



H2 Bus in Golders Green with three of our bus drivers, from left Graham Power, Michael O'Reilly and David Vale

Jackie Norman

## The Pavilion, Northway Gardens

Last autumn, the lease of the building variously known as the Pavilion, Northway Gardens, the Rangers' Hut 'or the only public loo for miles around, which has now been closed', was put on the market by L B Barnet.

At the time, we were actively seeking somewhere to locate the Control Room for the proposed CCTV project, and a number of us also realised its potential for use for the benefit of the community generally. So we put together a consortium representing the Trust, the RA and the (then) CCTV Project Group, and very hastily got in our bid for this somewhat dilapidated building.

Since then, we have had to alter and increase our bid on two occasions and we subsequently learned that:

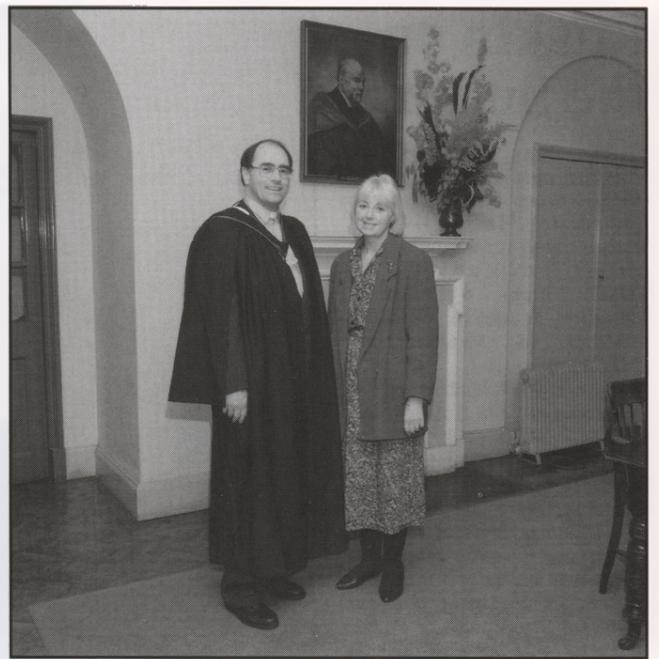
- \* our final bid was considerably less than at least two others received, but that,
- \* recognising the use that we could make of this building for the benefit of the community, Barnet had referred our lower bid to the Secretary of State for the Environment for permission

to accept it.

The Secretary of State has given permission, and we are now awaiting final ratification by Barnet's Policy and Resources Committee before we hear officially that our bid has been accepted.

Meanwhile:

- \* it seems probable that we will shortly form a charitable company to own and manage the building with representatives from the RA, the Trust and maybe other Suburb bodies represented on its Board;
- \* we are actively investigating obtaining assistance from the Community Action Programme to get most of the necessary repairs and renovation to the building done for us; and
- \* we have set up a small sub-committee - or working party - under the chairmanship of Simon Brenner to formulate proposals for its optimum usage by, and for the benefit of, the community, and proposals for the interior of the building to meet these requirements. *Peter Loyd*



Tony and Helen Spring, new to the Suburb and the Free Church

## The Induction of the Rev. Tony Spring as minister of the Hampstead Garden Suburb Free Church

On 26 February a large congregation gathered in the Hampstead Garden Suburb Free Church for the Service of Induction of the Rev. Tony Spring as its new minister. A group of 50 members from Mr Spring's former church in Southampton had travelled specially for the service. The Mayor and Mayoress of Barnet, Councillor Victor Lyon and Mrs Lyon, attended, with the MP for Hendon South, John Marshall. Representatives from St Jude's and the Society of Friends were present, together with clergy and members from other neighbouring churches. The Chairman of the HGS Residents Association, Eileen Whelan, and the headmistress of the Henrietta Barnett School, Jane de Swiet, attended. A message of greeting was received from the Free Church's twin church in Montrouge, Paris. The service was conducted by the Provincial

Moderator of the United Reformed Church, Rev. Janet Sowerbutts. The President of the London Baptist Association took part in the service, together with members of the URC District Council and friends and former colleagues.

Tony Spring is a URC minister who, after gaining a BSc chemistry degree at Exeter University, studied for his BD at New College, London. He recently completed an MA degree in theology and education at King's College, London. During his ministry he has held pastorates at United Reformed Churches in West Bromwich and Camberley, as well as at Southampton. Tony is married to Helen, and the couple have two children, Rachel and David. At the moment Tony and Helen are 'camping' in the Manse while major internal structural work is being carried out following subsidence. *B.R. Stonhold*



only two buses are used each day, it is difficult to see how two H2's can constitute a 'bunch'.

The drivers are equipped with two-way radios on which they can summon a mechanic from Park Royal on the rare occasions that it is necessary. The radios are used to ask the police to move cars when the bus cannot get through, for example in Central Square. The buses are delayed in Hoop Lane also, during funerals.

R&I Buses, who run the H2 on a three-year sub-contract to London Transport Tender Division, have been considering other possibilities. In a sample week in February, the H2 buses carried an average of 1,250 passengers per day, from Monday to Saturday inclusive, with the Saturday figure being half of the other days'. The present stock is an Iveco (19 seated and 6 standing). They have tested on the route a larger Dennis Dart, like the 268 (35 seated, 15 standing), but found that there were difficulties in the usual sticking-places.

However, the best news of all is saved until last. R&I Buses have proposed an H2 Sunday service to London Transport, and LT is in favour. For further information ring R&I Buses on 081-992 3414, or look for posters on the buses. *Jackie Norman*

## Clouds of ?

What are you breathing? Most of us living near the crematorium are aware of noxious smells and clouds of smoke. I have lived on the Suburb for over forty years and can testify that the situation has become much worse in the last few years. We are told that new mechanisms will bring the crematorium to European emission standards but before this happens we would like to know, has there been any damage already done to ourselves, our families or our environment? I am sure we need independent tests to show what we have been breathing and how far this potential nuisance or danger has spread. *Jula Westman*

## Missed deadline

We apologise to residents whose last issue was delivered after a delay, so that some of you missed the deadline for applications for the Letchworth and Palace of Westminster visits and places could not be allocated. We shall do better in future! *Camilla Raab*

## H2 Bus

What is grey, costs 70p, and goes round in circles? The H2 Bus is the answer. It has a variable circular route in one direction only. It has been known for visitors to wait for a very long time on the opposite side of the road.

There are only four fixed stops on its route: it is a Hail and Ride system, which means that it will stop anywhere that is safe. In practice, most people alight and get on at the same regular places. It runs every twenty minutes, and every fifteen minutes during rush hours.

A few years ago there used to be friction between the drivers and the customers, or even among the customers themselves. They would point out to the driver when he had taken a corner too wide, in their opinion. In the last three years, however, R&I Buses have had a policy of hiring drivers over the age of thirty only, and these problems have ceased. The eight current men are all volunteers for this route. They are mostly people who are very experienced: for example, Michael O'Reilly has driven for London Transport for 33 years, and Graham Power proudly wears his 20 years blame-free driving badge.

They enjoy feeling part of the local community. They know their regular customers, and look out for them. One lady, Hilda, unfailingly gives the driver a KitKat. For her 93rd birthday, the drivers all clubbed together to give her a bunch of flowers. Another lady is kind enough to give a cup of tea or coffee to the

driver.

Everyone that I could find was pleased with the service. Pearl, who lives in the very middle of the Suburb, said, "I totally depend on it. It is my lifeline. Without the bus I wouldn't get around at all." A high proportion of pensioners use the bus for that reason.

Many au pairs ferry themselves around, in a babble of different languages. They were the main ones to voice a complaint: that the ride costs the same whether for a 'short hop' or the whole journey: and that 70p was expensive.

The Henrietta Barnett School girls have their own service laid on: the H1. You don't have to be a schoolgirl to go on this trip. It is a different experience. All are dressed in blue, and there is a smell of sweets and Doc Martens. Every passenger has a rucksack. Rather disconcertingly, they stand in the luggage area. A sample conversation goes: 'Are you going to Sarah's tonight?' Silence. 'Do you think Craig will be there?' Someone else sings a snatch from *Carmen*.

The buses are plotted on a Datatrak System. It has screens which display Ordnance Survey maps in zones. The position of the bus is pinpointed every 108 seconds. The system can track a bus anywhere in England, and even into France: they tested it once.

The Control Centre can see where a bus is held up. It could also check whether the bus was actually running, in case a driver was tempted to stay in the coffee bar. DataTrak can spot if the buses are 'bunching', although as

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