

Southgate District Civic Trust

Newsletter
No. 230
Oct. 2014



www.southgatedistrictcivictrust.co.uk

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COMING EVENTS



OPEN MEETING

Saturday 11th Oct. 2014, 2.30pm
at Walker Lower Hall, Christ Church Parish Centre,
7 The Green, Southgate, N14

“Oliver Pike - Pioneer Wildlife Photographer”

An illustrated talk by Rory Morrisey

As described in the July newsletter, local resident Oliver Pike was probably the first professional wildlife photographer, and this talk will cover his long life, campaigns and influence in wildlife conservation and protection.

ALL WELCOME

MEMBERS’ ANNUAL LUNCHEON

**Wednesday. 12th Nov.
2014**

**at 12.00pm Southgate
College Restaurant
approx. £10 each
(Ring Janet Lane on 8886
3303 to book a place)**

HISTORY GROUP MEETING

**Tuesday 11th Nov.
2014, 8.00pm**

Friends Meeting
House, Church
Hill, N21

See page 7 for details

ALL WELCOME



**“Enfield at War, 1914-1918,
Terror from the Skies”** by Ian Jones

Date for your diary: Sat. 22nd November LAMAS Local History Conference (see page 3 for details)

Contributions to the January newsletter should be sent by Friday 5th December 2014

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Notice to Newsletter Distributors:- We hope to deliver the next newsletter to distributors during week commencing **12th January 2015**. Emailed copies should be available for members w/c **5th January 2015**.

Southgate District Civic Trust ~ Established to conserve and enhance the environment in Southgate, New Southgate, Cockfosters, Palmers Green, Winchmore Hill and Hadley Wood.
(Registered as an amenity society with **Civic Voice**).



News from Civic Voice

Political Party Conference Season

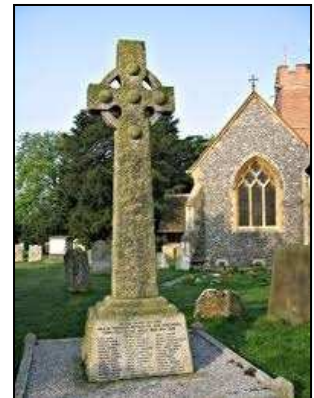
Civic Voice will be at the Labour Party Conference in Manchester on 21st September. They will be joined by Shadow Planning Minister, Roberta Blackman-Woods MP when they ask "How can we give communities a greater say through the planning system?"

Civic Voice will also be appearing at the Spring Conference of both the Conservatives and Liberal Democrats.

War Memorials Project

This project, announced by the Prime Minister in July, is a key part of the national commemorations of the First World War.

Civic Voice proposes to recruit a Senior Development Officer as well as a team of local volunteers, in order to coordinate and support this project. If you are interested, please contact them at info@civicvoice.org.uk.



Protect your assets with Civic Voice support

Are you interested in using powers to help you protect the assets that you care about? Are you tired of seeing pubs, libraries, theatres and other key assets lost from your community? Would you like to do something about it?

Civic Voice has secured funding from the Government to support a number of communities across the country to learn more about the opportunities available with the Community Rights agenda.

Is this something you are interested in? The SDCT Executive Committee is interested in protecting some of our community assets. If you would like to help, please contact the SDCT committee.

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BIRDMAN OF WINCHMORE HILL

As mentioned in the July Newsletter, we are publishing a free booklet, *Oliver Pike: Birdman of Winchmore Hill*, comprising an amended version of Peter Hodge's article *Birdman of Winchmore Hill* from *Oakleaves 3* and three articles by Oliver Pike himself from *The Recorder* newspaper. Peter has assisted me with the editing, Colin Barratt with layout and printing and Rory Morrissey with images. Its appearance coincides with the forthcoming placement of a plaque commemorating Oliver Pike at his former home at 96 Green Dragon Lane in Winchmore Hill, which we have arranged in collaboration with Enfield Grammar School, and Rory's talk about Oliver Pike at our Open Meeting on 11 October.

Richard Purver

OSIDGE'S UNCERTAIN FUTURE

As you will have seen from Chris Horner's article in the last newsletter, the care home at Osidge was closed during the summer. Originally opened in September 1935, it has been following Sir Thomas Lipton's wishes for the last 79 years.

Many members and local residents have expressed their concern regarding this closure, as well as the future of both the Grade 2 listed house and the 5 acres of grounds. Southgate District Civic Trust (SDCT) has been following developments closely.



The Charity Commission have confirmed that Friends of the Elderly is the sole corporate trustee of the Sir Thomas Lipton Charity, but they are not permitted to sell the charity's property, as it must be retained for the objects of the charity. However, the Charity Commission have also said they were unaware of the closure.

Friends of the Elderly have stated that 'the building is no longer suitable for the provision of care at the standard to which we feel our residents are entitled and it is not feasible to create a viable care home to modern standards in a building of this type.' They will be 'considering carefully the options for the future of the premises and the endowment fund'. Unfortunately, they were unable to disclose any of these options.

SDCT is particularly concerned by the speed at which the changes have been made and the lack of transparency. We will continue trying to obtain more explicit information and update members with any further details.

However, if you have any information, please contact me.

Jane Maggs
Jane.maggs@btinternet.com

LAMAS LOCAL HISTORY CONFERENCE

This year's LAMAS (London and Middlesex Archaeological Society) Local History Conference will be held in the Weston Theatre at the Museum of London on **Saturday 22nd November**. The theme is "**Coppers, Crooks & Counsel: Law and Order in London**". Details of the talks and speakers are on the LAMAS website.

The Trust will be having a stall at the event, and we are particularly pleased that our newest publication, *Oakleaves 5*, has been shortlisted for the annual LAMAS Publications Award, with the winner being announced at the Conference.

Tickets are available at £12 (or £15 if ordered after 31st October).

HISTORY GROUP MEETING - 7th July 2014
“Enfield Football Tales”
by Graham Frost

Enfield is famous for the Small Arms Factory and Motor Cycles, but years ago the football team was famous. It has a rich history, back to the 1890s. We were shown a film which had been made about the club's history, presented by our speaker: which covered the Enfield Spartans, the creation of Enfield Town FC and the folding of the old club before it merged with Brimsdown Rovers.

The new club, Enfield Town FC, was set up in 2001 and run by supporters. (This pattern was later followed by Wimbledon and Portsmouth). They decided it was time to look back on its history and made a successful bid to the Heritage Lottery Fund for a multi-generational history project. This involved meeting former players and supporters, and filming interviews with 60 of them, with the help of local school pupils. We saw another film with examples of some of these interviews, (which can all be seen on the website www.enfieldfootballtales.co.uk). This film also covered how football helped people to assimilate into community, and the development of girl's and ladies' teams.

Graham displayed some of the pop up banners which have been created to show different aspects of the sport in Enfield and the history project. He also brought along a “handling box”, containing scarves, programmes, a rattle and an old leather football, among other items. This is used at talks to elderly groups and dementia sufferers, plus schools.

Finally he offered the chance for our members to request free tickets to matches. If anyone is interested, please contact me and I will give them Graham's phone number and email address.

Colin Barratt

HISTORY GROUP MEETING - 9th Sept. 2014
“Back to the Drawing Board – Transport Systems that Failed”
by Ralph Hutchings

Many of the ideas and inventions presented by Ralph originated in Britain, and he stated that an Englishman thrives on disappointments! Some, if not most, of these ideas seem comical to us now, but at the time they were created as serious attempts to overcome problems or improve existing modes of transport. Unfortunately, many ended in disaster, sometimes fatally. Ralph showed drawings and photos of the many and varied modes of transport which received attention from inventors and engineers.

In the mid 19th Century, it was recognised that if ships could travel across Panama, between the Pacific and Atlantic Oceans, it would be of great benefit. At the time it was thought impossible to cut a canal here, so a suggestion was made to construct a railway line across the country, and pull big ships along it using two steam locomotives!

Many inventors thought that steam was the answer for powering everything, even sewing machines and washing machines! Attempts were made to build steam cars and other road vehicles, but to increase performance, the designers tried increasing the steam pressure, and this often resulted in boiler explosions. Several flat, circular steam powered battleships were built and demonstrated, but these were impossible to steer, and they ended up colliding with each other – and all sank!

Early steam mini submarines were built in Cromer and offered for the Navy, but the Admiralty insisted they were brought to Portsmouth to be demonstrated. This was attempted twice but, sadly, neither arrived and they were never seen again!

Surprisingly, most early cars were electric powered, but the biggest issue has always been battery capacity. Although electric cars have been developed in recent years, and more charging points created, Ralph suggested that they will never become a successful alternative to petrol engines until a convenient method of exchanging batteries is designed.

In 1885 a system of guided airships was proposed, for inter-city journeys, using a suspended cable network. Nothing more was heard of this! We also heard about hovercraft, monorail trains and “atmospheric” engines, which had varied success.

This was an interesting and humorous look at the various ideas designers and engineers have had to improve our transport systems.

Colin Barratt

PALMERS GREEN FESTIVAL - 7th Sept. 2014

This Festival, in Broomfield Park, like last year, was well attended and buzzing with activities. The Trust booked a stall, to sell our publications, talk to visitors and make our name known locally. Despite being emailed by the organisers at 9pm on the night before the Festival that our stall position had been changed to a completely different area, our trusty group of helpers managed to find us, and we were well covered throughout the seven hours of the event, and had a steady stream of visitors. A big thank you to all who gave their time for this. Our takings weren't huge, £42, but we also signed up two new members, plus three members paid their late subscriptions.



Colin Barratt

CLAUD W DENNIS COFFEE OPENS!



In the July newsletter we announced the renovation of the café at 3 Chase Side, Southgate, where the present owner had discovered a number of artefacts once belonging to the earlier owner Claud W Dennis, a successful local businessman, who built the site as an estate agency, and whose name is remembered in Dennis Parade, Winchmore Hill Road.

The work has taken longer than planned, partly because the owner wanted the fragile artefacts mounted and displayed as interesting historical features in his new café, while protecting them. To do this he employed a carpenter who had

experience of doing similar work for English Heritage, and he doesn't work to a deadline! The café fully opened in mid September. Have a look at the results, and enjoy a coffee at the same time! Let us know what you think of it. There will be more details about this renovation soon on our website.

THE COUNCIL'S PLANS FOR CYCLING

In the light of local press coverage everyone must know by now that – in a successful bi-partisan bid from the Mayor's Mini-Holland bidding process – Enfield Council secured £27m from the £100m provided to the Mayor by the Government to promote cycling. What is probably much less clear to many is what changes Southgate is likely to see as a result. Quite a few probably because, despite the impression created by the press, the scope of the Council plans goes well beyond creating cycle lanes on significant through routes, excluding cars from Church Street in Enfield Town, and training/support for cycling in general and new cyclists in particular.

But first, why are all three tiers of government so keen to promote cycling? Well, there are long-term issues like obesity and quality of life, but the urgent need is to save space and improve air quality. Cyclists take up much less room than driver-only cars (about 80% of London traffic) and emit no damaging gases or particles. Put another way: something has to be done to ease congestion against a background of a rising population, whilst reducing the dire effects of traffic emissions.

However, Enfield Council had spotted an opportunity – and was not discouraged from doing so – to take advantage of its bid to improve the 'public realm' and enhance quality of life in residential streets as well as reducing congestion. For example, the proposals to bar cars from Church Street in Enfield, to make improvements for pedestrians and cyclists around Enfield Town railway station, to open up the railway arches in Edmonton Green, and to create what the report calls Residential Cells (now renamed Quieter Neighbourhoods).

So how could Southgate benefit? Potentially by the improvement of the public realm – places like high streets and Southgate Green – where the bid takes account of the fact that a better ambience, including calmed traffic, for pedestrians and cyclists is expected to encourage people to socialise/shop locally⁽¹⁾. Also by the creation of the proposed Quieter Neighbourhoods which are areas of residential streets bounded by secondary roads (through routes). Such neighbourhoods will be re-vamped to exclude through traffic, slow traffic speed, encourage cycling and walking, and we now know that the area bounded by Green Lanes, Aldermans Hill, Bourne Hill/The Bourne, Cannon Hill/High Street will be an early candidate with consultation expected next spring.



Long sightlines encourage speed



Constricted entrance prevents through traffic

The areas to the south and north of Chase Side, the areas bounded by Waterfall Road, Bowes Road, Wilmer Way/Powys Lane, Cannon Hill, and others also seem possible candidates.

Overall the proposals are a significant departure from current practice, and seem to reflect a determination to improve the democracy of the roads, enhance quality of life as well as achieving the primary aim of replacing many short journeys by car (especially driver-only journeys) with cycled journeys.

However, there is already a considerable backlash from high street traders concerned by the inevitable loss of car-parking where lightly segregated cycle lanes are to be installed, and opposition to Quieter Neighbourhoods from Conservative councillors local to Southgate has recently emerged. The outcomes await formal consultation, but, given the evidence from reports like “The Pedestrian Pound”⁽¹⁾, and from what I’ve seen of councillor determination, it seems clear that the key aims of the Mini-Holland bid, now integrated into ‘Cycle Enfield’, have considerable impetus .

⁽¹⁾Evidence comes from a variety of sources, but the Living Streets (a national campaigning organisation on behalf of pedestrians) report “The Pedestrian Pound” which can be read at: http://www.livingstreets.org.uk/sites/default/files/content/library/Reports/PedestrianPound_fullreport_web.pdf provides a comprehensive idea of the sorts of issues involved.

See also: The Council’s separate report “**Enfield’s Town Centres: Places for Everyone**” which backs up the importance of creating a space where people want to be.

David Hughes

HISTORY GROUP MEETING - 11th NOVEMBER 2014

“Enfield at War, 1914-1918, Terror from the Skies” by Ian Jones

This talk first deals with the airship raids, especially the downing of SL11 at Cuffley in September 1916, about which a large amount of information has come to light recently, and ends with the crash of L31 at Potters Bar the following month which marked the end of the zeppelin raids.

The Spring of 1917 saw the start of daylight raids by Gotha heavy bombers, later joined by Giants. Though the defences shot down only a few they were later forced to operate at night. Both campaigns scattered bombs over the Borough with most in the east, where the militarily important targets were, though no sustained attacks were launched on them. SL11 for example managed to drop incendiaries on Oak Lodge and Greenwood farms for reasons unknown. Some time will also be spent looking at the machines that attacked and defended us.

DAVID PAM

We were saddened to hear of the death in August of David Pam. He was 94. In the local paper he was referred to by Kate Godfrey as a “local history giant”. David’s passion was Enfield, and he wrote a number of books on the district.

Local history was his career as well as his hobby. He worked as a reference librarian in Edmonton Library before becoming Enfield Council’s Local History and Museum Officer, until his retirement in 1982. He was an active member of both The Enfield Society and the Edmonton Hundred Historical Society, often leading walks around the area. He will be greatly missed by all who have an interest in the history of our Borough.

The photo on the right was taken in 2008, at the launch of Ruby Galili’s book “Arnos Grove and the Walker Family”. It shows David Pam talking to his successor at the Enfield Local History Unit, Graham Dalling.





The fascinating story of what has become known as the “Cuffley Airship” has been carefully researched by Eileen Bostle, who is also a member of the Trust, and her book has recently been published by the Enfield Museum Service, as part of their “Enfield at War: 1914-18” exhibition at the Dugdale Centre.

The aim of the book was to show how the air-raid on the night of 2nd/3rd September 1916 affected the Enfield area.

You can obtain copies of the book, price £6.00, from Enfield Local Studies and Archive at the Dugdale Centre, or from Eileen herself. It will also be available at the Open Meeting on 11th October.