



TfL Corporate Archives Research Guides

Research Guide No 38: Bank Station

Bank Station was opened as part of the newly-extended City & South London Railway (C&SLR) on 25 February 1900, together with London Bridge and Moorgate (Street) stations. It was one of the few London Underground stations without surface buildings. The Central London Railway (CLR) opened its Bank terminal station on 30 July 1900, with which the C&SLR interchanged, the CLR running between Shepherds Bush and Bank as from that date.

Bank was also served by the Waterloo & City Railway (W&CR) by its City station platforms, which had opened on 8 August 1898 (and sometimes referred to as 'Mansion House'). A sloping subway connected the W&CR with the remainder of the complex.

Access to the C&SLR and CLR platforms at Bank was by electric lifts, after a successful installation at Kennington Station in 1898. Construction of the sub-surface ticket hall at Bank was based on an enlargement of the crypt of the adjacent St Mary Woolnoth church, involving massive underpinning work to the fabric of the church. This involved payment of £170,000 to the church authorities as compensation, the C&SLR having taken the matter to the House of Lords, without success.

A network of sub-surface pedestrian subways was built at Bank and escalators between the C&SLR (now Northern line) and CLR (now Central line) platforms were installed in the 1920s.

On the formation of the London Passenger Transport Board (LPTB) in 1933, some re-naming of lines took place. The CLR was renamed the Central London Line, the C&SLR and Hampstead & Highgate Line combined as the Edgware, Highgate & Morden Line ('Morden-Edgware Line' 1934), with the Bank branch (Kennington to Euston via the city) known as the Hampstead-City Line. The situation was regularised with the sensible renaming of the whole system as the Northern Line as from 28 August 1937.

With the proximity of Monument Station on the District and Circle Lines, connecting escalators were installed between Bank and Monument Stations. They were opened on 18 September 1933 and the feature is the only example of two Underground stations being linked in this way.

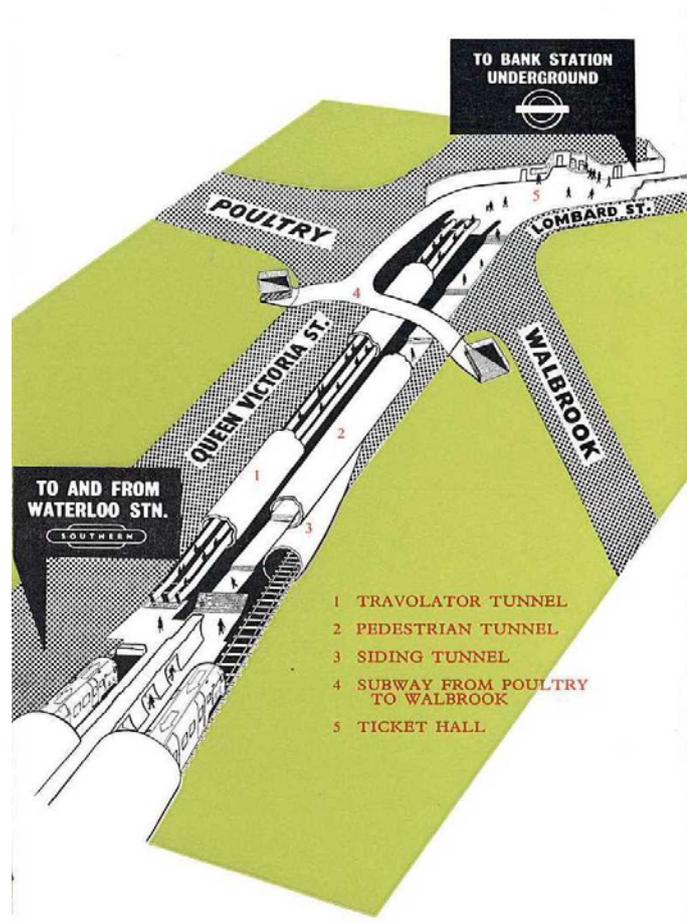
The W&CR platforms were renamed Bank as from 28 October 1940.

Underground stations were officially used for sheltering against World War II bombing from September 1940. On 11 January 1941 Bank Station subway was struck by a large bomb, causing much devastation and resulting in 111 casualties, nearly half of whom were shelterers. Remarkably, trains continued to run. After removal of the debris, a Bailey bridge was erected over the crater to carry road traffic, the station reopening two months later. The use of Underground stations by shelterers ceased in May 1945.

Access to the Waterloo & City (W&C) platforms was improved from September 1960 by the opening of two parallel 303ft (92m), moving pavements known as Trav-o-lators although the sloping subways giving access to the W&C were retained and refurbished. An old subway to Poultry was abandoned to facilitate its construction and a sewer and other underground services diverted.

This installation has since been re-equipped and is now known as a 'Moving Walkway'.

With the opening of the Docklands Light Railway (DLR) in August 1987, access closer to the City and better interchange with the Underground system was



needed and in July 1991, a new branch of the DLR was opened to terminate at Bank, with an interchange to the station complex. A new link was built to the W&C platforms, which uncovered part of one of the Greathead tunnelling shields originally used for construction of the W&CR. This shield forms part of the passageway which passengers pass through when interchanging between the two lines.

Being one of the most congested Tube stations at peak times, TfL is planning to improve access, replacing or refurbishing the station's 15 escalators, with a one-way system in operation in parts. A new entrance on Walbrook, near Cannon Street Station will provide new escalators and lifts to the W&CR. TfL is also looking to re-tunnel and widen the Northern line platforms, adding new lifts and entrances on King William Street and Cannon Street with 12 new escalators and 3 new lifts. There is also a proposal to build a new tunnel to relocate the southbound Northern line platform and widen the northbound one, in a similar manner to previous alterations to London Bridge (Underground) and Angel stations.

Files of interest in the Archive include the following:

ArchiveRefNum	Content
LT000254/163/001	Contains the contract for the removal and installation of lifts at Bank station (C&SLR) with lifts and equipment obtained from other stations, 1924
LT000455/001	Correspondence concerning lift service at Bank (1923) and improvements to subway, 1924-1931
LT000501/142/001	Contains a report of the 1941 bombing of the station, a cutting and photograph from a daily newspaper and report on subsequent repair work
LT000176/220/002	Includes contract for the removal of an escalator from Chancery Lane station and erection at Bank and provision and installation of steel staircase at Bank, 1944
LT000346/060	Correspondence and reports on installation and replacement of war-damaged escalators at Bank, 1941-1948
LT000792/069	Correspondence, memoranda, minutes of meetings and plans concerning the general rearrangement and improvements to the ticket hall, staff accommodation and barriers etc at Bank, 1955-1973
LT000261/1716	Includes a memorandum regarding authority for erection of plinth and statue to James Greathead, 1992
LT000044/097	Various railway publications including British Railways booklet explaining the Waterloo & City Trav-o-lator and problems encountered with its construction, 1959. Also BR Southern Region News from September 1960 explaining history and details of Trav-o-lator
LT000551/098	Tender, specification and correspondence relating to replacement of five lifts at Bank, 1970-1975
LT001888/019/001 & LT001888/019/002	Minutes of meetings, plans and associated correspondence regarding extension of Docklands Light Railway (DLR) to Bank, escalator work and modernisation at Bank and Monument stations, 1988
LT001266/087	Minutes of Meetings, correspondence, plans and associated papers concerning planned extension of DLR to Bank, 1985-1988

ArchiveRefNum	Content
LT001213/124	Memoranda, correspondence and minutes of meetings regarding UTS equipment at Bank, reconstruction works and planned modernisation of ticket hall, 1985-1988
LT000340/085	Correspondence and memoranda regarding transfer of DLR to London Docklands Development Corporation. Includes coloured plan of Bank station and DLR property demarcation, 1992 (RESTRICTED ACCESS)
LT000570/014	Proposed modernisation of Bank station: problem areas, historical background, architectural drawings and associated papers, 1983 (RESTRICTED ACCESS)

The following TfL Corporate Archives Research Guides are also of relevance:

No. 13 (Brief History of the Northern line),

No. 16 (Brief History of the Central line)

No. 29 (Brief History of the Waterloo & City line)

Publications with additional details on this subject include:

London Underground Stations, by D. Leboff, published by Ian Allan 1994

A history of London Transport by T C Barker & Michael Robbins (Volume 2), published by Allen & Unwin 1974/76 (photo of bomb damage)

London Transport at War by Charles Graves, published by Almark Publishing Co. 1974 (bomb damage and photo)

The Story of London's Underground by John Day and John Reed, published by Capital Transport 2005 (bomb damage photo etc)

Sixty years of the Northern by Charles E Lee M.Inst.T, published by London Transport 1967

The Northern Line by Mike Horne & Bob Bayman, published by Capital Transport 1990 (2nd edition 1999)