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**London Underground: History and Legends**

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On the 10th January 1863, The Metropolitan Railway opened the world's first underground railway, between Paddington (then called Bishop's Road) and Farringdon Street.

The Metropolitan Railway's underground lines between Farringdon and Paddington and on to Kensington form part of the existing District and Circle lines on the London underground. The construction work, utilising the 'cut and cover' technique, caused a lot of disruption to London neighbourhood.

On the 18th December in 1890, The City and South London Railway opened the world's first deep-level electric railway. It ran from the City of London, under the River Thames, to Stockwell.

In 1908 the name 'Underground' made its first appearance in stations, and the first electric ticket-issuing machine was introduced. This year also saw the first appearance of the famous roundel symbol.

In 1931 Henry Charles Beck, an electronics engineer, began to design a London Underground map based around a series of simple, horizontal lines. The map was initially rejected for being too radical. However, after two years it was accepted and its format has been imitated by subway, bus and transit companies around the globe.

With the arrival of the bombing campaigns of the Second World War, stations on the London Underground became critical for more than travel. During the Second World War

nearly two hundred thousand Londoners sought shelter from the bombs of the Luftwaffe in the Underground stations.

The London Underground constantly aims to improve its infrastructure, service and general regulations. Thanks to developments in industry and technology, 1952 saw the first aluminium train entering service on the District line.

In 2013 London Underground celebrated 150 year anniversary. The London Underground's anniversary came just 4 years after it was named Best Metro Europe in 2009.

A new night tube with 24-hour weekend service was launched on 19th August 2016 on Central & Victoria lines. The mass upgrades to the overall London Underground network have now made the possibility of introducing a limited night-time tube services a reality.

The Underground serves 270 stations. Fourteen Underground stations are outside Greater London. London Underground's eleven lines total 402 kilometres (250 ml) in length, making it the third longest metro system in the world.

London Underground trains come in two sizes, larger sub-surface trains and smaller deep-tube trains. All lines use fixed length trains with between six and eight cars, except for the Waterloo & City line that uses four cars. New trains are designed for maximum number of standing passengers and for speed of access to the cars.

*Safety.* Most fatalities on the network are suicides. Most platforms at deep tube stations have pits beneath the track. These pits are officially called "anti-suicide pits", colloquially "suicide pits" or "dead man's trenches".

*Terrorism.* Terrorism in the London Underground has been a major concern because the Underground's importance makes it a prime target for attacks. Many warnings and several attacks, some successful, have been made on the Underground. The most recent attack causing damage was on 7 July 2005. The British Transport Police has its own detachment of armed

officers who regularly patrol both the Undergrounds stations and its trains.

*Ticketing.* The Underground uses Transport for London's zonal fare system to calculate fares. Paper tickets, the contactless Oyster cards, contactless debit or credit cards and Apple Pay smart phones and watches can be used for travel.

The network became known as the Tube in the early part of the twentieth century. This is an abbreviation of the nickname The Twopenny Tube, which was given to the Central Line because all fares cost tuppence.

There is a ghost station between Tottenham Court Road and Holborn. It's called British Museum, and hasn't been used since 1932.

Unique tile-work in the station, commemorates the fictional Sherlock Holmes's association with the Baker Street Station.

*The Screams of the Dead (Bethnal Green Station)*

In 1943, Bethnal Green in East London experienced one of its worst wartime tragedies. During a routine air raid siren test, civilians on their way to shelter in the Tube station all happened to converge on the entrance at once. In their panic to get downstairs, some people tripped... and as more and more people fell to their knees and bodies kept piling in the door, the panic became a deadly crush. Over 70 years after the accident, its memory still scars the station. Underground staff and late night passengers have reported hearing women screaming and the sound of children crying. Do the voices of the dead still linger beneath East London's streets? The only way to be sure is to go down there late at night and find out for yourself.

*The Faceless Woman (Becontree Station, Barking)*

If you ever find yourself catching the Tube back from Barking late one night, do yourself a favour and steer clear of Becontree Station. The station is said to hold one of London's creepiest ghosts: the faceless woman.

The most-famous iteration of the story takes place in 1992. A station supervisor was closing up when he heard a rattling on the handle of his office door. Going outside to look, he found a female figure waiting on the platform. She was blonde, in a pale white dress. He had almost reached her when she turned around. Where her face should have been, he simply saw a ghastly blank. It's theorised that she's the ghost of someone killed in the 1958 crash [1].

*The Screaming Spectre (Farringdon)*

Known locally as 'the Screaming Spectre of Farringdon', the unseen apparition has been terrifying passengers for years, her piercing screams sending shivers down the spine or anyone unfortunate enough to be within hearing distance.

Dating back to the early days of the Tube, this supernatural phenomena is reported as often now as it's ever been, with hundreds of witnesses confirming the horrific sounds.

It is generally believed that this phantom is the ghost of young Anne Naylor, an 18th Century orphan who was killed by her employer at a London workhouse aged just 12. Her body was dumped where the station now stands, explaining the pained screams which continue to pass through Farringdon's corridors [2].

References:

1. Mode of access: <http://www.urbanghostsmedia.com/2015/07/creepiest-urban-legends-myth-haunted-london/>. – Date of access: 10.03.2017.
2. Mode of access: [http://www.dailymail.co.uk/travel/travel\\_news/article-3296617/All-aboard-ghost-express-London-s-11-haunted-underground-train-stations-revealed.html/](http://www.dailymail.co.uk/travel/travel_news/article-3296617/All-aboard-ghost-express-London-s-11-haunted-underground-train-stations-revealed.html/). – Date of access: 20.03.2017.