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VIEWS OF

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News and Views

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

Volume XIV

No. 4

1969

EDITORIAL

THREE hooligans were disturbed early one morning at the rear of a block of flats by a caretaker and his alsation dog. The three were engaged in slashing cars. They attacked the caretaker and caused him some injury before the dog set about them.

The dog detained all three until the police arrived when, after a suitable interval, they were taken to hospital for extensive repairs.

Perhaps these people are not getting it all their own way after all. The viciousness and hatred in these three warped minds is shocking to contemplate and one is tempted to wonder if rehabilitation treatment is really worth the trouble and expense. The money would be better spent as a straight gift to the Red Cross.

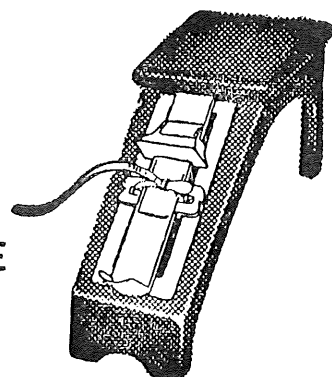
The British Red Cross Society is a purely voluntary organisation dependant entirely upon the subscriptions it can raise by house-to-house or street collections.

You may not be aware that all kinds of sick room articles can be hired for very small sums of money and if ever there was a really deserving cause it is this. The local sub-office is at 172, Regents Park Road, N.3, on the left hand side going south, just past East End Road. They are open up to 12 noon on Saturday as well as throughout the day during week days.

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Local Notes

The Clinic at Lullington Garth

Just a reminder that orange juice is available for mothers with small children at the small Council building in Brookside Walk by the Lullington Garth Bridge.

The Argyle Road Railway Bridge

At one of our Committee meetings Mr. Cohn was very concerned about the great length of time being taken to straighten the road and pavements under the bridge which, we remind ourselves, was widened in October 1967, nearly two years ago. Work still goes on.

New Electricity Cables

The north side of Lullington Garth pavement was opened up, with Holden Road west side recently for new cables. Mr. Cohn was extremely annoyed at what he considered was a waste of public money because only recently before this, the north east corner of the Lullington Garth/Chanctonbury Way junction has just been reinstated. He felt that there was a lack of liaison or at least a lack of full information between Statutory Undertakers and the Council.

Re-alignment of footway pavings

Many of the footway pavings were recently taken up and relevelled and it was the general opinion of your Committee that this was done very expertly and speedily. Two men would arrive at about 6.50 a.m. and by the end of the afternoon a very long stretch of pavement had been dealt with.

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Over the years, tree roots and cars running over the slabs into drive ways tend to displace them. In very bad winters, frost does more damage than anything else by expanding the water in the soil and heaving up the slabs.

The Brook

The Greater London Council has been asked to clear debris from the brook. The accumulation of rubbish always seems to begin with the Easter school holidays.

OLD AGE

One of the great disadvantages of old age is the inability to walk very far or take exercise. This is a truism rather like the saying "The Lion is the King of Beasts".

One of the great advantages available to old people in our area must surely be the Companions of St. Barnabas.

The Club consists of 19 drivers and five emergency drivers. Every week, on a rota basis, four or five of these gallant drivers take out in their cars some 10 to 15 old people for a drive and tea.

Eleven of these drivers live in Woodside Park.

We feel it would not be out of place if their names were put on record, coupled with the name of Mr. Claydon, the organiser.

Mrs. Agius, 4 Courthouse Gardens, N.3.
Mrs. Atkins, 27 Cissbury Ring South, N.12.
Mrs. Birks, 103 Cissbury Ring South, N.12.
Mrs. Colman, 24 Chesterfield Road, N.3.
Mrs. Hampton, 46 Cavendish Road, Barnet.
Mrs. Hills, 21 Cissbury Ring North, N.12.
Mrs. Hughes, Tudor House, Northcliffe Drive, N.20.
Mrs. Kay, 4 The Gables, Holden Avenue, N.12.
Mrs. Kerr, 46 Cissbury Ring South, N.12.
Mrs. Kiddle, 26 Hamilton Way, N.3.
Mrs. Landale, 33 Westbury Road, N.12.
Mrs. Lucas, 37 Westbury Road, N.12.
Mr. Mander, 18 Southover, N.12.
Mr. Rumens, 11a Linkside, N.12.
Mrs. Shobbrook, 64 Westbury Road, N.12.
Mrs. Standage, 10 Singleton Scarp, N.12.
Mrs. Steet, 83 Lullington Garth, N.12.
Mrs. Stevens, 97 Brent Way, N.3.
Mrs. Twite, 82 Linkside, N.12.
Mrs. Egan, 71 Walmington Fold, N.12.
Mr. Hedges, 46 Nethercourt Avenue, N.3.
Mrs. Holmes, 9 Woodside Grange Road, N.12.
Mrs. Mann, 80 Linkside, N.12.
Mrs. Wren, 17 Holden Road, N.12.

CORRESPONDENCE

9th May, 1969

Dear Sir Ian,

London Transport—Northern Line

I had hoped not to worry you over the troubles we have had on the Barnet Line but things have become so bad recently that at one of our Committee Meetings I was asked to write to London Transport and to send you and the Press a copy of my letter.

A copy of this, dated 21st April, is therefore enclosed. It was addressed to Mr. Maurice Holmes, Chairman of London Transport. I have received an acknowledgement from Mr. Francis Baker, a Public Relations Officer, saying that the points I raised are being considered and that a reply will be sent to me as soon as possible.

Since my letter, there have been two further breakdowns. One occurred on the Victoria Line on May Day, when a train on the Victoria Line was reported to have broken down at Kings Cross at about 8.55 a.m. The other occurred on the same day in the evening at Finchley Central on the Barnet bound line.

Yet another happened on Monday, 5th May when at about 8.34 a.m. train No. 106 lost power between Woodside Park and West Finchley where all passengers were asked to leave. In consequence I did not arrive at Marylebone Main Line Station until 9.50.

Years ago there was a shuttle service between Mill Hill East and Finchley Central and if, as appears likely from the 5th paragraph of page 2 of my letter to the Chairman, there is difficulty in assimilating the trains from Mill Hill East through the Camden Town Junction, could not the shuttle service be re-established?

In spite of constantly increasing wages and fares, the service seems to have deteriorated over the past ten years. The outsides of the trains are filthy and never seem to be washed. If the ten-year old excuse of lack of staff, particularly maintenance staff, is the reason for delays, dilapidation and dirt, then ultimately the trains will be run into the ground literally, with possibly fatal results.

In these days of "small print" offers, London Transport is no exception. On the inside of the front cover of the Underground Guide, dated 10th March, 1969, one reads, in very small print, the following:—

"THIS TIMETABLE is issued for the convenience of the public only and the London Transport Board does not undertake nor shall it be deemed to undertake that the trains will start at the times specified or at all, or will arrive at the times specified. The timetable is subject to alteration or cancellation at short notice, and does not necessarily apply at Bank Holiday Times. The board will not be liable or accountable for any loss, damage or inconvenience arising from any

inaccuracy in this timetable or from the failure of the train to start or arrive at any specified time or by reason of withdrawal, delay, deviation or breakdown arising from any cause. By issuing it the London Transport Board makes no warranty as to the running of any train."

Whenever general complaints are made to London Transport about delays, we understand that the complainants are requested to give specific details. When, on later occasions, specific details of the times of delays or cancellations of trains or buses are given, then London Transport gives an explanation of what happened to cause the delay. It therefore has a complete record which it refers to only when asked. It seems to me that, if staff shortages cannot immediately be cured by recruiting drivers in the depressed areas of the country, then the public relations side of London Transport should change from a defensive or passive role of dealing with complaints to the more active one of exhibiting statements at the end of a week explaining why incidents had occurred, at the stations affected. The fact that public relations officers might seem, by so doing, to become public apologists, would, of course, be incidental or coincidental but they would be having a better psychological effect on the passengers.

On May Day evening at Finchley Central, after a long wait, a very sensible man announced on the Tannoy system "The next train in should be for High Barnet" and then, as an afterthought, "With a bit of luck". The whole platform was wreathed in smiles.

Can you please help us?

Yours sincerely,

Francis Kerr,
Chairman.

Sir Ian Orr-Ewing, Bt., O.B.E., M.P.
North Hendon

21st April, 1969

Dear Mr. Holmes,

London Transport—Northern Line

At our last Committee Meeting I was asked to write expressing our serious concern at the steady deterioration in the Underground train service on the Barnet Line.

From published information we were led to expect from March 10th fewer trains but fewer cancellations than before and it was explained that the new timetable was designed to be operated with the staff available.

We had heard that prior to March 10th the Board had been offering a bonus to any operating staff to induce them to change to

the Victoria Line, where trains now run at about every minute (your timetable gives the interval as 2-2½ minutes) compared with the Southbound Barnet Northern Line where trains are scheduled to run at 7 minute intervals between Charing Cross and Bank trains, 3 minutes between Bank and Charing Cross, making 10 minute intervals between either Bank or Charing Cross trains.

Some years ago Mr. F. Baker, the Public Relations Officer gave a talk at our Annual General Meeting on the 125 bus route and we urged that if the published timetable could not be met through lack of staff, could we not have a timetable which would run for certain to time with the staff available? This was then done and at the same time the 212 route was extended through Woodside Park with excellent results.

I am sure everyone is doing their best and it is encouraging to find an influx of staff of apparently Scottish origin who seem to be very much alert but we still cannot understand why, on the railway, we are still finding cancelled trains even on the reduced timetable. People have waited 15 minutes and more for any train at all at Woodside Park without any explanation. At this station there is a manual indicator board but often the staff have to look at the front of an approaching train before inserting the appropriate indicator board.

We have received an explanation from Mr. Baker previously that if a driver or guard did not report for duty through sickness during winter months, this resulted in cancelled trains. Is it not possible for someone to telephone on behalf of a sick man in sufficient time for a replacement to be found?

We find that the changeover from winter to summer schedules seems to produce havoc. I am enclosing a copy of my report as Chairman of the Federation of the Ratepayers' and Residents' Associations of the London Borough of Barnet and would refer you to Item 1, Transport. Many of the delegates from Barnet, Friern Barnet, Hendon, Finchley, Edgware, Mill Hill and Golders Green Estate had complaints to make similar to those from our district of Woodside Park.

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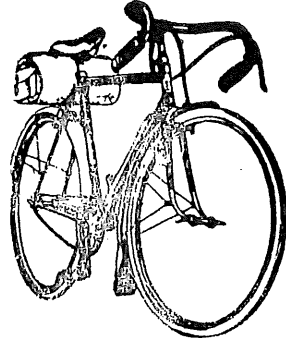
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At Woodside Park Station, another source of delay is the manual method of issuing tickets without any automatic machine and this causes a long frustrated queue to build up.

Another source of complaint is the lack of through trains from the Bank to High Barnet after 18.38. There are only the 18.51 and 19.06 to Archway, 19.28 to Camden Town, the 19.51 and the 20.06 to Archway, the 20.28 to Camden Town and the 20.51 to Archway.

Southbound from Woodside Park in the weekday mornings there is a delay of 1-2 minutes when approaching Finchley Central, presumably to let through the Mill Hill East train which also runs at 10 minute intervals. The 8.14 from Mill Hill East takes perhaps 3 minutes to Finchley Central, arriving at 8.17, virtually at the same time as the 8.11 from Barnet to the West End. The other trains similarly coincide at Finchley Central. Would it not be possible to advance the Mill Hill East trains by 4 minutes so that the 8.14, for instance, left at 8.10? As there is a similar wait before entering Camden Town, it may be that the Edgware Southbound trains would coincide at that station but I have no means of checking this because I can find no timetable for the Edgware line similar to that given in Table 24 for the High Barnet to the West End route.

You may feel that this letter is full of complaints but when things do go wrong, it is the sense of not knowing what is happening that appears to anger people (and the marked paragraph on Page 2 of the F.O.R.A.B. Report is a very particular instance) and I do feel that at such times more use could be made of the public address system at Finchley Central to explain what the cause of delay is.

Individually we find that the staff at Woodside Park and at Finchley Central are very pleasant, courteous and obliging and I do hope that the constructive suggestions I have made in this letter will receive serious consideration and will result in an improvement in the interests of the travelling public.

Yours faithfully,

Maurice Holmes, Esq.,
Chairman,
London Transport Board,
55 Broadway,
London, S.W.1.

Francis Kerr,
Chairman,
Woodside Park Ratepayers' and
Residents' Association.

The Editor,
The Finchley Times.

14th April, 1969

Dear Sir,

Happy Pigeon Talk

My attention has been drawn to a letter from Mr. Sidney J. Mason which appeared in last week's "Finchley Times" which I think should

be answered by this Association, which has, for many years past, been active in safeguarding the amenities of Woodside Park by taking up the complaints or suggestions of our Residents with the London Borough of Barnet, the Councillors, Chief Officers and the Police.

We do, however, try a friendly approach with our neighbours and when the pigeon question was discussed at our recent Committee Meeting, it was felt that perhaps a word to whomever it was that was seen by many people to have thrown out bread crumbs, corn flakes, etc., on to the grass at Sussex Ring, thereby encouraging the pigeons, might help to abate an insanitary nuisance.

Mr. D. D. Cohn, a member of our Committee, offered to approach the person in question, who, we are sorry to hear, turned out to be Mrs. Mason, who has served at one of the shops in Sussex Ring for some time, but who, with Mr. Mason, lives outside Woodside Park Garden Suburb.

Mr. Mason then called upon Mr. Cohn and asked what right he had in objecting to Mrs. Mason feeding these pigeons. According to Mr. Mason's letter to you, there was no answer. Mr. Cohn, however, tells us that he replied that he had no right but had simply asked Mrs. Mason if she would please not encourage the pigeons by feeding them as we had received complaints from residents.

We believe that pigeons, unlike squirrels, are an official pest, an insanitary pest because of their droppings, technically and politely known as "guano deposits". Most people would probably not look at the tiled roofs around Sussex Ring over the shops where the pigeons perch by day and night. The tiles are white with deposits, surely a most insanitary state of affairs, encouraging flies, immediately over a greengrocer's shop.

Anyone who has had to survey the outside of a building at high level where pigeons have perched for years, would never forget the sickening stench.

In the last issue of our Journal, which is circulated to the Shops at Sussex Ring we mentioned the foul mess each morning on the pavements in Ballards Lane near Tally Ho and we suggested a remedy, hoping that it might catch the eye, for a wink is as good as a nod, of the Shops in Sussex Ring.

(Continued in Issue No. 5)



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