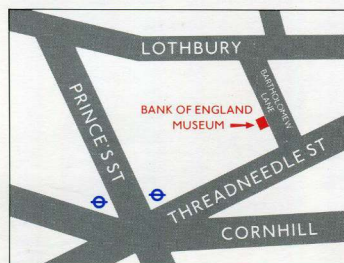
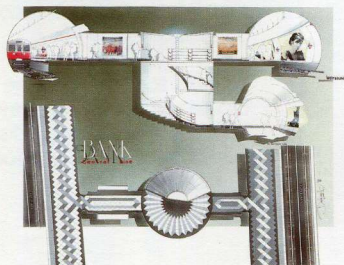


Modernisation & Development

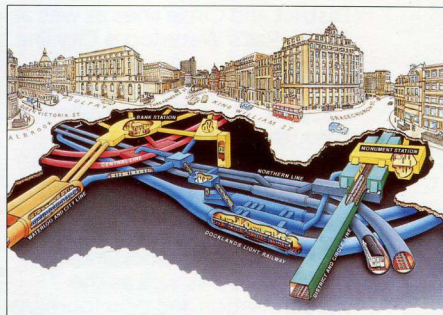
In order to accommodate the predicted increase in station usage, the ticket halls at Monument Station and Bank's Lombard Street entrance are being restructured and enlarged.

All station platforms, entrances, staircases and passageways will be completely refurbished using bright, durable materials.

Thereafter, all existing escalators at the station will be replaced.



Bank — the shape of things to come



An exhibition at the
Bank of England Museum,
Bartholomew Lane, EC2.
12th-15th December 1989
1000-1700 Admission free

289/44613/20M (9051A)

The City of London is in the midst of a period of phenomenal growth. Its work force is predicted to increase by no less than 20% over the next seven years.

Two stations, Bank and Monument, take much of the strain. These linked stations serve the Northern, Central, District and Circle lines as well as British Rail's Waterloo & City line.

32 million passengers used Bank last year, 12.5 million travelled through Monument.

As you see, extensive building work is in hand for the construction of the Bank extension of the Docklands Light Railway, as well as the modernisation and development of both Bank and Monument Underground stations.

What's going on? When will it all be finished? What will it all look like?

An exhibition at the Bank of England Museum provides the answers — come along and see.

Docklands Light Railway — Breaking into the Bank

The first 1.1 km long tunnel from Royal Mint Street to Bank has already been excavated. Work on the second tunnel is now underway.

Following the completion of the first tunnel and platform, the first passengers on the Bank extension will be carried in 1991. Completion of the second tunnel will follow in 1992.

Access to and from the Docklands Light Railway will be via the existing Underground passageways and station ticket halls.

