to me!



"That's OK," he replied matter of factly, "if you come back in half an hour I'll have the money."

It was all falling into place. As calmly as I could I said I needed the money then.

"Well I don't have it. Come back later."

So I told him to get out! He dragged the chair out, pointed a quivering finger at me and declared: "May you burn in the fires of hell." With that he began to trudge up the hill.

Did I do wrong? I don't think so. Yes he was disturbed, but he had enough wits to obtain a wheelchair for whatever reason and to have worked out how to bilk a cabdriver. As I drove home, my thoughts turned to another brush with the mentally ill. That one was back in the 1970s when I was working on a Bank Holiday Monday. And it was dead. Actually 'dead' would have been ok. I could have handled that, but it was

something worse. *Rigor mortis* had set in and there was a hint of decomposition and decay in the air.

In the early afternoon, I found myself in West Heath Road when something strange happened - the dispatcher called a job! It was a delivery from **Napsbury Mental Hospital** near **St Albans** going back to NW3 - almost to the place I was passing at that moment. Nobody came in for it so I thought I'd offer a time. I fancied a ride in the country. Amazingly I found the place - no satnavs back then - and a receptionist gave me directions to the ward I needed. But I got lost in a maze of grey Victorian corridors. So I asked a resident to help. He didn't say anything but set off walking at what I can only describe as a mad pace - but he deposited me at the correct place. A nurse let me in and locked the door behind me. I attracted some curious looks from the patients while I waited for the delivery. But I was eventually on my way back to NW3.

It was only later that something that occurred to me; supposing the fire alarm had gone off while I was banged up in there and we were evacuated outside. And supposing that when it was safe to return, a security man ushered me back inside.

"It's alright, don't worry about me," I'd say, "I'm a taxi driver!" "To which he would probably reply: "Yeah, they all say that. Now be a good boy and take your medication..."

Geoff Levene (W32)

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# Compliance with Garry



*I hope you all had a good Christmas and looking forward to what the New Year holds in store for you all...*

## Taxi advertising

The Board were approached by **BrightMove Media** at the back end of last year to ask if Members that wanted to participate with that form of advertising could carry BrightMove's LED digital advertising on the roof of their taxis.

After a long discussion, it was decided by the Board that as the advertising being displayed wasn't controlled by the driver, drivers could potentially be waiting outside a client's office with an advert for one of Dial-a-Cab's competitors being displayed on the LED panel.

With that in mind, the BoM decided not to allow our members this form of advertising

on their taxis and I do hope you understand our thinking with this decision.

## MDT update

I, along with nine other Members, have been testing a new version of software on the MDT, the version has all the buttons you need on the one page, which is a lot easier to use and you can view zones then book in directly into the zone of your choice.

It also allows you to look at pick-up destinations on the map without inputting the address manually before accepting the trip. The DaC IT department are currently working on the GPS dispatch system and I'm looking forward to seeing that in operation in the near future.

*Be lucky...*

**Garry White**  
DaC Compliance Officer

## TfL drop Uber ad

After facing complaints from the London taxi trade and some larger minicab companies, **Transport for London** has dropped ads for **Uber** from its website. The complaints involved Uber's right to even operate in London, as their drivers use smartphones as taximeters – even though a few taxi drivers actually joined Uber back in June when they launched **UberTaxi**.

A December report from the **Greater London Assembly** described TfL's performance in regulating the both sides of this trade as *woefully inadequate* in addition to becoming a soft touch when it came to upholding taxi regulations. It specifically pointed a finger at TfL's failure to keep Uber in check but called that just the tip of the iceberg. They gave an example of the banner ads for Uber on the TfL website, even though it appeared that Uber were operating illegally and after several countries had banned them.

The complaints were put to London Mayor **Boris Johnson** by three LA members during the Mayor's Question Time. The Mayor gave a written response in which he wrote:

**"Given TfL's licensing and regulatory roles, it has reviewed its policy and is no longer carrying any advertising on the Taxi and Private Hire section of the TfL website."**

Over the past few months, Uber's diminishing reputation has sunk even further following the banning of its app in several countries, a rape accusation in India, two gay men being thrown out of the car after apparently having a cuddle on the rear seat and one of its executives apparently suggesting that they attempt to dig up and dish out dirt on those that criticise them

But TfL say they have no problem with them...



UberTaxi was launched last June but the take-up was small

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Cab Guide, City of London Guide and City of Westminster Guide, Bob Woodford introduces the first in a series of infamous peace time London explosions...



*The bombing of Scott's of Mayfair that led to the Siege in Balcombe Street...*

In 2014 we reflected on commemorating the start of the First World War and in 2015 we will be hearing all about the first

strategic bombing raids on London by Zeppelins.

We taxi drivers use London as our 'office' – we observe streets and buildings constantly – so in this series I want to write about explosions that have occurred when we have *not* been at War and in places that you can relate to while going about your daily working life. So I wonder if any older Dial-a-Cab subscribers were working their cab on the night of **12th November 1975**, because if you were cruising the streets of Mayfair, then an explosion in **Mount Street** would have caught your attention.

I can remember being on the rank in Canary Wharf one night in February 1996 when the IRA bombed South Quay Station and I shall feature that one later in the series.

It was the IRA that targeted Scotts of Mayfair, being on its 'death' list of potential bombing targets. Scotts was once the most prestigious oyster bar of London restaurants - Ian Fleming reputedly had his first Martini 'shaken and not stirred' there! It was opened by a passionate Scottish fishmonger in 1860 and was the talk of the town for the next 100 years. But a bomb thrown from a passing car on that fateful 1975 evening, smashed through its window and exploded, killing one diner and injuring 12 others. It led to decades of decline until the takeover by Ivy Caprice Holdings in 2006.

The four-man IRA active service unit, made up of **Hugh Doherty**, **Joe O'Connell**, **Eddie Butler** and **Henry Duggan**, carried out a 14-month bombing campaign across London that involved forty explosions leaving 35 people dead, including Guinness Book of Records co-founder and rightwing political activist **Ross McWhirter**.

The gunmen were observed by a police surveillance unit when they attacked Scotts for a second time a few weeks later. Shots were fired into the window from a blue Ford Cortina, probably a stupid idea going back to the scene of a crime – and a car chase across London ended with them being holed up in council flats in **Balcombe Street** (near the junction with Dorset Square) having taken two hostages. One of the chasing police constables had commandeered a passing cab - was it yours?

The Cortina was pursued through the busy West End traffic to **Gloucester Place**, a number of shots were fired and the windscreen of the getaway car was shattered. The driver could no longer see where he was going and stopped the car. Police later found a holdall in the car containing two sub-machine guns, a Sten gun barrel and a clip of ammunition.

The four gunmen ran down Balcombe Street and finally burst into a five-storey block of flats owned by Westminster City Council. Flat 22B was home to **John and Sheila Matthews**; their front door was rushed and both were taken hostage. A neighbour by the name of **Donna Martin**, who lived in **Dorset Square** overlooking the siege address told reporters:

**"About 50 cars arrived at my doorstep. We all rushed to the window and I have never seen so many guns in my life. We saw the policeman with a car that had been riddled with bullets."**

John Matthews was tied up with a pair of his wife's tights, while the gang demanded a safe passage to Ireland. That was only ever to remain a demand and a stand-off ensued that would last 6 days. The stand-off ensued during when they also demanded a helicopter to take them to Ireland, but in the end the gang surrendered to face 23 years in British jails before eventually being released by the **Tony Blair** Government under the **Good Friday Agreement** in 1998.

Whilst researching material for my new 'Blast' series in *Call Sign*, I

# Blast!



The Balcombe Street siege in 1975

sat in the cab outside the block of flats in question, trying to imagine the chaotic scene and upheaval the local residents had to accept; you just could not imagine how things were here after that car chase from Scotts 40 years ago.

Next time you set down or pick up at Scotts, you might be reminded of this story!

*Next month: How a needlework school became a key player in one of the most infamous blast scenes in London's history...*

**Bob Woodford**  
Call Sign Online

## HACKNEY ROAD TAXI TYRES

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## London Taxidriver's Fund for Underprivileged Children

### ITFUC CHAIRMAN'S REPORT



I am proud to serve this charity in its 86th year as its current Honorary Chairman and what a year we have had. For those of you that don't know about the children's charity, the first ever trip took place in 1928 when some London taxi drivers, who themselves had been children of the Norwood Orphanage, wanted to give something back and decided to take children from the Orphanage to Southend.

Since then, it has grown into a charity that has helped thousands of underprivileged children from all walks of life, both physically and socially impaired, but all genuinely needing our help.

We started our year with the **Mad Hatter's tea party** in January at the **JW Marriott Grosvenor House Hotel** in Park Lane where we entertained more than 700 children. Our Committee of 15 trustees and their wives and partners were assisted by taxi drivers and friends of the charity in putting on this worthy annual event. The children are entertained by an army of entertainers, who over the years have given their time freely. It is such a great party; the children watch numerous acts, dance at the huge disco and then as a final treat, all leave through a toy grotto taking home a huge bag of toys and other goodies. The looks on their faces are priceless!

In February, we held a belated 85th celebration with a **St Valentine's Dinner and Ball at Guildhall** and a fun night was had by all. Well done fellow trustee **Mike Son** for organising the event.

In the summer we held our annual outing to **Southend**. A convoy of 100 London taxis filled with children and bedecked with balloons, together with our auxiliary vehicles, set off from **Victoria Park** to Southend for an action packed day. It never fails to amaze me how so many people wave and support us year upon year along our route.

Our Hon Treasurer, **Lilian Julier** together with my wife **Maria** and myself, were also privileged to be invited to **Her Majesty the Queen's** garden party. It was a lovely occasion and an honour to attend.

We also gave our support to the **Pearly Kings and Queens** by attending their **Harvest Festival** at the **Guildhall** in the fall, where trustee **Steven Bell** and his wife **Wendy** dressed their cab in buttons; it was a proper 'pearly cab'!

I would like to thank all the trustees and their wives and partners for their tireless hard work throughout the year and all of our sponsors and supporters. Your contin-

ued help and support allows us to do so much for the children of London.

I would also like to wish good health to **Bill Tyzack BEM**, the charity's Hon Life President and his wife **Grace** who have served this charity for over 50 years. I also wish our trustee, **Larry Abrahams**, a speedy recovery and to welcome new trustees **Bradley Winfield** and **Colin Greaves** to the charity.

I'd like to also take this opportunity to welcome **Sainsbury's** at Low Hall, Chingford, who have nominated us as their sponsored charity for the next year.

On behalf of myself and my fellow trustees, we wish you all a very successful year ahead.

**Simeos Yiannikaris**  
ITFUC Hon Chairman

### ITFUC TREASURER'S REPORT



It is my privilege to present the ITFUC Treasurer's Report for the year ending

October 31st 2014. I am very grateful to the Fund's trustees for taking time to provide me with their ongoing support in respect of my role as Honorary Treasurer, despite the challenges faced over the past year. I have also been inspired over the time since the last AGM by their relentless dedication in continuing to make their respective contributions to the charity.

The Fund has maintained reserves to enable continued support for many disadvantaged children of Greater London. General administration expenses have been kept down once again to less than 0.5% of generated income, allowing nearly every penny of income to be spent on improving the quality of life for those in need.

Almost £4000 was granted during the year, including supporting the children of taxi drivers who have been unable to work. The cost of the Grosvenor House Mad Hatter's children's party at over £11,000 includes two year's hire of the Great Room, while the annual outing to Southend came to slightly less than last year's expenditure.

Thanks to the generosity of donations and sponsoring made by many benefactors, the Fund was able to recover most of these outlays, giving hundreds of disadvantaged children many great memories of the year's events. Adding two new members to the Fund for this year is also fantastic news.

**Lilian Julier**  
ITFUC Hon Treasurer

## London Taxidriver's Fund for Underprivileged Children ITFUC become Sainsbury's Low Hall charity for the year

On Saturday/Sunday 20/21st December 2014, the ITFUC were again at **Sainsbury's Low Hall**, Chingford branch, this time with our **Reindeer Taxi** (see page 21), raising money for future events, starting with our Christmas Mad Hatter's Tea Party for 700 children in January.

**But we also give grateful thanks to the management and staff at Sainsbury's Low Hall for making us their charity for a year and to all the people who kindly donated money to us.**

Well done to all the committee and helpers who made the two fund raising days so successful.

**Wishing a very Happy New Year to all...**

**Raymond Levy**  
ITFUC Press Officer

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Soon after another long-term Dial-a-Cab driver, Max Arnold (D66), had announced his retirement from the London cab trade, yet another has now made that move with Martin Freeborn (C67) also deciding that enough was enough! Martin recently spoke to Call Sign...

"The time has come for me to retire as a London taxi driver (I hate the words black cab driver)! I went onto the Knowledge on 28th December 1966 and got my badge on 13th December 1967, with my bike having previously gone under the front of an articulated lorry that turned left into Longford Street from Albany Street without indicating! So I guess I'm lucky just to be here, never mind getting my badge as we weren't wearing crash helmets as it was a hot July day. I spent three days in the Middlesex Hospital with a crushed vertebrae!

I began my taxi driving career by renting a cab 'on the clock' from Colford Taxis (which meant your meter was checked and you paid a percentage as your rental) for over two years. The cab was also on ODRTS and I became F58J.

Then in September 1970, I decided to buy my own taxi and went to M&O in Wandsworth Bridge Road. I would never have believed on that day almost 45 years ago that the new cab I was to drive out at a cost then of £1259 (including purchase tax), would be the first of my 41 new cabs as on that first day a bus ploughed into the back of that shiny new cab! But I did continue to buy a new cab every year and was told several times by LTI — the fore-runners of The London Taxi Company — that it was a record they thought would never be beaten by an individual driver buying just

## Martin Freeborn retires



unlikely challenges. Our 'bet' was to drive a Ford Escort over a tightrope! Ken drove and I guided and we ended up scoring the best result over the whole series. It was all for charity and we were presented with a small cup.

for his own use. And let me add that boy, have those taxis improved since I bought my first 'tank'!

In 1975, I became C67 on ODRTS — later to become better known with their more identifiable trading name of Dial-a-Cab. Two years later, I successfully completed the City Guide Course. I began going on the War Disabled outings in my first year and have supported that worthwhile charity ever since and even had the real honour of taking the late Douglas Bader on one outing.

I then decided to join my brother Ken in entering the 1978 Taxi Driver of the Year Show and thirteen years later in 1991, I actually won it — albeit by a single point. But it really was a lot of fun, a great day out meeting lots of new people and in the process, raising substantial amounts of money for taxi charities.

A few years later when Ken won Taxi Driver of the Year and I came in third, news of two taxi driving brothers being successful reached ITV and we were invited to appear on Bruce Forsythe's Saturday evening quiz, You Bet, where a panel of celebrities would bet on the ability of members of the public to achieve

In the meantime, I had been elected as a Board member at Dial-a-Cab and during that year we decided to buy Brunswick House, which turned out to be a very good decision (buying East Road was even better, although I had left the BoM several years before that happened!).

I have always supported DaC and the trade in all manner of things in addition to being a member of the LTDA — something I consider as being a must for licensed taxi drivers. More recently I was elected by fellow subscribers as a DaC Arbitrator.

It is often said that we will know when it's our time to retire and last September I decided that time was nearing for me, so I made arrangements to sell my cab in early 2015 and to let the stresses of the job go. My wife, Joy, our black Labrador and I are moving down to somewhere near Bognor Regis.

I wish DaC and its Members every success in the future. It will certainly be a battle with so much competition out there, but I'm sure they will get there. I've had a good life as a London taxi driver and met many lovely people, but the time has come to say goodbye and of course, be lucky..."

*Retired Dial-a-Cab driver Steve Shaller pens some words from his Spanish abode...*

## HE WHO LAUGHS LAST!



Having read Tom's Tales in the January Call Sign and the unfortunate experience that happened to Tom Whitbread at Mann & Overton all those years ago, it reminded me of a similar experience that I too encountered.

As Tom mentioned in his article, many years ago M&O were the sole supplier to the trade and like Tom, my problem was also a leaking front lever arm shock absorber. They were prone to leakage and their life expectancy rarely exceeded the one year warranty.

As was expected, after booking in your cab you would sit in the waiting room exchanging stories with other drivers appertaining to their experiences with M&O. Very few of the stories were of a positive nature!

Having waited several hours for the work to be completed on my cab, I was called into the office and informed that my leaking shock absorber would not be changed. When I asked why, they told me that the shock absorber had only lost 10cc of hydraulic fluid, which they claimed was an acceptable level of loss. This coincided with my first 1000 mile service where both the engine and rear axle oil would be changed. Reading the produced invoice, I noticed that no attempt to change the rear axle oil had taken place. When I asked why, they informed me that the drain plug no longer existed and that it was now "sealed for life." The axle was still using EP90 oil, which previously required changing every 20,000 miles but overnight miraculously became "sealed for life!"

I left M&O knowing that I had just had the urine extracted from me, which in life you can't always stop people doing to you!

If I remember correctly, the next service was at 5000 miles and this time I returned to M&O with an empty shock absorber, completely void of any hydraulic fluid although the actual arm of the shock was covered and soaked with the leaking oil.

The shock absorber had a filler/drain nut at the top of its body. Anybody could, had they wanted, siphoned out the fluid and contaminated the body of the aforementioned piece of apparatus - but who would sink so low. Needless to say I got my replacement shock fitted, which had been leaking for a long time.

He who laughs last...

**Steve Shaller (Ex R75)**  
**España**





Fairy lights, tinsel, baubles and other decorations are things that people with young children and Christmas addicts look forward to at the end of their year. It's a time when you're visited by family and friends that you may not have seen since the last Christmas. Then there are those that look at the festive season as just a money making mission, to try and recoup any money lost during lean periods of the previous 11 months. Whichever group you fall into, Christmas probably left you drained - be it emotionally or financially - and five weeks on, many haven't fully yet recovered!

When I was born - as WW2 was reaching its climax - times were totally different. Children did not look forward to piles of presents in brightly wrapped paper because money was hard to come by in those hard times of rationing. The one thing it taught you was that when life got back to some sort of normality, you'd appreciate the simple pleasures you had taken for granted before the hardship of war.

During the war, some of my relatives worked at the **Woolwich Royal Arsenal** and each year they would put on a Christmas Party for employees' children and a few relatives. I was invited to a few of these parties as all my cousins would be there. After some entertainment and a party meal ending with jelly and custard, it was present time. You'd be given a paper bag, usually containing a little wooden car, tangerine and a few Brazil nuts. As fresh fruit and nuts were hard to come by in those times, we were over the moon.

But nowadays, with the power of advertising, children look for presents at around the £300 or more mark. There are mobile phones, iPads and the Nintendo Wii etc. The money has to be found alongside money for food, drink and any other essentials, much of which was still in the fridge long after the festive period finished.

Then you have the visiting period; going to see relatives and friends that you would rather not have anything to do with and knowing they are going to give you a cheap present that will gain a space in the back of some cupboard - stuff that probably wouldn't even get a bid on *EBay* or *Gumtree*! There's the obligatory glass of sherry or port plus lemonade for the kids, whilst hearing about illnesses they had incurred during the previous 11 months. I'd sit there with a far distant look on my face dreaming of getting home and watching the taped version of *Mrs. Brown's Boys*!

On Christmas day, you have little appetizers throughout the morning and maybe a glass or

Tom Whitbread looks at our past and how it has affected the future of the cab trade...

## WHAT HAPPENED TO OUR WORK?

two of an alcoholic beverage and then it's into the grand turkey spread that your wife, mother or loved one has spent so long preparing - a gut busting experience for any stomach with so much rich food including the obligatory Brussels sprouts. When these hit the stomach, they join up with the other foods and produce a gas that can expand a trouser belt a notch or two. This carries on for the next few days and then in creeps the regret and you go searching for that gym membership card.

For 10 years or so after the war ended, you saw very few obese adults or children because there was just not enough food about to allow wastage. There were certainly no fast food restaurants. Mothers had to use the food they had in the most filling and nutritious way, children did not have the pleasure of being lazy or greedy.

As you grew up without many toys, you'd go to a park or waste ground and played football, cricket while the girls played hopscotch and skipping. This kept you healthy; you also used your mind to invent new games and took notice of what was around you; trees, birds, buildings (those that Hitler had not flattened or damaged) and this improved your general knowledge. But when life became better, you didn't want your kids to have a childhood like you had, so you spoilt them. But as that mentality crept into our lives, many children's general knowledge failed to reach the standard you would expect - especially with all the added books, computers and other ancillary equipment they have available to them. Ask them for the capital city of a country or how certain fruit or vegetables are grown and many don't have a clue - so it's off to *Google*! They only seem interested in playing on their iPad, iPhone or games console. Then there's tweeting and sending nonsense messages. Some have even learned how to bully others anonymously via computers and without parent's knowledge.

During this time and because there is so much available, they think nothing of the future; they think the good times will never disappear and do not try to safeguard for the future.

If you became a taxi driver back in the late 50's onwards, then you can relate to the above children. You will have had the good times with work in abundance. On weekends, as soon as you dropped off there would be a passenger looking for a taxi or a radio job begging to be covered. I was as guilty as any other cab driver on the road when I got my badge.

It was not until I joined 'Lords' Owner Drivers Radio Taxi Service and saw the number of passengers wanting our services yet that were being ignored, that I took notice. At that time there were a small number of minicabs around from **Carline** with their Ford Anglia's, followed by Renault Dauphine's from **Welbeck Motors**. It only took a small amount of entrepreneurial skill from someone looking for gaps in the market to see people had money and wanted to

spend it on cab transport.

When I began dispatching at Shirland Road, I did everything in my power to get drivers to cover the work, to insure we kept it for the future and that even included begging. But many drivers wanted more inducements to cover work - a type of blackmail. Now after over 30 years of not listening, drivers have realised it is they that gave minicabs a better status and access to our work.

These drivers are quick to point a finger and issue blame by asking what the Board are doing about it. But it's now the same blackmail we used on passengers in the past that they are using against us; those passengers that respected us and wanted to stay with the licensed trade are fighting back and forcing us to accept *their* conditions or they will go to PH, who are more than capable of putting a vehicle outside their door at any given time. The DaC Board sometimes feel like King Canute; as soon as we overcome one situation, another one crops up that has been brought on by the taxi trade's actions in the past.

So before you go pointing fingers, think to yourself: What did I do to help retain our work? Was it by giving a good service and covering the work that despatchers pleaded for us to cover? For some, yes. For the majority - I don't think so! As my old Granny used to say, what goes around comes around and boy has it come around to bite us on the bum...

*May I take this opportunity to wish you and your family a Happy and what I hope will be a Prosperous New Year.*

Tom Whitbread  
DaC Board Member

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# Dial-a-Cab Credit Union

*Hello everyone out there in taxi-land. I hope you are all well. I'm sorry the work out there is not as good as it has been for you all, but I'm sure it will get better (fingers crossed)...*

## Dial-a-Cab / Radio Taxis

### Group merger and DACCUC?

Since I've been back in the DACCUC office following the holiday period, there have been a number of calls asking how they stand if the proposed merger with **Radio Taxis** goes through. Firstly, as the Credit Union is totally independent from the radio circuit, we will probably have to change the name and the common bond which is the link that you and the Credit Union have in common. At present, the part we have in common is the radio circuit – be that as a member or ex-member. If the merger does happen, we'll have to wait and see whether we will still be able to request your money from the new company. If not, then as many leavers have done over the years, you can just set up a standing order or come to our office in Hackney Road and pay by cash or card machine. So there really is no problem there; however, if you have any questions just give the office a call on **0207 729 8171** and we can hopefully allay any of your fears.

## Harp Credit Union /Dial-a-Cab Credit Union?

We have also had enquiries about what was happening with our two Credit Unions. If you are a regular reader of my articles, you may remember me mentioning that we wanted to integrate the Harp Credit Union into the Dial-a-Cab Credit Union, albeit Harp has also been successful in its own right. Any amalgamation would be to cut down on administration and insurance costs etc, because we currently have to pay everything twice – once for each credit union – and that is a sheer waste.

Well, we have decided to push ahead with the integration and hope that it will be completed within the first half of this year. Just as with the possible RTG merger, if you have any doubts or questions on this, again please call us on **0207 729 8171** or pop down to see us at Hackney Road.

## Hackney Road Taxi Tyres/ Dial-a-Cab Credit Union?

We are still happily welcoming new members wanting to join the Credit Union. If you have been thinking about it, just pop in to the DACCUC office and while you're here, you can have a free tyre check downstairs with Hackney Road Taxi Tyres. If you do need new tyres, then as a member and for whatever reason want to hang onto your money and not spend your

float on tyres, you can pay from your Credit Union account. It's no good saying that you'll get new tyres next week because next week tends not to come and again becomes "next week" until one day you get a pull by the police – possibly for something totally unconnected – and suddenly you have a very unwelcome 3 points on your licence, not to mention a £1000 fine for EACH tyre!

**Another good reason to join the DaC Credit Union is our rates for loans - 12% per annum or 1% per month on a reducing balance. We can do loans up to £30,000 - or more depending on your circumstances - but in that case we would need a charge against your house, something that can take up to 6 weeks to complete.**

However, our usual loans of up to and around £8000 are fine – although to borrow that amount you will need savings of at least £2000 but a charge will usually not be necessary. Naturally we have to take each loan and look at it on its merit and then take a decision. But in most cases, loans are very straightforward.

Finally, I know it's February already, but can I wish all DaC and DACCUC members a belated Happy New Year and as usual, be lucky... but be very careful out there.

**John Riley**

**Vice-President, DaC Credit Union**

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Winner 2011



Jackie Franklin in Driver Services

When a Dial-a-Cab passenger recently left his mobile phone in one of our taxis, he contacted

## "The best customer service I've ever received!"

the Call Centre in the hope that it might be found. A fleet message alerting drivers to the loss went out and it rang a bell with one driver - **Larry Pelton (L25)**.

"As the fleet message came over the terminal," Larry told *Call Sign*, "I recalled the journey details, checked the rear of my cab and sure enough, there was the errant mobile stuck down the side of the seat.

"I made contact with the owner and agreed to get it back to DaC for him to collect, but he said he was going abroad, needed it urgently and would arrange for the phone to be collected."

Jackie Franklin in ground floor Driver Services took up the story.

"I was in regular contact with the passenger via emails and arranged for him to collect

his phone from our Security desk out of office hours but then forgot all about it until getting a nice email from him thanking us for our efforts in returning his mobile. Part of his email read:

"Half my life and many business contacts are on that phone and I was scared I had lost them forever!"

Continuing the story, Jackie told this mag: "He concluded his email by saying that DaC had provided him with the best customer service he had ever received!" That is a very welcome change as people generally only write in when they have a complaint, but rarely to say thank you!"

*For all driver-related topics, you can contact Jackie or Marie in the Driver Services office on the ground floor adjacent to the Security Desk during normal office hours.*

## LTBAWD AGM

The Annual General Meeting of The London Taxi Benevolent Association for War Disabled was held on Monday 8th December 2014 at The Royal Hospital Chelsea SW3. Those present were Harry Joel MBE, Paul Davis, Michael Husk, Graham Pike, Michael Culverwell, Terry Ward, Richard Goodwin, Edward Hillery, Dennis James, Gary Belsey, Dave Hempstead, Derek Leone, Reg Hay and Trevor Clarke. Guests were Dennis Hayes and Arron Capell.

Vice Chairman **Gary Belsey** opened the meeting at 3.15pm when a minute's silence was held for those no longer with us. The Chairman's report was handed to Committee members, which was then read and approved.

Former **Dial-a-Cab** Secretary **Trevor Clarke**, the charity auditor, thanked the Chairman, Treasurer and Committee for the good work that they are doing for the charity. He then read the Financial Report, which was approved. The Chairman and committee thanked Trevor for his assistance in preparing the accounts.

### Election of Officers: Results

President **Harry Joel MBE**, Chairman **Paul Davis**, Treasurer **Michael Husk**, Vice Chairman **Dave Hempstead**, Vice President **Reg Hay**, Vice President and Appeals **Richard Goodwin**, Transport **Terry Ward**, Assistant Treasurer **Dennis James**, Gary Hutchins, **Graham Pike**, **Michael Culverwell** and Assistant Secretary and Press Officer **Derek Leone**.

The Chairman then invited Dennis Hayes and Arron Capell to become members of the Committee and both were pleased to accept the position.

*The LTBAWD AGM closed at 4.00pm...*

## LTBAWD CHAIRMAN'S REPORT 2014

2014 has been a landmark year; one hundred years since the start of WW1, the 70th anniversary of D-Day and an end to the British Armed Forces in **Afghanistan**. The year started for this charity with the collector's lunch at the **Albert Pub** (Buckingham Gate), a thank you for our collectors support and hard work over the past year. In May, the LTBAWD returned to **Holland** for a five day trip to pay our respects to the fallen, taking 160 veterans in 80 London Taxis. Once again this was a great event and the weather was exceptional. We give our thanks to the Dutch people for their support and warm welcome.

In June we had our annual outing to **Worthing**. Guests of Honour were Vice Admiral Sir Adrian Johns KCB CBE KS+J ADC and Lady Suzie Johns. They have both agreed to become patrons of this charity. The **Swing-time Sweethearts** were our entertainment and once again a big thank you to the village of **South Holmwood** and **Jim Buckland** of the Worthing Organ Trust.

Many thanks also to **Johnny Rowlands** for his golf day at **Sundridge Park Golf Club**, a tremendous day and for the first time this year, those of the Armed Forces **Headly Court** took part in playing the game - a fantastic and greatly supported day.

Also this summer, we had an invite to **War and Peace**. Approximately 20 taxis with Veterans had a marvellous day. Then in August we gave our support to the **George Cross Island Association** by way of transport from the **All Hallows Tower Hill** to the **Union Jack Club**. This service is held to commemorate the heroic stand which Malta took in those dark days of 1940 during WW2.

On the 8th November, we were invited to **Millwall FC** for a touchline remembrance for the fallen, also attended by Headley Court Armed Forces. Millwall have played a big part to the LTBAWD over the last year, so from the Committee, Veterans, service men and women... a big thank you.

### Remembrance Day, 11th November

On **Remembrance Day** we were invited to the **Chelsea College of Arts** to remember the fallen with a sincere and moving Service of Remembrance with Veterans, Committee and Students. This was followed by snacks and drinks generously supplied by the Chelsea Arts Club.

On the 4th December, we held our annual Christmas lunch for supporters and donors to this charity. We had school children from **St Jude's** singing Christmas carols, which gave a real---- Christmas feel to the day. A massive thank you to all supporters of the LTBAWD, the Committee and the London Taxi Drivers for their time and efforts. Without them this Charity would not function.

We would also like to thank **Trevor Clarke**, our Accountant, for his service this year and wish him continued good health. Last but not least, I would like to thank my predecessor, **Richard Hudd**, for his service to this charity over so many years as an Officer and Chairman.

*I would like to wish everybody a prosperous New Year...*

Gary Belsey  
LTBAWD Hon Chairman



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

# Brethren of the Whip



## Shrapnel and fares...

Shrapnel, the loose change in your pocket and named after the explosive pieces of metal contained within a bomb or from part of its casing. The shrapnel bomb was invented around the turn of the 19th century and was said to have provided a major turning point during the **Battle of Waterloo**. Because of the devastating effects the bomb had on human tissue, its inventor **Henry Shrapnel**, was never publicly acknowledged or reimbursed for his personal outlay over the years perfecting his invention.

His eldest son was **Henry Needham Scrope Shrapnel** and he followed his father into the military, rising to the rank of Captain with the **3rd Dragoon Guards**. But in 1852, the 40 year old ex-captain produced what has to be the most comprehensive book of cab fares ever published. Fares books were nothing new, the earliest one I know of dates back to 1725 but when the fare system for Hackney coaches was revised in 1786, a glut of books appeared - all purporting to have reliable measurements and all aimed at ridding London of its overcharging, overbearing, Hackney coachman. None of these fares books carried any weight of authority - possibly with the exception of **James Quaife** who worked for the Hackney Coach Office in 1824 - and despite being completely unauthorised, many Hackney men could be heavily fined, or imprisoned in default of non-payment because the fares book said one thing and they were adamant that their experience and knowledge said another.

Captain Shrapnel's "**Stradametric Survey of London**" was no different to its predecessors in its lack of authority, but its main selling point was that the fares were calculated "...to and from every street in London," To ensure the public were aware of the task undertaken, he advertised that his book contained the fares for **14,800,000 different routes!**

Compilers of Fares Books were not averse to exaggerating the number of routes contained within their books as the more routes they contained, the more likely the public were to find the one appertaining to their needs. In part one of his book, Shrapnel lists nearly 3,900 different streets etc and if each one of these were measured from one to all the others then we do arrive at a figure close to 14,800,000.

His army experience may have benefitted by using range-finding optics, hence the term Stradametric. But if as he stated in his bona fides, he had measured every route - and let's give him a generous average of ten minutes per route - then at twelve hours a day it would have taken him the equivalent of 560 years to have measured them all. Despite these claims, magisterial courts were buying a copy of Shrapnel and using it against cabmen.

In September 1852, cabman William Wade took a passenger from Paddington Station to Victoria Road, Kensington. For this he charged 1s 8d as the journey was over two miles and there was no road through the park at that time. The passenger offered 1s 6d but when Wade asked for a further tuppence, the passenger took away what he had considered a 2d tip and refused to pay more than the 1s 4d legal fare. Wade summoned the passenger for the outstanding 4d.

In court, the clerk handed the magistrate, Mr Paynter, a copy of Shrapnel's which stated that the fare was indeed 1s 4d and under two miles. Paynter doubted the accuracy of the book and felt the journey was clearly over two miles.

"But Captain Shrapnel is a very good authority," stated the clerk, "as he had measured all the distances."

The magistrate responded by stating he felt Captain Shrapnel had little to do with the book and that it must have taken him some years to

measure the routes. He went onto demolish the authority of Shrapnel's by putting the measurements down to guess work. Without even offering to have the ground measured, the magistrate found in favour of the cabman and the passenger had to pay the outstanding 4d plus 7s costs. The following year, Shrapnel's was still being advertised on the pages of **The Times** and with the ringing endorsement of the Commissioner of Police, **Sir Richard Mayne**, who stated he had found the book to be "accurate" whenever he referred to it.

William Wade was fortunate; in another court or with a different magistrate the decision could have rested on Shrapnel and his "guess work."



Sean Farrell  
Call Sign Online

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Collecting with the reindeer

*Mike Son tells Call Sign how a chance chat with a passenger led to the huge...*

## LTFUC SUCCESS AT BURLINGTON ARCADE



The group pose for a quick pic

*If you were in the area of Burlington Arcade on Friday December 19 and wondered why a strange looking taxi - resembling a certain reindeer often seen flying through the Christmas skies - was parked on the rank at Bond Street/Burlington Gardens, this piece from Dial-a-Cab Board member and London Taxi Drivers' Fund for Underprivileged Children Committee member, Mike Son, may help to explain that and a remarkable coincidence...*

"The Christmas festivities have been and gone and we are now into a new year, but it's pleasing to know how many people still give to various worthy causes and that it remains an important aspect of the festive season. So far as the LTFUC is concerned, the Christmas period is a good opportunity to raise much needed revenue, especially with our Grosvenor House party approaching.

Prior to December, I had picked up a passenger who turned out to be the Vice President of a company that manages many shopping malls both in the UK and globally.

Chatting about the trade and its various charities, it became apparent that he was showing great interest in what I had to say - those that know me will be aware I can talk for England! During our conversation, I was asked what our charity organises in order to raise money during the festive period and I mentioned that in previous years we had asked taxi drivers to hang collection boxes in their taxis together with information about the LTFUC.

He was also very interested when I told him about the very successful concerts we had produced in previous years at St John's Church, Smith Square and our major event at St Paul's Cathedral to celebrate 85 years of the LTFUC - an event that we named the Ranks of Angels.

Suddenly during our in-cab conversation, he asked if the LTFUC would like a facility at Burlington Arcade to help raise funds for the



Arcade Head Beadle Mark Lord

charity. After realising that he was serious and indeed had the power to allow us to use what is quite possibly the world's most famous shopping precinct, it didn't take me long to see what a great opportunity this would be to promote the charity while at the same time increase the profile of the licensed taxi industry.

Transport for London sometimes come in for criticism, but so far as we were concerned they were extremely helpful by allowing our cabs - together with our now famous Reindeer Taxi - to use the Burlington Gardens taxi ranks while the Metropolitan Police were very quick in organising a *Charity Collectors Licence* which enabled our members and supporters to rattle collection boxes and accept on-street donations.

So it was that on December 19th, committee members and supporters arrived at Burlington Arcade at 11am and spent the day collecting money. The Reindeer Taxi was a real hit with shoppers, photo-snapping tourists and those who work in the vicinity. It was also very pleasing to know the event was being advertised on local radio. Hundreds of passing cab drivers stopped to give donations, while those with passenger on board

all seemed to be quite amazed at the event. Delivery drivers and motorists also stopped to pop money into our collecting boxes.

Adding to the magic of the day, 25 members of the Fulham and Hammersmith Choral Society arrived at 6pm to give their support to our fundraising efforts by singing many traditional Christmas Carols to hundreds of onlookers.

Both my and the Fund's grateful thanks go to privately held specialist real estate investment management firm, Meyer Bergman, for their kind invitation.

Thanks also to Burlington Arcade Head Beadle, Mark Lord and his team who helped to make the day so successful, Transport for London, the Metropolitan Police and Westminster Council for their kind consideration.

Our grateful thanks must also go to the wonderful Fulham and Hammersmith Choral Society who performed to the delight of the audience. Last but certainly not least, the LTFUC Committee members and supporters who gave of their valuable time. It just goes to show that you never know who could be in the back of your cab! It was a great experience for all who attended and a very successful and rewarding event.

*On behalf of the Hon Life President, Hon Chairman, Hon Committee and of course the children, we take this opportunity to wish you all a happy and healthy New Year."*

**Mike Son**  
DaC Board member  
LTFUC Committee member



## Ascot Utd 4

### Colliers Wood Utd 2

The dream of **Dial-a-Cab** driver and **Colliers Wood** goalkeeper, **Lee Pearce** (J71), of a **Wembley** stadium Cup Final came to a sad end after a valiant battle to reach the **FA Vase** quarter finals against **Hellenic** Premier League team **Ascot United**, when striker **Joe Grant** scored two late goals in the second period of extra time following a brave rear-guard defence from the south London **Combined Counties** team.

It was two hotly disputed decisions in front of Ascot's biggest crowd of the season that decided the winners, even though Ascot provided most of the attacking play. In fact it took just 6 minutes for home team to take the lead when **Jon Bennett** scored a rather soft goal that somehow squeezed through the hands of the Dial-a-Cab man and into the net. Ascot continued pressing with **Daryl McLean** seemingly getting free access through the CW defence, although they somehow kept him out. But the game was beginning to warm up with Wood's **Sam Mead** and **Darren Caesar** getting yellow cards and joining Ascot's **Rob Saunders** who went into the ref's book for simulation.

CWU carried on defending and becoming more confident as the game went on and it was no surprise when they equalised after 41 minutes when **Charlie Emery** smashed the ball into the net after a lovely square pass to his feet from **Mario Embalo**.

Ascot probably thought they should have had the game won by half time but 1 – 1 was the score and they started the second half on fire, but the Colliers Wood defence held out. Then the game changed when **Lee Pearce** came outside of his area to clear a ball and did so by chesting the ball down, but the far side linesman waved to say that Lee had handled it. That, for a goalkeeper is an automatic red card and with Lee's dismissal went CW's chance of winning or at least grabbing a hard fought replay. Lee complained and most of the players on the pitch could see that he had chested the ball, but the linesman stuck to his guns and **Mark Daniels** – never having played for CW before – replaced Lee in goal with **Darren Caesar** being sacrificed to leave Wood with just 10 men.

But things were about to get even worse after an hour when **Will Boye** was said to have fouled Jon Bennett as he closed in on the CW goal. It looked for all the world to see that Boye had played the ball, but the ref awarded a penalty kick to Ascot which Saunders duly put away to give Ascot a 2 – 1 lead and seemingly kill off Colliers Wood. But the south London team weren't giving up and seemed to use Lee's sending off and the penalty to give them inspiration. Just three minutes later, Mario Embalo shot at Ascot goalkeeper **Chris Grace** only for it to trickle through his legs and provide CW's 10 men and reserve goalie a very unlikely equaliser, whilst giving Mario his 30th goal of the season.

Ascot threw everything against CW but the Londoners bravely held out and the game moved into an extra 30 minutes.

The first half of extra time saw the game go

# THE DREAM ENDS AS LEE SEES RED



Lee was sent off for handball outside the area, although he actually chested the ball!

back and forth with Colliers Wood playing like demons considering they were a player short. But you could see that CW were tiring and in the second 15 minutes of extra time, it finally caught up with them as Ascot's Joe Grant took those two late goals to put Ascot into the last 16 of the FA Vase. Not only that, but they earned the club £2000 prize money for reaching that stage – a windfall for a non-league team.

Speaking to *Call Sign* after the game, Lee told us: "The referee just wasn't good enough. Even the Ascot players could see that I chested the ball and not handled it. As for the penalty, that was just laughable because anyone could see that Will played the ball and it was never a penalty. But I'm proud of the way the lads defended."

## Dorking Wanderers 3 Colliers Wood Utd 4

Not as important as the FA Vase, but still a good cup competition, Colliers Wood moved into the quarter finals of the **Surrey Senior Cup** with a hard fought win against **Sussex County** team **Dorking Wanderers**.

**Mario Embalo** grabbed another hat-trick, while **Dan Harding** knocked in the team's fourth from a beautifully taken free kick. In the last few minutes, **Lee Pearce** made two vital saves – the second courtesy of his knee – but it was enough to ensure that CWU moved into the last 8...

Jamie Corum, Call Sign Online

# Terrorism threat



The Board of Management are very mindful of potential terrorist threats to those that live, work and visit London. Dial-a-Cab and the London Taxi industry generally are prominently placed and could be considered as the eyes and ears of London.

Should taxi drivers see anything they consider suspicious, please contact the

Anti-Terrorist Hotline on 0800 789 321.

Or you can call your local police on 101.

Don't be paranoid... just be aware.

Mike Son

# DaC Sales Report

## with Keith Cain

*Now that Christmas and New Year are firmly behind us, we in the Sales team can continue where we left off when the holiday season stopped everything in its tracks! That means meeting existing clients in addition to generating new business. Quite often it becomes the case that any poor service received over the festive season proves to be a major factor in why clients like to search the market place for a new supplier...*

### New business?

A new Tender was completed and presented by the end of December and we are currently working on a second. The second is based within Canary Wharf, which I know some members will be very happy to hear about. I am also currently viewing a proposal from one of the London Boroughs *Special Needs* transport service section. My fear about this is whether coverage would be sufficient enough if the costs are going to be tight, although as you will have read in *Call Sign*, a number of drivers have pointed out that they would be happy to run for radio work.

We have been working very hard recently to try and get existing clients to make use of our complete service. This is a slow process, especially with legal firms who are renowned for not moving fast and often dislike making changes. However, general feedback about our service for the past year from existing clients has been very positive, which is good news for everyone.

### Presentation

We recently made a presentation to around twenty of the top users of taxi and private hire companies in London. We were invited to demonstrate our wares and were asked some serious questions about the trade in general. I think our presentation went very well and we have since been approached by one of the attendees to give a more in-depth presentation in a few months' time.

### Marketing ourselves...

I am now starting to get more involved with the way in which we market ourselves. This is a project that can cost vast sums of money for no guaranteed return. While I fully understand that there is an urgent necessity to start rebuilding our profile, I also know that a structured approach is needed if we are to gain as much as we possibly



can from any investment.

We are currently talking with an outside professional company to work alongside us. Our initial meetings have been to explain what we are trying to achieve and for them to gain a real understanding about our Society and some of the restrictions that we have to operate under. This

will be an ongoing project over the coming year and Members will begin to see this as we progress.

### 2015

For 2015 and beyond, we must all adopt a more positive approach and success will come. It will take everyone within the Society to pull together in the same direction - all striving for the same goals. We can remain one of the serious players within the transport industry and with the AGM now only days away, this will be a pivotal time to kick start the future of the organisation.

The future does look promising and exciting for the Society, but we all have to work very hard to make it happen. But we should also never forget that we are all on the same team, therefore it is imperative that we all support each other...

**Keith Cain**  
DaC Head of Sales

## Mercedes Benz and KPM UK warranties

**Call Sign** has heard from Mercedes Benz regarding the situation involving drivers with Vitos who took out extended warranties from KPM UK Taxis before the East London company went into administration. The new KPM are not connected to the original company.

There is a possibility that Daimler could – and we stress the word *could* – issue a service care package applied to your Vito as a gesture of goodwill.

Daimler say they are aware that a number of Vito customers had service packages provided by the former KPM-UK but pointed out that those policies were not Mercedes-Benz products and could not be redeemed at any authorised MB dealer.

But the company then went on to add that if any driver with that KPM package had bought their Vito with finance from **Mercedes-Benz Financial Services**, then they would arrange for a service care package to be applied to your Vito. This would be purely as a gesture of goodwill but would mirror the package sold by KPM UK Taxis PLC. It will then be able to be used at any Mercedes dealer.

**Drivers who the above applies to should have been notified by January 16, but if you believe the above applies to you and you have not received a letter soon after that date, call MBFS directly on 03708 470 700.**

**They will then check your registration and confirm either way...**

## Dial-a-Cab Credit Union

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

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### Call Sign

### February 2015

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# Call Sign at the

**C**all Sign was lucky enough to attend the 2015 **London Taxidriver's Fund for Underprivileged Children Mad Hatters tea party** at the *JW Marriott Grosvenor House Great Room*, even though our photographer, **Alan Green (E52)**, was stricken down with a case of the sniffles and quite rightly didn't want to take a chance on passing infection onto the 720 invited children – many disabled and ill - or 400 helpers/parents. So it was down to Editor **Alan Fisher** to get his Kodak snapping machine out and hope for the best!

As usual, the party was excellent with the LTFUC Committee once again pulling out all the stops. How a Committee who admit to being pure amateurs can put together such an amazing afternoon is truly beyond belief.

Welcomed by LTFUC Chairperson, **Sim Yiannikaris** and "treated" to a rather long – but necessary - health and safety notice by **Malcolm Shaffron** - the real fun then started with **Amanda's Action Show**. This provided some brilliant singing and dancing from youngsters who obviously were looking for a future in the entertainment business.

They were followed by some equally talented youngsters in **Sapnay**, semi-finalists in **Sky One's Got to Dance**. Their Bollywood dancing was nothing short of sensational.

A band that has been providing musical fun to the Mad Hatters for more years than most can remember, is the amazing **Bournemouth Carnival Band**. All dressed as Batman, this band never fails to enter-

tain - and as most entertainers will tell you, 700 kids aren't always the easiest to please!

Suddenly a multitude of adult voices called out **Michael Jackson** together! As **Call Sign** looked stagewards, we knew it couldn't be the King of Pop but standing on the stage was someone who both looked and sounded like MJ – together with someone who appeared to be sweeping up around him! But it was an act providing excellent singing and comedy from **Britain's Got Talent** runner up, **Signature**.

Most kids have seen the latest **Disney** movie, **Frozen**, and performing songs from it were a huge troupe of youngsters under the joint name of **Act Now** – a performing arts program that has inspired the talent of young performers over the past 30 years. They are trained by professionals and it shows!

The show wouldn't be complete without - **Gabriela and Monica** – better known as **The Cheeky Girls**. They performed their biggest hits in a 20 minute set that certainly pleased the male carers as well as the kids. Once again they were really entertaining both with their hit songs and skimpy outfits!

Giving a rest to the show's ever-present linkman, **Dave Davis**, the Mad Hatters characters came out onto the dance floor to lead the longest conga ever seen – at least at the Grosvenor House – followed by a short disco before the entertainment resumed. There was so much entertainment that the show was already around an hour behind schedule!

Next on were **Maddy and Jamie**, two young ballroom dancers from



David Lessman (D19) looking after the toy department



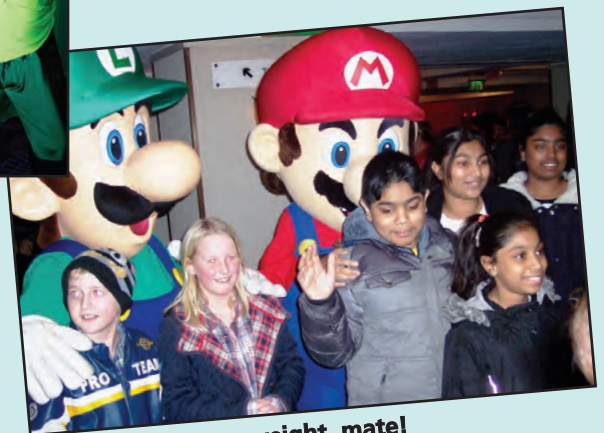
Mike Son with his protectors!



Allo Allo, it's Vicki Michelle and Dave Davis!



The Cheeky Girls



You're putting on weight, mate!

# 2015 Mad Hatters

**BBC's Strictly – It takes Two.** There is ballroom dancing and then there are these two sensational movers. Just look at their Latin dance on **YouTube**. Amazing entertainment!

Another dance act followed with the **Elite Gymnastics Academy**. But this wasn't just dance because these young ladies did the most incredible gymnastics using hoops as part of the act. They deservedly got a huge ovation at the end of their spot.

Host for the afternoon, **Dave Davis**, introduced the next act by explaining to the 700 bopping kids just who **The Beatles** were! Did that make some of us feel old! But **The Silver Manatees** came on to sing some of the mop heads greatest hits. They were dressed just as the Liverpool foursome had been during their days at **The Cavern** - and the joint really rocked!

What didn't the 1000+ audience didn't see? Magic? Well that was sorted out by the final act with **Bharat's Magic**. He amazed not just the kids, but most of the adults too!

In between the acts, **Dave Davis** also interviewed some celebrities on stage including **Joe Swash**, not just former **Eastender's** resident as **Mickey Miller**, but also a former winner of reality show **I'm a Celebrity...Get Me Out of Here!** Joe is proud of the fact that he used to attend the LTFUC Mad Hatters as a child and says that he never forgot the wonderful experience he had at the time. **Maisie Smith**, who played **Tiffany** in **Eastenders**, also faced questions from Dave Davis.

Also interviewed was another **I'm a Celebrity...Get Me Out of Here** entrant, not to mention her time in the French Underground

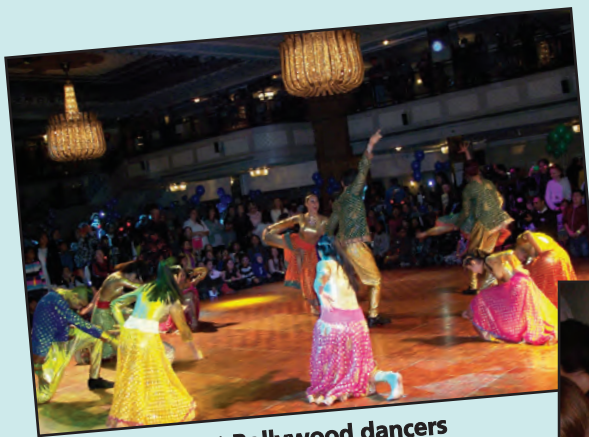
with **Allo Allo**, **Vicki Michelle**.

Not interviewed due to time restraints, but happy to sit and sign autographs was **Waterloo Road** star **Max Bowden**, who plays headmaster **Vaughan Fitzgerald's** son **Justin**. At the same time, the closing disco was going on, the **characters** were posing for final photos, the **face painters** were trying to work their way through the never-ending queues, the **balloon man** was still bending and shaping his amazing balloons. Mind you, he had to be careful that none burst as two **policemen** with their motor bikes were placed opposite with kids climbing all over them! And of course, as every child left there was a huge bag of **toys** for them!

The Fund have asked us to thank everyone involved – especially **Sainsbury's** at **Low Hall** who sponsored the food upstairs. Also there was a merger between **Dial-a-Cab** and **Radio Taxis** – but that was just to jointly sponsor the children's toys!

But let's not forget LTFUC's **Raymond Levy** and wife **Maureen** who put the show together and the rest of the LTFUC committee and their wives who work like **Trojans** on the day to make sure everything runs smoothly. It did and everyone there all said thank you...

**Dennis Latchett**  
Call Sign Online



Sapnay, brilliant Bollywood dancers



The brilliant Signature



Max Bowden has a day off from Waterloo Road



Security was under control!



The man with the funny balloons



# LOOKING AT (TAXI) LIFE



With Tom Quigley (Y33)

## Who causes the pollution???

There must be some rules or exemptions for different types of London businesses that add to the causes of traffic jams and the ongoing effect of the pollution they cause. It seems to be that "you can pollute – so long as you pay to pollute!"

If you can pay more, then you are allowed to pollute more - worse still, even if you don't have to pollute, you can cause pollution and be subsidised by the Mayor and not even be fined for causing that pollution!

The recent bus strike in London showed how freely Oxford Street runs without buses; although of course I'm not advocating the abolition of public transport – just the reason why so many buses run along the same street at the same time – and how often are they not even quarter full.

You would have to wonder whether the anti-pollution brigade monitored air quality on that day, because they will never get a better opportunity to tell us how 'bad' taxis are as against those queues of buses. And if someone has indeed measured our exhausts on strike days, where are those results?

Every night at around 8 o'clock, there are two major thoroughfares – no doubt amongst many others – that are held up with traffic jams caused by certain wealthy companies who are apparently allowed to park their vehicles in major traffic and pedestrian congested areas.

I can only assume that the large retail outfit of cheap clothing on Oxford Street pays parking fines as they unload their deliveries right next to a bus stop, while dangerously blocking the view of pedestrians as they attempt to cross the road to get to or from one of London's busiest underground stations. Yes, I know that Tottenham Court Road station briefly closed while Crossrail continued its chaotic way through London, but it is now open again and is probably the busiest part of Oxford Street for those attempting to cross over the road.

Then there are cyclists who have to negotiate this busy junction, the buses that have to try and get to or leave the bus stop but cannot get past the lorries. And that ignores the fact that one of the world's largest food take away chains is right next door and people are constantly going and coming from there trying to cross the road in between the traffic. The result is a huge traffic jam going back along what we refer to as the world's premier shopping street. Some advert!

Drive along Bishopgate opposite Liverpool Street Station at around the same time every evening and you will get stuck trying to get two lanes into one as they all struggle to pass a huge Tesco lorry parked right bang on a bus stop as it makes a delivery. It even causes a traffic jam for traffic going the other way as they have their two lanes going into one thanks to the bus lane. The result once again must be a huge increase in pollution. Of course the Mayor's office will again "show" the pollution caused by taxis! Someone is paying - so that must be ok...

Worse still, are the private bus companies making their profit whilst

subsidised by the Mayor of London. Every morning during the rush hour going west towards Camden Town, a bus or buses are parked in the bus lane opposite Manor House Station causing the bus lane to become redundant and useless as all other buses, taxis, motorbikes and cyclists have to negotiate around the parked bus. And all this is at a major junction, causing blind spots for pedestrians and every other road user.

The buses could quite easily park on the other side at this time of the day, but as we already know, even though these are private companies like ourselves, they enjoy an amnesty from fines. Yet their actions cause so much of the worst pollution. Then we will read about taxi pollution and how Boris's office will knock a few more years off our vehicles' working lives.

There's something wrong somewhere...

## House buying

With both my sons finally wanting to leave the nest, the search has been on for a suitable property - the stress involved being quite incredible! Whilst my wife and I look at property with different views - mine always being negative, hers positive - our sons have a completely different view altogether of what a property needs.

As I viewed a house with my youngest son, I came prepared with 20+ years previously as a builder armed with damp meters and a surveyor's eye; I assessed the property and was quite happy on the first impression.

That was until we went inside and my son pulled out his phone and said it was no good there – he couldn't get a signal! That was that – another property crossed off the list...

Tom Quigley  
Call Sign Online



**Keith Reading**  
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# Mailshot

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Dial-a-Cab House  
or email us at  
callsignmag@aol.com

## Barry Hooper

Dear Alan

I was very sad to hear that Barry Hooper had passed away. I did not know Barry very well, but when I was unfortunate enough to have cancer a few years back and with me being a member of the LTDA sickness scheme, he was just fantastic and a great support to both myself and my family. I will never forget that help and support he gave me. May he rest in peace...

Peter Moll (K35)

Barry Hooper was one of this trade's nice guys. He helped out so many drivers over the years with very few knowing that he himself had become ill. His column in TAXI was always popular and he continued writing throughout that illness – his last column appearing just days before his sad death. He always ended the column with the same wise words: Don't forget to keep them doors locked and if in doubt keep 'em out! RIP Barry ...Ed

## ULEZ: Should taxis be a special case?

I'm a licensed Taxi owner/driver on Dial-a-Cab who's exposed to poor air quality on a daily basis, so I should benefit from the proposed ULEZ. But should that benefit come at any cost?

Taxis must be treated as a special case; the reasons for this are TfL themselves, as they are set up as the licensing authority and rule makers. They dictate:

1. We have to use a specialist vehicle.
2. Control the prices charged by the meter.
3. Demand the highest skilled Taxi drivers in the world.

In 2020, no doubt PH will have a range of sensibly priced cars from the big manufacturers to choose from, whereas we will have to purchase yet another London icon that benefits everyone but the driver. Therefore, it is obvious we need assistance in purchasing these vehicles ie a subsidy of at least 35% and/or a scrappage scheme. The main problem with ideas from TfL is their lack of credibility and their inability to make decisions or update or enforce rules. We only have to look at the debacle of the Nissan cab, the nonsense of the 10 year rule (linking taxis to cars) and worst of all the shameful dereliction of power and responsibility over the current UBER fiasco.

Robert Stroulger (Y50)

## A wee tale...

Alan

Re the article in the January *Call Sign* (*That's a lot of sb\*!*), some years ago I had a similar situation. I had picked up a city type gentleman with his daughter (aged about 8 or 9 years old). As we got to our destination, there was a yell from the back and some crying. The little girl had wet her pants on the back seat and dad was trying to mop it up with a handkerchief without much luck. I jumped out, got some rags and sprays that I always kept in the cab and after some quick rubbing and a large amount of spraying, it was soon cleaned up. The passenger could not have been more apologetic and gave me a very good tip on top of the fare. So yes, it pays to be prepared for anything!!

Ray Sorene (ex-A53 retired member)

## The worst Kipper season ever?

In January 2014, Sainsbury's 'boil in the bag Kippers' were 69p. Moving on 12 months to January 2015 and now they are £1.50. Is that the beginning of a real Kipper season!

Alan Nash (A95)

Try tuna! ...Ed

## AGM time

Who's going to this year's AGM? I'm going and I hope you are too. Even if you have already posted your Ballot paper, I think you should still go! Why do I think this way? Well this Year's AGM could be massive, so many candidates and a challenge for Chairman - never mind the very future of our Society! Will the merger with Radio Taxis happen or not? Then there is our Financial Report that I'm sure is going to show another disappointing year.

I'm sorry to be so negative, but are you really happy with your Society? Do you want our Society to remain operating the same way it currently does? For example, will Dial-a-Cab demutualise? If we do, I hope we will sell our office building first or at least put it under offer rather than go past the point of no return and find out that we are not going to get as much we thought. So please can we have all the cards on the table before we decide.

None of the candidates have said they are going to ask what we, the Members, want - ie will we carry on working as we do or follow some of our competitors as regards run-ins and gratuities? So here's a question for Members; would you like to see the cash booking fee scrapped and have £1.00 deducted for every cash trip accepted? I think that would make us better than Hailo and Get taxi?

Finally another gripe; I understand the



Ballot papers and the Chairman's Financial Report should be posted around the third week of January, but this misses the cut-off date for the February issue of *Call Sign*. So please can we have the Financial Report earlier next year. It would help those members who don't attend the AGM to ask questions and have them answered via *Call Sign*.

So I hope to see you all there...

Jon Robinson (E88)

It would certainly be nice to see a few more Members at an AGM than we usually get and there certainly is a lot to discuss. But where I disagree with Jon is that on reflection, I believe those making the effort to attend the AGM should get first crack at any questions, with the March issue then (hopefully) publishing its usual in-depth report of the meeting ...Ed

## Election correction

Could I please point out an error in one of my answers to election questions posed by drivers in *Call Sign*. It came in a response to a question from James Griffin (T97) where the text read: The shares are now free. It should have read: The slaves are now free.

Thank you...

Javid Raja (N72)

Sorry Javid, it's a problem that can happen with long hand-written letters where the writer is gradually getting more tired and the writing tends to suffer! ...Ed

## Cherished number plate for sale

I hope you don't mind me emailing *Call Sign* but I have something I would really appreciate you featuring in the magazine. My name is Kimberley and this year I am getting married! When the 11 registration plates were released, I purchased PU11OVR hoping it would be an investment opportunity, but I'm now hoping to sell the plate and put the money towards the big day! I was wondering if it might be of interest as an eye catching number plate for a taxi driver? After all, passengers catch phrases must include *pull over* here driver!

If anyone is interested, please call me on 07841 650 627.

Kimberley James

If interested, please reply to Kimberley and not Call Sign ...Ed



# TIMING IS EVERYTHING...



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