

FREE MAGAZINE JUN -JUL 2019

TACSAÍ

IRELAND'S ONLY FREE INDEPENDENT TACSAÍ MAGAZINE FOR DRIVERS & INDUSTRY PROFESSIONALS

POWERS OF TAXI DRIVERS MUST BE REVISED

by Derry Coughlan
of the Cork Taxmen's
Association

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P38+39



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CONTENTS

It's the summer time but I just cannot help but feel it's the same old same old in the taxi industry. From speaking with drivers and Reps and some distinguished figures of the industry, I keep hearing the same things over and over; Safety, Apps, shortage of taxi ranks etc.

Safety First is right but what has actually been done. In previous months, the issue of taxi driver safety has been covered locally, nationally and even internationally but what has actually changed and what will actually change. Make sure to read the views of Tony Roe on page 22.

Over the past month we saw the people of Ireland go out to vote, with the national average of around 50% who actually turned out to vote. During the media storm that was the Local and European elections, I never really heard anyone mention the taxi industry. I think politicians must need reminding that the taxi industry vote is quite significant given the number of taxi drivers currently on the roads in Ireland. The country turned Green for a split second but what really are the Green policies for the taxi industry when taxi drivers have nowhere to park or simply not enough ranks to stop at. Be sure to read our piece on the closing of taxi ranks on pages 12 and 13.

In other news, it is the summer time which means the tourists are in town, it's time to get the BBQ

out and its time to get and get active. Be sure you do not miss our special feature articles on pages 16,32 and 43.

Happy Summer from all at *Tacsaí Magazine*.

THE DUBLIN TAXI ASSOCIATION WISHES TO PUT TWO YES OR NO QUESTIONS TO THE TAXI DRIVERS OF IRELAND:

- 1. Do you as a taxi driver believe that the industry has improved in the last 10 years?
- 2. As a taxi driver working in the industry, would you feel safe for a member of your family to travel in a taxi?

You can email your answers
1. Y/N 2. Y/N to brightronan83@gmail.com

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Tacsaí Magazine is stocked in each taxi firm in Dublin, Cork, Galway and Limerick. Most ranks have "Rank Reps" who have a stock of magazines. Additionally, the magazine is available in the following locations:

- 01. Skan Taxi centre, Tolka Valley Business Park.
- 02. Emo Station (Mount Brown), Kilmainham.
- 03. Discount Till Rolls
- 04. TTnH Offices, Santry Hall Ind. Est.
- 05. Fonthill Motor Factors.
- 06. Harbour Radiators.
- 07. The Kesh at Dublin Airport.
- 08. Fonthill Autoparts.
- 09. Hailo, 12 Upper Mount Street.
- 10. Dublin Corporate Cabs, Ballymount Ind Est.
- 11. Phoenix Motors, Prussia Street.
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Section 13 of the Metrology Act, 1996 states that it is an offence to operate an unverified taximeter for trade use and the owner and/or operator is liable to prosecution. *If found guilty of this offence you may be liable to a fine of up to €4,000 or up to 12 months imprisonment, or both.*

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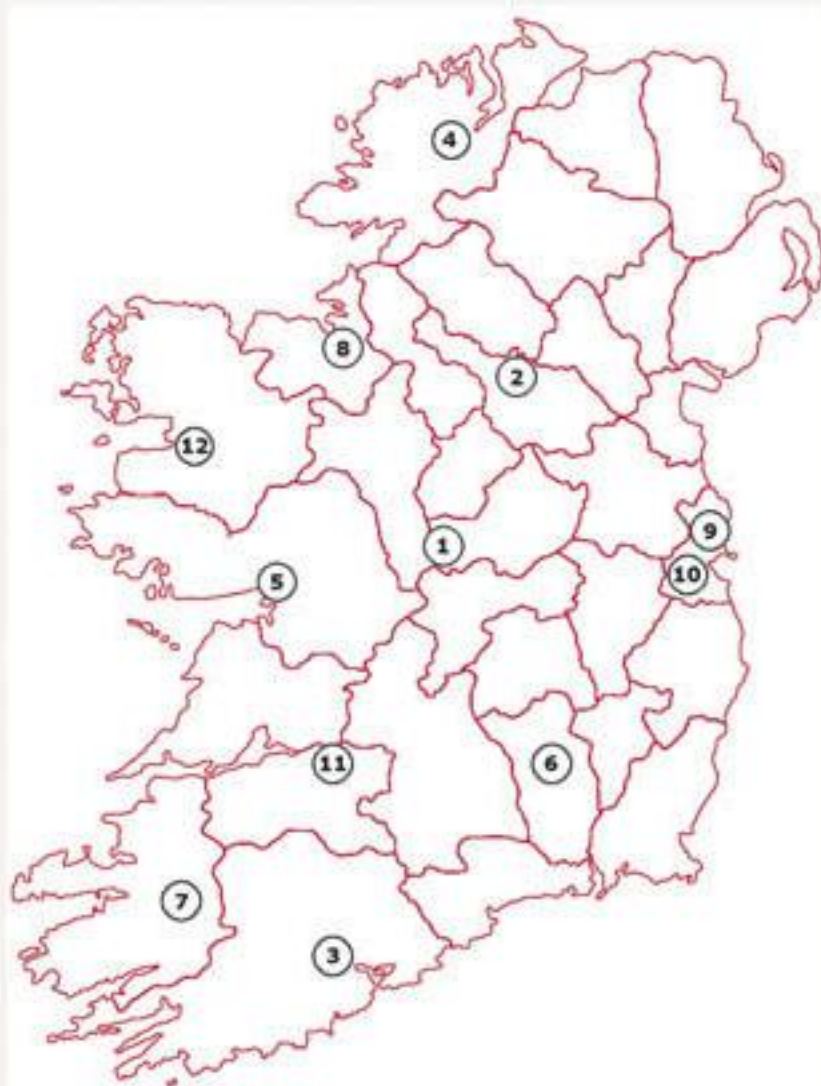
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NTA LAUNCHES CAMPAIGN TO ENCOURAGE RESPECT FOR TAXI DRIVERS

National Transport Authority (NTA) has today launched its 'Taxi Driver Respect' campaign to encourage customers to respect their taxi drivers.

The six-week national advertising campaign is going live today (Sunday) across digital and social media platforms and in the coming weeks on bus shelters, on-board public transport and on bus vehicles exteriors.

The objective of this NTA campaign, which has been in



development for a number of months, is to engender a more positive working environment for drivers.

Anne Graham, CEO of the NTA said: "The new awareness campaign highlights the fact that taxi drivers are not simply people who provide a vital service to the public. They are also our neighbours, our friends, our family, and members of our communities, and as such deserve respect.

"Drivers have a right to expect a working environment that is free of abuse and aggression.

"We hope that through the roll out of this awareness campaign customers will realise that taxi drivers are not anonymous but are real people with loved ones. They provide a high-quality service day in and day out in cities and towns throughout Ireland.

"I would urge all taxi customers to be aware and respect their taxi driver as they undertake their journey in the day or at night."

TAXI DRIVERS DAY OUT

Breaking news - This year's day out is on the 24th of September.

We aim to make this year even better than previous years, this is getting harder to do as the day goes from strength to strength. Hopefully we can increase the numbers taking part again this year with the help of more drivers getting involved. So we again appeal to drivers to turn their meters off for a few hours on the 24th of September and do their bit for the special needs children of our city.

Sadly, during the year, we lost Paddy Drac to the man in the sky. We know the children will miss him as we; the committee and drivers do. We have no doubt he will be watching down on us and providing us with some glorious sunshine just like previous years.

We have a few new ideas in the pipeline to improve the day even more. The format for the day out is just like previous years with the drivers picking up the children and conveying them to Parnell Square for 11am. At midday we parade down O Connell St led by the Garda Band and then it's on

to Leopardstown Racecourse for our mega party. Fingers crossed we will have a huge surprise for everybody at the racecourse.

For now, we want to appeal to drivers to get involved by contacting us through our new facebook page, [taxidayoutdublin](#) or Neil 0863701215. Why not even like our Facebook page for updates and free competitions.

For those drivers new to the day out we try facilitate them with pick-ups near their own homes. The day is only for a few hours and we will treat the drivers to food, etc. And trust me any drivers that have got involved keep returning year after year.

So spread the news guys, DTSCO 2019 is the 24th of September.





LORD MAYOR AND INDEPENDENT COUNCILLORS MEETING

T.T.n.H. met with Lord Mayor and independent councillors in the Mansion House on 25/2/2019.

Arange of issues were tabled which included, the lack of set down or pick up areas at large scale public events including the three arena, the Aviva stadium, the Bord Gais, theatre and Croke Park and the Convention Centre. Councillors and the Lord Mayor fully supported our request for pick up and set down. These issues were raised at D.C.C.s, strategic policy

meeting on 12/3/2019 and we await the outcome.

The removal of prime city centre taxi stands by D.C.C. was also raised at the meeting. The restriction on taxis travelling through College Green was also raised at the meeting. We would like to thank the Lord Mayor and Councillors for their continued support and to remind driver's council elections will take place in May 2019 and we would ask drivers to only support Councillors who support a taxi agenda.

Dublin Airport News,

The current four year deal for permit holders is up for renewal with the D.A.A. The current deal saw permit numbers fixed at 1450.00 and the renewal cost fixed at 400.00 per annum. At the time of writing the D.A.A. are offering a one year extension whilst ignoring submissions from permit holders and refusing permit holders a ballot on this offer. The Mytaxi virtual queuing system at the Airport is leaving drivers not pre-booked entering zone 18 surface car park open to fines for plying for hire in an un designated area.

Taxi News

The NTA have informed they have started the tender process for the fare review scheduled for September 2019. It is expected the public consultation on the industry will be implemented in the coming months and we would encourage drivers to fully engage with the consultation.

David Mc Guinness T.T.n.H.



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Geraldine Sweetman
Multi Vehicle License Owner
(Dublin)

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Adeel Marghub-Sheik
- Taxi Driver (Galway)

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(Cork)



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THANKS BUT NO RANKS!

Dublin city centre is changing right before our eyes; new shops, new buildings, new pathways, new one way streets, new cycling lanes, new lifestyles, new places to go and see, but the same old way of getting around Dublin still exists and that is through using taxis.

This vitally important service is the only public transport service which runs 24 hours a day and 365 days of the year. There is no denying that the people of this Fair city deserve to be able to have access to taxi ranks at convenient busy locations.

For a greater insight into the crisis which is the lack of Taxi ranks in the city, I chatted with Tony Roe.

Tony opened up by telling me that 22 taxi ranks have closed in the past number of years. These are not backstreet ranks, there are in fact ranks which WERE located on main thoroughfares. It is important to actually see some of these old taxi ranks on a list. Please read this list and tell us that these WERE not important taxi ranks for both the public and the taxi industry.

- **Four ranks on O'Connell Street**
- **Princess Street**
- **Wynns Hotel**
- **Westmoreland Street**
- **Westin Hotel**
- **Two ranks at the bottom of Grafton Street**
- **Shelbourne Hotel**
- **Three ranks on St Stephens Green**
- **Dawson Street**
- **Baggott Street**
- **St James' Hospital**
- **Tara Street**
- **Reduction of Heuston Street Train Station**



There are over 13,000 taxis on the roads here in Dublin but nowhere safe for the taxis to stop and park. As I have already said, a total of 22 taxi ranks have been closed over the last number of years and this simply not good enough. This is also having a huge effect on the environment and as a green issue, this is actually forcing taxi drivers to continue to drive their cars around the city. Tony believes that the Green Party need to act on this and they need to think of the ecological effect that this is having on the people of Dublin. Tonnes and tonnes of fuel are being wasted everyday as taxi drivers are being forced to drive around the city streets as they have nowhere to park or no ranks to pull up at. This needs radical change and Tony calls on the Green Party to stand up and take action as the taxi driver vote is an important vote in our Fair City. Tony goes on to say that this



level of pollution is needless, pointless and can be stopped if there were taxi ranks in the city.

The question must be asked, how is it beneficial for anybody in Dublin? No longer can the customer go to a nearby taxi rank where they are guaranteed to pick up a taxi. No longer can a taxi driver pull up at one of these ranks which has been closed and be guaranteed to get a fair while sitting safe in their car and knowing that they are not polluting the city while aimlessly driving around wasting fuel. At a time when we should be cutting down on omissions, taxi drivers are being forced to drive around Dublin City as there are simply not enough taxi ranks to serve the growing number of taxis on our roads. This issue has been raised with a number of politicians, this has been campaigned for in the local papers, national newspapers, on the radio,

on television and of course in Tacsáí Magazine, but has anything really changed? I think not!

It's time that taxi drivers use their voices and in fact their votes for when the next General Election comes around in Ireland. It will be interesting to see which party, if any, will in fact listen to the taxi drivers and not just pay lip service but act on their words. I sit and wait in hope! Some taxi drivers do feel that Government harbour promises here in Ireland but do not actually act on their promises. The National Transport Assembly Committee (NTAC) has proposed 57 new taxi ranks to be located in Dublin city centre. This is a matter of urgency as not only do potential customers have very little option of taxi ranks but now the environment is clearly being affected due to the needless driving around the city as there is simply nowhere for taxi drivers to stop.

Kilmainham Gaol

When it was first built in 1796, Kilmainham Gaol was called the “New Gaol” to distinguish it from the old prison it was intended to replace – a noisome dungeon, just a few hundred metres from the present site. It was officially called the County of Dublin Gaol, and was originally run by the Grand Jury for County Dublin.

Originally, public hangings took place at the front of the prison. However, from the 1820s onward very few hangings, public or private, took place at Kilmainham. A small hanging cell was built in the prison in 1891. It is located on the first floor, between the west wing and the east wing.

There was no segregation of prisoners; men, women and children were incarcerated up to 5 in each cell, with only a single candle for light and heat. Most of their time was spent in the cold and the dark, and each candle had to last for two weeks. Its cells were roughly 28 square metres in area.

Children were sometimes arrested for petty theft, the youngest said to be a seven-year-old child, while many of the adult prisoners were transported to Australia.

At Kilmainham the poor conditions in which women prisoners were kept provided the spur for the next stage of development. As early as his 1809 report the Inspector had observed that male prisoners were supplied with iron bedsteads while females “lay on straw on the flags in the cells and common halls”. Half a century later there was little improvement. The women’s section, located in the west wing, remained overcrowded. In an attempt to relieve the overcrowding, 30 female cells were added to the Gaol in 1840. These improvements had not been made long before the Great Famine occurred, and Kilmainham was overwhelmed with the increase of prisoners.

Kilmainham Gaol was decommissioned as a prison by the Irish Free State government in 1924. Seen principally

as a site of oppression and suffering, there was at this time no declared interest in its preservation as a monument to the struggle for national independence. The jail’s potential function as a location of national memory was also undercut and complicated by the fact that the first four republican prisoners executed by the Free State government during the Irish Civil War were shot in the prison yard.

The Irish Prison Board contemplated reopening it as a prison during the 1920s but all such plans were finally abandoned in 1929. In 1936 the government considered the demolition of the prison but the price of this undertaking was seen as prohibitive. Republican interest in the site began to develop from the late 1930s, most notably with the proposal by the National Graves Association, a republican organisation, to preserve the site as both a museum and memorial to the 1916 Easter Rising. This proposal received no objections from the Commissioners of Public Works, who costed it at £600, and negotiations were entered into with the Department of Education about the possibility of relocating artefacts relating to the 1916 rising housed in the National Museum to a new museum at the Kilmainham Gaol site. The Department of Education rejected this proposal seeing the site as unsuitable for this purpose and suggested instead that paintings of nationalist leaders could be installed in appropriate prison cells. However, with the advent of the Emergency the proposal was shelved for the duration of the war.

An architectural survey commissioned by the Office of

With momentum for the project growing, the Irish Congress of Trade Unions informed the society that they would not oppose their plan and the Building Trades Council gave it their support. It is also likely that Dublin Corporation, which had shown an interest in the preservation of the prison, supported the proposal. At this time the Irish government was coming under increasing pressure from the National Graves Association and the Old IRA Literary and Debating

Kilmainham Gaol is one of the biggest unoccupied prisons in Europe. Now empty of prisoners, it is filled with history.



IT'S BBQ SEASON

It's that time of the year again, and if we have a summer half as good as last year, we are sure to be enjoying many barbeques throughout the summer holidays.

It's hard to explain but there is just something about the smell of a barbeque that really reminds people of summer and makes you want to light up the barbeque and get outdoors.

So it's barbeque season and that means time to either dust off the cobwebs or go out and pick up your brand new barbeque. Like most things in life, there is more choice available to the customer than ever before and it's no different when selecting from a wide variety of barbeques which are available to suit everybody's budget. A disposable barbeque can be bought in most supermarkets for as little as €5.95, but this is only ideal for one use and is really only for the most entry level person. Spend a further €20 and a 45cm round charcoal can be yours for just €24.95. Little Village would advise its readers to invest in a good quality barbeque. This means taking the next step up and paying that little bit more for a good propane barbeque. Propane barbeques can range in price from as little as €50 right up to €500. Selecting the right barbeque for your family is very important as it will become the centre piece of many a summers day and night over the coming months. Our advice is to go to a local DIY or home store, take your time and talk to an experienced member of staff about the range of barbeques which are currently available and that suits your budget.



The BIG Question?

What do I need for the perfect BBQ?

1. Barbeque

It is best to invest in a good quality barbeque that caters for all the family. A good quality propane barbeque is available from €125 - €280. The difference in price will be determined by the range of features and this will encompass the size of the barbeque, having a stainless steel hood, the number of burners, a side burner, flame tamer and a warming rack along with adequate storage space underneath. The price of a barbeque can be determined by its guarantee, its quality and its range of functions.

2. BBQ accessories

These are required to make the barbeque experience as enjoyable as possible. Nobody wants to look like an amateur while turning meat or skewers when the all-important neighbours are around! With this in mind, it is best to invest in a stainless steel, dishwasher proof spatula, fork and basting brush while not forgetting to buy the equally important heavy duty barbeque cover to protect it against the winter elements.

3. Food

This is perhaps the most important part for any summer barbeque. It is important to select good quality meat, vegetables and oil. The oil is very important for coating your vegetables and Little Village advises using Vegetable, Rapeseed or Sunflower oil. The right choice of vegetables will prove a tasty addition to the barbeque grill and Little Village would recommend buying some peppers, corn, sweet potato, aubergines, onions and why not try mushrooms. Finally, to the most important part of any barbeque – MEAT! Residents of Dublin 15 are blessed when it comes to their choice of supermarkets which serve up some fabulous meat. Dublin 15 residents are even luckier to have such a selection of skilled butchers who source the best meat which can be enjoyed during the summer months. Many Dublin 15 villages all have fantastic local butchers who take great pride in the quality of meat they serve to their local customers. Many local butchers, including the Dublin Meat Company in Coolmine Industrial Estate, who have their very own BBQ Summer Products range. Little Village recommends taking a trip to your butcher and asking the experts which cuts of steak, chicken, lamb or pork are best for your barbeque. Tell them Little Village sent you!

Little Villages' Spicy burger

Ingredients

- 800g of Irish mince beef.
- 16 cream crackers (smash these up!!)
- 2 shallots
- 2 teaspoons of American style mustard
- 4 teaspoons of Franks wings chilli sauce
- 8 smoked rashers
- 2 medium eggs
- 4 large tomatoes
- 8 burger buns
- Olive oil
- Pepper and sea salt
- Mexicana cheese
- Lettuce



METHOD

Be warned, your hands will get sticky and this will get a bit messy but it will be well worth it!

1. Put the crackers in a food bag and begin to smash them into tiny little pieces.
2. Put the mince beef, the mustard and crackers into the Pyrex bowl.
3. Crack in the two eggs and add salt and pepper.
4. Use your hands to mix everything together (sticky I know!!). The eggs will allow everything to stick together.
5. Using your hands, divide into 8 burgers and place to one side.
6. Slice your tomatoes and cheese into thin slices (be careful using the knife)
7. Make sure the barbeque is ready outside and place your burgers on the barbeque, keeping an eye on them and remember to turn the burgers when needed.

So, get outside, fire up the barbeque and take a trip to your local butcher to pick up the finest meat for you and your guests to enjoy!

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SAFETY FIRST

There is no mistaking the issue of taxi driver safety and the fact that finally this important issue is starting to be covered at national level is welcomed by taxi drivers.

For many years, *Tacsaí Magazine* has covered this important issue and despite the campaigning by the taxi industry, this has fallen on deaf ears. No longer can this important issue fall on deaf ears, but the question remains the same, what will change and when will it be enforced?

Tony Roe would like to raise the issue of taxi driver safety with political parties as he strongly feels not enough is being done to support taxi drivers as they go about their work. There are simply no deterrents for the public because more times than not, nothing happens to the perpetrator in these

incidents. Tony believes that political parties have the power to bring about change and in doing so will make the job of being a taxi driver a lot safer. This issue has been raised with Catherine Byrne of Fine Gael and Shane Ross; Minister for Transport. Tony believes that the Garda Síochána have itemised this and are working with the taxi industry and they are doing a fantastic job in this area, but still more must be done to ensure safety.

Despite the fact that such incidents have been covered by local, national and even international media, nothing has actually been done and nothing has in fact changed. The health and safety of the taxi drivers is the prime issue here and Tony is calling for the Government and all the political parties to stand up and use their voice and power and go about changing this dangerous element which is creeping into our society.

Tony Roe believes that the introduction of some apps have led to taxi drivers being targeted, attacked and robbed. Some of these attacks have been in the national media as of late and Tony is calling for taxi drivers to be better protected and asks the fundamental question, how can the Government protect taxi drivers?

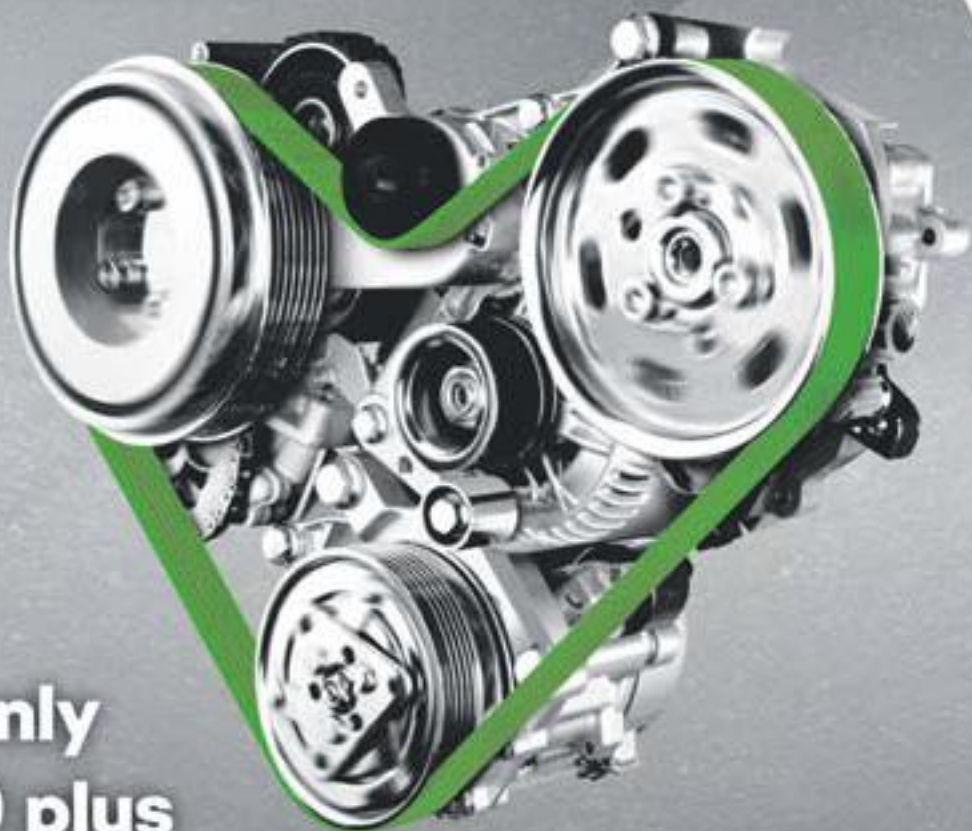
Much more than lip service is being demanded by the taxi industry and it is times that the Government acted on recent attacks. It is fair to say that certain drivers feel very unsafe as some apps can give out the personal information about the driver and this is leading to a number of drivers being targeted. Safety measures need to be applied in Ireland just like other countries. One must never forget that taxi drivers and their taxis are the only form of public transport which is available 24 hours a day, 365 days a year and they need to be protected.

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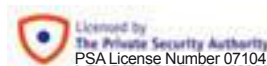


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9 YEAR RULE

Tony Roe, Chairman of the National Transport Assembly Committee, NTAC and spokesperson on Taxis comments on the Taxi Drivers important votes and says that if we want change in the taxi industry we have to vote for it.

He says that taxi drivers are an important section of the electorate. In the last election, taxi drivers in Meath, Dublin and the surrounding areas campaigned for a local taxi driver, Kevin Boxer Moran and for a fairer and equal voice for taxi drivers. Tony Roe, asks the questions, are we better off at the moment? Tony Roe acknowledges the great work Kevin Boxer Moran has done and that he is credit to the taxi industry but Tony says more work needs to be done by more politicians to ensure the taxi drivers voices are in fact heard. Tony asks the question, who can taxi drivers trust in the political arena at the moment?

Whilst driving around Dublin City, you will be struck by how old some buses really are and how new most taxis are. This is because of the 9-year rule which was introduced by Government. Tony Roe asks the question, how is the nine-year taxi rule helping the industry and questions whether taxi drivers are being discriminated against for being taxi drivers in the transport industry? It is clear for all to see that buses are still driving around the city centre of Dublin with ZV registration plates. Given the old registration plate identification, there is no denying

that these busses are in fact a lot older than nine years. Tony Roe wants this rule to be changed as it is putting undue financial pressure on taxi drivers in Ireland. The fact remains that perfectly good cars are being taken off the road and this is not fair on taxi drivers as these cars pass their NCT and they undergo the necessary S test and having passed these tests, they still must be taken off the road given their age. Tony Roe firmly believes despite many meetings and campaigning by taxi drivers, that Fine Gael have not worked with taxi drivers on this issue and Tony is calling for change. Tony believes that the Government are only interested in raising revenue from taxi drivers and he believes that this is very unfair on the taxi drivers. Tony points out that a lot of taxi drivers have used their protest vote in the recent European and Local elections to vote for the Green Party.

Tony is calling for this rule to be changed so that taxi drivers are not being forced to put a perfectly safe car which could pass every test under the sun off the road. The Government can change this rule and its time they stood up and did something about this important matter. Time will tell if this in fact happens at all.



DIVORCE IN IRELAND

The Family Law (Divorce) Act 1996 came into operation on 27th February 1997 and since then thousands of couple have applied for divorce in Ireland.

By Damien Mara

According to the 2016 Census there were 103,895 divorced persons in Ireland. In Ireland, the person applying for a divorce (the applicant) must meet certain requirements for the court to have jurisdiction in the matter.

Firstly, the couple must be separated for 4 of the previous 5 years and either spouse must be domiciled in Ireland at the time of commencing the divorce proceedings OR either spouse must have been resident in Ireland for a period of one year preceding the date of the commencement of divorce proceedings.

This 4-year waiting period was written into the Constitution as a result of the earlier Referendum in 1995. However, in the Referendum held on 24th May 2019 an overwhelming 82% of the electorate voted to change the 4-year separation period and to remove the relevant Article 41.3.2 from the Constitution altogether. It will now be a matter for the

Oireachtas to legislate on the separation time period.

Most likely, this separation period will change to 2 of the previous 3 years. However, legislation must be passed before legal effect will be given to the change.

When the 1995 Referendum removing the ban on divorce was approved on 24th November 1995 it took 12 months before the Family Law (Divorce) Act 1996 was passed on 27th November 1996 and a further 3 months before the Act came into operation on 27th February 1997.

Therefore, priority must now be given for legislation to be passed to give effect to the referendum result as soon as possible.

However, until such legislation is passed, couples will still have to be separated 4 years before applying for their divorce.

Damien Mara B.L. Dip. L.S. is the principal at ***Divorce By Consent***.

His website is www.divorcebyconsent.ie



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THE GPO

Besides its architectural significance and role as the chief office of the Irish Post Office, Dublin's GPO holds a place of particular symbolic importance for Irish people. It is the home of the 1916 Easter Rising.

It was the headquarters of the men and women who took part in the 1916 Easter Rising. While that rebellion ended in failure with most Irish people lamenting the death and destruction caused, it led to Irish independence and the creation of a new State.

1916 Easter Rising Monday, 24th April 1916

Inside the GPO, a reduced staff was on duty keeping essential services open for the public. Just after mid-day, a contingent of men who had assembled at Liberty Hall, a short distance away, entered the building and ordered staff and customers to leave. Upstairs, a number of Post Office telegraph staff and some unarmed soldiers barricaded the doors and refused to leave until shots were fired at them. The rebels, led by Patrick Pearse and James Connolly, were motivated by various ideals but held the common belief that only an armed revolt could bring about the independence of Ireland from the rest of the United Kingdom. They chose the GPO, the communications heart of the country and the centre of Dublin city, as the building on which to hoist the flag of an Irish Republic.

The Proclamation is one of the most important documents of modern Irish history. Drafted in large part by Patrick Pearse, it was hurriedly printed under very difficult conditions in Liberty Hall on the night before the Rising began.

Shortly after taking over the GPO, Patrick Pearse, standing

under the GPO portico, read out the Proclamation declaring Ireland a sovereign independent Republic. Copies were then pasted up on buildings around the city centre.

Smouldering Ruins

For nearly a week, the rebels held the GPO. Fighting here and in other parts of the city was intense with civilians bearing the greatest hardship. With the building on fire and crumbling, they tried to break through the surrounding army cordon and failed. Patrick Pearse realising the futility of further fighting, finally took the decision to surrender.

The GPO Staff in 1916

It is a curious fact that it was staff upstairs in the GPO who were the first people to try to stop the Rising on Easter Monday 1916. Papers preserved in the British Postal Museum and Archive in London record that the telegraph staff and a few unarmed guards barricaded themselves against the rebels and refused to leave their posts until shots were fired at them.

The official reports of Dublin GPO Staff give a fascinating insight into the lives of a few Post Office people during that turbulent week. Here, for instance, is what Sam Guthrie, the Telegraph Superintendent saw as he looked out of the window of the Telephone Room upstairs in the GPO:

"I saw that the windows of the Public Office and other



windows looking into Sackville Street were being smashed, the fragments of glass falling on to and covering the pavement, and several members of the Sinn Féin party stood round the public entrance”

You can't talk about the Easter Rising without mentioning Patrick Pearse. Patrick Pearse holds a significant role in Irish history. As one of the leaders of the 1916 Easter Rising and a signatory of the Irish Proclamation, he proclaimed the Irish Republic by reading the Irish Proclamation outside the GPO on Easter Monday, 24th April 1916.

Patrick Pearse was born in Dublin on November 10th 1879 at 27 Great Brunswick Street now named Pearse Street. His father James was a stonemason from Birmingham and his mother Margaret was from Dublin. Patrick was the second eldest child in the family and he had two sisters and one brother. From an early age Patrick had a strong interest in the Irish language and spent many summers in Galway learning Irish. He joined the Gaelic League in 1896 and he became editor of its newspaper *An Claidheamh Soluis* (The Sword of Light).

Patrick set up a bilingual school for boys, St Enda's in September 1908. In 1910 the school moved out to the Hermitage in Rathfarnham. Patrick supported the Home Rule Bill in 1912. This signalled his direct involvement in politics where previous to this his main activities were focused on education and literature. With the level of opposition to the Home Rule bill by unionists Patrick began to contemplate that a rebellion was necessary to secure Irish Independence.

In November 1913 Patrick was invited to the inaugural meeting of the Irish Volunteers and in the same year, he was also sworn into the Irish Republican Brotherhood (IRB). In the following months and years Patrick became more involved in political activity; he became a member of the IRB's Supreme Council and its secret Military Council. On August 1st 1915, Tom Clarke asked Patrick to deliver the graveside oration at the funeral of the Fenian Jeremiah O'Donovan Rossa. Tom told Patrick to make it “as hot as hell”. Patrick delivered a speech that aroused the huge crowd that was present. His speech ended with the following forceful words “... the fools, the fools, the fools, they have left us our Fenian dead and whilst Ireland

holds these graves, Ireland unfree shall never be at peace”.

1916 Easter Rising

Patrick was prominent in all stages of planning the 1916 Easter Rising including the drafting of the Irish Proclamation. Before the start of the Easter Rising he was chosen as president of the Irish Republic. He proclaimed the Irish Republic by reading the Irish Proclamation outside the GPO on Easter Monday, 24th April 1916 and along with James Connolly, he commanded the GPO Garrison for the week of the rebellion. As the fighting continued throughout the week, Patrick became increasingly aware of the amount of destruction that the Easter Rising had caused and the number of civilians that had lost their lives. Fearing the loss of more innocent lives, Patrick Pearse surrendered to General Lowe at 3.30pm on Saturday 29th April.

Following his arrest Patrick was taken to Richmond Barracks where he was court martialled. He was sentenced to death. On May 3rd 1916, Patrick Pearse was executed in the Stone Breakers' Yard of Kilmainham Gaol. He was the first of sixteen leaders to be executed. His brother Willie Pearse was executed the following day on May 4th 1916. They are both buried in Arbour Hill.

GPO Witness History museum features a permanent exhibition on the Irish flag. This exhibition includes details on the history of the flag, Thomas F. Meagher – who first flew it at 33 The Mall in Waterford in 1848, and also information on the Thomas F. Meagher Foundation which promotes pride in and respect for the Irish flag and active citizenship.

The flag was originally given to Thomas F. Meagher in 1848 by French women who were sympathetic to the Irish cause.

During the 1916 Easter Rising the green, white and orange flag was hoisted aloft at the GPO on Easter Monday as a signal of both national freedom and unity.

Our national flag is an emblem of peace and as Thomas F. Meagher stated in 1848 “The White in the centre signifies a lasting truce between the Orange and the Green, and I trust that beneath its folds the hands of the Irish Protestant and the Irish Catholic may be clasped, in generous and heroic brotherhood”

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POWERS OF TAXI DRIVERS MUST BE REVISED IN THE PSV REGULATIONS

by Derry Coughlan
of the Cork Taxmen's Association



The powers of taxi drivers must be revised in the PSV Regulations (Road Traffic Act Section) including DUTIES FOR PASSENGERS = PENAL UPDATE.

1. FARE PAYMENTS SECTION – Taxi drivers should have the right to seek identification from passengers.

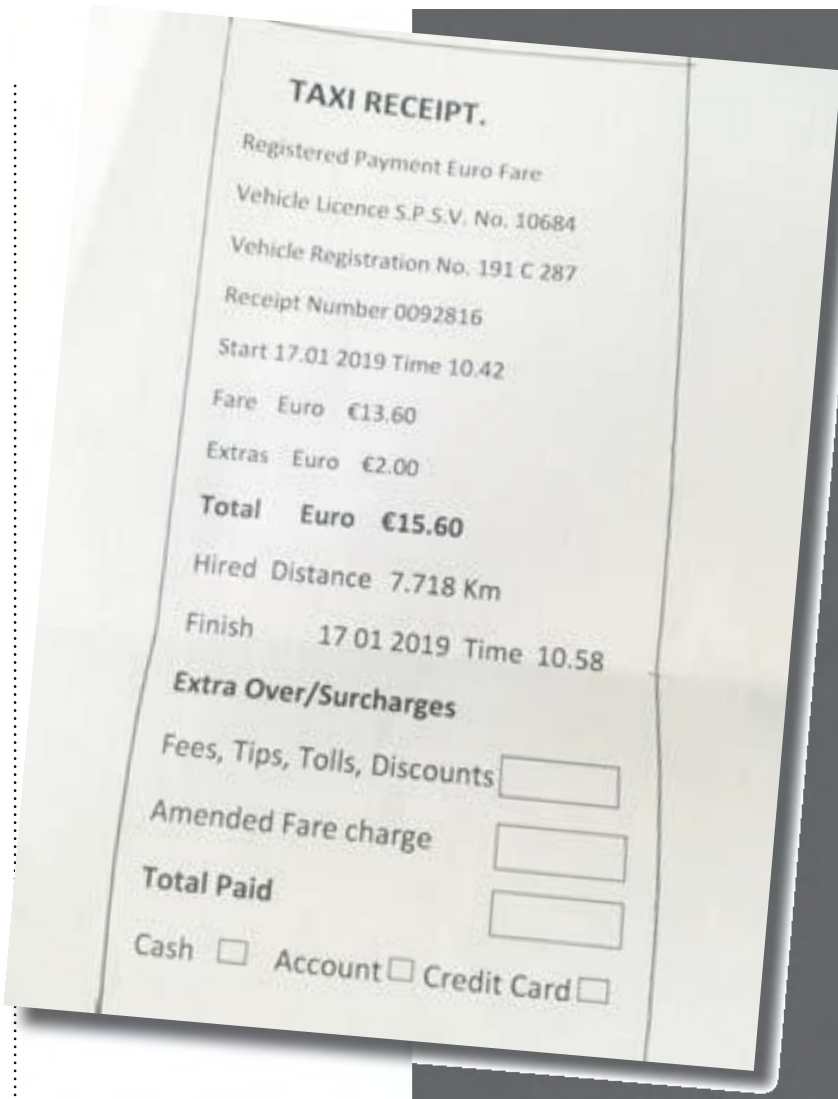
2. CREDIT CARD PAYMENTS – There should be a surcharge for across the board. i.e the charge for a fare under €20 should incur a €3 extra charge and a €2 surcharge for all fares over €20.

3. Change is needed in a credit card payment hiring whereas you require settlement on an agreed fare journey before commencement. Return to private hire for Set-Fare pricing to facilitate credit card transaction as the hirers bank card may not work at the end of journey. An Advanced Payment Security for an agreed travel distance based on meter calculations incorporating time and distance. Surcharges are required with Credit Card payments, to cover driver expenses in Agents commission, Bank Fees and Processing Time with equipment.

4. TAXIMETER RECEIPT – Printouts will have to be adjusted to accommodate credit card payments, extra surcharges, discounts, fees, which show an AMENDED FARE CHARGE, whether paid by cash, account or credit card.

5. THE NATIONAL TRANSPORT AUTHORITY – They will have to make arrangements with the banks for economical rental transmitters for taxi drivers, if they propose to make this requirement compulsory.

6. NON PAYMENT OF FARES MUST EQUAL PENAL UPDATE – Recovering the taxi fare, plus expenses for the time wasted must be introduced, as taximeter is stopped at the end of the journey to establish the legal fare due. If it does go to court, it must be set out on the claim in this challenge. The courts will only give the taxi driver the fare plus expenses. This is a



problem for the Gardai at present as in most cases, the fare is very much inflated as the taximeter is still running. The payment of fares must be totally revised in the P.S.V Public Hire Laws and Regulations.

6. It is advisable to keep away from fare increases for quite a number of years, otherwise the taxi driver may be done by the authorities and the travelling public with the introduction of UBER and LYFT digital sharecroppers. This is what happened in other countries, but where taxis were economical and well presented, there was no encroachment allowed.

7. INTER-COUNTY USAGE OF LICENSED TAXI VEHICLES – Some taxi drivers are holding licences in a number of areas and this must be banned. There should be a return to Taximeter areas as this is the worldwide norm for such Public Transport Standards.



UBER'S FLYING TAXI WILL SLASH YOUR COMMUTE BY 2023

Skip between cities in mere minutes

Uber has whipped the curtains off its first prototype passenger drone, which it says will be able to whisk passengers to their destinations at up to 150mph.

The company's CEO Dara Khosrowshahi revealed the design at its annual Uber Elevate Summit in Washington – an event dedicated to its plans for 'aerial ridesharing'.

The new design resembles a cross between a plane and a helicopter, with a rotor to get the craft in the air and wings to provide lift once it's up to speed.

"It's called the compound aircraft, and what it's doing is really trying to get the best of both worlds of hover and high-speed efficient flight," Uber's head of engineering Mark Moore told Business Insider at the event.

A flying start

Companies around the world are working on their own visions of flying cars, but Uber is one of the most ambitious. It's already in talks with city authorities, and hopes to start carrying out test flights in built-up areas next year.

Melbourne, Dallas and Los Angeles have all put themselves forward as potential sites for the first round of flights, which are expected to cost the same as an Uber Black ride when the service launches. Eventually, Uber hopes that summoning its plane/copter will be cheaper than hailing a cab.

Uber isn't the only company in the flying taxi business though, and Voom (backed by Airbus) has announced plans to extend its aerial passenger service to several new locations in the US within a few months. According to Fast Company, Voom has been cagey about prices, but says that its new services will be competitive with catching a ride on terra firma.

Voom has a head start, having launched its service in Sao Paulo, Brazil in 2017. Unlike Uber, however, it uses conventional helicopters, which are much louder, less green and slower than the new Elevate concept.

That might change soon, though, as Voom's parent company Airbus has several flying car designs in the works. These could eventually be summoned with a quick tap of an app, but for now its plans are up in the air.

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Magazine Fort

Taxi Drivers of Ireland are the men and women who know all the roads, restaurants, bars and tourist attractions to visit. As part of the Summer issue of Tacsai Magazine, we have focused our attention on two tourist attractions which people who visit the Emerald Isle may not know about. Millions of tourists' flock to this Island every year and why not have the person who knows it best; the Taxi driver, bring the happy tourists to some of the different sights of Ireland. This month's issue of *Tacsai Magazine* is focusing on two sights in Leinster and we ask Taxi drivers to bring tourists who are looking to get off the beaten track to these sights.

The Magazine Fort is a bastion fort and magazine located within the Phoenix Park, in Dublin, Ireland. Built in 1735, it was occupied by British Armed Forces until 1922 when it was turned over to the Irish Defence Forces after the Anglo-Irish Treaty. The Irish Army continued to operate the site as an ammunition store through the mid-20th century. It was fully demilitarised by the 1980s. The fort is now managed by the Office of Public Works. As of 2015, it was in a derelict state and not open to the public, however some repairs were undertaken and the site partially opened for "limited guided tours" from 2016.

Background

In the 1530s, during the Dissolution of the Monasteries, lands within what is now the Phoenix Park were confiscated from the Knights Hospitaller. These lands were later leased to Sir

Edward Fisher. By 1611, Fisher had built a house known as "Phoenix Lodge" on St Thomas' Hill. By the mid-17th century, Fisher's house and lands were returned to the state, and the house used as the seat of the Lord Deputy of Ireland.

Although Thomas Burgh (1670–1730) had engineered a larger earthwork star fort quite close by in 1710, by the 1730s, the then Lord Lieutenant, Lionel Sackville (1688–1765) directed that a new gunpowder store be built at St Thomas' Hill on the site of the house. Phoenix Lodge was therefore demolished in 1734, and construction on the magazine fort commenced in 1735 to designs by engineer John Cornille. At the time the city was relatively poor, prompting the satirist Jonathan Swift to publish a verse on the seeming futility of the fortification:

Construction

Unlike de Burgh's nearby star fort, which was primarily

earthwork and demolished in the 1830s, Corneille's bastion fort was built of brick and limestone. The main body of the fort is approximately 2 acres in area and is surrounded by a dry moat. Each corner is defended by a demi-bastion (with embrasures), and the walls are approximately 1.5 metres (5 ft) thick. The large barrel-vaulted brick magazine chambers themselves are approximately 270 square metres (2,900 sq ft) in size and located to the north-west of the main enclosure. These were serviced by overhead cranes and gantries – for moving powder kegs. A later triangular barracks and accommodation block was added on the south-side in 1801, to designs by Francis Johnston. Other sheds and outbuildings were added in the 20th century.

Defences

A 1793 survey indicates that a large artillery piece was used to defend the main gateway. By the 1890s, there were ten 12-pounder guns mounted at the fort. In the early 20th century, the corner demi-bastions were converted to include concrete pillbox machine-gun posts.

Raids

In use by British and Irish forces for 250 years, the fort was subject to two notable raids in the 20th century. The first occurred on 24 April 1916, during the Easter Rising, when predominantly young members of Fianna Éireann raided the fort for arms, and set explosives to blow it up, however, “after setting fires to blow up the magazine’s ordinance; but the fuses burned out before reaching the ammunition and little damage was caused.”

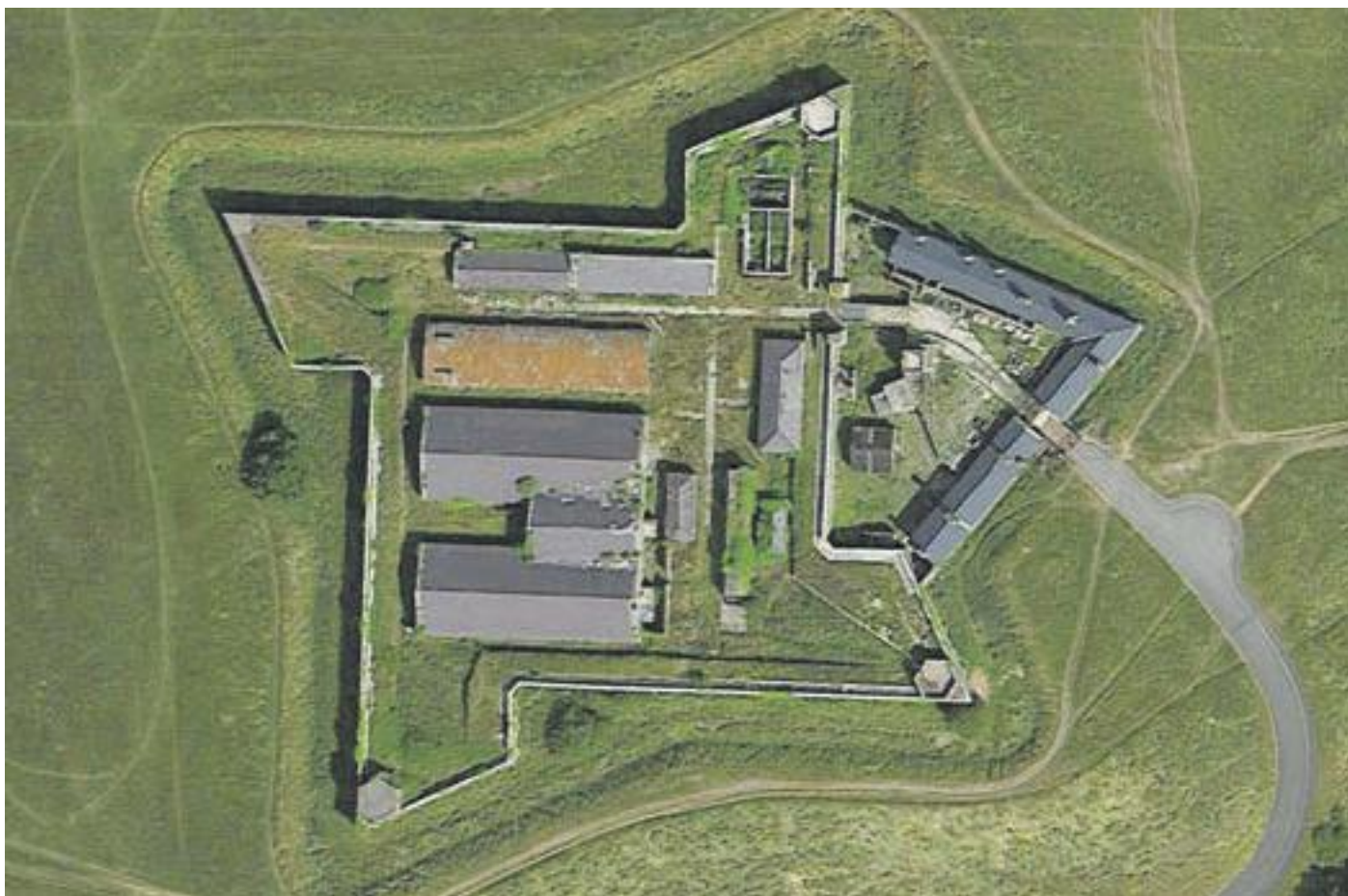
Some of the first shots of the Easter Rising were believed

to have been fired during this raid, when an unarmed member of the garrison household and an armed sentry were shot. The latter was seriously injured but apparently survived; the former died nine hours later. These marked the first shootings of the Easter Rising.

The second raid occurred on 23 December 1939 when, during the so-called “Christmas Raid”, members of the Irish Republican Army raided the magazine for weapons and more than one million rounds of ammunition. Most of the stolen equipment was recovered over the following weeks.

Today

As with other military installations within Dublin, following the Anglo-Irish Treaty, the Irish defence forces took possession of the fort from British armed forces. The Irish Army continued to operate the facility, including time as an ammunition store, until 1988, when it was handed over to the Office of Public Works (OPW). Though some repair and maintenance works had previously been carried out by the OPW, as of 2015, the site was in a somewhat derelict state. Unlike similar structures elsewhere (for example Camden Fort Meagher in Crosshaven, or Elizabeth Fort in Cork), the fort had not seen any investment for heritage tourism purposes – although the possibility of such works was referenced from time to time. Some repairs were undertaken in 2016 to allow for the site to be partially opened to the public - initially as part of 1916 Rising centenary events. As of 2019, and with “conservation works on-going within the fort”, the OPW operate guided tours of the site, with limited tours departing the Phoenix Park visitor centre at set times on Sundays, from April to October.





FACT OR FICTION

How can I be sure that the driver and vehicle are licensed by the Authority to operate?

You can check the validity of any vehicle, driver or dispatch operator licence by visiting the Authority's public on-line register.

How much can I be charged for a taxi fare?

Taxis: Except by prior written agreement, taxi drivers may not charge more than the metered fare and must give customers a printed receipt. Hackneys and limousines: Drivers may not charge more than the agreed fare and must give customers a written receipt.

What shall I expect in respect of customer service?

SPSV (small public service vehicle) operators should be courteous, helpful and neatly dressed. SPSV operators should have a good working knowledge of major routes and destinations, and should follow any direction or route chosen by the passenger. SPSV drivers must offer reasonable assistance with luggage. The vehicle should be clean and roadworthy.

How do I recover/claim for my lost property in a taxi?

It is not unusual for passengers to leave items such as umbrellas, gloves or mobile phones behind when they get out of a taxi or hackney. If this happens to you, here's what to do: – If you booked your cab through a dispatch operator, contact the dispatch operator as soon as possible: they may be able to help you get your property back. – If the driver cannot return the item to you directly, they will generally hand it in to their nearest Garda station. An Garda Síochána is responsible for lost property handed in by SPSV (small public service vehicle) operators. When property is handed in, it is retained a minimum of 31 days up to 366 days at the discretion of An Garda Síochána depending on the nature or a value of the item, to enable the owner to reclaim it. You should contact your local Garda Station who can advise you if it has been handed in to any Garda station. – The Gardaí have a better chance of retrieving your property if you can provide them with the licence number of the cab you were in – this is shown on your receipt. – If the item has not been handed in when you first make

the enquiry, it may be worthwhile to ask again a week or so later, as the driver might not hand the item in immediately it has been found. The Gardaí will ask you for proof of identity before handing over any property.

Do I have to take the first taxi on a queue at the rank?

No. At a taxi rank the passenger may choose to travel in a taxi other than the one at the head of the queue.

Can I bring/carry with me my assistance/guide dog and mobility aids?

YES. SPSVs (small public service vehicles) must carry guide dogs and mobility aids at no extra charge for customers who need them.

Where can I find or book a wheelchair accessible vehicle?

The Authority maintains a register of all wheelchair-accessible taxis and hackneys. If you have difficulty obtaining an accessible service, the Authority may be able to provide you with contact details for an operator in your locality. Call the Authority's Information Line on 0761 064000

How can I commend a driver if I received exceptionally good service?

If you feel you have received exceptionally good service and would like to commend the driver or SPSV operator, please call our Information Line on 0761 064000 with the details of the operator. (These details are shown on your receipt.)

How can I make a complaint about a taxi service?

A complaint form is available on this website here. Alternatively, complaint forms are available by calling our Information Line on 0761 064000. The complaint form must be completed, providing all relevant details regarding the incident. Send the completed form to us at the address shown on the form and enclose a copy of any receipt obtained for the journey in question – this will enable us to identify the operator who is the subject of the complaint.



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Glendalough

Glendalough (*/ˌglendəˈlɒx/*; Irish: *Gleann Dá Loch*, meaning “Valley of two lakes”) is a glacial valley in County Wicklow, Ireland, renowned for an Early Medieval monastic settlement founded in the 6th century by St Kevin.

Kevin, a descendant of one of the ruling families in Leinster, studied as a boy under the care of three holy men, Eoghan, Lochan, and Eanna. During this time, he went to Glendalough. He was to return later, with a small group of monks to found a monastery where the ‘two rivers form a confluence’. Kevin’s writings discuss his fighting “knights” at Glendalough; scholars today believe this refers to his process of self-examination and his personal temptations. For six centuries afterwards, Glendalough flourished and the Irish Annals contain references to the deaths of abbots and raids on the settlement.

Around 1042, oak timber from Glendalough was used to build the second longest (30 m) Viking longship ever recorded. A modern replica of that ship was built in 2004 and is currently located in Roskilde, Denmark.

At the Synod of Rath Breasail in 1111, Glendalough was designated as one of the two dioceses of North Leinster. The Book of Glendalough was written there about 1131.

St. Laurence O’Toole, born in 1128, became Abbot of Glendalough and was well known for his sanctity and hospitality. Even after his appointment as Archbishop of

Dublin in 1162, he returned occasionally to Glendalough, to the solitude of St. Kevin’s Bed. He died in Eu, in Normandy in 1180.

In 1176, the Annals of Tigernach report that Glendalough was ‘plundered by the foreigners’.

In 1214, the dioceses of Glendalough and Dublin were united. From that time onwards, the cultural and ecclesiastical status of Glendalough diminished. The destruction of the settlement by English forces in 1398 left it a ruin but it continued as a church of local importance and a place of pilgrimage.

Glendalough features on the 1598 map “A Modern Depiction of Ireland, One of the British Isles” Abraham Ortelius as “Glandalag”.

Descriptions of Glendalough from the 18th and 19th centuries include references to occasions of “riotous assembly” on the feast of St. Kevin on 3 June.

The present remains in Glendalough tell only a small part of its story. The monastery in its heyday included workshops, areas for manuscript writing and copying, guest houses, an infirmary, farm buildings and dwellings for both the monks and a large lay population. The

buildings which survive probably date from between the 10th and 12th centuries.

The Gateway

The Gateway to the monastic city of Glendalough is one of the most important monuments, now totally unique in Ireland. It was originally two-storeyed with two fine, granite arches. The antae or projecting walls at each end suggest that it had a timber roof. Inside the gateway, in the west wall, is a cross-inscribed stone. This denoted sanctuary, the boundary of the area of refuge. The paving of the causeway in the monastic city is still preserved in part but very little remains of the enclosure wall.

The Round Tower

This fine tower, built of mica-slate interspersed with granite is about 30 metres high, with an entrance 3.5 metres from the base. The conical roof was rebuilt in 1876 using the original stones. The tower originally had six timber floors, connected by ladders. The four storeys above entrance level are each lit by a small window; while the top storey has four windows facing the cardinal compass points. Round towers, landmarks for approaching visitors, were built as bell towers, but also served on occasion as store-houses and as places of refuge in times of attack.

The Cathedral

The largest and most imposing of the buildings at Glendalough, the cathedral had several phases of construction, the earliest, consisting of the present nave with its antae. The large mica-schist stones which can be seen up to the height of the square-headed west doorway were re-used from an earlier smaller church. The chancel and sacristy date from the late 12th and early 13th centuries. The chancel arch and east window were finely decorated, though many of the stones are now missing. The north doorway to the nave also dates from this period. Under the southern window of the chancel is an ambry or wall cupboard and a piscina, a basin used for washing the sacred vessels. A few metres south of the cathedral an early cross of local granite, with an unpierced ring, is commonly known as St. Kevin's Cross

The Priests' House

Almost totally reconstructed from the original stones, based on a 1779 sketch made by Beranger, the Priests' House is a small Romanesque building, with a decorative arch at the east end. It gets its name from the practice of interring priests there in the 18th and 19th centuries. Its original purpose is unknown although it may have been used to house relics of St. Kevin.

Saint Kevin's Church.

This stone-roofed building originally had a nave only, with entrance at the west end and a small round-headed window in the east gable. The upper part of the window can be seen above what became the chancel arch when the chancel (now missing) and the sacristy were added later. The steep roof, formed of overlapping stones, is supported internally by a semi-circular vault. Access to the croft or roof chamber was through a rectangular opening towards the western end of the vault. The church also had a timber first floor. The belfry with its conical



cap and four small windows rises from the west end of the stone roof in the form of a miniature round tower. It is commonly known as St. Kevin's Kitchen as the bell tower resembles a kitchen chimney. However, food was not cooked here.

St. Ciarán's (Kieran's) Church

The remains of this nave-and-chancel church were uncovered in 1875. The church probably commemorates St. Ciarán (Kieran), the founder of Clonmacnoise, a monastic settlement that had associations with Glendalough during the 10th century.

St. Mary's or Our Lady's Church

One of the earliest and best constructed of the churches, St. Mary's or Our Lady's Church consists of a nave with a later chancel. Its granite west doorway with an architrave, has inclined jambs and a massive lintel. The under-side of the lintel is inscribed with an unusual saltire or x-shaped cross. The East window is round-headed, with a hood moulding and two very worn carved heads on the outside.

Trinity Church

A simple nave-and-chancel church, with a fine chancel arch. Trinity Church is beside the main road. A square-headed doorway in the west gable leads into a later annexe, possibly a sacristy. A round tower or belfry was constructed over a vault in this chamber. This fell in a storm in 1818. The doorway inserted in the south wall of the nave also dates from this period. Projecting corbels at the gables would have carried the verge timbers of the roof.

St. Saviour's Church

The most recent of the Glendalough churches, St. Saviour's was built in the 12th century, probably at the time of St. Laurence O'Toole. The nave and chancel with their fine decorate stones were restored in the 1870s using stones found on the site. The Romanesque chancel arch has three orders, with highly ornamented capitals. The east window has two round-headed lights. Its decorated features include a serpent, a lion, and two birds holding a human head between their beaks. A staircase in the eastern wall leading from an adjoining domestic building would have given access to a room over the chancel.

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Knock Knock

A Spanish captain was walking on his ship when a soldier rushes to him and exclaims, "An enemy ship is approaching us!" The captain replies calmly, "Go get my red shirt." The soldier gets the shirt for the captain. The enemy ship comes in and heavy rounds of fire are exchanged. Finally, the Spaniards win. The soldier asks, "Congrats sir, but why the red shirt?" The captain replies, "If I got injured, my blood shouldn't be seen, as I didn't want my men to lose hope." Just then, another soldier runs up and says, "Sir, we just spotted another twenty enemy ships!" The captain calmly replies, "Go bring my brown pants."

Two tall trees, a birch and a beech, are growing in the woods. A small tree begins to grow between them, and the beech says to the birch, "Is that a son of a beech or a son of a birch?" The birch says he cannot tell, but just then a woodpecker lands on the sapling.

The birch says, "Woodpecker, you are a tree expert. Can you tell if that is a son of a beech or a son of a birch?"

The woodpecker takes a taste of the small tree and replies, "It is neither a son of a beech nor a son of a birch, It is, however, the best piece of ash I have ever poked my pecker into."

Now wipe that smile off your face.

A man walks out on his front porch one day and sees a gorilla in the tree on his front lawn. He calls animal control and about an hour later a man shows up with a ladder, a pit bull, and a shotgun. The animal control employee tells the man, "I'm here to get the gorilla out of your tree. I'm going to use this ladder to climb up the tree and shake the branch the gorilla is on to knock him to the ground. The pit bull is trained to go after anything that falls from the tree and bites their balls which calms the animal down so I can put him in the truck." The man says "Okay, I see what the ladder and the pit bull are for but what is the shotgun for?" The animal control employee says, "Oh, that's for you. In case I fall out of the tree instead of the gorilla, shoot the dog."

At the doctor's office, Tom was getting a check up. "I have good news and bad news," says the doctor. "The good news is you have 24 hours left to live." Tom replies, "That's the good news?!" Then the doctor says, "The bad news is I should have told you that yesterday."

This is the true story of George Mahon of Killarney, County Kerry, who was going to bed when his wife told him that he'd left the light on in the shed. George opened the door to go turn off the light but saw there were people in the shed in the process of stealing things.

He immediately phoned the Gardaí, who asked, "Is someone in your house?" and George said, "No," and explained the situation. Then they explained that all patrols were busy, and that he should simply lock his door and someone would be there when available. George said, "Okay," hung up, counted to 30, and phoned the police again.

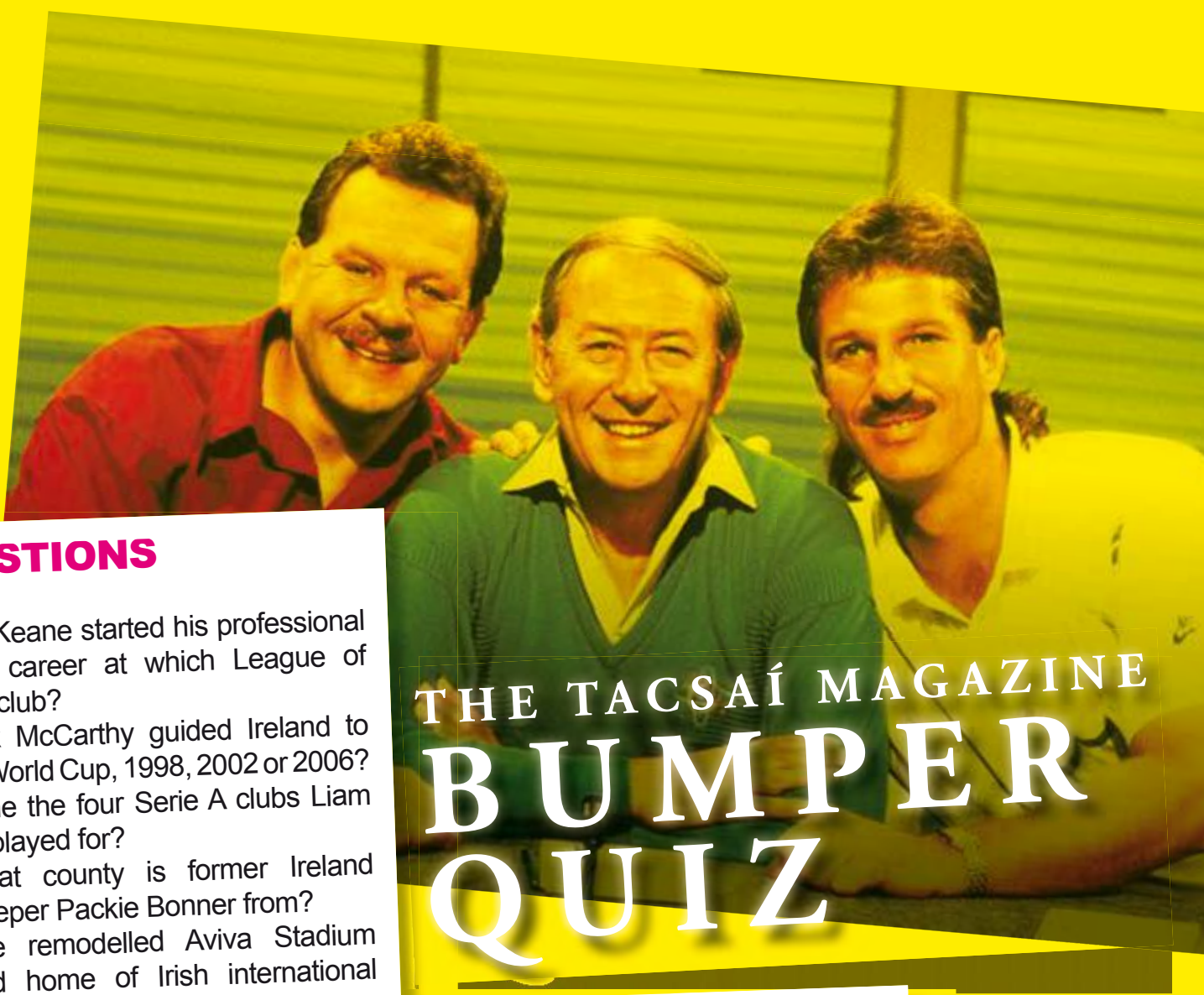
"Hello, I just called you a few seconds ago because there were people in my shed. Well, you don't have to worry about them now because I've just shot them all."

Then he hung up. Within five minutes three squad cars, an Armed Response unit, and an ambulance showed up. Of course, the police caught the burglars red-handed.

One of the policemen said to George, "I thought you said that you'd shot them!"

George said, "I thought you said there was nobody available!"





QUESTIONS

1. Roy Keane started his professional playing career at which League of Ireland club?
2. Mick McCarthy guided Ireland to which World Cup, 1998, 2002 or 2006?
3. Name the four Serie A clubs Liam Brady played for?
4. What county is former Ireland goalkeeper Packie Bonner from?
5. The remodelled Aviva Stadium is third home of Irish international football after Lansdowne Road was demolished and rebuilt, name the first?
6. Name the club where Damien Duff first played football in England?
7. Kenny Cunningham made how many appearance for Ireland; 52, 72 or 92?
8. Kevin Doyle signed for Reading from which League of Ireland club?
9. Who owns Wexford Youths Football Club?
10. Ex-Ireland international Owen Coyle has how many caps for his country?
11. Martin O'Neill won the European Cup with which club?
12. Jack Charlton won the World Cup with England in 1966, in what position did he play?
13. Shay Given made the majority of his Premier League appearances with what club?
14. Name the player who scored the

THE TACSAÍ MAGAZINE BUMPER QUIZ

- late winner against Georgia in the first game of Ireland's 2016 Qualifying campaign in September 2014?
15. Name the Chief Executive of the Football Association of Ireland?
 16. How many goals did John Aldridge score for the boys in green?
 17. Shane Long currently plays for which Premier League club?
 18. Former full back Steve Finnan played for which La Liga club after leaving Liverpool?
 19. Kevin Kilbane started his playing career with Everton, Leeds United or Preston North End?
 20. Who will you never beat?

- ANSWERS**
1. Cobh Ramblers
 2. 2002
 3. Juventus, Sampdoria, Inter Milan, Ascoli
 4. Donegal
 5. Dalymount Park
 6. Blackburn Rovers
 7. 72
 8. Cork City
 9. Mick Wallace TD
 10. 1
 11. Centre Half
 12. Nottingham Forest
 13. Newcastle United
 14. Aiden McGeady
 15. John Delaney
 16. 19
 17. Southampton FC
 18. Espanyol
 19. Preston North End
 20. The Irish



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WORLD NEWS

TOP STORIES FROM AROUND THE GLOBE

THAILAND

A group of drivers representing taxi cooperatives in Bangkok have asked the government to help them when ride-sharing services are legalised as proposed by one of the 19 coalition parties making up the new government.

Bhumjaithai made legalising ride-sharing services one of its key election campaign pledges, alongside marijuana legalisation.

Party leader Anutin Charnveerakul had reportedly bargained for the transport portfolio, in addition to the deputy prime minister post, so he could implement the policy during talks to join the Palang Pracharath-led government.

Mr Anutin insisted earlier that a condition for his party to join the government led by Gen Prayut Chan-o-cha was that all of his party's policies had to be adopted and implemented.

His party's presence in the new government has apparently worried taxi drivers. Around 30 of them who represent the network, led by chairman Vithoon Naewpanich, drove their cars to the Land Transport Department in Bangkok this morning to submit a letter to the government through the department.

They also said they would go to Bhumjaithai's head office later in the afternoon to seek clarification on its plans.

The group, which claimed to represent some 40,000 taxi drivers registered under the cooperatives and another 40,000 with their own cars, had four requests for the new government.

First, there must be remedies for them if the change affects their jobs. Second, legal action must be taken against current ride-sharing drivers.

Third, the Taxi OK programme, initiated a few years ago by the government to help them better compete with mobile application-based taxi hailing services by global players, must be reviewed since it has not been successful.

Lastly, fares must be revised to make them fairer and to reflect real costs.

A group of motorcycle tax riders also submitted a letter shortly after at the department on the same day in protest against the legalisation of ride-sharing services.

The presence of Singapore-based Grab, which provides hailing services for both car and taxi services on smartphones, has changed the industry.

Like their peers in large cities worldwide, traditional drivers have found it increasingly difficult to compete, especially with people who drive taxi part-time using their own cars, which are generally newer, cleaner and in better condition.

They also have faced numerous complaints. Chief among them are

passenger refusals during rush hours and meter tampering, which drive more people to turn to ride-hailing services.

UNITED KINGDOM

Police were forced to stop a taxi driver after they found him driving the wrong way on a one-way street.

Officers were called into action on Saturday night after seeing the cab driver taking the wrong direction and causing a dangerous situation near Tamworth Police Station at Lower Gungate.

Police said the driver told them at the scene that there wasn't enough signs in the area.

A tweet from Staffordshire Police Response said: "Our Tamworth Police crew stopped this Taxi driver after they found him driving the wrong way on a one-way street near to Tamworth Police Station.

"Apparently it wasn't sign posted clearly."

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PEUGEOT