



A Central London cartographic meander

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This article describes and explains the locations of certain maps and buildings with a cartographic connection in Central London (West End). The maps and buildings were observed on the two CCS walks in March 2017.

Inevitably there are a large number of maps on display in London particularly at railway and underground stations, and at bus stops. At underground stations there are also available *Continuing your journey* leaflet maps which make use of OS base material. Additionally, across London there are now more than 1500 pillar map signs of the TfL *Legible London*¹ wayfinding system.

Some of the maps seen on the walk may be described as 'legacy maps' whilst others are more modern. The Strand map sculpture is comparatively recent. Reference was also made to many underground features some of which have been or are shown on OS mapping and some which are not.

An example is the Kingsway tram underpass shown on old maps and now shown as the Strand road underpass although much shortened and altered. No maps have been found of the period between 1952 and 1964 when the tramway underpass closed and the road underpass opened. Was the feature still shown on OS maps in the intervening period?

Aldwych Station still has a physical street presence but is no longer shown on Underground maps having closed in 1994. However, the tunnels are still there as is, at the time of writing, a platform with a live track.

Another station that has disappeared from the Underground map is the Jubilee line station at Charing Cross which opened in 1979 and closed in 1999. The platforms and live tracks are still there as are the two tunnels which continue under the Strand almost as far as Waterloo Bridge. When Charing Cross Underground station (Jubilee Line) was built two construction tunnels were built underneath Trafalgar Square. One of these tunnels has a notable kink to avoid passing directly beneath Nelson's Column. These are just a few Underground features which are not shown on OS maps.

However, there are some features shown but not named on OS maps which link to these underground features. On the east side of Craven Street there is a large ventilation shaft capped with four fluted chimneys shaft associated with the Jubilee Line at Charing Cross. Another is located at the far end of the Strand near Southampton Street, not visible from the street but clearly marked on the map.

The walks took place in a fairly restricted area and the locations are listed in the order visited. No doubt there are other maps and buildings to view in London. A future City of London cartographic walk and article is planned but it would be interesting to know of other examples from around the UK.

¹ See <http://content.tfl.gov.uk/legible-london-product-range.pdf>

Above: John King (centre) with CCS group on cartographic meander, 18 March 2017



Maps: London, Brighton and South Coast Railway tile maps of the main and suburban railway systems.

Location: Victoria Station. In the passageway to the right-hand side of the ticket office on the western concourse. The maps are located in alcoves on the right.

These two tile maps are hidden away in a dark passageway and probably date to the completion of the rebuilding of the LBSCR station in 1908. Each map has a rich gold and green mosaic title. The map of system has approximately 143 tiles whilst the suburban map is smaller at 121 tiles.

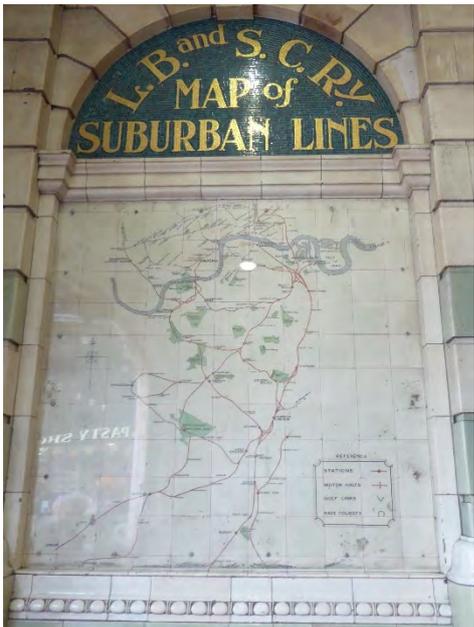
The map of system leaves off almost all other railway lines but does include all of the Isle of Wight lines and the Selsey Tramway. The key indicates motor halts, golf links, race courses (including Gatwick), harbours for yachts, military stations and castles. In the top left-hand corner, there is a large cartouche of the LBSCR arms whilst in the bottom right-hand corner there is a small vignette of a cross-channel steamer.

The map of suburban lines shows far more 'other' lines but is highly selective. The City and South London Railway is shown as having reached Euston (May 1907) but in the south is only shown as far as Oval. The Metropolitan and District Circle line is shown together with the Bakerloo and Central Line as far as Bank. Not shown are the Piccadilly (GNPBR) or the Northern (CCEHR). Intriguingly the link between Old Kent Road and the East London Line (closed in 1911) is shown with a route all the way through to Liverpool Street. This link was rebuilt and reopened as part of the London Overground outer circle in December 2012.

The suburban map besides showing motor halts, golf links and race courses does show selected parks and a detailed layout of the Surrey Commercial Docks. There is one mistake on the map with Cannon Street shown as Canning Street.

There is no clue to the maker of these tile maps and so far, research has not revealed one. No other tile maps of the LBSCR system are known. Victoria Station is Grade II listed but the listing does not specifically mention the tile maps. The maps are protected with Perspex sheeting but infuriatingly this makes photography difficult.

In the same time period the North Eastern Railway produced approximately 25 large polychrome ceramic tile maps many of which still survive e.g. Middlesbrough and Scarborough stations and which were built into the station fabric. The NER even had a tile map in the station hall entrance at King's Cross which has since been carefully removed and is now in the National Railway Museum at York. The manufacturer of the NER tile maps was Craven Dunnill and Co. The Lancashire and Yorkshire Railway also produced a large tile map which



is still prominently on view at Victoria Station in Manchester. The tile maps were practical in that they were durable and easy to clean (if not to update). These tile maps embodied the pride and confidence of the railway companies that commissioned them.



Map: Underground geographical enamel map

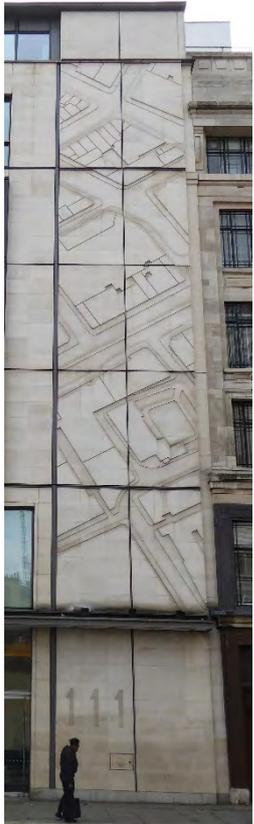
Location: Temple Underground Station on the right-hand side of the entrance

The heritage geographical Underground map predates by a couple of months the publication of Harry Beck's famous topological or diagrammatic map in January 1933. The blue plate above the map incorrectly attributes the map to the London Passenger Transport Board in 1932. The LPTB was not formed until 1 July 1933. The plate states "that the map has been preserved for your interest" but helpfully directs today's traveller to an up-to-date Journey Planner inside the station!

The map is in the style of the Fred Stingemore card pocket maps produced between 1925 and 1932. Line colours on the enamel are slightly different to today's map and are in some places very faded e.g. the East London Line. A number of old station names are shown e.g. Addison Road (Kensington Olympia), Post Office (St Paul's) and Highgate (Archway). The Piccadilly Line extension to Cockfosters is shown but there is a subtle line colour change between Manor House (opened September 1932) and Cockfosters (opened July 1933).

The enamel map, with extensions, had probably been commissioned before Beck's map came into circulation. One story concerning how this map survived was that it was covered over with an advertising hoarding and was only revealed when the hoarding was removed.

There are not believed to be any other 'heritage' Underground maps displayed on the modern system. The London Transport Museum does have several similar enamel maps whilst at 55 Broadway there is a much larger enamel map displayed on the main staircase between the 1st and 2nd floors but this is not in a public area.



Map: Portland Stone map of Strand area on front elevation of building
Location: 111 Strand (Waterloo Bridge end). The best view of the building and map is from Burleigh Street looking towards the Strand.

111 Strand is a plain but quite elegant modern building designed by Michael Squire and Partners completed in the Autumn of 2002. The right-hand elevation of the building consists of a large street and buildings map sculpture of the surrounding area made of Portland Stone by the artists Langlands and Bell. The sculpture is made of ten panels over five floors with the actual building at the intersection of the second and third panels up from the bottom. North is at the top of the map.

The artists describe the work as "A vector of cityscape. An axial section of the locality rising perpendicular to the ground in the form of a block and street plan in low relief. The city is upended and re-presented as a view from above on 5 storey's (sic) of the buildings (sic) facade."

The Portland Stone was sourced from Coombefield Whitney quarry on the Isle of Portland and the details were cut by Stirling Stone in County Durham. The source of the map for the sculpture has not yet been established.

Building: Stanford's map shop

Location: 26-27 Cockspur Street, best viewed from the north side of the street

Stanford's is most commonly today associated with their premises in Long Acre but they had occupied many other buildings before their present location.

Stanford's first map shop had opened at No 6 Charing Cross in 1853 in a position opposite the statue of King Charles I. In the 1860s Nos 7 and 8 were taken over as the business expanded. Unfortunately, in 1874 these premises were compulsory purchased by the Board of Works for the demolition of the adjoining Northumberland House and the creation of Northumberland Avenue.

In the same year Stanford's purchased 55 Charing Cross on the west side of the open space almost opposite No 6. Again, as the business expanded Nos 54 and 56 were taken over.

The printing and cartographic works moved to Long Acre in 1875/6 leaving Charing Cross as the showroom and business headquarters. Stanford's did not have much luck since in 1888 the Board of Works yet again made a compulsory

purchase of Nos 54-56 Charing Cross for road developments and the extension of the Mall into Trafalgar Square. (The latter part of this work was not to be completed until 1910.) So again, Stanford's were on the move this time to 26-27 Cockspur Street, a little way to the north west. At this building Stanford's installed a red terracotta brick facade which is still in place today. This facade includes the figure of Atlas with the World on his back and two globes. Stanford's did not stay long at this address since in 1899 the London County Council negotiated to buy the building for their own offices. In 1901 the headquarters business moved to an expanded Nos 12-14 Long Acre whilst a small ground floor map showroom was retained at Cockspur Street until 1905. Today the ground floor is occupied by a branch of the restaurant chain Garfunkels.



Map: Jubilee Walkway route map and site plan

Location: Trafalgar Square, south side of Nelson's column

The Silver Jubilee Walkway was opened on 9 June 1977 and in 2002 was renamed the Jubilee Walkway. The most noticeable physical features are the pavement ground markers showing either Silver Jubilee Walkway 1977 or just Jubilee Walkway.

In several locations plaques in metal have been erected with maps of the routes which may be considered as part of wayfinding routes but they vary considerably in style and design. Some of the earliest plaques show the route but are relatively crude and of little use for navigation. Over the years new plaques have replaced the old and these are generally far superior in quality and the level of information provided.

The example in Trafalgar Square is one of the later plaques consisting of a route map, local site plan, information and a very useful skyline drawing of the view looking south down Whitehall. Some of the information is given in Braille. The plaque in metal is mounted on supports at a convenient angle to observe both the plaque and the view. Technically this plaque is located just off the Jubilee Walkway but the online TfL map and directions make no reference to this actual plaque.

There are many further distinctively different Jubilee Walkway plaques in the West End and particularly in the City of London.

The Trafalgar Square plaque overlooks the traffic island site with the statue of King Charles I, erected in 1675, on the site of the original Queen Eleanor Cross

destroyed by the order of Parliament in 1647. (The cross in the forecourt outside Charing Cross mainline station is an 1865 replica.) Behind the statue, set in the paving, is a small brass plaque marking the point from which all road distances are measured.

Whilst researching the area around Trafalgar Square an interesting fact was discovered. The original plans for the Square did not include fountains but they were added in 1845 to reduce space for public gatherings!

Map: Trafalgar Way map

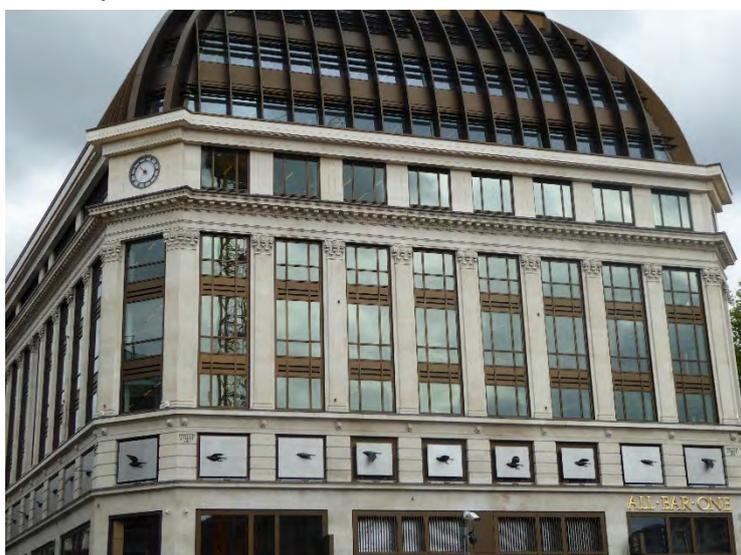
Location: Canada House, Cockspur Street. Attached to the railings on the south-east side of the building.

The Trafalgar Way is the name given to the historic route used to carry the news of the Battle of Trafalgar (21 October 1805) from Falmouth to the Admiralty in London. The dispatches were carried by Lieutenant Lapenotiere who arrived at Falmouth on 4 November and made the journey to London of 271 miles with 21 stops in 37 hours at a cost of £46. He arrived at the Admiralty at 1am on 6 November.

In 2005 plaques commemorating the Trafalgar Way were erected along the route and at the stops made by Lt. Lapenotiere. Plaques have been subsequently added at a number of locations with that on the railings of Canada House being added on 6 November 2012. All the plaques have a standard portrait format with a map of the route, details of the event and some site-specific information. The plaque at Canada House states "To honour the men from the territories that became constituted in the Dominion of Canada who fought in the British Fleet at Trafalgar". The Canada House plaque is the penultimate one of the route with the final being located on the Old Admiralty building in Whitehall.

In 2005 OS issued a special map illustrating the Trafalgar Way.

At the time of the walks in March it was discovered that the plaque had been removed although it could be clearly seen where it had been affixed to the railings. Subsequent enquiries with Canada House established that the fixings had become loose and that the plaque was removed for Health and Safety reasons. Assurances have been received that the map plaque will be returned later this year.



Building: Fanum House, former Automobile Association Headquarters.

Location: Leicester Square. On the west side of the square in the block formed by Swiss Centre, Whitcombe Street and Panton Street.

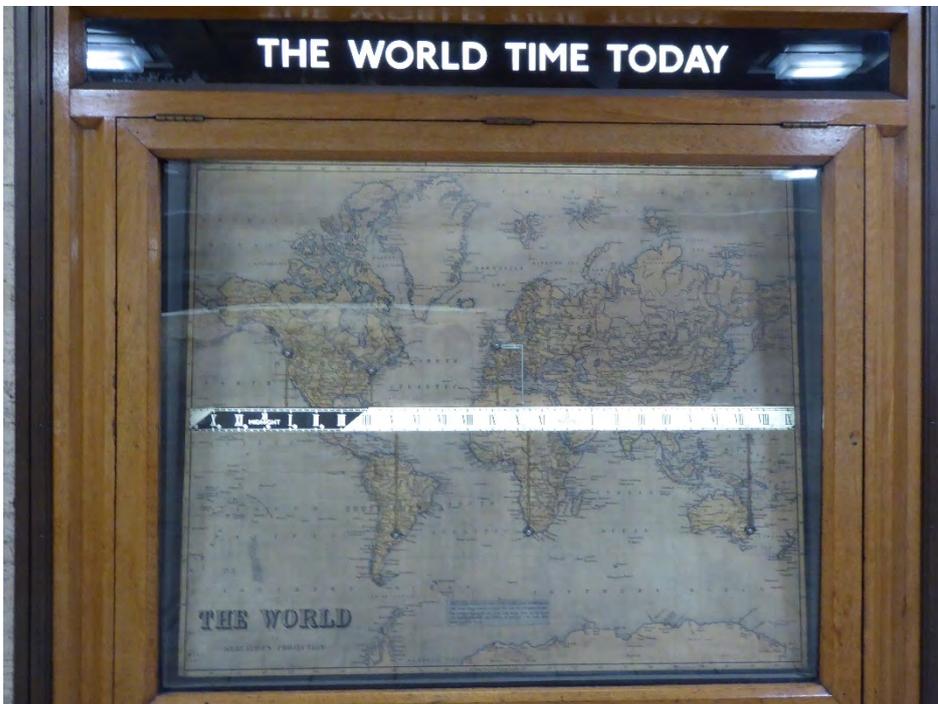
The Automobile Association, founded in 1905, had taken over a building on the west side of Leicester Square in 1909. Subsequently an extended purpose-built office building occupying the whole block was completed in 1923.

One whole floor of this building was devoted to the AA's cartographic output from the late 1920s up until the early 1960s. One of their noted products was the personalised route map booklets showing linear road routes with route instructions, with occasional comments on the landscape, from a home destination to a holiday location which would include detailed and dated town plans. The AA started producing these initially handwritten booklets in 1911/12 and in 1934 issued over 700,000 of them. They also issued 'Tourlet' half-day motoring leaflet maps and day drive booklet maps. These booklets are very much items of disposable ephemera but are collected for their information on changing routes. The AA also made use of other map publishers' products e.g. Bartholomew with their own badging and other details added.

The AA moved their headquarters to Basingstoke in 1972/3. For a number of years they did maintain a map and travel shop on the Whitcombe Street side of the building.

The name Fanum House was used for virtually all of the AA's regional offices as well as the headquarters in Leicester Square. Fanum was the telegraphic address for the AA the word derived from Latin meaning temple or shrine. The AA's interpretation of the word was that this was a temple to motoring freedom.

The building is still called Fanum House but the original facades and particularly the roof structure have been significantly altered in the recent refurbishment.



Map: The World Time Today

Location: Piccadilly Circus Underground station. The map is located on the inside wall of the station at the furthest point from the main escalators.

The World Time Today map was a nod (in the 1920s) as to how the world had changed. Piccadilly Circus station had originally opened in 1906 on what at the time was known as the Great Northern, Piccadilly and Brompton Railway. Between 1925 and 1928 the

station was completely rebuilt underground to an Art Deco design by the architect Charles Holden in collaboration with Frank Pick, the Managing Director of the Underground group of companies. The World Time Today was one of two maps installed in the station in 1928.

The map shows a time band moving across a Mercator Projection world map. The central illuminated time band, not actually located over the equator but slightly to the north, moves at the same pace as the earth rotates and shows the rough time, using both a 12-hour and 24-hour notation, at any point at any time day or night. Small vertical arrows point from five cities, London, New York, San Francisco, Cape Town and Canberra, to the time band. There is an additional arrow from London to show British Summer Time.

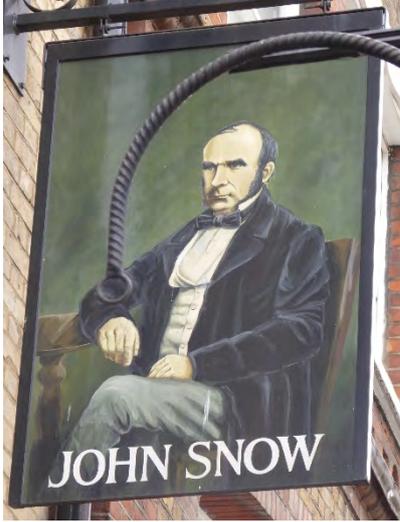
The World Time Today map was constructed by the Underground's own engineers in the Signal Department Workshops. It was originally driven by a hand wound clockwork mechanism. This was modified in 1993 to a self-winding clock. There is no indication on the map for its source. Putting one's ear up against the left-hand side wooden framework it is possible to hear the clockwork mechanism.

A second much larger pictorial mural map of The World was installed over the main escalator shaft. This richly coloured map was painted on panels by Stephen Bone (1904-1958) who later became a noted war artist in the Second World War. London was at the centre of this map which was labelled with the names of some countries, principally those in the British Empire, and the names of geographical regions. This map was removed in 1938 and replaced by an Ovaltine advertisement. It is thought that Frank Pick was bowing to commercial pressures since the map location was in such a prominent position. Only black and white photographs survive today of this map in the London Transport Museum collection.

The design of the station and the addition of the maps was very much a collaboration between Charles Holden and Frank Pick, the Managing Director of the Underground. Piccadilly station was seen as "the hub of the empire". The initial plan had been to install a bank of clocks in the ticket hall to show time at key points across the globe (not dissimilar to the bank of dials showing tube train frequency, since removed). The World Time Today map was considered a more interesting way of displaying the information.

The station is Grade II listed and the map is part of the listing. It is appropriate that directly opposite the map there is a memorial, designed by Langlands and Bell, to Frank Pick and his vision of a modern transport system which was unveiled in November 2016.





Building: John Snow public house and site of pump

Location: Broadwick (formerly Broad) Street, Soho. The public house is located on the corner of Broadwick Street and Cambridge (formerly Lexington) Street.

There are two plaques on the building, firstly a brass plaque at waist height and secondly above is a blue Royal Society of Chemistry plaque (a National Chemical Landmark) at first floor level. Both plaques are in line with the red (or pink) granite kerbstone that marks the site of the original pump.

John Snow (1813-1858) was a physician who is regarded as one of the fathers of modern epidemiology having traced the source of a cholera outbreak in 1854 in Soho to the public water pump on Broad Street.

He had studied the pattern of the cholera outbreak by mapping over a short period of time the location of deaths which showed a concentration around the pump. He used a dot map to illustrate the cluster of deaths as well as statistics to show the connection between the quality of the water supply and the cholera deaths. He was able to persuade the Parish clerks to remove the pump handle which soon reduced the source of infection and deaths. Snow himself admitted that by the time the handle was removed the cholera outbreak had passed its peak and many people had fled the area through fear of the disease. It is believed that a cess pit had contaminated the well which supplied the pump but chemical and microscopic examination of water samples did not at the time conclusively prove the source of infection.

The public house outside of which the pump was located was originally known as the 'Newcastle upon Tyne' but it received the name John Snow in 1955. Broad Street had become Broadwick Street in 1936 to avoid confusion with other Broad Streets in London.

There is a certain irony in the fact that the two plaques are attached to the wall of a public house since Snow, a shy and quiet Englishman, was a member of the Temperance movement and strictly teetotal. The John Snow Society, named in his honour, regularly meet at the public house and organise an annual Pump Handle lecture on some aspect of epidemiology.

Inside the public house in the first-floor restaurant can be found an information panel on John Snow, a copy of his map and the importance of his work together with his classic portrait. There are further framed maps including a Greenwood London map.

In 1992 a replica pump, without a handle, was installed on the wide pavement diagonally opposite the John Snow on the north side of Broadwick Street. This was removed in in 2015 during building works but it is understood that the replica will be returned to the site this year.

Building: Home of Major-General William Roy

Location: 10 Argyll Street, Soho. Formerly No 12, near Oxford Circus.

Blue plaque: "Greater London Council. Major-General William Roy 1726-1790. Founder of the Ordnance Survey." Plaque erected in 1979.



Roy lived at 12 Argyle Street from 1779 until his death in the house in 1790. The house, an elegant four storey townhouse, was probably built around 1736 and first occupied in either 1738 or 1739. The area was one in which a number of military men of high rank resided.

The street was named after John Campbell, second Duke of Argyle, who had built a house in the area in 1706. Argyle Street was renumbered in 1820 when Argyle Place was created for a through road to Regent Street.

Roy had been elected a member of the Royal Society in 1767. It was while he lived at 12 Argyle Street that he conducted in 1783-84 the pioneering work in topographical mapping and geodesy that led to the determining of the relative positions of the English and French

Royal Observatories at Greenwich and Paris. Part of this project in 1784 was the measuring of the base line across five miles of Hounslow Heath. This base line subsequently became the foundation for all subsequent surveys of the United Kingdom.

It was on the fourth floor of 12 Argyle Street that Roy constructed his personal observatory. When it was built and what form it took is not known. It might have involved alterations to the fourth floor or a construction on the roof itself. From here Roy took many sightings to prominent London landmarks as part of his project 'for the improvement of the plan of London and its Environs'. The relative position of Roy's observatory is tabulated, together with a map, in his submission to the Royal Society in 1790.

The whole property was refurbished in 2014-15 and a fifth storey was added. The owners were taking due note of the importance of the building and there was a watching brief on the fourth floor to see if there was any evidence of how Roy's observatory may have been built. Sadly, none was found. One find, recounted in Rachel Hewitt's *Map of a Nation* was that behind a bricked-up fireplace was discovered a copy of Roy's *Military Antiquities of the Romans in North Britain*.

Today the building has been turned into smart offices with a ground floor retail unit. The building is named The Observatory and on the glass doors to the reception area there is a large hand plate with that name. Inside on the right-hand side wall of the reception area, clearly viewable through the glass doors, is a very large reproduction map of the England and France Triangulation. The ground floor retail space to the left of the entrance doors is today most appropriately leased to the retail chain French Connection!

Both walks produced much discussion and I acknowledge further contributions from Chris Higley, Chris Bartlett, Stuart Dennison and Rodney Leary.

Group photo by Gerry Zierler, other photos by John Davies