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THE ARCHER



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A community newspaper for East Finchley run entirely by volunteers.

A REPRIEVE FOR OUR LOCAL SHOPS

NO to the Brent Cross Extension

The Finchley Society has welcomed the Secretary of State for the Environment, Transport and the Regions' interim decision to refuse Hammerson's planning application for an extension to the Brent Cross Shopping Centre (BCSC). The Society has written to the Government Office for London asking that this decision becomes final.

Among the reasons for the refusal are failure to conform with national planning policies, not recognising BCSC as a town centre, no need for the development and possible harm to nearby town centres. The Finchley Society sees the refusal as removing a further threat to local traders. It has

campaigned hard against the BCSC extension, acting also on behalf of the Mill Hill Preservation Society. Further information on this issue from Bill Tyler on 8883 2006.

For information on the Finchley Society and how to join phone 020 8883 2633 or visit www.finchleysociety.org.uk.



Relieve for East Finchley High Road? Photo by Tony Roberts

Camden Town Derailment: London Underground still Baffled

On Sunday 19 October at around 10am, a northbound Northern Line train from Morden via Bank crashed in the underground junction at Camden Town. Seven people were hurt, two seriously. Various investigations into the train, points, tracks and driver have been carried out, but to no avail.

Suspended service?

Reports early in November suggested that questions were being asked about the train involved, holding out the awful prospect of a complete suspension of the Northern Line while trains were inspected and repaired, much in the fashion of the Central line last spring.

According to the initial London Underground report, the front bogie of the last carriage of the six-car train became derailed, and the front of the carriage

collided with a wall between two diverging tunnels. The rear bogie of the fifth carriage derailed and the coupling between the fifth and sixth carriages parted. The train was stopped with the front two cars at the northbound Barnet branch platform, allowing most of the passengers to be led to safety. The emergency services arrived and went to the aid of those in the detached carriage.

Change and delay

As a result of this incident, services on the Northern line

were seriously disrupted. In particular, trains from High Barnet, Finchley Central and Mill Hill East travelled no further south than East Finchley, whence a tube replacement service to and from Euston was operated by buses. Many residents of East Finchley will remember the delays and crowding.

The underground link from East Finchley to Euston was not restored until Thursday 30 October, and then only a service via Charing Cross was provided. Similarly only Bank trains ran to and from Edgware. This situation remains in place.

Mystery line

What has been established is that there was no problem with the overnight maintenance on the points involved, no other problems with those points were found, the track supporting structure had not shifted, the points and signals were operated properly, the train was driven properly and at the correct speed, and the driver tested negative for drugs and alcohol.

It is clear that the underlying cause of the accident still eludes investigators and London Underground have yet to give any indication as to when full services will resume.

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