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TAXI

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END OF THE ROAD FOR DYNAMO?

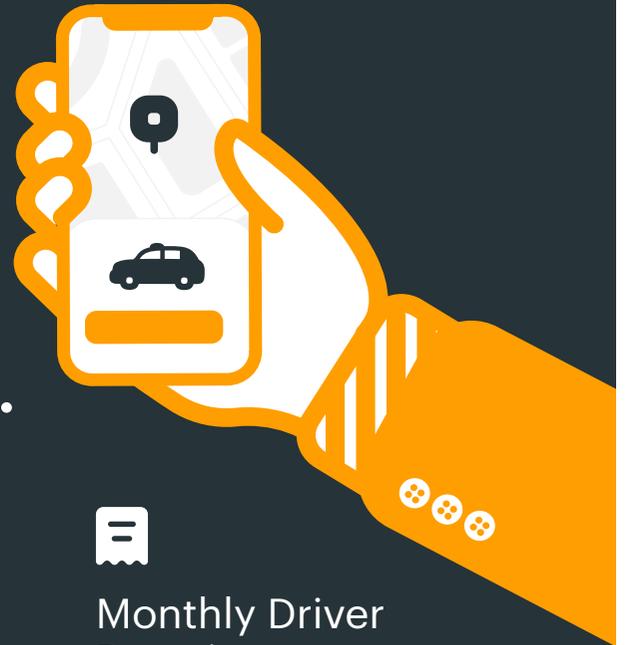
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BIGGEST INCREASE IN CAR USE SEEN IN BOROUGHES WITH LTNS

New figures from the Department for Transport (DfT) have revealed a bigger increase in car use in the London boroughs, which introduced low traffic neighbourhoods (LTNs) during the pandemic, than in those that did not. According to the *Times*, the statistics show that total vehicle miles driven in the ten inner London boroughs that introduced LTNs or similar schemes in 2020, rose by an average of 41 million miles or 11.4 per cent last year, as traffic returned to London's roads post-pandemic. Conversely, the two inner London boroughs that did not implement LTNs in 2020, saw an average rebound of only 29 million miles or 8.9 per cent.

The new data also shows that traffic on roads across each of the ten boroughs that saw an increase, was falling before the LTNs were introduced. This suggests that the schemes, which were introduced in an effort to reduce car use and associated pollution, are having the opposite effect.



NEW SECRETARY OF STATE FOR TRANSPORT

Rt Hon Mark Harper, Conservative MP for the Forest of Dean, has been appointed Secretary of State for Transport by the new Prime Minister Rt Hon Rishi Sunak MP. Mr Harper is a well respected and active member of parliament and previously served as Chief Whip under former Prime Minister, David Cameron. It is unclear at the time of writing whether there will be further changes to the team at the Department for Transport and if Baroness Vere will continue as the minister with responsibility for taxis.



WANDSWORTH COUNCIL TO HAND OUT SPEEDING FINES

Wandsworth Council is set to be the first local authority in the country to hand out fines to drivers caught exceeding the speed limit, on two of its residential roads. In a trial project, approved by London Councils, Wandsworth will implement its own enforcement on two roads with 20mph speed limits, where drivers reportedly frequently breaking the rules. These are: Wimbledon Park Road and Priory Lane. Drivers caught speeding will be issued with £130 fines (reduced by 50%, if paid within 14 days), but will not be given points on their driving licence. The Council has noted that "money received from fines will be ringfenced and ploughed back into road safety initiatives in the borough." The pilot scheme is designed to supplement enforcement by the Met, which is usually concentrated on main roads and dual carriageways. If successful, the scheme could be rolled out across Wandsworth and in other London boroughs.



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LOTTO WINNER!

You've probably heard of the **LTDA Lottery**. What you probably don't know is that since it started in 1986, we've paid out **more than £2,110,000** in prize money to more **than 400 winners!**

LTDA LOTTERY

The first prize in our lottery is **£5,000** - every month! But you won't win it if you're not in it. **Tickets cost £5 each per month**. And even if you don't win, you'll know that proceeds from the lottery contribute towards the LTDA advertising campaigns run on radio, posters and AdVan.

Congratulations Mr Richard Brett! October's winner was Richard Brett, who has been an LTDA member for over 17 years. Richard was delighted to find out that he had won the LTDA lottery and to receive his cheque for £5000. He told us that he is still thinking about what to do with the money, but it will definitely be a huge help!



Above right: Cabbie and LTDA member Richard Brett, collecting his cheque for £5,000 from LTDA Executive Support Officer, Lloyd Baldwin.

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New Players, Green Cabs and Big Brother

While everyone else talks about net zero and their big plans for the future, the cab trade is putting its money where its mouth is, and actually making things happen.



Steve's comment

They used to say a week is a long time in politics. I think we can all agree that 24 hours now seems to be long enough for everything to flip on its head. We are living in strange and turbulent times, but through it all cabbies continue to do their jobs and provide the same high-quality service we've offered since the time of Cromwell (strangely enough another particularly unstable period in our country's history).

Who's in charge?

I have been out trying to keep up with the people in power and make sure they know what's going on in the cab trade – what's helping and what's hurting us. It's no easy task, as we've had three prime ministers and three secretaries of state for transport, in little over three months. That's not even mentioning a new commissioner at TfL and a new Labour shadow minister for transport leading on buses and taxis, Simon Lightwood MP.

I've written to the new TfL commissioner, Andy Lord, who has been at TfL for a few years, in other roles, and before that was part of the top brass at British Airways. I've asked that he meets with us as soon as possible to pick

up the issues that Andy Byford, had agreed to look into at our most recent meeting, before his departure was announced. These include the damaging '6-points and you're out' policy and ongoing issues around road access, amongst others.

In Westminster, former Prime Minister, Rt Hon Liz Truss, sacked the Rt Hon Grant Shapps MP, then transport secretary, for failing to back her in the leadership campaign (which turned out to be the right call on his part didn't it!) She replaced him with another, whose name I never even bothered to learn. It was then confirmed that Baroness Vere, would continue as the junior minister covering taxis, so nothing new for us anyway. However, our latest Prime Minister, Rt Hon Rishi Sunak, has now appointed yet another new Secretary of State for Transport, Rt Hon Mark Harper MP. I will be reaching out to him to introduce the taxi trade shortly, but first we are waiting to see if there will be further changes at the Department for Transport and potentially a different minister for taxis. In the meantime, I've welcomed Labour's new shadow minister to his role and hope to meet with him soon, as who knows who might be in power next.

Amidst all this turmoil, the Truss government also quietly dropped the promised Transport

Bill and there is now no prospect of a much-needed update to taxi and PHV legislation required to set proper national minimum standards and sort out the problems caused by cross-border hiring. Cross-border hiring rearing its ugly head as a problem in London again, with an influx of drivers from other areas, like Wolverhampton, that issue licences like they are going out of fashion. This is something we will pick up with the new government, as soon as possible.

Good news

As of this month, more than 42% of the taxi fleet is now electric. That's an amazing achievement. While everyone else talks about net zero and their big plans for the future, the cab trade is putting its money where its mouth is, and actually making things happen. I have been shouting this good news from the rooftops. It's the perfect antidote to all the negativity and anti-car, 'war on motorists' news, that we seem to hear daily. Cabs are not cars. They are a green, clean, vital form of public transport and its high time the trade gets the credit it deserves.

Big Brother

Speaking of the war on motorists, I was shocked to read that Wandsworth Council will now have the power to fine people for speeding on two of its roads. Apparently this is designed to

"supplement police enforcement", as if we need any more? At least this is targeting residential roads, where the 20mph speed limits do actually make some sense. We don't condone speeding anywhere, but let's be honest, there is a big difference between driving recklessly through a residential area putting local people at risk and driving at 23mph on Park Lane.

There is another side to this. Do we really need more cameras watching our every move? London is already one of the most heavily surveilled cities in the world. Between CCTV, ANPR and speed cameras, plus the Police themselves and now local authorities, Big Brother is really always watching. There is a suggestion that if this trial scheme goes well, they could roll it out on more roads and across London, which is a scary thought.

The important difference between this trial and police enforcement is that local authorities will only be able to fine drivers, they won't be able to issue points, so it will have no impact on a person's DVLA driving licence. This also means it won't impact cab drivers' licences under TfL's points policy. But yes, there is now another way to find yourself with a hefty fine to pay in London, as if we needed any more, so be careful out there. Make sure you stick to the speed limit, especially if you find yourself in Wandsworth! ■ LTDA



Consultations Don't Count

What we really need is proper discussion and dialogue, where the outcome is not already a foregone conclusion and there isn't only one right answer.

Top rank

When it comes to justifying things like traffic management schemes, TfL and the London boroughs will often contradict themselves, and each other. With LTNs, they will say “we need to look after the poorest Londoners”. By that, they mean those who are far less likely to own or drive a car and so are far less likely to be affected by needing to drive down a closed road. However, the truth is that they are also far less likely to live on the roads which benefit from the closures. They are in fact more likely to live on the main roads, the ones that are now much more congested and polluted, as the available road network shrinks.

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ULEZ consultation

The latest controversy surrounding the ULEZ expansion, highlights this double standard. I think it's safe to say that the older vehicles, those that don't meet the current standards, will probably be owned by the ‘poorest’ members in society. The people who can't simply pop down to the nearest car dealership and drive away in a new, supposedly cleaner, but vastly more expensive motor.

The ULEZ consultation scandal also highlights another double standard. Two-thirds of respondents to the consultation, run over the summer, opposed expansion. However, the Mayor then decided to commission his own, much smaller opinion poll, which miraculously found that 53% supported expansion. There are now suggestions that the original consultation results should be disregarded, as according to the Mayor, ‘fossil fuel interest groups’ opposing the scheme had supposedly encouraged people from outside London to respond to the consultation, skewing the results.

First of all, and let's be very clear, in my experience, consultation responses and



outcomes, if not in favour of the authority consulting's wishes, are treated as if they mean absolutely bugger all. Whilst authorities are often required by law to have a ‘fair’ consultation, inexcusably, it seems they need not pay any attention to the actual conclusions. If they don't get the result they want, in my experience, they are often quick to point out that it's only a consultation, not a binding referendum. However, if the responses support the desired outcome, they will use them any way and every way they can, shouting, ‘it's what the people want’ from the rooftops.

Fair?

They also seem to have a strange idea of what an impartial consultation should look like. I can't recall the last ‘fair’ consultation I read, and I read a bloody lot of them! All have what can only be described as loaded questions. Rather than a clear ‘Do you think this scheme should go ahead? Yes or No’, it's more a case of ‘Do you think this

scheme has a) made things better b) made things 10 times better c) made things 100 times better’.

Not representative

At a recent meeting with Westminster Council, discussing the Covent Garden scheme and the issues it has caused, the officers at Westminster said they have had “no or very few complaints from anyone.” They were assuming that meant everyone must be happy. We know that is not the case, as we are aware that as well as our own stated objections, another org, several local residents’ groups and businesses have all complained or voiced serious reservations. I explained that simply couldn't be the case and they seemed to take umbrage. They were either a little shocked or perhaps miffed, at me pointing out that people just don't bother with consultations.

You only have to look at the numbers who do respond; it's always a shockingly low number of responses and any authority worth its salt, should be ashamed to act on the results. Damn it, I've probably just given

them the perfect excuse to ignore the next result that doesn't go their way, ‘oh sorry, we can't possibly remove the scheme, only 1000 people out of the 100 million who could, responded’.

Not fit for purpose

If you ask me, consultations are not fit for purpose. They are now understandably seen as a pointless exercise by most of the general public, meaning that the real opinions of those who are affected and have genuine concerns, will not be forthcoming.

We will continue to respond to consultations on behalf of our members, as it's the only system we have and we must ensure our members' views are represented. But, what we really need and continue to push for, is proper discussions and dialogue, where the outcome is not already a foregone conclusion and there isn't only one ‘right’ answer. This includes things like site visits to areas where schemes are proposed, allowing us to show them first-hand the potential pitfalls, as well as in-person meetings.



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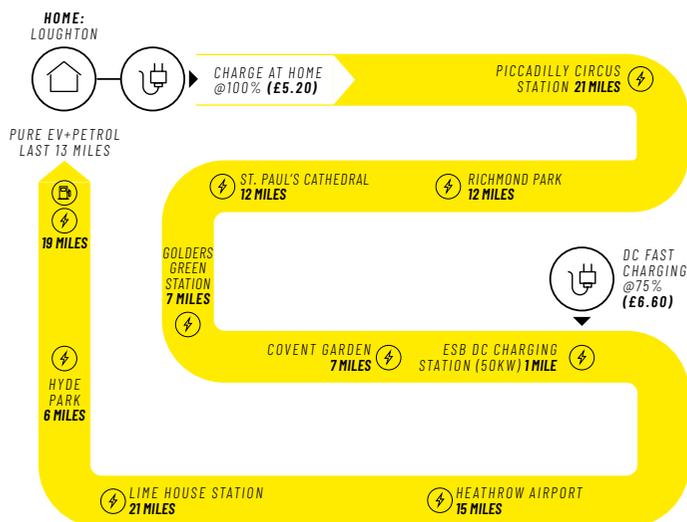
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Reality Check

The people planning our road network need to get out from behind their desks to see what all these changes mean in practice.

Streets ahead

When many of us first decided to investigate how to become a taxi driver, most did not know how complex the Knowledge was and just what goes into getting your badge and working the cab. When I first got out on the bike (the old reliable companion the C90), it became clear very quickly that it wasn't going to be easy.

Then when you get your badge, there is much more to driving a cab than simply taking passengers from A to B. A cabbie needs to know where they can and can't set down and pick up passengers, what they can and can't do on red routes, double yellow lines, loading bays, working, refreshment and rest ranks etc.

It's therefore perhaps no surprise that many people don't get what the taxi trade is all about and how things work, including those charged with designing and managing our road network. At the LTDA, we spend a lot of time trying to educate these people about our trade and to make them understand the problems they are causing for working drivers. With more and more damaging new schemes popping up, this is now more important than ever.

Meetings

The LTDA sits on the London Cab Ranks Committee, along with other trade organisations. We have attended many meetings with the London boroughs to discuss where ranks are needed and issues like temporary closures and road works. This used to be pretty straightforward, but in recent years with dramatic changes to the road networks and more and more demands on the highways for things like cycle lanes, pedestrian zones, alfresco dining, along with bus and cycle only corridors, banned turns and radically



reduced speed limits, it's become more controversial and contentious.

The Ranks Committee fights hard for the trade when it comes to any changes in the road network that impact driver's livelihoods. Too often, officers in the boroughs don't seem to have a great understanding of how taxis operate and this results in badly planned schemes, which prevent cabbies doing their jobs, undermine the door-to-door service we provide and disadvantage our passengers, including disabled people. Generally, what we find is that a council's head honcho will send a well-meaning junior representative to present such schemes to us. This is usually when they have already designed them and are often about to start the works. We then spend our time pointing out all the glaringly obvious issues with them.

At our request, we have now started to have more regular meetings with Westminster

City Council to address these kinds of issues. Originally, the officers thought that three-hour long meetings a year – one a quarter – would be sufficient, but we made it clear this was not remotely good enough. Westminster covers some of our key operating areas, including Soho, Mayfair and Leicester Square, where there is demand for taxis 24/7 and we need good access.

Key asks in Westminster

At the most recent meeting, we requested that the bus lane in Piccadilly (Eastbound), is made operational 24 hours a day for buses and taxis, to enable us to provide a more efficient service. We have been asking for this for some time with no success, but now we have been advised that there is a new team who are actively looking into doing this.

We also discussed challenges on Oxford Street, as whilst the only vehicles allowed access

are taxis and buses, there is a serious lack of enforcement, which means that the most famous shopping area in our great city can become extremely chaotic. For the next meeting, we have asked that a representative from the Parking and Traffic Management Order team comes along to address our concerns.

We have also requested an update on the broader future of Oxford Street, as well as the Covent Garden scheme. Finally, we discussed the need to look at appointing more taxi ranks at key locations. For example, at the fantastic new Elizabeth line and Crossrail stations. These stations offer step free access for those less able to walk but no onward, door-to-door travel service, which is crazy. We have been pushing for taxi ranks at locations like these and Tottenham Court Road, for a while.

Seeing things our way

Discussions like these with councils and transport planners, have generally always been held in an office, sitting around a table. In my opinion, this needs to change. We need to educate the people in power and make them understand first-hand what taxis need to supply a high-quality service. The best way to do this is through site visits to the locations in question, during which we can show them the implications of a particular scheme and what would and what would not work. I think that seeing how things work in practice and the realities of cab drivers work, would make them more likely to understand our point of view, instead of blindly pushing their own agenda and justifications.

Site visits bringing together trade reps, TfL and the boroughs would help us to explain why the trade is requesting a taxi rank here or why taxis should be exempt from certain banned turns there and would strengthen our arguments. We will be pushing for these for any major schemes moving forward and as always will keep the trade update on our discussions and progress. ■ LTDA



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Handling Complaints

I sent a stinging reply to TfL on behalf of our member, asking that they listen to the voice recording and that they insist that the passenger sends our member a letter of apology.

On point

As a cab driver, it's never a nice experience to receive a letter from TfL, informing you that a member of the public has made a complaint about you. It's important to note that with any complaint, just because TfL send you the letter informing you of one made against you, it does not necessarily mean that they think you are guilty.

On some occasions, TfL send what's called an 'Advisory Notice', which is sent purely because, under their rules, the regulator must inform a driver of any complaint made against them, even if they have no intention of doing anything about it and don't believe the driver did anything wrong. You don't need to reply to these notices and no action will be taken against you. I do however often help drivers reply to these, if they are upset, and rightly so, about an unjustified complaint or one full of lies, as I know people like to set the record straight!

A recent case

It's almost too easy for a passenger to make a complaint nowadays. All they have to do is fill out an online form and they are free to say whatever they want. Sadly, in some cases, they lie at will, with absolutely no consequences to themselves. This was the case recently, when a member of ours came into my office looking for help with a complaint, which accused him of ripping off a customer, on a job from Paddington to Stansted. You can see what the passenger alleged in the letter above.

Some members come in quite upset on receiving a complaint, but this was not the case this time. Our member was very calm. Turns out there was a very good reason for that. I asked him what

COMPLAINT

The driver quoted me roughly £100, and when I arrived charged me significantly more. When I questioned why the price was going over what he thought, he told me I was lying and that he never said it would definitely be £100. He threatened to leave me at a service station when I said I was unhappy, which would've meant I missed my flight. I was polite in telling him that it was clearly a miscommunication, but he told me again that I was lying and was really rude to me. For reference at the time, Uber quoted £88. I chose to use a black cab, as I feel strongly about supporting the trade and am happy to pay a slight premium for superior service. Today's experience has made me question this on a profound level. I would never have got in his cab if I had known how much it would be. I barely had enough money to cover the cost of the journey. I would be really grateful for any guidance you could offer.

Travelling From Paddington, W2

happened. He smiled and said "have a listen yourself." It turns out that he had a dash cam in his cab that also has a voice recorder system. He played the recording to me. The conversation I heard went something like the below. For context, our member was sitting at the lights on Bishop's Bridge, waiting to turn left into Paddington, when he was hailed by a passenger looking flustered, wheeling a suitcase. This was on one of the train strike days.

Passenger: You wouldn't go to Stansted Airport, would you?
Member: Yes, that will be ok.

Passenger: Do you know roughly how much it will cost?
Member: Provides an estimated range of anywhere

between two figures. (I think most reading this will know the estimate that a cabbie would give for that cab ride, so I don't see any reason to report it, but his estimate was exactly right by my accounting).

Passenger: Repeats the quoted figures out loud and replies Yes.

(Door alarms go off and then we hear the door shut.)

Member: Are you happy to go?
Passenger: Let's go.

That was that, until the passenger started complaining, as they neared the airport. Our member told him that he gave him an idea of what the price would likely be when he got in the cab and the final price was within that range. This cut no

ice with the customer, who claimed the driver never gave him that estimate. The cabbie then even offered to knock £25 off the fare. The passenger refused this and insisted he would pay the metered fare, which was confusing for the member given that he seemed unhappy.

The accusations that the driver was rude and aggressive are also denied and clearly the complainant has been proven to be a liar on everything else. As you can see in the complaint, they also threw in the bit about using Uber, which is par for the course when people complain about a cabbie these days.

Reputations ruined

I think that what clearly happened here, is that this passenger was having a bad day. He couldn't catch a train and presumably needed to get to Stansted urgently, so he took a cab, knowing that a journey of that length would likely be quite pricey. He is now looking for a way to get his money back and sniffing around for a refund. It mattered nothing to him how his lies could affect our member's good name and reputation.

I sent a stinging reply to TfL on behalf of our member, asking that they listen to the voice recording and that they insist that the passenger sends a letter of apology. I have now heard back. TfL agree that the driver clearly did nothing wrong, and that the passenger should apologise, but apparently because of GDPR they can not share any contact details to facilitate such an apology, so our member has to take it on the chin.

If you get a complaint and you don't think it is justified, please give me a call and I can try to help. This story also shows how having a dash cam or some other recording device can pay off, and not just in cheaper insurance premiums, definitely something to consider! ■LTDA

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Tribute to a hardworking man, well-known and well-liked by drivers working the airport.

Airports & beyond

Dave is a familiar face to the drivers at the airport. He started working at Heathrow on 16th December 1993 and is currently in his 30th year of service. I wanted to write this to recognise him for all his hard work and to acknowledge the positive impact he has had on so many cab driver's days.

Dave initially started working as cleaner on the terminals, then moved to night shifts on power washing and drain works. Before that, he worked as an engineer for six years for Morgan and Grundon in Slough. Now, he works in the taxi feeder parks, as a cleansing operative.

Well-known and respected

Dave is well-known amongst drivers and is very much respected for all the hard work he does in keeping the feeder parks immaculate. Conscientious and attentive, in a role that isn't always pleasant or easy, he sets high standards and maintains them. One of the worst tasks he has is keeping the toilets well maintained. He regularly checks them throughout the day to ensure they are always as clean as possible.

When Dave is on shift, we can guarantee the high standards he has set will be met. His shifts consist of 12-hour days, working from 6.30am to 6.30pm. He does four days on and four days off. He takes a 45-minute break in the morning and the same in the afternoon, during which drivers often offer to buy him a cup of tea, in appreciation for his hard work.

Dave has also further developed his skills by achieving an NVQ in cleaning and hygiene, which he is very proud of. In the past, he struggled with his studies and used to have a stutter. He went to a specialised school which helped him overcome this. He was often bullied as a result, but at 18, managed to control his stammer. So, when he studied and achieved his NVQ, it was a real personal achievement.



"Conscientious and attentive, in a role that isn't always pleasant or easy, Dave sets high standards and maintains them."

Plans for retirement

Speaking to Dave, I asked him what he planned to do once he retires. I was surprised to find out that he crochets in his spare time, and he showed me many pictures of his creations. I'm told he has made blankets for some of the drivers' grandchildren. He also made a Chelsea scarf, which took him a couple of days, and despite being a Liverpool fan, he was more than happy to make it. He told me that he finds crocheting very therapeutic and hopes to do more of it, when he finally retires, in a year or two.

Another of Dave's loves is fishing, but due to a lack of time, he hasn't been able to do this for years and so hopes to rekindle this passion. Currently, when he's not at work, he also cares for his wife, who has a degenerative disability, so he plans to spend more time with her and his two daughters, who are aged 26 and 35.

He'll be missed

It won't be the same without Dave at the feeder parks, as he is truly one of the best. In my experience, he's always willing to help and does so with a gentle smile on his face.

When I used to warden early mornings, he would always have the bins set up and moved, ready for when Grundon used to arrive to collect all the industrial bins that were full of the refuse from the day before. Within no time at all the bins would soon be full, due to the high volume of drivers passing through the feeder park, but you could always rely on Dave to stay on top of it.

On behalf of all the cab drivers who regularly work the airport, I would like to thank him for all his hard work and dedicated service.

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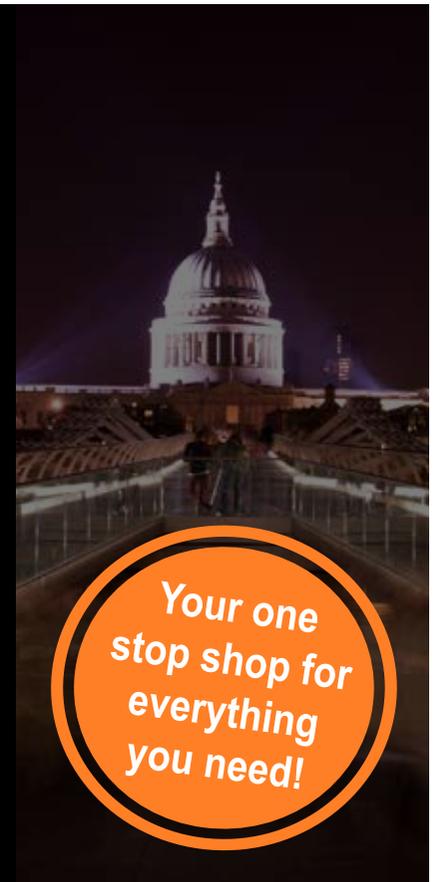
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Who Ya Gonna Call? Trussbusters!

Can new PM Rishi Sunak better Liz Truss's abysmal tenure who, in turn, couldn't outlast a lettuce?

A man in black

One of the great Shakespearean quotes from *Hamlet*, reads: "There are more things in Heaven and Earth, Horatio, than are dreamt of in your philosophy." This was the titular character's response to Horatio, who initially proclaimed: "O day and night, but this is wondrous strange." The meaning of this is the suggestion that the human imagination is limited and that there are many things we don't know, things that haven't been discovered and, in fact, things we haven't even dreamt of. From a political standpoint, if the last few weeks are anything to go by, Hamlet was right.

Who in their wildest dreams would have thought that the United Kingdom would see the entrance and exit of four Chancellors, three Home Secretaries, two Prime Ministers and a partridge in a pear tree, all in under 4 months? The very notion of such an event borders on the absurd, and yet here we are. With Liz Truss resigning, Britain had yet again been plunged into political turmoil. However, one man's famine is another man's feast, so for the political satirists amongst us, please feast until thine belly is full and contented.

Oh, Superman

It is generally considered that the biggest U-turn in history was Superman's 1978 effort, when he successfully reversed the Earth's rotation, thus saving Lois Lane's life. However, enter Chancellor of the Exchequer, Jeremy Hunt, who promptly surpassed this record by reversing Liz Truss and Kwasi Kwarteng's mini-budget proposal in almost its entirety.

Another record to fall under Truss's stewardship was the length of time she spent in office: just 44 days. In fact, the process that saw Truss elected as Prime Minister took longer to complete than she actually served in office, which was 61 days.

As a result, the former PM has inadvertently joined a rather



exclusive club. She joins Brian Clough, who lasted the same length of time as manager of Leeds United, illusionist David Blaine who spent 44 days living in a glass box and a green banana which takes the same amount of time to turn bad. Welcome to the 44 club, Liz. She failed to outlive a lettuce, live streamed by one of the tabloids, to add insult to injury.

Safe hands

Now, in the time that it has taken me to write this article (my third rewrite no less!), we have another new Prime Minister who arguably should have taken the helm in the first place.

When Jeremy Hunt and Michael Gove ruled themselves out of the running, there were a mere handful of candidates left to choose from. Conventional wisdom dictated that it would be a two-horse race between Sunak and Penny Mordaunt. Sunak could be seen as a safe pair of hands given everything that he had predicted post mini-budget came to fruition. However, the former Chancellor of the Exchequer was seen as tainted by the right of the Conservative party, primarily due to his perceived involvement in Boris Johnson's exit from the top job.

The natural challenger to Sunak, was Leader of the House of Commons, Mordaunt. Although she has held numerous positions within government, she was considered less experienced than Sunak at the highest level of politics. The 'One Nation' Brexiteer was, however, seen as somebody who could unite the beleaguered Tories. Many political commentators felt that Mordaunt was 'manoeuvred' out of the running during the final stages of the first leadership contest to protect Sunak from a stronger political challenge, allowing Truss a clear path to election. Again, many commentators felt that Truss, the right-wing's preferred choice, may not last two years and, well, they were right.

The return of Bojo?

Other expected runners included Suella Braverman, who resigned as Home Secretary the day before Truss's exit due to a serious data breach (and has since been rehired). Defence Secretary Ben Wallace, who in the past has been a supporter of Boris Johnson's administration, was also in the frame for the top job. However, in what could be argued as an ego-driven act of hubris, Johnson made an

attempt to stand against Sunak and Mordaunt. While considered to be unpopular with many Conservative backbenchers, he did have some support but given a privileges committee investigation with the possibility of a ban from the Houses of Parliament, the likelihood of him being elected to office again were very slim.

Ultimately, all of the candidates fell by the wayside, leaving Sunak as the new Prime Minister by default on 23rd October. The new leader has a tough task in uniting a highly dysfunctional party, as well as undoing the considerable damage performed by the Truss and Johnson administrations — damage which may take years to reverse.

It does of course beg the question as to why Sunak would want the top job at this point in time. If current polling is anything to go by, the Conservatives will face a complete collapse if a General Election is called anytime soon. Sunak's tenure could be seen as nothing more than a caretaker role — a PM trying to bail out a sinking ship with a spoon. It could also be argued that it may finish his political career if the Tories are trounced at the next election.

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Churchill's Favourite Spy

During World War II, 64 Baker Street was one of Britain's most highly classified addresses.

Rob's history tips

The reason behind its covert nature is because it was the HQ of the Special Operations Executive (SOE), a top secret organisation tasked with conducting espionage and sabotage within Nazi occupied territory.

The SOE came to be nicknamed Churchill's Secret Army, and it's said that Churchill's 'favourite spy' was a woman named Krystyna Skarbek. She was born in Warsaw in 1908 to a Jewish mother and Christian father. As a child, Krystyna enjoyed outdoor life; mastering skiing and horse riding and becoming adept at handling guns and knives.

In 1938, she married Jerzy Gizycki, a diplomat, and shortly afterwards the couple were posted to Ethiopia. They were still in Africa when Poland was invaded in 1939. Desperate to defend their country, they immediately headed to London where, using certain connections, Krystyna arranged a meeting with the Secret Intelligence Service (MI6).

Krystyna, who was described by one official as being "absolutely fearless", had already formulated a plan: if MI6 could get her to what was then neutral Hungary, she said she could ski across the mountains into Poland and make contact with resistance groups.

MI6 agreed. So between 1939 and 1940, Krystyna (who came to use the name 'Christine Granville') made several expeditions into Poland, smuggling in weapons and returning with valuable intelligence reports.

In 1941, she was apprehended by the Gestapo and subjected to interrogation. Krystyna said nothing, and after two days she deliberately bit hard into her tongue, causing heavy bleeding. This led the Nazis to assume she was nothing more than a sickly woman suffering from TB, and as such they let her go.

After a stint in Cairo, Krystyna



was parachuted into France on 7th July, 1944, where she rendezvoused with fellow SOE agent Francis Cammaerts; the officer in charge of all 'subversive activities' east of the Rhone.

Not long after, Cammaerts was captured along with two other agents, leading to Krystyna's most brazen escapade. Just hours before her colleagues were due to be executed, she directly approached guards at the prison.

Making no secret of the fact that she was an agent working with the British, Krystyna managed to convince the guards that the allies would soon be marching through the area, and that if they discovered the SOE agents had been killed, there would be hell to pay.

Her natural charm, combined with a two million Franc bribe, did the trick, and the prisoners

were set free.

Krystyna went on to become the longest serving female SOE agent, and for her wartime service she was awarded both the George Medal and an OBE, whilst the French decorated her with the Croix de Guerre.

Despite the vital role she'd played during WWII, there would be no support once the conflict finally ended. After being discharged, Krystyna was given one month's salary and left to fend for herself.

Looking to build a new life, she headed to Kenya, where the British colonial government refused to grant her a work permit.

Krystyna then decided to try her luck in London, taking on a series of jobs, including waitress and as a telephone operator, which were decidedly menial

in comparison to her wartime service.

She eventually managed to secure work as a steward on a passenger liner where, as part of the uniform, staff were required to wear any medals they'd received in the war. However, the seemingly impossible collection of ribbons which Krystyna sported led to much suspicion, leading other crew-members to accuse her of being a liar.

A fellow steward named Dennis Muldowney stepped in to defend Krystyna, and he quickly became besotted with her; an obsession which Krystyna described as being "obstinate and terrifying." Muldowney eventually quit his stewarding job after gaining work as a porter at the Reform Club, and Krystyna continued to work at sea.

In July of 1952, she was employed on a ship travelling between South Africa and Britain. After docking in the UK, Krystyna travelled to London where she checked into the Shellbourne Hotel on Lexham Gardens.

Unfortunately, Dennis Muldowney heard she was in town, and so headed to the hotel where, in a jealous rage, he stabbed Krystyna to death in the lobby.

In the wake of this atrocity, Muldowney was found guilty of murder and executed at Pentonville by Albert Pierrepoint.

Krystyna is buried in St Mary's Cemetery, Kensal Green, and this brave woman is now commemorated with a blue plaque at Lexham Gardens.



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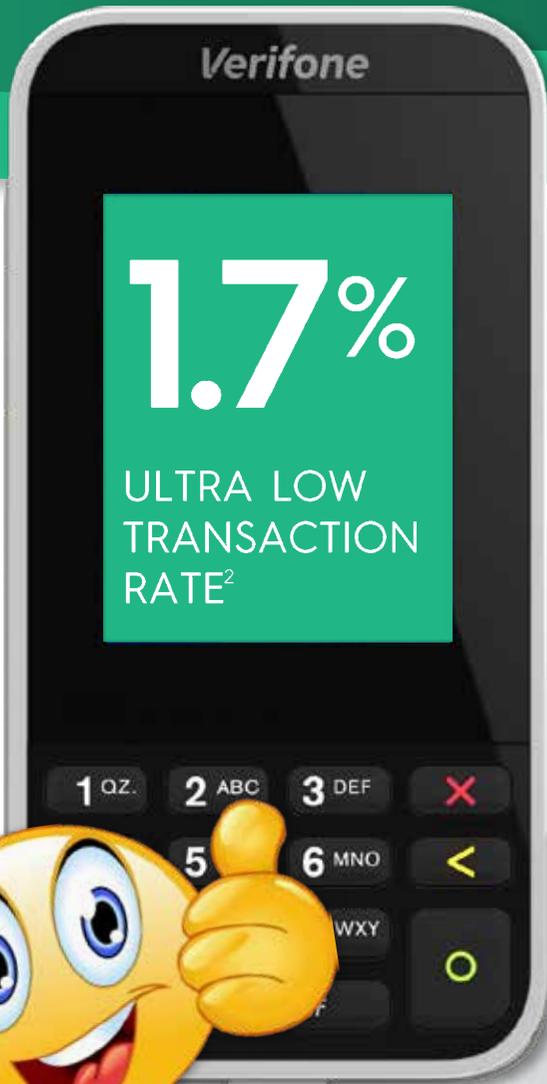
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John Tunstall & The Lincoln County War

Many of you will have heard of the Lincoln County War, an Old West conflict which ran from 1878 until 1881. The war featured heavily in films such as *Chisum*, *The Left-Handed Gun* and *Young Guns*, and directly involved gunslingers such as Billy the Kid, Josiah Scurlock and Pat Garrett. But did you know that the battle's origins were London?

Lincoln County, which is situated in New Mexico, was the site of a feud between two factions competing to supply dry goods and cattle to communities across the county. On one side stood James Dolan, who operated a dry goods monopoly through his store known as 'The House'. The other, an English-born interloper called John Tunstall who upset the status quo by opening a competing store in 1876. And therein lies the link to London.

Tunstall was born in 1853, in Hackney, to a middle-class family who eventually moved to Belsize Park. His father was a trader who operated in both the UK and Canada. In 1872, a 19 year-old Tunstall emigrated to British Columbia, Canada, working as a clerk for Turner, Beeton & Tunstall, a store his father partly owned.

After quitting his job in 1876, Tunstall briefly moved to California before settling in Rio Feliz, New Mexico some 30 miles south of Lincoln, Nebraska. It is here he became a cattleman. He also set up a mercantile store and a bank, much to the chagrin of competitor Dolan.

With Dolan and his business partners sliding into bankruptcy, a campaign of harassment was launched against Tunstall, including hiring gunmen to goad the Englishman into a gunfight. In retaliation, Tunstall hired his own gunfighters, one of whom was Billy the Kid.

A major conflict had to eventually break out, and after a number of minor skirmishes it did. Tunstall was shot dead by three of Dolan's 'deputies' on 18th February, 1878, at the age of 24, thus sparking the Lincoln County War. It left 23 dead and 23 wounded over a three-year period.

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Wilston Samuel Jackson: Britain's first black train driver

The modern railway system is 220 years old, however, Britain's first black train driver wasn't appointed until 1962.

Wilston Samuel Jackson, a Jamaican national, was born on 17th May, 1927, and moved to the UK in 1952 as part of the Windrush generation.

With aspirations to become a train driver, Wilston, known as Bill, was met with blatant racism when trying to become one, with the job considered a 'whites only' profession. Working as a fireman (locomotive coal shoveller) on the railways, Bill used to have to shovel between ten and 12 tons of coal per day. However, a determined Bill undertook the exams required to become a train driver and passed with flying colours.



Despite his aptitude and dedication in passing his locomotive exams, his white counterparts organised a campaign of hate against him, forbidding anybody from working alongside him. As he prepared his engine, his white colleague refused to work with him. This backfired on the fireman, who initially found himself out of a job. However, the rookie driver saved the fireman's job who then requested to work with him.

The driver primarily worked out of Kings Cross station and operated locomotives such as *The Flying Scotsman*. He eventually immigrated to Zambia in 1966, where he continued to drive trains.

Bill passed away on 15th September, 2018, aged 91. There is a national heritage plaque dedicated to him at the offices of Kings Cross station.

SO YOU THINK YOU KNOW

LONDON?

The Camden Roundhouse

The Camden Roundhouse is one of London's most famous music venues. Just about anybody of note has played there. From *The Doors* to *Led Zeppelin*, the Grade II listed building has welcomed them all. But did you know that the Roundhouse was never designed nor built as a music venue?

The Roundhouse, situated in Chalk Farm Road, is in fact a former railway engine shed.

The 1846 built structure was known as the Great Circular Engine House, or Luggage Engine House and erected by the London and North Western Railway. It was designed by Robert B. Dockray and Robert Stephenson. The building is 157 feet in diameter and has a conical slate roof, which is now glazed. The interior has original flooring and parts of the turntable and fragments of early railway lines.

Its life as an engine shed was relatively short-lived, as within a decade locomotives became too long for the building to accommodate. As a result, the Roundhouse was repeatedly repurposed, at one point becoming a bonded warehouse for gin distillers W&A Gilbey Ltd.

Eventually, the location became disused but was deemed a listed building in 1954 and reopened as a performing arts venue a decade on in 1964.



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Is this the end of the road for Dynamo?

Dynamo Motor Company could be set to fold with drivers left searching for answers and unsure where to turn.

There have been fears for the future of the Dynamo Motor Company, since February, when it was announced that Nissan had ceased production of the e-NV200 Evalia van, which forms the basis of the Dynamo Taxi. Drivers who had purchased Dynamo 100% electric taxis, were particularly concerned what this would mean for them and their cabs. At the time, Dynamo reassured drivers that it was committed to the taxi trade and was in discussions with other manufacturers and potential investors, to secure its future. Unfortunately, it seems that these discussions may have come to nothing.

Efforts to contact the company by individual drivers, trade reps and others, go unanswered and drivers are now finding that they can no longer claim warranty work on their Dynamo cabs.

North West EV the main dealer, based in Colindale, has reportedly started charging for any warranty work upfront, with drivers being told they will then need to contact Dynamo directly to seek reimbursement.

Ultimately people purchased the vehicles from Dynamo itself and it is the Dynamo Motor Company that is responsible for honouring the warranties.

It doesn't look good for the company, with no vehicles to sell and no money coming in, it is likely facing mounting debt. Head of Sales, John Heath, was made redundant in the middle of August and the company has also reportedly moved out of its offices in Coventry, suggesting that all is not well, and it may be heading for administration. Sadly, instead of waking up to their responsibilities, Dynamo's leaders seem to be burying their heads in the sand.

Until the current situation is resolved, drivers may get stuck footing the bill, but the better news is that parts can still be sourced for Dynamo Taxis and works and repairs can be done to keep the vehicles on the road as required.

The Licensed Taxi Drivers Association will continue to try to get answers from Dynamo and will provide advice for drivers affected by this on their rights and options.

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ComCab London is incredibly proud of its association with London Taxicard, a relationship which has spanned 25 years.

Do drivers have to own their own Taxi to join?

ComCab London welcome drivers that own their own taxi as well as drivers who rent. They do not believe in restricting drivers from joining.

ComCab London pride themselves on having options to suit all, whether that means a driver joining with ComCab London equipment installed in their taxi or downloading the app onto their own device.

Do drivers have to have an All London licence to join ComCab London?

Certainly not, ComCab London have welcomed drivers with Suburban licences as well as drivers with All London licences to their fleet for many years. In fact, 26% of the current fleet of drivers hold a yellow badge.

Let's meet some Suburban drivers and hear what they have to say about being a driver with ComCab London:



Colin, Yellow Badge, 38 years

Hi, I'm Colin, I am a yellow badge driver and I have been working for ComCab for about 38 years. I enjoy working for myself and being able to choose when I want to go to work, I have been able to fit my job around my children. With the job I have been able to meet new people and learn about other people's lives also.

We get a lot of support from the London team, if you have an issue, people are always there at the end of the phone or you can text them. I prefer ComCab, one because I have been with them for a long time and plus the fact that the other apps, I have looked at I have decided they weren't for me.

I would recommend ComCab to another driver because they have been around for so long, they are professional, they are always there to support you



Lyndsey, Yellow Badge, 5 years

Hi, I'm Lyndsey, I am a yellow badge driver and I have been with ComCab for 5 years. I chose

to become a taxi driver when I was made redundant, I had a young family and I needed flexibility.

One of the things I enjoy the most about working with ComCab is when I pick up someone, I could be the only person they have any kind of contact with within that week, which makes me want to give them a positive experience, which makes me feel good.

I would recommend ComCab to other drivers if they are looking to maximise their income whilst having flexibility. The staff are helpful, especially the dispatch team, they are always there when you need them.

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Missed our last Episode? ComCab London Family - Episode Seven





Record Sales But What Next?

It will be interesting to see how this all pans out, particularly as rising interest rates start to bite, no doubt also impacting the price of leases on new cabs.

Cab you drive

The cab trade's relentless march towards a green and modern fleet continues at pace, with 242 new cabs joining the ranks in September. This is the second highest ever number of new cabs sold in a single month.

It was only beaten by the sales in March 2022, when the number was a whopping 301. Going back to the glory days of the last of the 2.7 Nissan Fairways or the early TX1s, even selling 100 cabs in a month, would have had the champagne corks popping in Coventry.

These record sales mean that it's very likely that next month will see the TXE become the most prolific cab on London's streets, at over 41% of our fleet. At some point next year, there will be more TXEs than Vitos, TX4s and Dynamos all put together. Yet, despite this, I still had a customer last week tell me that "these new cabs will never catch on!" Hmm...

Second hand cab prices are still holding up well, with



increasing demand for older diesels, those with two or three years left on them. This is in part because many older drivers, who were planning on retiring, have now decided to carry on for a bit longer because business is so good. There is also high demand for early TXEs. This is primarily because most of these still go

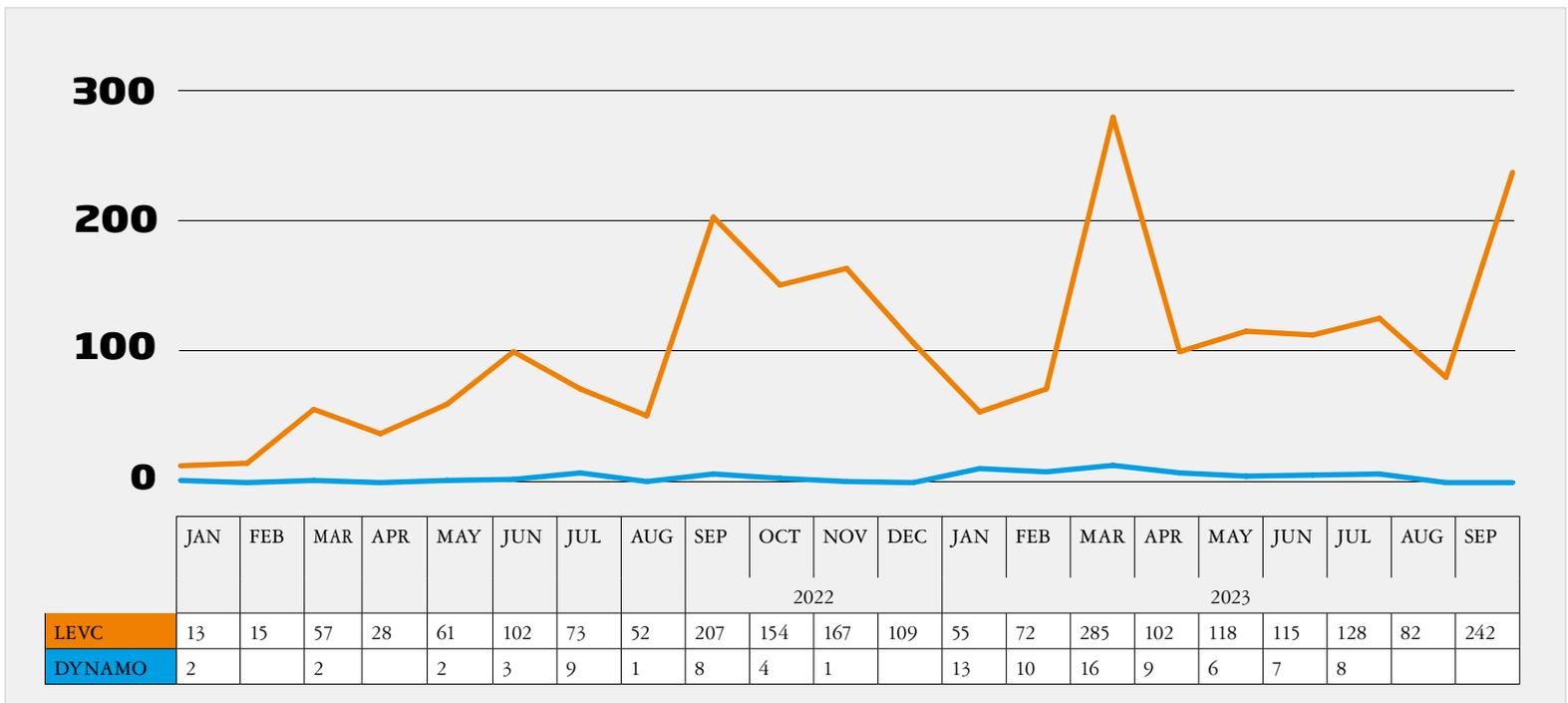
back to the main dealers, as part exchanges so the prices the dealers are paying to buy them in, is setting the market. I suspect this will continue for a good while yet, until we start to see supply increase, as more drivers swap out of their old leases and into new ones.

The only slight drop in prices has been for late Euro VI

TX4s, but that's only because they were overpriced in the last year or so. Vito prices are static for later cabs, but issues with spares for the rear wheel steer on earlier cabs are beginning to impact on prices, as drivers worry about being unable to replace parts.

It will be interesting to see how this all pans out, particularly as rising interest rates start to bite and impact the price of leases on new cabs, and especially if finance and loans become harder to get on older cabs. Although, with work levels showing no signs of falling, it may be that more cabbies will decide to switch from renting to mushing. Now, where is my crystal ball? **TAXI**

DYNAMO	180
LEVC	5,936
METROCAB	1
TX1	2
TX2	79
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VITO	2,574
TOTAL	14,997



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The Banshees of Inisherin (15)

Set on the small Irish island of Inisherin in 1923, Martin McDonagh's latest asks a simple question: what happens when your best friend decides he wants to break up with you? That's the dilemma facing Pádraic (Colin Farrell), who is left confused and heartbroken when Colm (Brendan Gleeson) suddenly announces that he no longer likes his ex-friend and doesn't want to see him anymore, let alone talk to him.

24

What follows is by turns darkly funny and deeply empathetic, as their friendship erodes in increasingly absurd and brutal ways. Farrell is especially good as the earnest, simple-minded Pádraic, and Kerry Condon is the stealth MVP of the piece as his wiser, older sister Siobhán. Smartly, the film makes room for both the life perspectives on offer here – Colm has his mind on legacy and creating something that lasts long after he's passed, and Pádraic is content to live a nice, incurious life – without saying which is right or wrong. Add this to yet another tender score by Carter Burwell and some stunning cinematography by Ben Davis, and you have a McDonagh film you'll want to befriend at the earliest opportunity.



The Banshee of Inisherin is in cinemas now.



Warner Bros Pictures

Black Adam (12a)

It's hard to believe that Dwayne 'The Rock' Johnson being cast as Black Adam predates the start of the Marvel Cinematic Universe. Given that it's taken 15 years for it to come to fruition, you would think the final product would be better than what's on offer here; a superhero film that, while not without its bright spots, feels dated in more ways than one.

The story begins 5,000 years ago in the Middle Eastern country of Kahndaq, where a superpowered Teth-Adam (Johnson) takes on a tyrant King and then vanishes. When he is re-awakened in present day by freedom fighter Adrianna (Sarah Shahi), his fondness for murder attracts the attention of the Justice Society, who are led by Hawkman (Aldis Hodge).

Let's start with the positives: the action comes thick and fast in Black Adam, and at times it's colourful and inventive. Lorne Balfe's score is catchy and propulsive and casting issues aside, Pierce Brosnan is a consistent highlight as Doctor Fate, a heroic sorcerer. But that's not enough to mitigate the film's many problems. The Justice Society doesn't get nearly enough setup or depth (the two new members they draft in for this fight barely register). Its "heroes don't kill people" dialogue feels like it's written by people who have never seen a film set in this universe (where Superman, Batman, and Wonder Woman have all murdered people). And there's little to no variation in Johnson's stoic line delivery. At least we have Black Panther: Wakanda Forever to look forward to as the final superhero offering of the year.



Black Adam is in cinemas now.



Universal Pictures

Halloween Ends (18)

How best to wrap up a saga that's been 40 years in the making? It's a question that is semi-satisfyingly answered in *Halloween Ends*, the third and final film in writer-director David Gordon Green's trilogy. Set four years after the previous film, *Halloween Kills*, it sees Laurie (Jamie Lee Curtis) trying to move on with her life. But when her granddaughter Allyson (Andi Matichak) strikes up a relationship with local outcast Corey Cunningham (Rohan Campbell), the boogeyman isn't far behind...

It's a ballsy move to not have Michael Myers show up in your final *Halloween* movie from the start, and it almost pays off. The interactions between Allyson and Corey certainly have their strong moments, and the connection the two form feels earned. What's lost, however, is the focus on Laurie's story, and the tension that comes when Myers is on a rampage. Still, when the proverbial faeces hits the fan and it's time for a final, inevitable bout, *Halloween Ends* delivers.



Halloween Ends is in cinemas now.

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The Taxi Charity is Celebrating its 75th Anniversary

2023 will be the 75th anniversary of the Taxi Charity for Military Veterans, a remarkable milestone for a small, niche charity run and organised by enthusiastic volunteers.



26

Frances Wyhowska, Vice President of Taxi Charity for Military Veterans, shares how important next year will be.

“Founded by three London cab drivers in 1948 whilst sitting in the Bedford Arms in Fulham, no one could have foreseen that it would develop into such a key part of many veterans’ and cab drivers’ lives. It would have been beyond anyone’s imaginings that drivers would be taking veterans abroad to the Netherlands, Belgium, France and Germany for acts of commemoration. The instigators would have been proud to know how highly valued the charity has become, not only by the veterans, but other larger charities such as the Royal Naval and Royal Marines Charity, the Soldiers’ Charity, (formerly the Army Benevolent Fund), the RAF Benevolent Fund, Blind Veterans UK and

many many more.

“The ultimate accolade for all those involved was receiving the Queen’s Award for Voluntary Service in 2021, an award approved by Her Majesty and the equivalent of the MBE for charities. Our charity relies heavily on donations and we plan to mark our 75th anniversary with events for veterans of all

ages throughout 2023.

“We are always grateful for the support we receive from the cab trade and in this important year we are using 75 as the theme of a huge fundraising drive to try and raise £75,000 in our anniversary year.

“In the 75 for 75 fundraising campaign, we are asking drivers to donate £7.50,

garages and other support services £75, apps and trade orgs £750, and large cab-related businesses, including TfL and LEVC £7,500. Every donor who wishes will be listed on a roll of honour on our website.

“We do hope that you will support us in our special anniversary year.” ■ TAXI

To donate to the 75 for 75 campaign visit
www.taxicharity.org/donations



About the Taxi Charity

The Taxi Charity is run by volunteer London black taxi drivers and has been supporting thousands of veterans of all ages since 1948. The charity arranges free trips to Belgium, France and the Netherlands, for acts of commemoration and days out to museums, concerts, or fundraising events across the UK, to catch up with friends and comrades.

The charity was awarded the Queen’s Award for Voluntary Service in June, 2021.

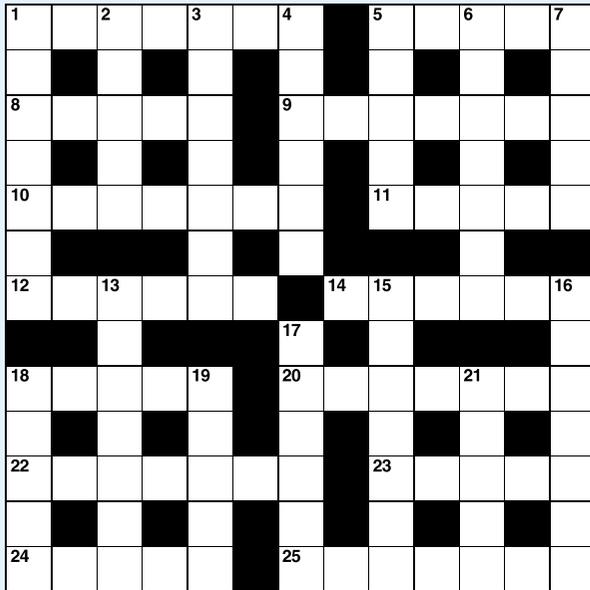
In 2023, the charity will be celebrating its 75th anniversary. To fund and facilitate their work, the charity is reliant on donations, grants and sponsorship.

www.taxicharity.org



Puzzler page

Crossword



ACROSS

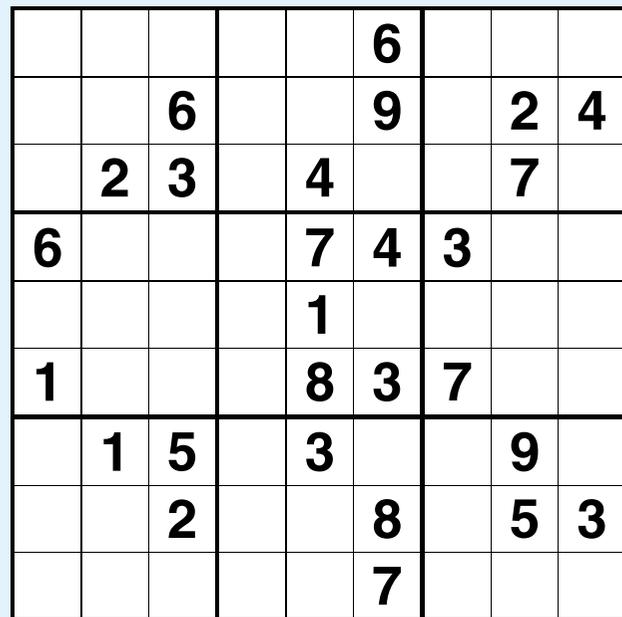
- 8 Lively (7)
 5 Deep ravine (5)
 8 Allowed to enter (3,2)
 9 Slight cold (7)
 10 Put back (7)
 11 Wartime foe (5)
 12 Wretchedness (6)
 14 Country-style (6)
 18 Soil fertiliser (5)
 20 Neater, smarter (7)
 22 Please carry on (2,5)
 23 Arctic dwelling (5)
 24 Bejewelled headband (5)
 25 Timeless (7)

DOWN

- 1 ___ Fathers, early American settlers (7)
 2 Misbehave or cause a fuss (3,2)
 3 Place with dodgems (7)
 4 Minimise, reduce (6)
 5 Ingrained dirt (5)
 6 Show an image of in a mirror (7)
 7 Sorrowful and serious poem (5)
 13 Seedless raisin (7)
 15 Avail yourself of (7)
 16 Lewis ___, author of the Alice stories (7)
 17 Heavy starchy grub (6)
 18 Power (5)
 19 'Laughing' beast (5)
 21 Cantaloupe fruit (5)

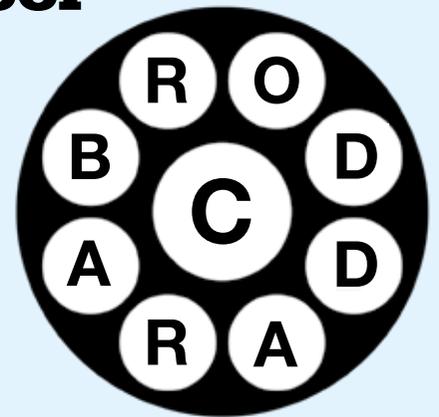
Sudoku

Have a go at this medium level Sudoku puzzle. Fill the grid so that every row, every column and every 3x3 box contains the numbers 1-9 just once.



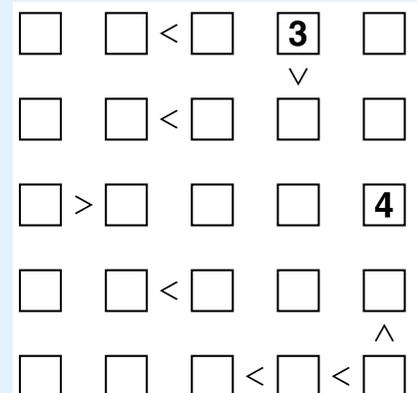
Wordwheel

How many words of four letters or more can you make from this Wordwheel? Each word must use the central letter, and each letter may be used once only. At least one nine-letter word can be found. We found 39 words - can you do better?



Futoshiki

Fill in the blank squares so that each row and column contains all the numbers 1 - 5. Use any given numbers and the symbols that tell you if the number in the square is larger (>) or smaller (<) than the number next to it.



All answers to puzzler on p30

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 Do you currently have points on your DVLA driving license? (please tick) Yes No
 If Yes how many points do you have?

Please tick if you **DO NOT** wish to receive information from the LTDA and other related organisations in the future?

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4 Bank Sort Code - -

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Date.....



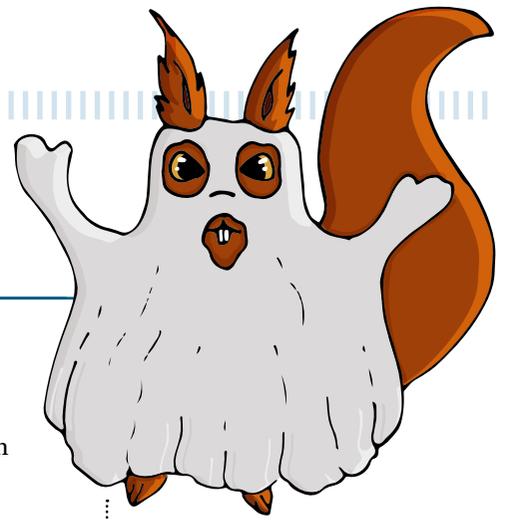
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 - If you receive a refund you are not entitled to, you must pay it back when LTDA asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



A Spooky Wooky Tale of Halloweeny Proportion



'Twas the night before Halloween and all was silent... until it wasn't.

A woman of words

I arrived home after a busy theatre burst, followed by a trip out to Richmond and back and was looking forward to a big mug of hot chocolate and a white bread banana sandwich. Don't judge, the body beautiful diet starts in 2023 or 2024.

I snuggled on the sofa, wrapped in a blanket, because turning the central heating thermostat up would have woken Mr. Meg. He has ears like a bat where that bloomin' dial is concerned. With my mug, my plate and *Married at First Sight* on the TV, I was in a state close to bliss.

Until 1.37am, that is, when there was a loud bang on the front door.

There's been a bit of crime around here lately. Only last

week our near neighbour Larry's catalytic converter was nicked; under the watchful eye of Mr. Meg who was standing out front doing the bins! He thought the three blokes in balaclavas were mobile mechanics.

So, being cautious and all, instead of going to the door I checked from the side window first and saw it was just Larry who was hammering on the door. I let him in. Panicked, he ran into my front hall, grabbed my shoulders and said, "It's Halloween, Meg, and they've come for me!"

I was most disturbed to see he was wearing pirate print pyjamas. Odd for a 67 year-old man, right?

"The spooks are in my house, Meg. I can hear them everywhere. Don't make me sleep in there. Let me stay here? In the cab? Anywhere! I don't care! I beg you."

I made poor, traumatised Larry a hot toddy, sat with him a while and then settled him on

the sofa for the night with a duvet and pillow.

I was going to wake Mr. Meg and tell him about all the excitement downstairs, but he sleeps like the dead (unless I approach the thermostat) even when it's not Halloween. I decided to tell him the next day when he would be in the wide-awake club.

7.30am rolled around and I was woken up by the sound of a bloodcurdling scream. Actually, make that two.

Turns out Mr. Meg, as usual, had made his porridge and dashed into the front room with it to watch *Good Morning Britain*. He says it's to 'catch up on the news' but I know it's to drool over Susannah Reid. To save on the electricity he just plonks himself down on the sofa without bothering to open the curtains or turn on the light.

And he sat down right on top of

a sleeping Larry. Right on top of, ahem, his private parts.

Oh, the drama!

Both screamed at the top of their lungs as hot porridge hit Larry's belly and, thinking the spooks had come for him, flailed around and somehow punched Mr. Meg on the nose.

By the time I came downstairs they had stopped shouting and were both in a silent sulk. Larry had a bag of frozen peas pressed on the porridge burn on his belly. Mr. Meg was holding a tea towel to his bloody nose.

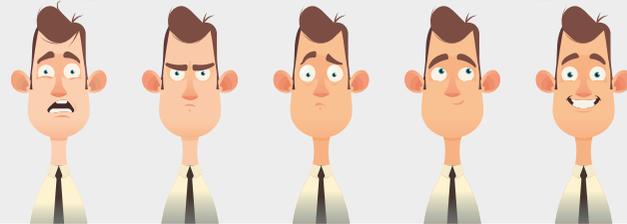
And the ghost noises that had driven Larry out of his own bed in the early hours of Halloween? Spooky squirrels in his loft.

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- ◆ CP Beehive Service Station, Beehive Lane, Gants Hill
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- ◆ Martin Cordell, Thomas Road, E14
- ◆ Paddington Station Rank
- ◆ Putney Bridge Taxis, The Arches, Putney Bridge Station, SW6
- ◆ Richmond Road Taxi Centre, E8
- ◆ Safewise Supermarket, Harrow
- ◆ South Bank Service Station, Great Suffolk Street, SE1
- ◆ TAXI HOUSE, Great Suffolk Street, SE1
- ◆ Taxi & Private Hire, Blackfriars Rd, SE1
- ◆ Temple Place Shelter
- ◆ Turbo Accessories, Three Colts Lane, E2
- ◆ Ubiquitous Ltd, E1
- ◆ Waterloo Station
- ◆ Wimbledon Station Rank
- ◆ WizAnn Knowledge School, Watts Grove, E3

PUZZLER ANSWERS



Crossword

P	L	A	I	F	U	L	G	O	R	G	E
I	C	U	E	R	E	L					
L	E	T	I	N	S	N	I	F	F	L	E
G	U	F	S	M	L	G					
R	E	P	L	A	C	E	E	N	E	M	Y
I	I	N									
M	I	S	E	R	Y	R	U	S	T	I	C
M	U	L	C	H	T	R	I	M	M	E	R
I	T	Y	O	L	E	R					
G	O	A	H	E	A	D	I	G	L	O	O
H	N	N	G	S	O	L					
T	I	A	R	A	E	T	E	R	N	A	L

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SUDOKU

4	9	1	7	2	6	5	3	8
7	8	6	3	5	9	1	2	4
5	2	3	8	4	1	9	7	6
6	5	8	9	7	4	3	1	2
2	3	7	6	1	5	8	4	9
1	4	9	2	8	3	7	6	5
8	1	5	4	3	2	6	9	7
9	7	2	1	6	8	4	5	3
3	6	4	5	9	7	2	8	1

Wordwheel

SOLUTION: CARDBOARD

All words: Card, cobra, coda, cord, crab, orca, CARDBOARD.

Word targets Excellent: 23, Good: 20, Target: 14, Kids: 9

Futoshiki

1	4	<	5	3	2	
				∨		
2	3	<	4	1	5	
3	>	1	2	5	4	
5	2	<	3	4	1	
				∧		
4	5	1	<	2	<	3



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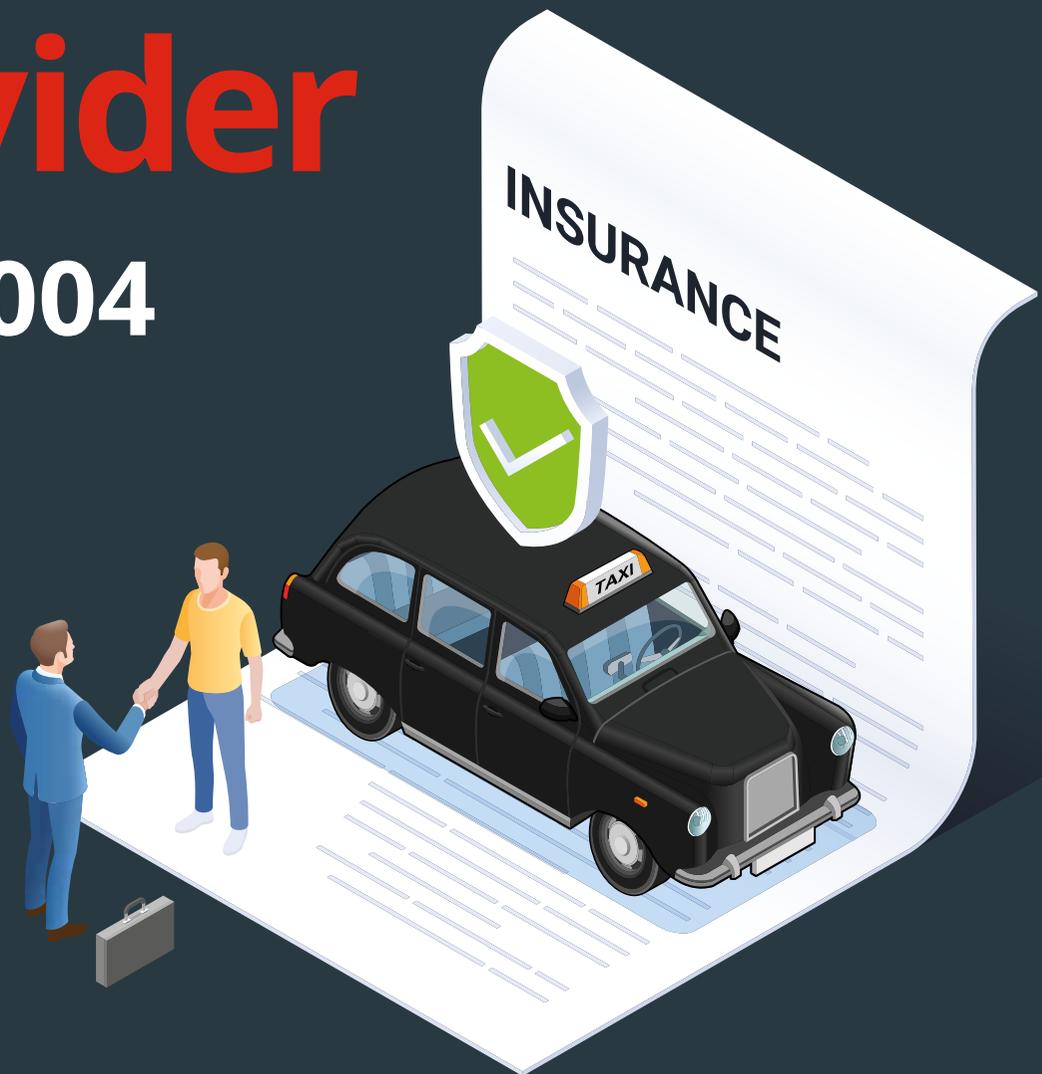
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