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NEWS

AND

VIEWS OF

WOODSIDE

PARK

GARDEN
SUBURB

ANNUAL GENERAL MEETING
AND SLIDE SHOW

Thursday 18th September 8 p.m.

Frith Manor School

**Woodside Park
Ratepayers' and Residents' Association**

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News and Views

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

Vol XIV

No. 6

1969

EDITORIAL

SINCE our meeting with the Divisional Superintendent and the Public Relations Officer of London Transport and our earlier letter to the Chairman, the only improvement that we have noticed in the train situation so far is that more use is being made of the Tannoy Speaker System at Finchley Central Station to explain or apologise for deficiencies or alterations in the train schedules.

We reproduce a reply received from London Transport's Public Relations Officer. The trains are still filthy, there is not enough staff allocated to the Northern line, trains are still cancelled and it seems that at Woodside Park and West Finchley stations an automatic ticket machine cannot be installed because the tickets now issued are not sufficient to justify it. This statement calmly ignores the facts that if staff had not been taken away to serve the Victoria Line, there would have been more trains and if there were more trains, there would be more passengers.

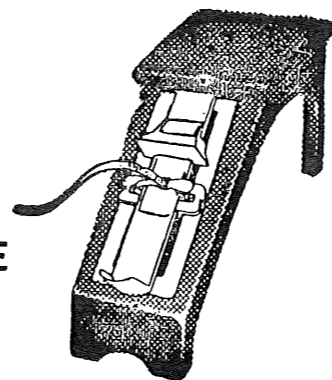
For passengers to have to stand packed from Woodside Park is appalling. Payment at the other end now seems to be accepted because at Warren Street a special ticket office has been opened to deal with unpaid or excess fares.

The only other change that seems to have occurred is that Mr. Maurice Holmes, the Chairman, to whom we addressed our letter, now signs his reply to Sir Ian Orr-Ewing, who wrote on our behalf, as Sir Maurice Holmes.

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Annual General Meeting

The ANNUAL GENERAL MEETING of our Association will be held at 8 p.m. on Thursday, 18th September, at Frith Manor School, Lullington Garth, N.12.

I am asked to express the hope that you will be able to attend.
L. A. Claydon, Hon. Secretary.

AGENDA

The Notice of the Meeting will be accepted as Read.

1. The Minutes of the Annual General Meeting held in September 1968.
2. Chairman's Report.
3. Treasurer's Report.
4. Election of Officers.
5. Election of Committee.
(The Constitution provides for the Election of a Chairman, Vice-Chairman, Secretary, Treasurer and ten Committee Members.)
6. Election of Two Auditors.
7. Any other business.

A showing of colour slides of the district will follow.

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Local Notes

The Nether Street Railway Bridge at West Finchley Station will be widened shortly.

Barnet Fair

Will take place on King George V Playing Fields from 2-22 September.

The horse fair will take place from 19 August to 15th September.

Frith Lane

Is to be resurfaced at a cost of £2,830 11s. 8d.

Refuse Collection

The Borough Engineer reports that the removal of dust-bin lids in advance, to speed up collection, is not encouraged. Its effect would be considered when a Street Cleansing Work Study was undertaken.

Footpath to Woodside Park Station from Holden Road

On occasion a dog has been seen chasing trains along this footpath. In so doing he runs straight across Holden Road, into the other footpath which emerges at Argyle Road, at the speed of light, eyes ablaze and slobbering. We believe that he has plenty of time between trains to get his breath back but this is of little comfort to the startled motorist or cyclist or pedestrian going about their lawful occasions and peaceful pursuits. So we thought we must do something. We asked the Borough for barriers and we now have them.

The gates always seemed to us to be a good thing and their disappearance seems to have been by default rather than intention. Some hooligan broke one one one day and it was left lying around for some years before they rebuilt the bridge, after it was quietly carried away. A pity. Dogs use the lane as a lavatory, youngsters cycle along it and even along the footpaths on the roads, with impunity. The police at one time would stop a cyclist doing this and perhaps they still do but the deterrent does not seem to be here.

Trees

We are asking the Borough for a list of trees preserved under Tree Preservation Orders in the Woodside area.

The Christmas Tree has died, we are sorry to say.

The Lollipop Man

Thanks to the Frith Manor School Parent-Teachers' Association we now have a School Crossing Patrol in Lullington Garth to help children cross to Frith Manor School. This really is an achievement and reflects great credit on those who successfully pursued this matter.

Off-Street Parking

If you see a trade vehicle or van parked in our streets continuously, it is not incumbent on an objector to prove obstruction, he can simply object on grounds of amenity only, since 18th April, 1969, when Traffic Management Orders were made in pursuance of the Traffic Act of 1967.

London Transport Fares

The minimum fare will shortly be 6d. and a two-zone system will operate. According to newspaper reports, London Transport says that this will be of benefit to the public in the long term.

Massed Pipes and Drums

As we all know, the Borough Engineer had many of the paving slabs in the footways relevelled recently.

After a decent interval of perhaps three months, we suddenly find dozens of iron pipe sections deposited on the greens along Lullington Garth. Our Councillor, Frank Gibson, is engaged in finding out where they have come from and what they are for. The Borough Engineer is also finding out.

Conferences and discussions have been held in the past between representatives of the municipal corporations and statutory undertakers (gas, water, electricity, telephones), to try to establish an agreed programme for opening up streets but not always with complete success. As one Deputy Engineer and Surveyor said to the writer recently, it only takes one defaulter to throw the whole programme into confusion and make a nonsense of the Borough's efforts to save ratepayers' money, if these pipes have to be laid under footways the money recently spent in releveling the footways will have been dissipated. We have, therefore, asked if the Borough Engineer was given prior warning and if not, why not? The pipes will ultimately be used for North Sea Gas and will be under the road, not under the footways.

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Frith Manor School. Miss E. F. Folkes

We wish to record the retirement of Miss Folkes, lately Headmistress of Frith Manor Primary School for the past six years, during which time she introduced many significant changes in teaching methods. She spent 40 years in the teaching profession, twenty-six of them in our Borough.

Her good relations with the Parent-Teachers' Association came as no surprise to those who knew her and we wish her many long happy years in retirement.

A presentation to her was made on the 23rd July, with Mr. Norman Bradstreet in the chair. Alderman J. L. Freedman and Mr. J. Potter, the Deputy Education Officer, were present.

The new Headmaster Mr. S. Unsworth's appointment is expected to be confirmed, together with that of the new Chief Education Officer, Mr. J. Dawkins, B.A.

Frith Manor School. Evening Class. Changes in September

In the new session of recreational classes, at Frith Manor School, the familiar figure of Mr. E. S. Wood, Head of the Institute since 1949, will be missing.

Organisational changes by the Barnet Education Committee have resulted in the replacement of a number of part-time heads in the old Hendon Institutes by a full-time area principal.

The Frith Manor Centre now comes under the charge of Miss P. Turner, area principal of Finchley, with headquarters at Stanhope Road, N.12.

The usual distribution of information about classes to every house in Woodside Park will not take place this year.

Any questions about classes for the coming session must therefore be directed to Miss Turner or to the Education Officer at Friern Barnet Town Hall.

We have asked Mr. Wood to submit a short history of the origin and development of the classes at Frith Manor, which we hope to publish in a later issue.



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CORRESPONDENCE

From London Transport

J63/5165/1

7th July, 1969

Dear Mr. Kerr,

I am sorry for the delay in writing further to my letter of 24th April concerning the points raised by your Association about the Northern Line. As you know, many of these matters were fully discussed at the meeting I had with the Federation of Ratepayers and Residents Association of the London Borough of Barnet held on 19th May at which you also were present, but I am letting you have our comments on the points raised in your letter.

As I explained at the meeting on 19th May, the new pattern of service introduced on 10th March provided a "same frequency" rush hour service on both the City and West End branches of the Northern Line. This was something for which London Transport had been pressed for some time and was made possible by the opening of the Victoria Line which connected Euston on the City Branch of the Northern Line with the West End and provided an alternative route to that part of London. At the same time, to reduce the risk of train cancellations on the Northern Line due to shortage of staff, the new timetable was matched to the crews available at the time, but, because the City route is longer than that via the West End, some widening of the scheduled intervals between trains to and from the outer terminals had to be made.

The train operators on the Victoria Line receive more pay than conventional Underground train drivers because they act as both driver and guard. This innovation was a major step forward in staff productivity and enables us to run the Victoria Line with many fewer staff than would otherwise be necessary. Adequate provision for the staffing of the Victoria Line was made well in advance of the opening of the first section in September, 1968, and up to the spring of that year, the train crew position had been satisfactory.

Unfortunately, during the summer, there was a period of industrial unrest whilst British Railways and the Railway Unions tried to reach a settlement on increases of pay combined with increased productivity. London Transport train crews were involved in this dispute and, during that period, many staff left our employment and recruitment dropped steeply with the result that a general shortage of crews developed. The overall staff needs for the Victoria Line were reduced by running a less frequent service on the line than was originally intended.

Even with the reduced manpower requirement of the 10th March timetable, it has unfortunately been necessary to cancel trains from time to time on the Northern Line due to staff shortage. Some staff are held to cover absence through sickness or any other reason, but occasionally the shortages exceed our resources of spare staff. Some trains have had to be withdrawn because of mechanical defects, and vandalism in trains is another serious problem which our engineers have to face in maintaining adequate servicable rolling stock for the line.

As you say, there is no electric train indicator board at Woodside Park although there is a manually operated one which is normally used during the morning peak period from 07.30 to 09.00 hours on Mondays to Fridays. The cost of installing electric indicators is high and can be justified only at the busier stations. Less than half of the stations on the Underground system have electric train indicators and at about half of these they are provided only in one direction, generally towards Central

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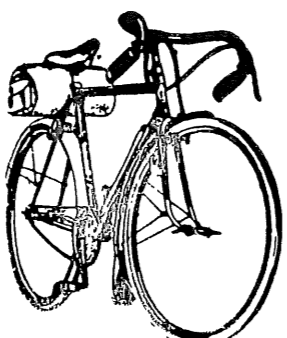
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London. Woodside Park is one of the lesser used stations on the Underground; if money were available for the provision of more indicators, there are other stations which would have a prior claim. We consider that the manually operated board at Woodside Park is adequate and all trains have their ultimate destination and route shown on the front. A similar position exists in respect of the booking office facilities at Woodside Park; the number of tickets issued is not sufficient to justify the provision of a rapid ticket printer.

There are no trains scheduled to terminate at Camden Town from the south and all trains from the City to the Barnet branch go at least as far as Archway. At the present time, it is not possible to extend the journeys of trains terminating at Archway in the evening peak period beyond this point as train crews are not yet available to allow this to be done. I am pleased to say however that there has been an improvement in the staff position and it is hoped to extend northwards those trains terminating at Archway in the evening peak period in the new timetable to be introduced this autumn.

The junction at Finchley Central is a flat one and should one train be late crossing the junction, other trains can be held up, especially during peak periods when the train service it as its most frequent. Close supervision is given to this important junction and suitable disciplinary action is taken with staff whose shortcomings lead to delays at this point. Delays in the Finchley Central area are unfortunately cumulative, and once a delay has been caused, it cannot easily be eliminated due to the high frequency of trains working through the area. The retimings of trains which you suggested are not practicable in view of the connections which are timetabled between Charing Cross trains from the Barnet branch with the City trains reversing at Finchley Central and Archway.

Your Annual Report refers to the detrainment of passengers at Finchley Central earlier this year. This probably relates to a points failure at High Barnet on 10th February which prevented trains from entering the station. Unfortunately, the emergency cross-over south of Totteridge could not be used at the time, because there were no staff immediately available qualified to use the equipment. Throughout the period of the failure, it was essential to maintain a service south of Finchley Central; it was clearly undesirable to send trains full of passengers to the Barnet branch without the ability to keep them moving. Staff qualified to use the equipment at Totteridge were sent there as soon as possible and when they arrived, trains were reversed there and the de-training of passengers at Finchley Central ceased. Empty trains were sent on to the High Barnet branch tracks to clear trains from Finchley Central and thus leave the line clear for following trains.

It is a standing instruction with our staff that they shall do everything they can to keep passengers informed in the event of an interruption in the train service but it is not always easy for staff to pass reliable information to passengers waiting on the platforms. When there is a breakdown or other incident, those in charge of the line have first to get the facts and assess the problems; they then give instructions on the action to be taken. In reaching his decisions, the controller's first consideration must be the safety of the passengers in the trains, followed by the need to get the problem dealt with so as to secure the resumption of service with the minimum of delay. You will understand therefore that there is inevitably a time-lag between the start of the hold-up and the receipt of information at stations. What is important is to avoid giving misleading information. I may say that we are not satisfied with the system of communication on the Northern Line and a modernisation programme is planned in the near future which, when completed, will enable information to be passed to Northern Line stations more quickly.

I was pleased to read your comments about the staff at Woodside Park and at Finchley Central. It always gives great encouragement to individual members of the staff to know that the way in which they carry out their duties is appreciated, and your remarks have been made known to the staff concerned.

On the point raised at the Annual General Meeting of your Association about the new escalators at Warren Street station, the squeaking has been a result of our efforts to maintain the side clearances between the step and the balustrade on these machines at an absolute minimum as a safety measure. Various adjustments have been made but relief at one point often brings tightness elsewhere. However, it is hoped that the latest adjustment has been successful and, at a recent check, there was no undue squeaking from the new machines.

Yours sincerely,

F. BAKER,

Public Relations Officer.

Francis Kerr, Esq.,
Chairman,
Woodside Park Ratepayers' & Residents' Association,
46, Cissbury Ring South,
Woodside Park, N.12.

The New Civic Centre

The proposed accommodation requirements have been published and we note that whereas the present accommodation area for seating members of the public (quaintly termed a "gallery") is 777 sq. ft., the proposed new area is 1,000 sq. ft. to seat 80. The Council Chamber area has been increased from 1,580 to 2,200 sq. ft. to seat 100+.

Car parking for 1,000 cars including visitors is proposed.

It was suggested that the Committee Rooms should be available for letting and consideration was also given to the possible provision of a Public Hall in the vicinity of the Civic Administration Centre. A projection room is proposed.

Present and future accommodation are listed as following, in sq. ft.

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