

NEWS

AND

VIEWS OF

WOODSIDE

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Ratepayers' and Residents' Association**

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News and Views

OFFICIAL JOURNAL OF THE
WOODSIDE PARK RATEPAYERS' AND RESIDENTS'
ASSOCIATION

Volume XI

No. 5

May-June 1966

EDITORIAL

NOW about this Golf Course: Several months ago the Electricity Board approached a resident of Cissbury Ring South with a view to installing a transformer sub-station on the Golf Course backing on to the resident's garden, to be surrounded by a close-boarded fence. Presumably it approached the Golf Club also and the owners of the Course, then Hendon and now Barnet Borough Council. Agreement must have been reached to fence at the same time the footway which leads down from Cissbury Ring South between the houses to the Golf Course, because in course of time the fence was erected across the footway with a gate and this gate was left unlocked but latched. The mess of iron railings was cleared away.

In the minds of most people this was regarded as a gesture from a friendly power to local inhabitants who for very many years may have used the footway and the path alongside the green to gain access to the allotments and maybe to exercise the dog. Suddenly, early in May the gate was fitted with a padlock, hasp and staple after quite six months of *laissez faire*.

We have heard a number of conflicting rumours; for instance it is reported that someone enquired of the local police station where they were told that there is in fact a footpath and right of way; again, and some years earlier, that there was in fact a right of way but that it was extinguished by Act of Parliament when the Course was constructed; that the footway from Cissbury Ring down to the Course was laid for members' convenience and had nothing to do with residents; that in fact there is no footpath at all or that it runs alongside the brook anyway. It is also rumoured that people have been seen on the Golf Course armed with anything from a bow and arrow to crossbows and rifles; that children run on to the green and steal the golf balls to the chagrin of and subsequent chase by golfers, that on the other side of the Golf Course away from our Estate children light bonfires and make a general and thorough nuisance of themselves.

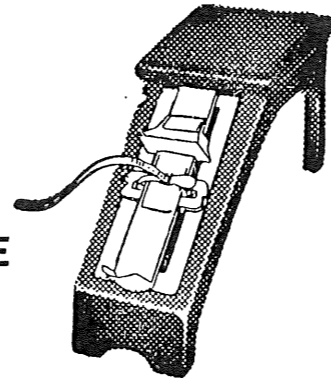
At least one person remembers this land before a single house was built and there was a footpath from the iron gate in Lovers' Walk just before the approach to the timber bridge over the brook to

(To page 5)

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Local Affairs

Sussex Ring

As instructed, the Borough Engineer and Surveyor submitted a further report with regard to the Walmington Fold/Lullington Garth/Chanctonbury Way Junction indicating that a recent traffic census appeared to justify the provision of a central traffic island in Chanctonbury Way at its junction with Lullington Garth.

Resolved to recommend that the scheme and estimate submitted by the Borough Engineer and Surveyor be approved and that the appropriate officers of the Greater London Council be requested to consider authorising the work as a traffic management scheme.

Frith Manor Primary School

At the meeting on 13th April of your Association, Mr. Kerr suggested that part of the recently levelled land behind the school might be used to provide a dropping-off place for schoolchildren arriving by cars and that these cars could drive in from Lullington Garth on the east side of the school and out at the west side and it was proposed that the Headmistress of Frith Manor should be advised of your Committee's proposal to make this suggestion to the Transport Authority and to ask for her comments.

We have received a reply from her saying that the question of traffic is under discussion.

We see that in the Minutes of the Highways Committee of the 18th April the Borough Engineer and Surveyor reported on the suggestions of a resident to improve traffic conditions in the vicinity of Frith Manor School by the construction of a roundabout at the junction of Frith Lane and Partingdale Lane and a lay-by in Frith Lane near the school. The Borough Engineer and Surveyor was instructed to discuss this matter with the appropriate officers of the Ministry of Transport and to submit a further report to a future meeting of the Committee.

We do not know who the resident is but at our meeting of 19th May the Secretary was instructed to write to the appropriate officers as originally proposed on 13th April.

School Crossing Patrols

At a meeting of the Education Committee on 26th April, 1966, it was resolved to recommend that the Town Clerk be instructed to inform the London Boroughs' Committee that the Council considers that:—

- (1) The rate of pay for school crossing patrols is still inadequate.
- (2) The crossing patrol service should remain the responsibility of the Commissioner of Police.

(To page 5)

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THESE Chemists are open WEEKDAYS during the following hours :

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EDITORIAL (Continued from Page 1)

approximately the position of the footway opening in Cissbury Ring South. The theory is held that this path or right of way was extinguished by Act of Parliament and that the Golf Club had to allow pedestrians to use part of their approach drive from Frith Lane to their Club House in place of it. If memory is not at fault, it was always possible to walk unhindered down this drive before the Club came into existence.

While there is sympathy with the non-players' view, what about the chap who pays full membership fees and finds that his game is marred by any of the incidents mentioned above?

The facts are that the London Borough of Barnet owns the Golf Course and that it leases it to Finchley Golf Club which, because it is responsible for maintenance, has, we understand, the right to erect fences or gates and to lock them. We also believe that before anyone can be charged with trespass, the whole of any one site must be fenced. As everyone knows, the whole of the Golf Course is not fenced. If it were, we believe that everyone would be extremely sorry. Evidence of a right of way should be notified to our Secretary.

In the past we believe there has been a certain amount of clash between personalities, of rubbing hands in glee over the felling of poplars and general chalking-one-up-manship. The land is private and we believe that people walk over it at their own risk as the insurance does not cover fatalities, as far as is known.

Allotment holders, of course, are entitled to a key, which is obtainable from Mr. Maurice J. Mann, 80, Linkside, N.12 (FIN 0787). He is the Secretary of the Allotments Association. If a dog is taken to the allotment, it should be kept on a lead.

LOCAL AFFAIRS (continued from page 3)

Finchley Golf Club

The Club has complained about the flow of rainwater from the barracks in Frith Lane, across the road and on to the golf course, and also about water overflowing on to the course from the levelling works being carried out at the Frith Manor Primary School. It was resolved at the meeting of the Estates Committee on 4th April, 1966, to keep these matters under observation.

Brookside Walk

It is likely that an 18 foot wide footpath will be formed alongside the brook bordering the Finchley Catholic Grammar School's playing fields in Southover.

Friern Barnet Summer Show will be held on 19th and 20th August, 1966.

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School Crossing Patrols

YOU will remember what a business it has been trying to obtain a School Crossing Patrol for Frith Manor School without, so far, any success.

One of the reasons may be the lack of applicants for the job. Pay is 5/- per hour plus up to two weeks' annual leave on full pay and half pay during the rest of the school holidays. The hours worked are about three hours a day during the school term and a free uniform is provided. The local Police Station will give further particulars.

Your Vice-Chairman, Mr. Victor English, said at a recent meeting of your Association that three hours a day meant virtually the exclusion of other work and he thought that if the incentive of tax-free pay was offered, there might be a greater response. Nothing has come of this suggestion so far.

On the 8th March the Chief Education Officer informed the Schools Sub-Committee of the Education Committee that out of 55 authorised crossing patrols, 26 were manned and police officers controlled a further 12. The Sub-Committee recommended that the Chief Education Officer be instructed to:

- i. To help the Police to recruit suitable persons, by assistance with publicity, contact with Parent-Teacher Associations and co-operation in assisting Council employees, including non-teaching staff on school duties, to undertake crossing duties, if they wish to do so;
- ii. After consultation with the Chief Officers concerned to inform all schools of the insurance cover available to Council employees (including teaching staff) and other approved persons.

Horticultural Hints

IT seems almost blasphemous in summer to be thinking of next year's flowers but it is a fact that now is the best time to sow seed for our 1967 wall flowers and forget-me-nots. This is also the last opportunity to sow polyanthus for flowering next spring; the seed can be sown as late as next September but the resulting seedlings would not develop enough to flower successfully before the spring of 1968.

Attention given now to garden bulbs will be well rewarded. As soon as the foliage has died back, tulips should be lifted and stored in a dry place for replanting in the autumn. Daffodils can be lifted, divided and replanted now in soil which has been enriched with bonemeal. The daffodil multiplies so freely that the new bulbs may be too crowded to grow to flowering size; it is therefore worthwhile to divide the clumps of bulbs every three years.

If you have space for vegetables, make further sowings of salad crops, carrots, dwarf beans and peas (paradoxically, early pea varieties should be sown for early as well as for late crops).

By "WOODSIDE"

London Transport Establishments— Public Visits

We have received a letter from Mr. F. Baker, the Public Relations Officer, giving a list of establishments where parties of visitors can be catered for, as follows:—

White City Railway Training Centre

Opened in 1963, the Centre is designed to provide facilities for the realistic training of railway staff. In one room a mock-up tunnel has been built, complete with tracks, station platform and ancillary equipment. Items of normal train and station equipment, such as train brake and door control systems and a fully-equipped booking office, have been installed in other rooms. An extensive model railway permits a wide range of incidents and situations to be created for training in signalling and train movement and the latest piece of equipment to be installed at the Training Centre, a train simulator, familiarises prospective motormen with the sort of conditions they will meet.

Automatic Trains

Full-scale trials of automatically driven trains started on a four-mile section of the Central Line, between Woodford and Hainault, in April, 1964. Electrical impulses, which are fed to the running rails and picked up by a coil on the front of the train, actuate the brakes or the motors in turn so that the train can accelerate, coast, or brake entirely automatically. There is a complete safety signalling system which brings the train to a halt if the track ahead is not clear, and each train carries a train operator who can switch over to a manual control in the event of any failure in the automatic system. The visit will include a trip on one of these experimental trains.

Lots Road Generating Station

Lots Road Generating Station, Chelsea, celebrated its diamond jubilee of supplying power to London's Underground in February, 1965. It is the largest of the Board's three generating stations, which together give a supply for the Underground which is independent of Central Electricity Generating Board supplies. It is now undergoing a complete programme of modernisation costing £12 million, and due for completion in 1969-70. This will raise its output capacity to 180,000 kilowatts — sufficient to supply a town the size of Eastbourne — and change the supply frequency from 33 $\frac{1}{3}$ cycles per second to the national standard of 50 cycles per second. During the interim period the power station is operating on both fuel oil and coal.

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Chiswick Works

Chiswick Works was built in 1922. Originally it was designed to carry out complete overhauls of all buses and coaches, but as the size of the fleet increased it became necessary to transfer the overhaul of bodies and chassis, etc., to a new factory at Aldenham, leaving the overhaul of electrical and mechanical units to be undertaken at Chiswick. The works, which have been completely redesigned to make the whole of the 31-acre site available for this work, is of especial interest to the technically and mechanically minded. The visit will conclude with a demonstration on the famous "skid patch".

Croydon Food Production Centre

London Transport's Catering Department, which supplies 165 canteens in the Greater London area, providing meals and refreshments for 74,000 staff, is the largest single industrial catering unit in the country.

If anyone is interested in making up a party and would contact the Secretary of our Association, application will be made to London Transport, but you may telephone Abbey 5600, Extension 336, for further details. (To page 12)

Squirrels

We are grateful to Mr. Proudley for the following letter in response to our invitation to residents to comment on the squirrel question. If other readers have similar experiences, we would like to know about them so that a fair picture can be presented to the Council.

23rd April, 1966.

Dear Mr. Claydon,

RE SQUIRRELS

Thank you for your letter dated 15th April and, as requested, I have pleasure in submitting details of damage caused by squirrels to my garden.

These animals continuously destroy new rose growth, apart from eating the blooms, to say nothing of the damage caused to the trellis itself. In addition they are continually scratching the turf and also the garden, in order to retrieve acorns which they have buried.

May I point out that I have complained to the Council about these vermin, but apart from referring me to the Ministry of Agriculture no action has been forthcoming.

I therefore trust that the Committee will be more successful in presenting their case and that some positive action will ensue.

Yours faithfully,

R. F. E. PROUDLEY.
18, Linkside,
North Finchley,
London, N.12.

L. A. Claydon, Esq.,
90, Chanctonbury Way,
Woodside Park, N.12.

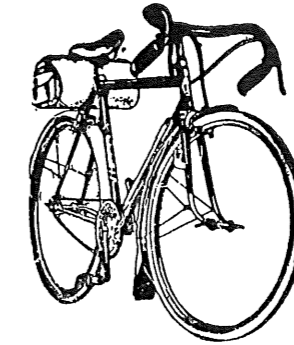
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N 12

The dates and times of available visits are as follows:—

Place	Dates	Time	Maximum Size of Party	Duration of visit
White City Railway Training Centre	Tuesdays, 14th June	14.00 hours	25 persons	2 hours
	5th July 2nd August			
Automatic Train (Woodford stn. Central line)	Saturdays, 23rd August	10.00 hours	35 persons	2 hours
	18th June			
	16th July 13th August 10th September			
Lots Road Generating Station	Wednesdays, 15th June	14.15 hours	12 persons	2 hours
	13th July			
	10th August			
	7th September			
Chiswick Works	Thursdays, 16th June	14.00 hours	12 persons	2 hours
	30th June			
	14th July			
	4th August 18th August			
Croydon Food Production Centre	1st September	10.00 hours	12 persons	2 hours
	Wednesdays, 15th June			
	29th June			
	13th July 27th July 10th August 24th August			

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Water Rate

The following letter was received from the Colne Valley Water Company. The amount paid for water supply, although increased, is in fact very reasonable.

25th February, 1966.

Dear Sir,

INCREASE OF CHARGES

Thank you for your letter of the 22nd February.

The reasons for the increase in the water rate which became effective on 1st January last were explained in the notice accompanying the water rate account.

The reason why this Company's rate tends to be higher than those of neighbouring authorities is that this Company is one of the few public supply authorities in this part of the country who soften the water supply. Your comparison with the rate of the Lee Valley Company is not, however, a true one, since you are comparing this Company's new rate with the Lee Valley Company's old one. With effect from 1st April next the Lee Valley rate will be 1/1d. in the £; considerably higher than that of this Company, notwithstanding the fact that they do not soften their supply.

I would assure you that the increase in the rate was necessary in order to enable the Company to continue to meet its statutory duty of providing the water supply and to continue to provide an efficient consumer service.

Yours faithfully,

COMMENTS

W. D. ISON, Secretary.

We understand that on a recent analysis Colne Valley water has a temporary hardness of 124 and a permanent hardness of 88 parts per million (total 212). Temporary hardness, deposited when the water is boiled (fur) is caused by calcium carbonate, whereas permanent hardness, which remains in solution after boiling, is caused by calcium and magnesium sulphates.

Classification	Parts per million	Classification	Parts per million
Soft	0-50	Moderately hard	150-200
Moderately soft	50-100	Hard	200-300
Slightly hard	100-150	Very hard	Over 300

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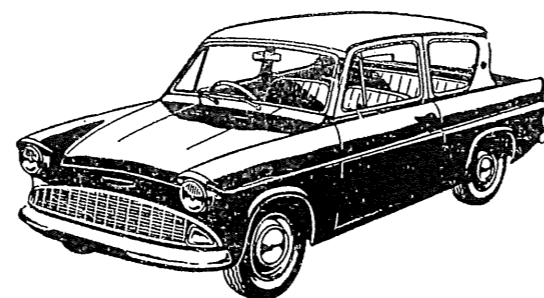
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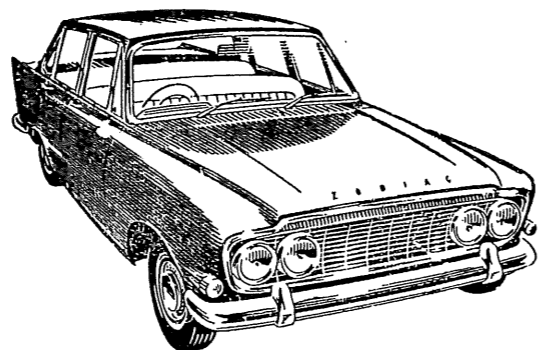
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