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AND
VIEWS OF
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News and Views

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

Vol. XIV

No. 2

1968

EDITORIAL

IN a copy of the *Evening News* recently we saw a comment by the Borough that Ratepayers were believed to have stood by while hooliganism or vandalism was going on without doing anything to prevent it. An appeal was made to everyone to take some action to stop it.

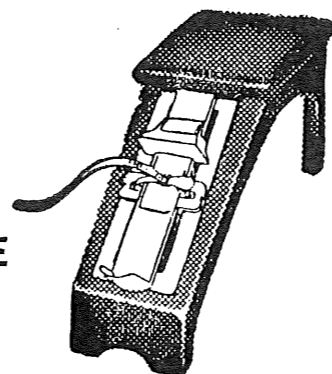
How does the Borough know they were Ratepayers? F.O.R.A.B. has received no such appeal from the Borough if indeed such an appeal was needed.

They still have not caught the train wreckers. Surely the train could have been diverted into a siding to meet a police detachment complete with Black Maria and other means of transport to complete the vandals' journey? Perhaps police on the train could have been in plain clothes with two-way radio to muster a welcoming party.

Someone is still the richer by 37 of our coloured light bulbs. Our Committee wish you a very happy Christmas and a prosperous New Year.

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Local Notes

Winter Precautions

Mr. Claydon the Secretary wrote to the Borough Engineer to ensure that all preparations to deal with snow are complete, in relation to sand bins.

Parking in Chanctonbury Way and Walmington Fold

The Secretary wrote to the Town Clerk asking if perhaps yellow bands could be applied here. The matter is being looked into.

Buses

The Secretary wrote to the Public Relations Officer regarding bunching of buses to North Finchley.

Northern Line

London Transport is believed to have offered bonuses to staff to recruit them to the Victoria Line.

There have been numerous cancellations of trains lately particularly between 8 and 9 a.m.

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Side Roads

The side roads on the estate are receiving attention.

Street Lighting

Mr. B. Davis of 4 Offham Slope reported on Sunday that the street lighting was not on even though it was dark and that it was still on at 9 a.m. in the mornings. The Chairman telephoned the Emergency Service of the Borough the same night. It is believed that the time switch had not been reset.

London Borough of Barnet Directory

You may have had delivered Volume II in which case you really need Volume I also because in Volume II Woodside Park does not exist. A very useful publication however.

The Christmas Tree

We thank Mr. Bathe of the Woodside Stores for so kindly offering connection to his lighting supply for the tree lights.

Lullington Garth

We now have our white lines at the various road entries, but not, unfortunately, before there was another accident on Monday, November 18th, at 3.30 p.m. between a car driven from Cissbury Ring North (West End) into Lullington where it was hit square on by a van which turned over three times. We believe the car driver was a stranger to the district.

You will remember reading on Page 15 of our last issue the letter from the Borough Engineer to Councillor Gibson, dated August 16th, 1968, item (b) which read:

"I would not have thought there were any roads off Lullington Garth that justified white lines other than those at Sussex Ring, where they are already in existence."

Surely this is precisely why we raised this matter in our journal some two years four months ago and why we asked Councillor Gibson on July 8th, 1968 to see what he could do?

Now for the Argyle Road widening under the Railway Bridge!

New Bridges for Old

In recent months, there has been a certain amount of civil engineering activity connected with two of the bridges on London Transport's High Barnet Line in the Finchley area and the following is a brief account on this work.

The two bridges concerned carry the railway over Argyle Road and Holden Road between West Finchley and Woodside Park Stations. The construction of this railway was originally authorised under the Edgware, Highgate and London Railway (Extension to Barnet) Act of 1866, which was later transferred to the Great Northern Railway Company under an Act in 1867. The railway from Finchley to Barnet was constructed during the period between 1868 and 1872 when the line was opened to traffic. It is likely, therefore, that the existing bridges over both Argyle Road and Holden Road were originally constructed almost exactly a hundred years ago. In both cases the superstructures of the bridges were constructed in wrought iron with timber decks which supported the ballasted track. The substructure, that is the supporting walls of the bridges, were built in brickwork similar to most of the other bridges on this line. The embankment at the Argyle Road bridge is higher than usual and cellular abutments were built for this bridge presumably to reduce the cost of the brickwork.

All railway bridges under the control of London Transport are regularly inspected and it became apparent in the early 60's that extensive repairs or reconstruction would need to be carried out on the superstructures of both these bridges. The wrought iron had served its purpose very well for approaching a hundred years but corrosion was taking its toll. After due consideration it was decided that complete reconstruction of the superstructures was necessary. The following is a brief description of each of the two bridges as now reconstructed.

Argyle Road Bridge H.B. 49

If the superstructure only of this bridge had been reconstructed, a small amount of repair would have been necessary to the brick abutments. However, the Barnet Borough decided to take the opportunity to widen the span to improve the road alignment under the bridge. Because of this, a complete reconstruction of both superstructure and substructure was undertaken. In the area of this bridge a soft layer of brown clay overlies a harder layer of blue clay. The new bridge foundations were required to carry a heavier load due to the increased span and piles had therefore to be driven for the new

abutments to a lower depth than the original foundations. Wherever possible the pile layout was planned so that these piles could be sunk without disturbing the existing bridge abutment foundations. Temporary girders were installed early on in the reconstruction period to carry the tracks to enable the new abutments to be built on either side of the road. The new abutments were constructed in reinforced concrete.

The bridge itself was constructed alongside the railway on temporary military type trestling and later rolled into its final position. The superstructure consists of pre-stressed concrete beams, precast at the manufacturers works, with an insitu concrete deck to carry the ballast. This bridge is the first pre-stressed underbridge on London Transport's railway system.

Holden Road Bridge H.B. 51

The local authority did not require to widen Holden Road and therefore the span of the existing bridge remained unaltered. Due to the soft clay layer mentioned previously, a certain amount of forward movement had occurred over the years on the old bridge abutments and work was necessary to arrest this movement. The abutments on either side of the road were under-pinned in short lengths to give a new wider concrete base thus reducing the bearing pressure on the clay. During this work it was necessary to limit road traffic to a single carriageway controlled by traffic lights. Certain service diversions for gas, electricity and water were also necessary.

Following these works the tops of the existing abutments were altered to accommodate a modern type of bridge and temporary trestling and way-beams were installed for this work.

The Holden Road bridge is a much smaller span than Argyle Road (about 30 feet), and therefore it was possible to lift in units rather than to roll the whole bridge into place. The advantage of lifting in is that no temporary trestling and rolling in equipment is necessary. However, this method is not without disadvantage as adequate waterproofing over the joints between the units has to be completed during a very limited period when the railway is closed. The units themselves are prestressed concrete manufactured at works, transported to site by road vehicle and lifted into position by two large mobile cranes. The bridge consists of seven precast units which were all erected during one Sunday possession of the railway. It is interesting to note that this bridge was the second pre-stressed concrete underbridge to be constructed on London Transport's system and by coincidence the first and second bridge are next to one another.

All the design, preparation of drawings and contract documents and the supervision of the work on site was carried out by staff employed by London Transport's Chief Civil Engineer, Mr. H. G. Follenfant. Consulting engineers were not used for any of the work involved. A great deal of care has been taken to ensure that the appearance of both bridges is aesthetically pleasing. A concrete bridge with fully ballasted track also produces less noise when traversed by a train thus reducing the amount of disturbance to people in the neighbourhood.

I would like to take this opportunity through the pages of your magazine to thank all local residents for their patience and understanding during the execution of these essential railway works. Much care is taken to reduce noise, dust and disturbance to a minimum but a certain amount of this is inevitable.

C. F. Bonnett,
Bridges and Structures Engineer,
London Transport.

Brent Cross Regional Shopping Centre

The Architect was invited to a meeting of the Federation of Ratepayers and Residents Associations of the London Borough of Barnet recently to explain the scheme.

Mr. V. C. Mayer, F.R.I.B.A., of Messrs. Bernard Engle and Partners attended and brought plans with him to described how the 37-acre site would park 2,900 cars and at the same time house under one roof two large West End stores—John Lewis and Debenhams, together with Marks and Spencer and 87 other smaller shops.

It is planned to keep the area "select", to coin an old phrase, and fish and chips are not encouraged.

A slightly sloping site behind two factories on the North side of the North Circular Road and close to the west side of Hendon Way at the new Brent Cross flyover allows pedestrian approach at different ground levels on each side of the centre. There may be escalators in the middle of the scheme to lead from one ground floor level to the other.

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It is proposed to widen the North Circular Road and dedicate one two way carriage way to serve the two factories on the North and another carriage way on the south to receive traffic from the north end of Claremont Road. Access from south of the North Circular to the Shopping Centre may be by means of an over bridge.

It is likely that the present Greyhound Stadium may be moved to another site, probably south to make way for a possible large roundabout east of the railway.

At about this point the M.1. may pass through ultimately. Until it does pass through there is a possibility that the M.1. traffic will be taken along the North Circular Road to Brent Cross, then along Hendon Way to the Blue Star Garage end where it would discharge into Finchley Road. This end, as we all have known for some years, has been a horrible bottleneck while the Finchley Road widening has been under construction.

Apart from the obvious desirability of the scheme in that it may attract new rates to the Borough, it may also help to decrease the density of traffic and population in the West End.

There have been objections from Harrow, Wembley and Wood Green shopping interests but it is felt that local shops may not suffer any decrease in trade as these tend to cater in food (which is proposed to be limited in Brent Cross) or in other items for which residents would shop locally anyway.

One of these Regional Shopping Centres is already complete at Southend.

The centre would comprise three storeys on the south and two storeys on the north above ground, while the service area for delivery of goods would be on the roof of the centre portion.

A tendency is reported away from the supermarket type of store due it is believed to the fact that people do like some degree of personality development when shopping.

They also like to go into a shop and buy one item and pay and walk out even if they do not stop to chat. In a supermarket, if you buy one item you find yourself in a very long queue for perhaps 25 minutes waiting to pay for it. One wonders why it does not seem to have occurred to management to provide one cash desk for up to say 4 items. On average the housewife is believed to carry away with her 46 lbs. weight of items. Some even 90 lbs. This makes the nearness of her car a vital matter in supermarket planning. Some managers employ labour who will not only wrap and bag the items but also carry the lot to the car.

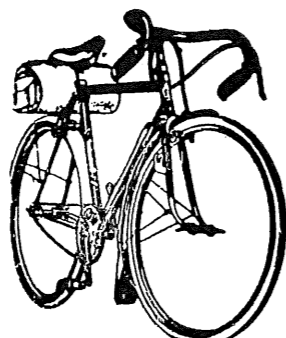
As F.O.R.A.B.s opinion was asked to be expressed to the Inspector at a Public Hearing the Federation declared its approval of the scheme but said that in due course in the detailing stages, adequate tree screening should be planted between the car parking areas and adjoining gardens or houses.

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Frith Friendship

JUST over twenty years ago two small boys passed through the gates of Frith Manor Primary School to start their school life and met for the first time. At that time one lived in Woodside Park and the other in Mill Hill. Within days they became friends and were to be seen walking the playground in earnest conversation. Shortly afterwards one re-moved from Mill Hill and these two boys, Richard Edwards and Graham Claydon now lived within a stone's throw of each other in Chanctonbury Way. The friendship matured and their leisure hours were spent in similar pursuits but not necessarily together. Both became keen bird watchers, both joined the Cubs and later the Scouts. Richard joined the Baptist pack and Graham the St. Barnabas.

After leaving Frith Manor Richard attended William Ellis Grammar School to be followed a year later by Graham. At that time apart from being together at school both boys were attending Woodside Park Crusader Class and in time took an active part. Richard began to take part in the life of the North Finchley Baptist Church and Graham of Christ Church but working together in Finchley Youth Campaigns.

From William Ellis Richard entered Magdalen College, Oxford and Graham Kings College London where both boys took active parts in the College Christian Unions. Having obtained their degrees both boys offered and were accepted for full time ministry in their churches. Richard entered Spurgeons College for a four year course but Graham, after advice, decided to spend a year away from academic training and went to Gillingham where he taught at a Secondary Modern School at Walderslade. He then entered Clifton Theological College, Bristol for a two year course.

Last September Graham was ordained Deacon with twelve others at St. Mary's Church, Prittlewell by the Bishop of Bradwell and is now assisting at St. Mary's Church, Walthamstow. Richard will finish his course next year and will take charge of a Baptist congregation yet to be decided.

One further point of similarity, the young lady to whom Richard is engaged has just qualified as a State Registered Nurse, so has Graham's sister Kathleen.

To these two young men of Woodside Park we send good wishes for their future.

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