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## HERNE HILL SOCIETY EVENTS

At Herne Hill United Church Hall, at **7:30 for 7:45pm**, unless otherwise stated.

### **Wednesday 14 May:**

“Warmington Road and the Shrubbery Lodge Estate – the Origins of a Victorian Street” by Jeff Segal.

A look at the development of the small Herne Hill road which was to be the home of Richard Church, Joe Ackerley and Sam King.

### **Wednesday 11 June:**

“Introduction to Morden Hall Park” by Maureen Patel

A preview of the National Trust property we shall be visiting for the Society’s summer outing in August.

### **Saturday 2 August:**

Society summer visit: Morden Hall Park. (See article in this issue)

### **Saturday 9 August:**

“Herne Hill Murder & Mystery” Guided walk by Jeff Doorn.

Meet North Dulwich Station at 2:00pm.

### **Monday 1 September:**

Society visit to the British Library; demonstration of conservation techniques. (Details within)

### **Sunday 7 September:**

“Heritage Trail” Guided walk by Robert Holden.

Meet Herne Hill Station at 2:00pm.

### **Wednesday 10 September:**

“Lord Leighton and His Model” by David Perkin, Clapham Society.

## NEWSLETTER

NO: 103 Summer 2008

80p

Free to  
Members

## AWARD FOR HERNE HILL STATION

### *Secure Stations Scheme*



**Our GLA Member, Val Shawcross, presents a Secure Stations Scheme award to Herne Hill Station Supervisor, Roy Ranger, on Friday 7th March.**

Launched in 1998, the ‘Secure Stations Scheme’ is designed to encourage rail companies to improve security at their stations and provide reassurance to passengers and staff.

To merit this award, Herne Hill Station must have met the scheme’s four accreditation criteria:

- the station design must conform to standards judged by the local British Transport Police to prevent and reduce crime and improve passenger perceptions;
- the station management must have taken steps to prevent crimes, respond to incidents, and communicate effectively with passengers;
- crime statistics for the station over the twelve months prior to the inspection must show that crime is being managed; and
- a survey of users must show that, on the whole, passengers feel secure when using the station.

The other good news is that Herne Hill station is to be included in Southeastern Trains station refurbishment programme. The upgrading work is scheduled to be carried out in 2009.

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## **ANNUAL GENERAL MEETING**

The AGM took place on Wednesday 19th March and was attended by around thirty members. The formal part of the meeting began with the Annual Report from Sheila Northover, Chair, and was then followed by reports from Jeffrey Doorn, Secretary, on the monthly meetings and other activities of the year. Rosalind Glover, Treasurer, presented the accounts, which were adopted following a vote, and Caroline Knapp, Membership Secretary gave the details of membership numbers. The accounts are available on request.

The outgoing committee stood down and the elections were conducted smoothly by Stephen Carlill, Chair of the Friends of Carnegie Library. The following were re-elected: Officers: Chair, Sheila Northover; Vice-chair, John Brunton; Secretary, Jeffrey Doorn; Treasurer, Rosalind Glover. Members of the committee re-elected were Diana Chadney, Robert Holden, Brenda Jones, Bill Kirby, Caroline Knapp, David Taylor and Colin Wight. Laurence Marsh was elected for the first time and warmly welcomed. There still remains one vacancy on the committee, which could be filled by co-option during the year, to join other co-optees, John Smallwood and Paul Reynolds.

Following the conclusion of the formal business of the meeting and the social break, there was an excellent talk by Briony Hudson on the Museum of the Royal Pharmaceutical Society.

## **1,600 KM CHARITY CYCLE RIDE**

In early summer 2008 two local Herne Hill Society Members, Liz Harwood and Robin Key, will be undertaking a charity cycle ride from Land's End in Cornwall to John O'Groats in Scotland, in aid of the **Heritage of London Trust**. Their route will take them from one end of the British Isles to the other and will cover 1600 km. They will undertake this momentous journey completely on their own – there will be no support team following them, and they'll be sleeping under the stars or in campsites as they journey along country roads and through some of the United Kingdom's most splendid landscapes and scenery.

The **Heritage of London Trust** (HOLT) was founded in 1980 at the Greater London Council by the late William Bell and Sir John Lambert, KCVO, CMG. It is the only building preservation trust covering the whole of London. The Trust aims to preserve the best of the past for the benefit of all who love London. Over the past 25 years or so HOLT has offered grants to a diverse selection of restoration schemes across the capital, many in the poorest boroughs, including Lambeth and Southwark, where buildings such as St Giles Camberwell, All Saints, Rosendale Road, Dulwich Picture Gallery and West Norwood Cemetery have benefited from financial support. Many of these heritage projects offer vital facilities for their local communities, such as after-school programmes for children and services for the disabled and elderly. The Trust aims to help as many as possible in the hope that a HOLT grant will encourage others to contribute to these historic buildings.

"We love London and we really hope that our fellow Herne Hill Society Members will support us in our aim to help preserve historic buildings in our wonderful city."

*Robin Key and Liz Harwood*

Robin and Liz have undertaken a number of major charity events in the past – a climb of Mount Kilimanjaro in Tanzania, and the UK Coast to Coast walk.

HOLT is appealing to Herne Hill Society members to help the historic fabric of London by making a pledge towards Liz and Robin's epic journey. You can do this online at: [www.justgiving.com/lizandrobincycleride](http://www.justgiving.com/lizandrobincycleride). Alternatively you can send a cheque, made payable to the "Heritage of London Trust" to 38 Ebury St, SW1W 0LU. As the ride is solely funded by Liz and Robin, all donations will go directly towards helping restore historic buildings and monuments in London.

Further information about HOLT can be found at their website on [www.heritageoflondon.com](http://www.heritageoflondon.com)





**Liz and Robin - with bikes - in front of St John's, Bethnal Green. This important church by Sir John Soane is one of HOLT's many projects in the East End that are in need of further funding to complete vital restoration work.**



**All Saints, Rosendale Road, which benefited from a Heritage of London Trust grant as part of the £6 million building and restoration programme that followed the devastating fire of 2000.**

## **HERNE HILL JUNCTION PLANNING APPROVAL**

At its meeting on Wednesday 19 March, Lambeth's Planning Committee approved the application for the necessary changes to the Brockwell Park boundary. The impact of these changes will be entirely positive – removing unsightly structures and making Park access safer and more pleasant. As well as a number of individuals, ten local organisations, including the Society, gave evidence in support of the application.

Planning permission was granted subject to further approval of elements of the design around the Park entrance. These include planting, surface treatments

of the pavements, roadways and the pedestrian island, street lighting and safeguarding the Park's visual appearance. As some of the area affected is Metropolitan Open Land, Government Office for London (GOL) must give its approval for the changes. GOL has now written to Lambeth to confirm the decision not to call in the application.

Now that the necessary planning approval has been obtained, work is progressing on the detailed landscape design for the central Herne Hill area. Details of the latest draft landscape proposals are on the Society's website [www.hernehillsociety.org.uk](http://www.hernehillsociety.org.uk).

The main features of these are: use of a combination of granite paving sets and reinforced York stone paving throughout the area; 28 additional cycle racks; eleven new trees, including three more trees on the pedestrian island to add to the existing sycamore that will be retained; forward cycle lanes and signalled pedestrian crossings at all roads in the Junction; improved lighting in a widened Brockwell passage; additional 'disabled' parking bays; no unnecessary and unsightly guard rails; four new benches.

On Saturday 24 May, at the end of Railton Road nearest the Junction, there will be stall displaying the latest plans and the opportunity to make comments. There will also be a presentation on the proposals at the next Herne Hill Forum meeting, to be held at St. John's Church, Lowden Road, on Thursday 29 May starting at 7.15pm. In the mean time, we would welcome comments and feedback on the proposals, using the 'Contact Us' button on the Society's website.

## **Low cost high quality Picture framing at Brockwell Art Services**

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## OBITUARY: JOHN HENRY HOPKINS

(26<sup>th</sup> April 1918 – 19<sup>th</sup> February 2008)

John Hopkins was born in Wanless Road, SE24. He once remarked that he thought "the timing of this event may have been provoked by a Zeppelin air-raid". As a small boy he went to nearby Jessop Road School, and later to Rae Central School in Kennington.

In 1933 John decided to leave school and, through his mother's contact with the Minet family (owners of the Minet estate in Camberwell) he went to work as general assistant at the Society of Antiquaries.



(William Minet had been the Society's Treasurer and his daughter, Susan Minet, became one of its greatest benefactors.) John remained with the Society until he retired in 1986, with only the interruption of war service between 1940 and 1946.

When John was serving in the

Royal Army Pay Corps, he was posted to the Middle East, where he served for a time under the command of Sir Mortimer Wheeler. This of course fired his enthusiasm and passion for local history and it is not difficult to imagine a number of excursions being organised to visit ancient sites as far afield as Southern Sudan, Jerusalem, Tehran, Baghdad and Kabul.

After he was demobbed, John was appointed Library Clerk at the Society, on condition that he studied librarianship in evening classes. It was while he was attending these classes at Goldsmith's College that he joined a group going on a cultural visit to Paris. In the group he met his wife-to-be, Pam, who was accompanying her sister Patricia. Pam recalls: "My amazingly interesting life with John began on this trip, where serious studies were interrupted in the evenings by visits with him to the Folies Bergère, to see Josephine Baker perform tableaux vivants, depicting, among other things, edifying scenes from the life of Mary Queen of Scots."

Pam also writes: "This range of interests and experience was typical of John - he would be equally passionate about going to help on large 'digs' such as Verulamium (St. Alban's), or visiting Maiden Castle where his friend Mortimer Wheeler had dug, as he was about the Victorian Music Hall, or the history of where we lived in Herne Hill."

Perhaps John's passion for Music Hall was sparked off by his own father, who once worked for the impresario Fred Karno, whose scenery store and 'Fun Factory' was a couple of streets away in Southwell Road. In the late 1940s John became a member of the



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Players` Theatre Club underneath the Arches, and this was undoubtedly where he gained his huge repertoire of music hall songs. At the same time he was constantly extending his knowledge of the Society of Antiquaries' collections. His sheer dedication secured him the post of Librarian in 1964, in spite of having no formal qualifications.

In 1954 John became a member of the Royal Archaeological Institute, serving on its Council and subsequently being elected Vice-President from 1987 (and later Honorary Vice-President), and regularly took part in the summer excursions.

In 1975 John was awarded an honorary MA degree from Leicester University for services to antiquarian scholarship. In 1983 he was elected a Fellow of the Society of Antiquaries (after the Statutes had been changed to allow the Assistant Secretary and Librarian to be eligible), and he was awarded the Society's only Silver Medal, to mark 50 years of devoted service. This was thought to be the longest period that anyone had served the Society in its 300 years of existence and, when John retired in 1986, he remained actively involved until the onset of Alzheimer's disease in recent years. His last visit to Burlington House (the Society's HQ) was in the autumn of 2007 to see the exhibition at the Royal Academy.

As the Librarian John, with his encyclopaedic knowledge of readers' interests, took great pleasure in helping scholars in their research, no doubt with a humorous word or two for good measure! He treated everyone the same, regardless of their position. When the Queen came on an official visit, he was deputed to introduce a group of colleagues to Her Majesty. The ensuing conversation caused laughter all round, and the Queen moved on, still chortling. It is probably not likely, though, that John would have given Her Majesty a friendly poke on the arm to emphasise his tale - as he was wont to do with his friends!

Just before John's retirement, he gave a very entertaining lecture to the Society, and in the words of his friend Bernard Nurse: "...he regaled the audience with tales of Fellows in the 1930s strolling in from their clubs in evening dress 'half-seas over' to hear Mortimer Wheeler and others give their lectures. His own special contribution to a bygone era was the puff of smoke that occasionally emerged from his pipe (or even his pocket)."

John lived in Herne Hill all his life and was a founder-member of the Herne Hill Society, and was also a Freeman of the City of London. He died just a few weeks short of his 90th birthday. Unfortunately he didn't live to see the bronze bust of himself modelled at the end of last year by David Neal. When the casting is completed in the summer it will join those of other notable Fellows in the Society's Library - a fitting place for a man who devoted his entire working life to the Society of Antiquaries.

*Annie Gelly  
with thanks to  
Pam and Tim Hopkins  
and Bernard Nurse*

## SHOPPING IN HERNE HILL

If you have been shopping in Herne Hill recently you will have noticed several new shops in Half Moon Lane and in the station area of Railton Road.

In Half Moon Lane there is an Oxfam and three children's shops selling clothing and books. Their colourful window displays are an attractive addition to the diverse selection of shops in that area.

Around the station there is a new flower shop, a hairdresser, a wool shop, a furniture and African arts shop, as well as a wet fish shop and a bakery. Opening soon will be a bread shop and a delicatessen.

The redevelopment of the Herne Hill junction will encourage more people to shop in Herne Hill. They will be rewarded with a vibrant and friendly shopping centre which has long been awaited. We can all ensure that the area will prosper by supporting our local shops and traders.

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## SUMMER VISIT SATURDAY 2<sup>ND</sup> AUGUST

Our August visit this year will be to Morden Hall Park, described as 'an oasis in suburbia'. The Park and Hall were left to the National Trust in 1941 by Gilliat Hatfield whose family had made a fortune by milling snuff.

The Park consists of meadow, wetland and woodland as well as a rose garden with over 2,000 roses, workshops with crafts for sale, an environmental centre in the former water mill, and a National Trust café and shop. There is also a separate garden centre within the car park with tempting plants.

The Hall, dating from the 1750's is now used as an independent restaurant and, although separate from the main park, can be seen across the water meadows of the River Wandle, which flows through the grounds.

It is easy to reach Morden Hall Park by taking the 201 bus from Herne Hill. The bus leaves at 15 minute intervals and takes about 35 minutes to a stop just outside the park. We suggest that members meet outside Herne Hill Station at 1.45 on Saturday 2<sup>nd</sup> August to travel together. We will meet in the café for tea at 4pm.

The park is open to the public and the usual National Trust charges do not apply. Wheel chairs can be borrowed if a National Trust member or for a small deposit for those who do not wish to explore the extent of the whole park.

The monthly talk on Wednesday 11<sup>th</sup> June will be a preview to this visit and is much to be recommended.

## MARY SEACOLE

The life and career of the heroic  
black nurse of the Crimea

*Talk by Daphne Marchant, Lambeth Councillor  
and former Mayor of Lambeth*

Mary Seacole was born in Kingston, Jamaica in 1805,  
two years before the abolition of slavery. Her father



was a Scottish  
soldier, her  
mother a free  
local woman  
of mixed  
parentage. As  
a free woman,  
Mary's mother  
could own  
property,  
including  
slaves. She ran  
a hotel where  
British  
soldiers and  
sailors could  
socialise and  
convalesce.

She was a famous and skilled 'doctress', using herbal  
remedies to treat the victims of tropical maladies.  
Mary watched and learned, practising on her dolls,  
progressing to dogs and cats and, if all else failed,  
herself.

Kingston Harbour was crowded with ships and Mary  
longed to travel. Aged 19, she spent a year in London,  
where she first encountered racial prejudice.  
Undeterred, she returned with a stock of West Indian  
preserves and pickles to finance another stay, this  
time of two years.

On her return home, Mary married Edwin Seacole  
and they established a store.

Edwin's health was poor and he survived only for  
eight years. Mary's mother died soon after, and in the  
great fire of 1843 Mary's house burnt down. Despite  
her initial despair, Mary's nature was optimistic and  
enterprising, a strong plain-spoken woman; and her  
fame as a nurse and healer grew after an outbreak of  
cholera in Jamaica.

Mary's brother had set up a store in Panama, and  
Mary joined him there with supplies of clothes, food  
and medicines. She was appalled by the poverty and  
disease she found there. However, despite flooding,  
fires, thieving and a mild bout of cholera, her

fame spread among the workers and militiamen,  
many of whom she called "her sons".

Mary returned to Jamaica in 1853, where a yellow  
fever epidemic was raging. Many soldiers died, as did  
their wives and children and Mary worked tirelessly  
for the suffering.

News began to filter through of the Crimean War, of

the lack of nurses and medical equipment and off  
Florence Nightingale's campaign. The death toll from  
disease far exceeded the deaths in combat. Mary felt  
her hour had come. In 1854, she arrived back in  
London and presented herself at the War Office to  
serve as a hospital nurse. Repulsed at the War Office,  
she approached the Medical Department and the  
Quartermaster-General's office – but all in vain. An  
attempt to enlist with the Nightingale nurses also  
failed.

Near to despair, Mary was delighted to meet an old  
friend, Thomas Day, who had known her and her  
work in Jamaica. Day was on his way to do business  
in the Crimea. He agreed to open a store and hotel  
near the army camp at Balaclava. Mary invested most  
of her savings in medicines and home comforts, and  
set off for Turkey. The hotel began life as a shed,  
mostly made of driftwood, gradually to be enlarged.  
Flooding was always a risk, and thieving a constant  
problem, by rats and humans. Nightly raids were  
made on her livestock: sheep, goats, geese, mules and  
horses. However, Mary's indomitable spirit prevailed,  
and the hotel was thronged with officers and men  
who enjoyed Mary's cooking. Swearing and  
drunkenness were not allowed.

The Crimea was a place of death and destruction.  
Amid the carnage and confusion, Mary fed and  
bandaged, applied her healing skills and offered  
womanly comfort that endeared her greatly to her  
"boys". Her face became careworn, but her smile,  
yellow dress and the famous blue hat with red ribbons  
brightened the scene.

Many famous people visited, including Monsieur  
Alexis Soyer, already the high priest of cooking. But  
there remained the huge daily death toll, from injuries  
and disease. Mary rode through the battlefields, often  
with shells and bullets whistling round her, offering  
what help she could whatever the nationality of the  
victims.

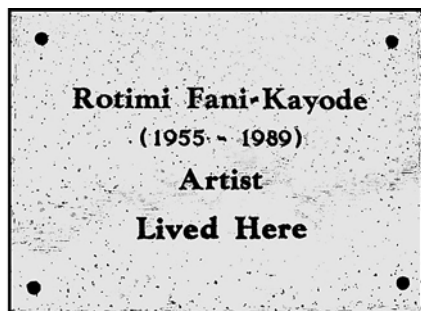
Then suddenly, the Crimean campaign was over. The  
firm of Day and Seacole had recently extended the  
hotel, but found that their clientele of soldiers were  
being repatriated. Mary was declared bankrupt, and  
arrived back in England in 1856 in dire need of  
money. There was a great celebration in Mary's  
honour, and she was greeted with rapturous  
enthusiasm by 2,000 troops gathered in Kennington.  
A subscription fund was set up, which relieved  
Mary's financial situation. She also wrote a book,  
"The Wonderful Adventures of Mary Seacole". This  
was very successful, though Mary only received £57  
royalties.

Mary died in May 1881, and was buried in Kensal  
Green, to be gently forgotten until the arrival in  
England of West Indian people, thirsty for knowledge  
of their famous heroine.

Now 148 years later, Mary Seacole is awarded her  
deserved place in history.

## HERNE HILL PLAQUES

The lives of five famous former Herne Hill residents are celebrated by plaques on the house or the site where they lived.



**Rotimi Fani-Kayode (1955-1989)**, artist and photographer, lived at 151 Railton Road from 1983 until his death on 21st December 1989.



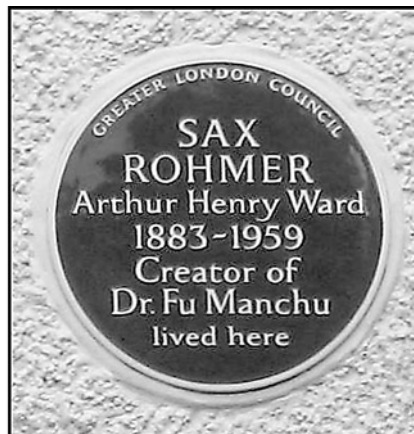
**Cyril Lionel Robert James (1901-1989)**, writer and political philosopher lived at 165 Railton Road from 1981 until his death on 31st May 1989.



**John Ruskin (1819-1900)**, writer, artist, art and social critic, lived at a house on the site of 26/28 Herne Hill from 1823 until 1842, when his family moved to a large house on the site of 163 Denmark Hill. However, his cousin Joan Agnew and her family came to live at number 28 and John often stayed there. This plaque, in the front garden of 26 Herne Hill, was erected in 1925 by the LCC.



**Richard Church (1893-1972)**, poet and novelist, lived at 2 Warmington Road from 1905 to 1911. His autobiography paints an evocative picture of Edwardian Herne Hill.



**Sax Rohmer**, the pen name of author **Arthur Henry Ward (1883-1959)**, lived at 51 Herne Hill from 1911 until 1921.

There is a lot more information about these and many other famous or infamous former Herne Hill residents, in our book '**Herne Hill Personalities**', available from HHS Publications, PO Box 27845, London SE24 9XA, price £7.00 plus £1.00 postage.

## TEMPLE CLUB OPEN DAY

**The Temple Bowling, Croquet and Social Club**

is holding an OPEN DAY

on Saturday 31<sup>st</sup> May  
from 2.30 – 5.00pm.

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equipment loan and refreshments.

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## **BROCKWELL PARK'S ANNUAL TREE CELEBRATION**

The 17th annual Tree Celebration will be held in Brockwell Park on Sunday 1st June, starting by the Clock Tower at 2.00pm. As usual, the celebration will be led by Robert Holden.

£1,590 has so far been raised for this year's tree planting programme, and more donations are expected. Amongst the 16 trees to be celebrated is a whitebeam, given by the Herne Hill Society to commemorate our 25th anniversary.

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## **HARD TIMES FOR FRONT GARDENS**

The ribbons of green between house and highway form a familiar and characteristic feature of many of our streets. Due to our continued love affair with the motor car these front gardens are coming under unprecedented pressure. Where once a Forsythia welcomed you as spring arrived, you may now have to make do with a Ford Focus.

In 2007 the Royal Commission on Environmental Pollution reported that gardens are being increasingly paved over to provide car parking and to reduce the need for maintenance. Such small-scale changes have an important cumulative effect; for example, an area 22 times the size of London's Hyde Park has been lost as a result of converting many of London's front gardens to hard-standing.

There is increased attention being paid to the issue of 'garden grabbing'. Last year the Herne Hill Society wrote to our MP, Tessa Jowell, expressing our concerns and urging her to support action to address the issue. Currently a private members' Bill introduced by Caroline Spelman MP and aimed at tightening control over house-building on garden land (designated as 'brownfield sites' under planning rules) is going through Parliament. In a densely built urban area such as Herne Hill the opportunities for such development will be limited, and if the opportunity were to arise there will still be the need for planning permission. In planning law creating a hard standing is 'permitted development', so front gardens do not do not enjoy this basic safeguard, nor will they do so under the proposed legislation. With certain exceptions (in particular in the case of Conservation Areas), the only limitation on making a front garden into a car park is the need to obtain approval for the dropping of the roadside kerb and resurfacing of the pavement. Subject to the house-owner paying for the cost of the crossover, and the front garden being large enough to accommodate a car without intruding on the pavement, the local authority have no grounds for refusing approval.

The Government has announced that later this year it

will introduce new rules requiring hard standing to be made of permeable materials. The concern arises, however, from problems with water run-off, rather than wider environmental/amenity considerations.

It is perhaps fortunate that many front gardens in Herne Hill lack sufficient depth for conversion to parking areas. But others do. One side of Fawnbrake Avenue is a case in point. Several front gardens are now missing, though – so far – the street retains a green character. As with all environmental/amenity issues which directly affect our daily lives there are of course different points of view. People wish to feel free to do what they want with their land. The convenience of having your car on – sometimes almost literally – your doorstep cannot be denied. For some, controlled parking zones (actual or anticipated) are a factor. On the other hand (and it's on this side of the garden fence that I stand), there is a real loss of amenity to the wider community. Most London front gardens are small – create a hard standing for a car and there is no garden left. The hard standing effectively brings the road up to the front wall of the house. This upsets the historic balance between house and street and damages its aesthetic appeal. Front gardens contribute to the absorption of CO<sub>2</sub>, dust and noise. They provide valuable habitats for wildlife. With the removal of walls, hedges or fences useful wind barriers are lost. Repeated pavement crossovers make walking more difficult for pedestrians (particularly the elderly) and, with cars traversing the pavement, what should be a safe environment for pedestrians (especially children) is compromised. Crossovers can also lead to the loss of attractive street trees. The effective reservation by the householder who has a crossover of a space in the road where no one else can park is not conducive to good neighbourly relations. I could go on!

Local authorities do have the power to limit 'permitted development', by making an Article 4 direction under the Town and Country Planning (General Permitted Development) Order 1995. This power is often used in Conservation Areas, but Herne Hill has only three such areas: 'Poets Corner', the 'Springfield Estate' and the newly created area at the bottom of Herne Hill. The chances of a street being seen to deserve Conservation Area status in the future will surely be reduced, if the historic character of a street is meanwhile marred by the steady loss of its front gardens.

In my view, local authorities should be prepared to use their Article 4 powers in this context to include streets that are not in Conservation Areas, and to use those powers before a time when there may be nothing left that is worth preserving. The prospect of saving the planet may sometimes seem too daunting, but we could at least make a modest start by acting to save our front gardens.

*Laurence Marsh*



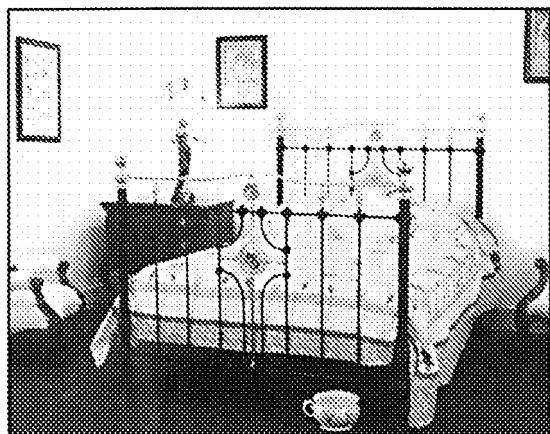
## PROPOSED HERNE HILL CPZ

It is several months since the last public meeting to consider the results of the second stage of consultation, and the Society has recently received a communication from the Council.

It states that no formal decision has yet been made, but: "At this stage the Head of Transport and Highways takes the view that there is insufficient support in the South area to sustain a viable controlled parking zone. Should the Assistant Director approve the implementation of a controlled parking zone within the North area, there will be a review of the Herne Hill area as a whole between six and eighteen months following the implementation. It is possible that the success of the North area, or displaced parking, may bring about a change of view among residents in part or the whole of the South area, in which case implementation of a further controlled parking zone would become possible'.

This means that if this decision is agreed, the roads nearest to Ruskin Park and Kings College Hospital will have a CPZ but those streets nearest Herne Hill station will not. No timescale is given for implementation. All residents will be informed of the decision and there will be a meeting of the stakeholder group to consider the details of the scheme.

This situation is essentially what seemed likely after the public meeting in December, as support for the scheme had reduced in the southern area, possibly as a result of the level of charges.



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## BUS CAMPAIGN NEWS

### Route 42

Following enormous and successful efforts to save this bus from being diverted away from Denmark Hill and Sunray Avenue, the Herne Hill Forum came up with the wholly sensible idea of running the bus a further two stops to North Dulwich Station. The southbound bus would turn right out of Red Post Hill into Half Moon Lane, and park alongside the railway line. It would then continue along Half Moon Lane into Village Way and turn north, stopping at the existing stop at North Dulwich station.

TfL's response was that this would require an extra bus, ignoring the huge potential passenger gain from Dulwich Village and surrounds, and the possibility of drivers being able to use toilets at North Dulwich Station.

A further proposal would take the bus further along East Dulwich Grove to Goose Green (where there is a bus stand close to the roundabout). This was rejected. However, a new possibility has emerged whereby the bus would continue to Sainsbury's where the store has built a special bus stand (and where there are toilets that drivers could use). We recently heard that this would require two extra buses, with the cost of any extra bus put at £250,000 per vehicle.

I have re-activated this issue with the Chair of the Dulwich Community Council, Cllr. Nicholas Vineall. The three Village Ward Councillors will be doing all they can to bring about an extension to this excellent, busy and highly reliable service. This issue was to be raised at the DCC on Monday 28th April.

### Route 201

Mindful of the need to reduce bus services in the small residential Hurst and Rymer streets following the implementation of the Junction scheme, the campaign to extend this bus to North Dulwich Station, using existing stops, is in full swing and drawing support from all quarters. This extension would preserve the service to Herne Hill, link Tulse Hill and West Dulwich to North Dulwich station, relieve pressure on the 37, and resolve the issue of lack of drivers' toilets at Herne Hill.

TfL are looking again at this proposed extension, and it is essential that as much lobbying as possible takes place to bring this about.

*David Cianfarani*

## MEMBERSHIP

A warm welcome to new members: Ronald Hughes, Emma Marinos, Graham & Jan Rates, Christian Cowley, Elizabeth Dix & August Rankin.

In recognition of his twenty year service as Treasurer, the committee recently voted to make David Patient and his wife Jacqui, Life Members of the Society.

## PLANNING AND LICENSING

### **5C Dorchester Drive**

An application for an extension to the rear of this property included a small first floor terrace. Whilst not formally objecting, we have urged that, before reaching any decision, Lambeth Planning Committee is satisfied that this terrace will not result in any unacceptable overlooking onto neighbours or loss of privacy.

Lambeth has approved the application, subject to a condition that the roof area of the extension is not used as a balcony, sitting out area or amenity area.

### **Garages, Mumford Road**

An application was submitted to demolish the existing garages and erect a three-storey building comprising 1 x two-bed and 2 x three bed flats.

We objected on the grounds that the proposed building would be unduly out of scale for the area, it would adversely affect neighbours by producing an undue sense of domination and enclosure and have an unacceptable impact on levels of daylight and sunlight. The building would thus contravene Lambeth planning policies.

The application was subsequently withdrawn. A second application for a two storey building comprising two, two-bedroom houses, has been submitted. We have deemed that acceptable.

### **40-44 Shakespeare Road**

We objected to a proposal to erect a two-storey rear extension to create an additional three flats, making a total of 14 flats in these three linked properties. In support of our objection, we cited the poor visual quality of the proposed extensions and the negative impact on the rear elevations that will damage to the character of the building in a Conservation Area, unacceptable paving over of parts of the garden to form access to three proposed parking spaces at the rear; and the impact on pedestrian/highway safety and the visual environment of the vehicle cross-over onto Shakespeare Road.

Lambeth has subsequently refused the application.

### **17 Milton Road**

We objected to an application for a rear extension on the grounds that the proposed second floor roof terrace would result in unacceptable overlooking and loss of privacy for occupants of neighbouring properties, in both Milton Road and in Shakespeare Road.

Lambeth subsequently refused the application. However, the applicant appealed against that refusal. The appeal has been dismissed.

### **291 Croxted Road**

We objected to an application to convert this property to two flats, on the grounds that a proposed second floor rear roof terrace would result in serious loss of privacy to nearby residents.

Lambeth has approved the application, but subject to a number of conditions including that the flat roof "shall not be used as a balcony, terrace, sitting out or other amenity area".

### **36 Brantwood Road**

There has been an application to construct single-storey ground floor rear and side extensions to this property. We objected on the grounds that the proposed design is of poor quality, out of scale and out of keeping with the design characteristics and qualities of the house itself and of its neighbours. We also pointed out that it will result in neighbours and others living nearby experiencing a sense of domination, enclosure and loss of privacy.

Lambeth has approved the application.

### **Vacant Plot on Milkwood Road**

This is a long vacant site, bounded by the railway line and opposite 251 to 275 Milkwood Road. We did not formally object to a proposal to build nine terraced houses with eleven off street parking spaces.

However we made a number of observations to Lambeth's Planning Committee. These included concerns about the impact of the proposed terrace on the visual quality of the street scene along Milkwood Road; and a suggestion that the houses should be staggered.

Lambeth has refused the application for reasons that include the mediocre design and the monolithic appearance of the terrace.

### **5 Dorchester Drive**

There has been an application to erect a two storey family house with excavation for an enclosed garden, in the garden of this Grade II listed building. Whilst not objecting, we asked Lambeth to take a number of issues into account when reaching a decision on the application. These included the impact of the development on views of the house, replacement of any trees lost and the impact on local groundwater movements.

Lambeth has refused the application.

### **Brockwell's, 75-79 Norwood Road**

Brockwell's was closed on 11th March pending a review of its license. A police report suggested that the premises had a history of being associated with serious crime and gang related culture. The report also stated that, following searches of the premises, a loaded firearm, knives and a quantity of Class A and Class C drugs were discovered; and that there was a great many young people on the premises, including some as young as 14-16 years, and that there were a number of other breaches of the licensing conditions.

We asked that the license review includes consideration of the problems associated with the late night barbecues that often operate on the pavement outside Brockwell's.

Southwark's Licensing Sub-Committee has decided to modify the hours of the licensable activities to

finish at 1.00am (Monday to Saturday) and 11.30pm on Sunday. The Sub-Committee has also added a number of additional conditions to the license aimed at ensuring that the requirements of the 2003 Act are met.

#### **160 Denmark Hill**

Lambeth refused an application for a development at this property that included a one/two-storey rear extension, a roof terrace and a new rear patio area. The applicant appealed this decision. We supported Lambeth's position on the grounds that the proposed extension would give neighbours an unacceptable sense of enclosure, overlooking and intrusion; and that it would have a seriously negative impact on the local street scene.

The Planning Inspector has dismissed the appeal.

#### **178 Herne Hill Road**

We objected to proposals that included a rear roof terrace at second floor level, on the grounds that the terrace will create unacceptable overlooking onto nearby properties, harming neighbours' amenity in terms of their right to privacy.

Lambeth subsequently permitted the application.

#### **128 Railton Road**

In 2005 this property was converted from a public house to a shop incorporating seven flats. However, this was done without the necessary planning permission. The conversion also resulted in serious damage to the façade of the building and problems for neighbours. We drew these and other possible planning breaches to the attention of Lambeth's Planning Enforcement Officers who did act on the case. However, no remedial action has been taken. There has now been an application to convert part of the ground floor and the first floor to four flats. Included in the conversion would be restoration of the damaged facades.

We have not objected to this application. However, we have asked Lambeth Planning Committee to require, as a condition of any approval, that the property be restored to its original condition and that all the other requirements of Lambeth Planning Enforcement Officers in respect of this property be fully implemented.

#### **33 Casino Avenue**

We objected to an application for a rear extension and front porch in the grounds that the proposal seemed out of scale. Southwark has refused the application, the main reason being that they felt the proposal was out of character and of inappropriate scale and design for the location.

#### **63 Frankfurt Road**

We were concerned about an application for a large extension although no formal objection was submitted. The Council has recently refused the application on the grounds that the scheme comprised an oppressive and overbearing form of development.

#### **35 Hollingbourne Road**

We objected to the proposal to provide five flats in this house (although the flats are already there and some aspects of the development have already been the subject of appeals and a public inquiry). Southwark has recently refused permission, mainly on grounds of inadequate internal standards. It is likely this will lead to a further appeal and a possible public inquiry.

#### **45 Spenser Road London SE24 0NS**

There has been an application to create a rear roof terrace with railings, together with a glass screen, an external rear spiral staircase and an access door to the terrace.

We have not made an objection; but have asked Lambeth Planning Committee to ensure that the terrace will not create unacceptable overlooking, disturbance and loss of privacy to people living in nearby properties. We have also pointed out that the proposed glass screen appears awkward and out of keeping with the design characteristics of this and neighbouring buildings.

---

### **A MESSAGE FROM MAUREEN FULLERTON**

*Maureen has sent us the following email:*

I was born in 1940 in Dulwich Hospital. For the first three years of my life we, (my family), lived at number 8 Ardbeg Road. We then moved to 8 Beckwith Road and I lived there with my family until they moved in 1968. My family consisted of Mother, Father, (Anne and Arthur Fitzgerald), brother Ian, and my Grandparents, Arthur and Agnes Fitzgerald.

My father was a Church Warden at Herne Hill Methodist Church which used to be on the corner of Beckwith Road. He also sang in the choir. Mother belonged to the 'Young Wives Guild'. There was a thriving 'young' group there and a really good youth club. My Father was the Scout Master and I belonged to the Brownies and then the Guides. There was also a very good Amateur Dramatic Society attached to the church and Dad belonged to that too. There was a wonderful community there and I wondered just how it compares to today.

I went to Dulwich Hamlet Infants School where the headmistress then was a Miss Barnes. I then went to Dulwich Hamlet Junior School till I was eleven years old. I still remember my schooldays and a good many of the teachers there. With special memories of the May Festival and the May Queens, the maypole dancing too. I wonder how much of that is still continuing.

With fond memories,

Maureen Fullerton

If this raises memories and you would like to contact Maureen, her email address is [mf40@btinternet.com](mailto:mf40@btinternet.com).

Alternatively we would be happy to pass any messages on to her.

## RIDING TRAMS

by Jeffrey Rumble, former resident of Hawarden Grove  
and author of 'A Brockwell Boy'

Many years ago, when I was nine or ten years old, I regarded the tram as the best ever means of transport. From my young point of view it was preferable to ride on a tram than on the bus, there being movement, sounds and smells that were unique to the tramcar. Unfortunately the tram was doomed and, in spite of all its many advantages, the fact remained that to board a tramcar the passenger had to walk out into the road to gain access in the face of ever increasing motor traffic. So in the late 1930s the trams were due to be phased out in favour of the trolley bus which, not being confined to rails, could reach the kerb with safety. Introduced first into North London, the trolley busses were never a huge success with the public and, although quiet and efficient in operation, accidents occurred causing them to be known as 'silent death machines'. The advent of hostilities prevented them coming South. In due course trolleys and trams were both replaced by motor buses.

The good old tram, of course, was far from silent. It rode on its eight wheels with a glorious grinding noise particularly round bends, and swayed dramatically not only from side to side but also fore and aft. The carriages were single units usually double decked and operated from driving positions duplicated front and back. This arrangement obviated the need to turn the vehicle around at the end of its journey; it simply required the driver and conductor to change ends. The tram was powered by electricity, which it drew from either an underground third rail or an overhead wire. The wheels were situated centrally on the sub-frame, which meant that the driving and boarding platforms 'overhung' each end, probably causing the unique motion. Below these platforms were 'cowcatchers' to help to prevent accidents. The interiors of the cars were quite splendid with plenty of polished hardwood trim and reversible plush seats in company colours, and there was always a specific aroma given off by the electric motors. Nowadays, a similar smell can be experienced at fairground dodgems. (*Ozone? Ed.*)



Number 48 trams in Milkwood Road, 1951

Tramcars were renowned as crowd movers, although I don't suppose their capacity was a great deal more than the motor buses that replaced them. I well remember standing on the island refuge at the bottom of Brighton Terrace after the end of a show at the Empress Theatre, Brixton, waiting for a 33 or 78 to take us back to Herne Hill. It seemed that a couple or three trams would clear a whole audience very quickly. Later on I recall Westminster Bridge, lined with trams, nose to tail, waiting to shift the crowds attending the Victory Celebration parade. When it ended people poured out through the crash barrier gates from Parliament Square, were quickly marshalled onto the waiting fleet, and as each car filled it was immediately replaced. Another triumph for London Transport.

The tram crew consisted of a driver and a conductor. The driver had to stand at the controls throughout the journey, working the brake and accelerator levers. On the floor were two studs to operate the gong and sand supply. All of these, duplicated at each end, could be decommissioned by the removal of the brass handles from their standards, and screwing down the foot studs to the floor. This latter was not always done, and small boys like me could bound down the stairs, bounce off the gong pedal, and leap off the tram before the conductor could stop them. The resounding clang from the under-floor gong was a traffic-stopper.



Tram on the corner of Poplar Road and  
Lowden Road, 1948

The conductor also had to stand throughout his tour of duty, but he could, and did, sit with the passengers when not busy. The tickets which he carried in a spring loaded rack, were printed with the price of the fare and listed, in small type, all the principal stops en route. On payment of the fare a ticket would be issued, punched with a hole to indicate the destination of the journey paid for. Incidentally, there were no female drivers or conductors at this time; it needed a war to see the employment of 'clippies'.

The rails on which the trams ran were sunk level into the road surface, and usually set into tarred wooden blocks. These blocks needed occasional renewal, and the discarded pieces were eagerly sought by

scavengers, who chopped them up and sold them for firelighters. They smoked like fury, and sometimes exploded if a stone had become embedded, so were not welcome in all households. The rails themselves were a positive menace to cyclists, and if your front wheel went down into the rail, it became impossible to retain balance. The old story went that you had to push your bike to the terminus to get it out, but of course this was not true. If you needed to ride across the tramway, the ideal was to approach it as near to right angles as possible, rather difficult at major junctions like the Elephant. Today's trick cyclists on their wonder machines would have had a field day. Putting a copper halfpenny on the rail was interesting, for the passage of several tons of tram over it would convert it in size to an unconvincing penny. I can't say I did this very often for a ha'porth of sweets in hand was much preferable to a squashed 'penny' coin.

No story about the trams would be complete without a mention of the tunnel. Originally London had two quite separate tramways, one to serve the North of the Thames and the other to serve the South. As time passed it became increasingly obvious that somehow these two networks needed to be connected, to provide a through passage right across the Metropolis. After much discussion the authorities agreed to proposals that the Thames be crossed at Westminster, and rails were laid over the bridge, turning right along the Victoria embankment towards the City.

The next problem was how to get the line from river level to the higher ground where the Northern tramway ran. By the greatest of good fortune, just at

the time that the tramway was being planned, so was a massive redevelopment to take place, creating what is now Aldwych and Kingsway. The builders were not keen to have trams running along their broad new boulevard, but could appreciate the advantage of a tramway system to bring workers to their splendid new office buildings.

So it was agreed that if the trams could travel underground in a tunnel, a link to the Northern rails could be effected near Theobalds Road at the end of Kingsway. And so it was built, from beneath the northern end of Waterloo Bridge, right under the Aldwych, along the full length of Kings way, with two intermediate stations, and emerging at Southampton Row. The stations (Aldwych and Holborn) were islands between the dual tracks with stairways up to street level. Passengers wishing to board or dismount were obliged to do so through the driver's (front) platforms of the carriages. However the most fascinating feature of the tunnel to me was its Northern portal where a remarkably steep incline had to be negotiated. This was easy enough going down, but a big effort for a fully laden tramcar to climb up. Added to the difficulties, there were traffic lights at the top of the ramp, and should they be unfavourably at red as the car ascended, it was obliged to stop poised at a dizzy angle, to the great delight of us kids.

Even today, long after the departure of the trams, the tunnel is still in being, modified for use by motor vehicles as a fly-under, avoiding the traffic choked Strand.



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## FROM THE ARCHIVES

### TRAM LANDS IN SHOP WINDOW Runs Off Rail at Sharp Bend in Road DAIRY WRECKED

#### Two People Hurt in Herne Hill Accident

An L.C.C. tram-car crashed into the front of a United Dairies shop in Half Moon Lane, Herne Hill, yesterday (Thursday) morning, and a woman in the shop, Miss Elizabeth Hill (31), of Norwood-rd, Herne, Hill, was taken to King's College Hospital suffering 'from shock and cuts from flying glass.

The manageress of the shop, Miss Baldwin, and the driver of the tram, Mr. Payne, were also cut about the head with glass and were treated.

Passengers in the tram complained of shock but were otherwise uninjured.

#### LEFT THE RAILS

The tram, a No. 80, from Blackfriars to Norwood, was turning the corner from Milkwood-rd. into Half Moon-lane when it left the rails at the bend.

It careered across the road with the driver vainly, endeavouring to arrest its progress with the hand brake.

The tram crashed up the pavement and into the window of the United Dairies shop near the railway arch, finishing up a yard inside the shop.

#### SHATTERED GLASS

Shattered glass and wooden framework fell in a shower and the stock of eggs, milk, honey and cakes in the window: was scattered about.

For some time it was impossible to extricate the tram for fear of the shop roof falling.

Eventually props were erected and the runaway was got back to the rails and taken to the depot.

*From the South London Press, 17th March, 1933*

### RANDOLPH CHURCHILL IN HERNE HILL CRASH

A car driven by Randolph Churchill, son of Winston Churchill, was involved in a collision with a tram in Milkwood rd., Herne Hill, on Monday.

The accident occurred almost at the spot where a tram left the rails and ran into a dairy on Thursday.

The tram was stationary and no one was injured.

*From the South London Press, 21st March, 1933*

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## HHS CHAIR'S REPORT, MARCH 2008

This is my 5th annual report for the Society, and the variety of activities that I will report on, and our involvement and influence in matters concerning Herne Hill is a tribute to the hard working committee that I chair. All these achievements are documented in the Newsletter, so forgive me if I do not mention them all.

The project to improve the Herne Hill junction has reached a crucial stage. On the same night as our AGM, Lambeth's Planning Committee agreed the application to change a small part of the Brockwell Park boundary, that are necessary for the scheme to go ahead. It has been a long road to reach this stage, and we are very grateful to John Brunton for his drive and ongoing commitment in representing the society on the Junction Project Group.

Although we lost the campaign to prevent the Sorting Office closing, we were successful in getting the new Lambeth Conservation Area designated in Herne Hill. This should protect the buildings still there, and help with finding a suitable design for whatever appears on the old Petrol Station site in due course.

In 2007 we celebrated the twenty fifth anniversary of the founding of the Society in 1982. We have arranged for trees to be planted in both Ruskin and Brockwell Parks to commemorate this milestone.

Planning matters take up a lot of the Society's resources and John Brunton continues to lead our planning group looking at Lambeth applications, along with David Taylor who deals with those from Southwark. I am very pleased we have recruited two new people, Laurence Marsh and Mike Rundell, to bring this sub-committee up to five members. This has enabled Jeff Doorn to stand down from this, with our thanks. All the important applications and our actions on planning and licensing issues are documented in our Newsletters.

The Local History Group has been working hard on their current project, which is a history of the Milkwood Estate. This is being done in collaboration with the Milkwood Residents Association, who we hope will get the funds for publication later this year.

The Committee keeps updated on transport matters thanks to Bill Kirby and others. I am pleased to say several of us witnessed the presentation of a Safer Station award to staff at Herne Hill Station, where we also heard that the two new lifts will be in operation soon.

We are still awaiting the final decision on the Lambeth Controlled Parking Zone, thanks to David Taylor keeping the Society informed about the consultation. He also represents the Society on the Brockwell Lido steering group, and his experience as a planner is of great use to them.

We are represented at meetings of other organisations with an interest and stake in the amenities of Herne Hill. These include the Herne Hill Forum, Brockwell

Park Management Advisory Committee, Friends of Carnegie Library, Friends of Ruskin Park, and Dulwich Community Council. Paul Reynolds is co-opted as our representative on the Lambeth Community Police Consultative Group, while Jeff Doorn attends the Lambeth Local History Forum on our behalf.

We took the recruitment and publications stall to six events last year, including the Ruskin Park Fair in June, the Lambeth Country Show in July and the Carnegie Fair in December. Robert Holden is now in charge of publications and I am sure you appreciate the book stall he runs at the monthly meetings. We always welcome offers of help on the stall, at meetings or at one of the outside events, so please do come forward and help us if you can. We are grateful to Diana Chadney for taking charge of publications orders and distributing mail from the Post Office box.

Our main method of communication probably remains the Newsletter. It goes from strength to strength. However, the website now also plays a very important part in keeping members as well as the wider public informed of what we can offer. Within the Committee we wonder how we managed before email.

This past year we have made good use of the audio-visual equipment we bought. We have been pleased to lend out the audio system for use at the Herne Hill Forum. Many thanks go to John Smallwood and the editorial group for the Newsletter; and to Colin Wight for the website, and for being our Audio visual manager.

I would like to thank Jeff Doorn for his hard work as Secretary and for finding such good speakers; and also Diana Chadney for writing excellent reviews of the talks for the Newsletter.

Thanks must also go to Caroline Knapp for all her work as Membership Secretary and for organising the newsletter distribution through a team of volunteers; and to Ros Glover, our most efficient and wise Treasurer.

Brenda Jones who, as a former Chair, remains a very hard working and committed Committee member. Brenda organises our visits to places of interest, and is always the first to volunteer when a job needs to be done. We are also grateful to Shirley Chumbley and Pat O'Malley who produce tea and coffee every month for us.

On a personal note, I would like to express my appreciation to all the Committee for their support over the past year and for all their dedication in helping to keep the Society working so well for the benefit of Herne Hill.

We have a vacancy for one person to join the main committee, so if you wish to stand, please do put yourself forward. However I do have to say that access to a computer and familiarity with email is now essential for new Committee members.

*Sheila Northover*





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## **LETTER BOXES**

*The January talk by Neil Lloyd*

It was in 1840 that Rowland Hill first suggested roadside collection boxes for post. Previously mail had to be taken to a Post Office. However, no progress was made until 1852, when Anthony Trollope, working for the Post Office as a clerk when not writing his novels, got the first boxes erected at

St. Helier in Jersey. In 1853 the first mainland box appeared in Carlisle; the next was in Dorset at Barnes Cross. This is still in use today, the oldest in England.

There followed a succession of pictures of letter boxes-- who would have imagined so many variations on a theme. Early ones had vertical apertures, until it was realised that rain would get in. Boxes came round, octagonal, smooth, fluted, immensely tall, or small and set into a wall. Ireland had green boxes, England mostly red, though the London Ornate was green with gold mouldings. The Channel Islands got blue boxes.



Styles became quite eccentric, there were bell-topped boxes, some had crowns, one sported a lamp-post, one in Cambridge was topped with vicious spikes, and one had a little wooden hutch affair over it to shelter it from the rain. Improvements were designed,



the horizontal aperture gave more protection from wind and rain, an internal metal grille inside saved the mail from sitting in a puddle, but to this day, no one has produced a snail-deterrent. We had huge

double pillar boxes, some had insignia missing, known as "anonymous", a few Edward the Eighth boxes were put up, and some boxes were combined with a telephone. In recent times, plastic and steel boxes were found to be very frail and were discontinued.

Our eyes have been opened to the fascination of the letter box, a walk down the street will have a new interest.

*DC*

Illustrations show (from top left)

Replica of first mainland box in Carlisle

Victorian wall box

Rare example of Edward VIII box in Wolverhampton

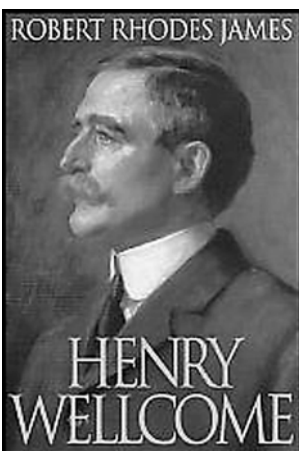
## HENRY WELLCOME

Recently I have been leading a quiet life and thus have had time to read – mostly histories and biographies. I discovered Robert Rhodes James, who wrote a number of remarkable biographies.

I have just read 'Henry Wellcome' who, through the Wellcome Physiological Research Laboratories in Brockwell park (1897-1932) had direct contact with Herne Hill. Among those who worked at the laboratories was Nobel Prize winner Sir Henry Dale and Drs. A J Glenny and A J Edwins, both recruited from Alleyns School at the ages of 17 years. All three made outstanding contributions in the field of immunology medicine.

The Trust set up by Henry Wellcome continues to finance many research projects locally at the Institute of Psychiatry adjacent to Maudsley Hospital.

One of Henry Wellcome's great interests was the collection of medical artefacts. Unfortunately part of the amazing collection was destroyed during the bombing of London, but there is still much to see at the Science Museum (South Kensington) and at the Wellcome Building in Euston Road (London NW1).



To visit this collection one has to register and on any subsequent visits your card must be shown.

Interestingly, Henry Wellcome was one of the first to replace horse-drawn vehicles with modern transport.

*Patricia Jenkins*

*Patricia was a founder member of the Herne Hill Society and the author of 'The Book of Herne Hill' – available from the Society at the special price of £10 a copy. She moved from Herne Hill nearly 20 years ago and now lives in Eastbourne.*

### What's On?

*Art, Music, Theatre, Talks, Walks  
and more*

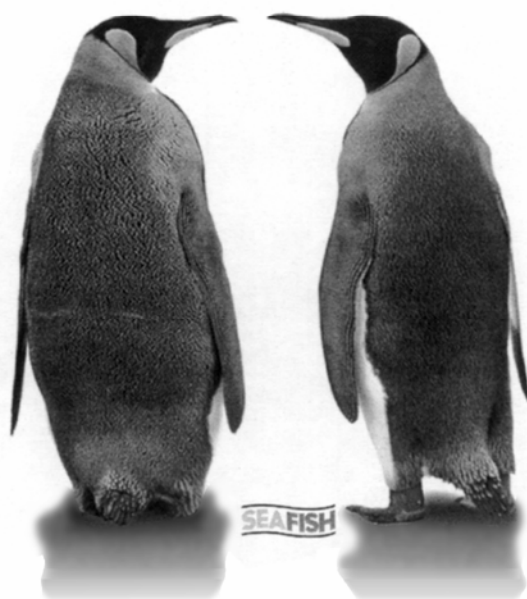
*To find out What's On in Herne Hill  
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the Herne Hill Society website*

[www.hernehillsociety.org.uk](http://www.hernehillsociety.org.uk)

*and click on the 'Events and Meetings'  
button.*

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## AMERICAN ART AT DULWICH PICTURE GALLERY

The Addison Gallery of American Art in Andover Massachusetts is renowned for its collection of thousands of excellent works. Choosing 70 to bring to London cannot have been an easy task; but the result is a rich selection which provides a clear, engaging narrative. 'Coming of Age: American Art 1850s to 1950s' traces the development from provincial to international, from literal and realistic to modernist and abstract. This is not to imply the earlier works are immature; they are crafted and sophisticated. While the artists refer to European styles and techniques, their subject matter is the grandeur of their own landscape and the people and nation it helped shape.

Asher B. Durand extolled "the virgin charms of our native land", while the Hudson School celebrated nature in depictions of unspoiled wilderness. Illuminating quotations pepper the display. Winslow Homer wrote: "I prefer every time a picture composed and painted outdoors". The freshness of that approach carries through the exhibition. There are impressionistic landscapes and portraits of American characters. Thomas Eakins sought to "peer deeper into the heart of real life". His iconic 'Salutat', in which a victorious young boxer acknowledges the cheering crowd, is a famous image in the States. For those who crave more familiar scenes, there is Whistler's 'Old Battersea Bridge'. Other big names include Sargent, O'Keefe and European immigrants like Moholy-Nagy.



**John Sloan Sunday, Women Drying Their Hair, 1912**

Perhaps the most recognisably American works are scenes of 20th century cities, e.g. Hopper's 'Manhattan Bridge Loop' and John Sloan's rooftop view of 'Sunday, Women Drying Their Hair' (see illustrations). U S artists found a completely new voice in modern art. Jackson Pollock declared "new needs need new techniques"; Europe now looks to and learns from America.

With some 10 sculptures interspersed among the 60 paintings in a range of styles by artists familiar and less known here, there is something for everyone and much to discover and savour. The show runs until 8th June; don't miss it.



**Edward Hopper Manhattan Bridge Loop, 1928**

The exhibition is organized by the American Federation of Arts, New York, and the Addison Gallery of American Art, Phillips Academy, Andover, Massachusetts. It is made possible, in part, by The Crosby Kemper Foundation and by Frank B. Bennett and William D. Cohan, with additional support from the Philip and Janice Levin Foundation Fund for Collection-Based Exhibitions at the American Federation of Arts.

Dulwich Picture Gallery is open Tuesday – Friday 10:00-5:00; weekends & Bank Holiday Mondays 11:00-5:00. Entry £9; Seniors £8; Conc. £3; Friends and children free.

*JD*



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## OTHER SOCIETIES' EVENTS

Continuing to 31 May

**Friends of Carnegie Library:**

"Blooming Front Gardens", an exhibition of photographs for Museums & Galleries Month. Calling for an end to paving over front gardens, it also celebrates the new library garden. At Carnegie Library Gallery, 188 Herne Hill Road.

**Friday 9 – Sunday 18 May**

**Dulwich Festival:**

Music, dance, comedy, film, talks & more.

Box office in Francis Peek Centre, Dulwich Park, or

[www.dulwichfestival.co.uk](http://www.dulwichfestival.co.uk)

**Thursday 15 May at 8:00pm**

**Norwood Society:**

"Tulse Hill & Brixton Hill"

by Alan Piper, Brixton Society

at Phoenix Centre, Westow Street SE19

**Saturday 17 May at 11:00 – 5:00pm**

**The Friends of Nunhead Cemetery:**

Open Day. Local Societies' stalls, guided tours, refreshments.

**Monday 19 May at 8:00pm**

**Streatham Society:**

"A History of the Domestic Kitchen"

by Brian Bloice

at "Woodlands", 16 Leigham Court Road SW16

**Thursday 29 May at 7:00pm**

**Herne Hill Forum:**

Annual General Meeting at St John's Church, Lowden Rd.

**Sunday 1 June at 2:00 - 6:00pm**

**Dulwich Garden Safari**

Explore 5 beautiful private gardens around

Alley Park/Alley Road.

Programmes available on the day from

27 Alley Park, London SE21

Adults £5, Children (16 and under – FREE!)

Sorry – no dogs please

**Sunday 1 June at 2:00pm**

**Friends of Brockwell Park:**

16th Annual Tree Celebration. Meet at the Clock Tower.

**Monday 2 June at 8:00pm**

**Streatham Local History Group:**

"Looking at Streatham" by John Brown

at "Woodlands", 16 Leigham Court Road SW16

**Wednesday 11 June at 6:30pm**

**Peckham Society:**

Architecture Walk, "A history of housing in Peckham &

Camberwell 1900-2000" Led by Benny O'Looney

Meet at Peckham Library SE15

**Thursday 19 June 09:30-4:30pm**

**Dulwich Picture Gallery:**

BBC Antiques Road Show with Fiona Bruce.

Bring your treasures to the experts. Filming continues to

7:00pm, followed by gallery late night opening.

**Saturday 21 June at 1:00pm**

**Friends of Ruskin Park:**

Summer Fair. Stalls, music, fun and fresh air.

**Thursday – Sunday 3-6 July**

**Dulwich Players:**

"A Midsummer Night's Dream",

Dulwich Picture Gallery grounds.

Thurs, Fri 8:00pm; Sat 5:30 & 8:30; Sun 6:00

Tickets: £12 seated; £10 Friends of DPG & Players; £6 on grass, from 020 8670 0890, Art Stationers or Friends Desk.

**Saturday & Sunday 19-20 July**

**Lambeth Country Show:**

Find our stall in local societies & charities marquee, Brockwell Park

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**Copy deadline for the Autumn issue is Friday 18th July 2008.**

**Opinions expressed in this Newsletter are those of the authors, and not necessarily those of the Editors or the Herne Hill Society Committee.**

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**Please contact: Brenda Jones  
020 7771- 1409**

**THE HERNE HILL SOCIETY  
Committee 2008 - 2009**

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## **ENVIRONMENTAL PHONE NOS.**

**Lambeth Streetscene** (cleansing, rubbish removal, pot holes, abandoned vehicles, graffiti removal etc.)

Phone number: **020 7926 9000**

**Southwark Streetscene** (equivalent):

Phone number: **020 7525 2000**

## **YOUR COUNCILLORS**

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