

## *City of London cartographic meander*

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### **Introduction**

This second walk, as with the previous meander,<sup>1</sup> includes a number of maps on public display, makes reference to a number of buildings and other features of cartographic interest and also looks at some of the topography of the original City. Additionally, reference is made to a number of maps of the City which are not that well known.

One structure passed under was Temple Bar that has appeared in three different locations on OS maps. Built by Sir Christopher Wren the Bar was originally located at the junction of Strand and Fleet Street but was removed in 1878 so that the street could be widened. It was bought by Valerie, Lady Meux in 1880 and erected as a folly in the grounds of Theobald's Park in Hertfordshire. In 1984 it was bought by a Trust and in 2004 reinstated in Paternoster Square some half mile east of the original location.

To the north west of Guildhall lies the outline remains of the church of St Mary Aldermanbury. Rebuilt by Wren after the Great Fire of London, it was destroyed in the 1940 Blitz. In 1966 the remains were removed and rebuilt in Fulton, Missouri as a memorial to Sir Winston Churchill. It is now some 4255 miles (6848 kms) from its original location. The outline remains of the church are still marked on OS maps.

Inevitably there are many underground structures which have to a greater or lesser degree some physical surface presence and may or may not be marked on maps. In Guildhall Square there is the grey slate outline of the Roman Amphitheatre buried beneath the Square. The outline does appear on OS maps. On Newgate Street is the Newgate Venting Tower. Now located on a traffic island on a widened Newgate Street it is all that remains of Post Office underground station marking the

site of the original lift shafts. However, it remains a functioning part of the station which was renamed St Pauls and the main entrance re-sited further to the east in 1937.<sup>2</sup>

The City does have a ghost station, namely King William Street which was the terminus of the City and South London Railway but was only used between 1890 and 1900. A blue plaque is all that indicates the remains but the underground structure is still part of London Underground.



<sup>1</sup> Reported in *Sheetlines* 109, 2.

<sup>2</sup> A post war OS map confusingly refers to the old Post Office station as St Paul's at the original location. Maps can be notoriously problematic in catching up with name changes. The original Southern Railway St Paul's station was renamed Blackfriars in 1937 at the same time but a Bartholomew's atlas still uses the old name in 1946. More recently in 1990 the nearby St Paul's Thameslink was opened and renamed in 1991 City Thameslink (at the request of the Emergency Services) but the first name still survives on many maps and in foreign guide books.

In Cornhill there is a fitting statue to James Greathead, the engineer who devised the shield system of tunnelling for tube railways. Look carefully at the base of the statue and you can see that it is used as a ventilation shaft for the Northern Line. Incidentally the Northern Line ticket office at Bank is built in the crypt of St Mary Woolnoth since the C&SLR were not permitted to erect a surface building. Their only recourse was to buy the church, underpin the church and remove the bodies from the crypt.

Just to the north of Bank where Lothbury meets Moorgate there is a road island with grilles. Listen carefully and you can hear and feel the rush of air of Docklands Light Railway trains at the end of the Bank headshunt.<sup>3</sup>

In Paternoster Square there is a monumental column 23m high with a Corinthian capital supporting a 3m high gold-plated urn with flame sprouting out. The tiered steps provide seating and the column is a focus for the Square, but the main purpose is that of a ventilation shaft for an underground service road. Just to the south-west of this column is a metallic wing structure by Thomas Heatherwick (of the New Routemaster and Olympic flame fame). Of no obvious practical value, it does in fact serve as cooling vents and radiators for a subterranean electricity substation. Curiously the column is marked on one OS map whilst the wing is not. The Square is also a good demonstration of Privately Owned Public Spaces.<sup>4</sup>

Mention is made later of the new Bloomberg HQ in Walbrook. Walbrook, the stream which supplied the Roman City of London, lay between the two hills of Ludgate and Cornhill. Despite 2000 years of history and much made ground (between 6-7m deep) the shape of the valley, although much altered, can still be discerned today. The Bloomberg/Bucklersbury site was first excavated for an archaeological investigation in the 1950s following wartime bombing, when the Temple of Mithras was discovered in 1954. Fortunately, the Temple was saved but moved to a rather lonely exposed platform alongside Queen Victoria Street and so marked on OS maps. With the recent demolition of the 1960s Bucklersbury building further archaeological investigation was made possible alongside Walbrook. Besides finding more of the Temple, some 14,000 artefacts were found, with the site being described as the “Pompeii of the North”. The Temple has now been moved back almost to its original position, some 7m down, and an underground public exhibition area created known as The London Mithraeum, which opened in November 2017.<sup>5</sup>

The walk follows a roughly circular route south from St Pauls to the South Bank, crosses London Bridge and returns to St Pauls by way Bank and Guildhall.

**Plan:** *St Paul’s Cathedral pavement plan*

**Location:** South west corner of the Churchyard alongside St Paul’s Churchyard street.

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<sup>3</sup> The DLR Tunnel leads from King William Street where the DLR station lies immediately under the Northern Line station. This DLR trajectory is completely wrong for the suggested extension of the DLR towards Charing Cross.

<sup>4</sup> ‘Pseudo-public spaces in London’, *The Guardian*, 24 July 2017.

<sup>5</sup> [www.londonmithraeum.com](http://www.londonmithraeum.com)

The pavement plan is a recent installation being created in 2008. The plan is seven metres long made out of Purbeck stone and Welsh slate. It shows the layout and orientation of the old, pre-1666 Great Fire of London Cathedral overlain by the Sir Christopher Wren Cathedral built between 1675 and 1710. A subtle use of different stonework allows the two plans to be clearly differentiated. The hand-carved border to the plan has an explanatory inscription. Interestingly, there is a marked difference in the west-east orientation between the two structures but so far, no explanation has been found for this variation. The scale of the pavement plan is approximately 1:20, the length of the actual Cathedral being 158 metres.

Archaeological excavations of the South Churchyard took place between 2007 and 2008 revealing that parts of the old Cathedral and particularly the Chapter House had been built with Purbeck marble and stone. This in turn inspired the architect Martin Stancliffe to use Purbeck stone in the hard landscaping of the south Churchyard. The Cathedral pavement plan was designed by Richard Kindersley.

**Map:** *City of London information map (see photo in Sheetlines 110, 46)*

**Location:** To the east of the City of London Information Centre on the south side of St Paul's Churchyard.

Although a modern map these information maps are very distinctive and occur in several locations around the City. With a map size of 2.1 x 1.5 metres, marble base and very durable construction they cannot be easily missed. Technically they are probably part of the City Corporation's *Wayfinding* system (which is distinct from the TfL *Legible London* system which now covers the rest of Greater London). The size of the City of London (some 1.12 square miles/2.9 km<sup>2</sup>) means that the whole City can be easily displayed on one map.<sup>6</sup>

Produced by the City Corporation and OS, this example has a 2008 date. It is double sided with an alphanumeric grid and index in nine languages showing public buildings, places of worship, livery halls, places of interest and stations. It is not immediately apparent what the map surface is made of but it is clearly very durable and easily cleaned. Each grid square is approximately 200m x 200m. No scale is given apart from a five minute/400m walking distance but it is approximately 1:1850 or 3 inches to 1 mile.

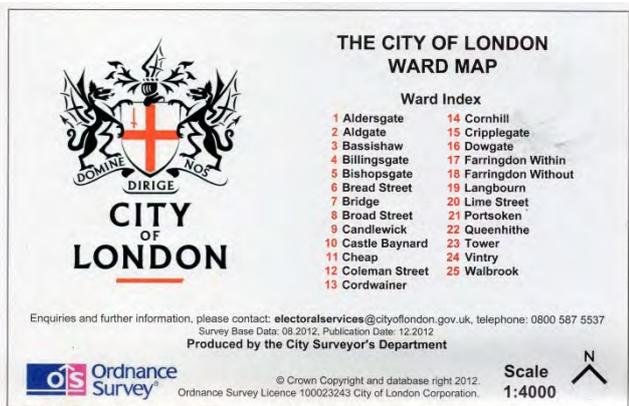
On the walk two other examples of these information maps were seen. Firstly, outside St Paul's underground station in Panyer Alley (dated 2008 and the similar to the above example) and secondly in Aldermanbury alongside the Guildhall. The latter with no date or OS attribution probably predates the other two examples and may have been a prototype. There is no grid on the map and an alphanumeric system, with a much smaller spacing, only along the edges but in all other respects is very similar to the others. There is a further known example located outside

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<sup>6</sup> Roman Londinium covered about half a square mile which by Victorian times had grown to 1.05 sq miles. In 1994 some of the awkward (described as wibbly-wobbly at the time!) boundaries were changed to increase the size of the City to its present area. The changes in 1994 added Goswell Road (formerly in Islington) to the City, the first and only Road in the City. The boundary actually runs down the middle of the road so perhaps it is only a half-road.

Fenchurch Street Station but at present it is not known how many there are across the whole City.

Although durable the question does arise as to how easy it will be to update these information maps. The City of London is constantly changing and a good example is the new Bloomberg HQs building alongside Walbrook. The City Planners insisted on the restitution of an old route across the Bucklersbury site, namely the original line of Watling Street and Budge Row. This had disappeared in the 1960s rebuilding and although now named Bloomberg Arcade is proving to be an important pedestrian route between Queen Victoria Street, Walbrook and Cannon Street.



### **Paper map:** *City of London OS Ward map*

This paper map, clearly badged with the City of London shield and the OS logo, was produced by the City Surveyor's Department in 2012 using OS data. The scale is 1:4000 showing all the streets, alleys and courtyards as well as detailed building outlines. Ward boundaries are shown by distinct red lines. The map is dated 8 December 2012.



There appear to have been at least two previous editions, a 2007 edition at 1:4000, very similar to the 2012 map, and a 1994 edition at a scale of 1:3960. The latter has a rather crude depiction of buildings, generalised street patterns and key public buildings depicted in red.

Both use red lines for the ward boundaries.

Prior to the OS maps there was a Geographia-produced Ward Map of the City produced in April 1980 at a scale of 1:3960. The map is paper but laminated and compares favourably with the OS 1994 edition. Information on any other editions/dates of these maps would be gratefully received. Copies of the most recent OS map can be purchased at the Guildhall Library.

### **Paper map:** *London County Council bomb maps/City Corporation bomb maps*

It was appropriate to introduce this map since close to the City information map is found the National Fire Fighters Memorial symbolically located to the south of St Paul's in an area that was badly bombed during WW2. Originally named "Blitz" the memorial was renamed in 2003.

Many will be familiar with the LCC bomb maps first published in book form by the London Topographical Society in 2005 and subsequently republished in 2015 by Lawrence Ward. The 110 meticulously coloured 1:25,000 maps are an important historical legacy.

What are perhaps less well known are the City Corporation's bomb maps, never published, but the details of which were included, at a reduced scale, in the LCC maps. The City maps were drawn at a scale of 1:1250 but surveyed at a scale of 1:1056 (60 inches to 1 mile). The job of surveying the City's bomb damage was given to nine different City architectural practices but all apparently working to a common scheme devised by the City Surveyor's Department. The colouring scheme was more complex and detailed than the LCC maps. Examples of these maps can be found in the LTS publication and can be viewed at the Guildhall Library.

**Feature:** *London millennium funicular*

**Location:** on east side of the north bank walkway alongside the Millennium Bridge



Very few people will be aware that there is a funicular in the City of London. Officially known as the London millennium funicular, and operated by the City Corporation, it is known by a number of different titles including millennium inclinator, millennium bridge inclinator or the millennium bridge inclined lift! (or is it just an inclined elevator?). First opened in December 2003 it runs between Paul's Walk, alongside the River Thames, and Peter's Hill, thus avoiding a steep climb up the river cliff. It has a metre gauge track, one enclosed cabin, which can hold four people, and is otherwise open to the elements. There have been numerous problems with the funicular but it is free to

use. As yet the funicular has not been marked on any OS or other map, including the City Corporation's own online map which uses OS Data.

Incidentally the view from the Millennium Bridge towards St Paul's or from St Paul's towards the river with a gap created in the building line, partly as the result of wartime bombing was first proposed in the 1944 "Reconstruction in the City of London".

**Map:** *Shakespeare-themed TfL Underground map.*

**Location:** Bankside Pier, south side of River Thames adjacent to the Globe Theatre. (best viewed from the bridge leading to the pontoon).

In April 2016 the London Transport Museum and the Globe Theatre produced a Shakespeare-themed TfL Underground poster map to mark the 400th anniversary of the playwright's death. All fourteen lines have been renamed with themes such as Circle Line "Plays", Northern Line "Villains and Rivals", Central Line "Lovers" and Piccadilly Line "Heroes". Stations have been renamed with characters from the plays.

As part of the launch of the poster map, the glass sides of Bankside Pier were covered in an enlarged see-through vinyl of the map. The poster map, combining two British icons, is apparently a top seller. A further poster "Thou art here" using the underground map style to show a cross-river link is also displayed on the pier.

There have been numerous examples of Harry Beck's topological underground map being used with particular themes in place of the station names. The first was

probably “The Great Bear” by Simon Patterson in 1992 and more recent examples are the Team GB Olympic and Paralympic GB successes of athletes in 2012.

However, the map covering Bankside Pier would appear to be the first time that such a map has been enlarged to such a size and put on public display.

**Map:** *Frost Fairs slate maps (see photo in Sheetlines 110, 46)*

**Location:** Thameside pedestrian walkway, south side, north facing, underneath Southwark Bridge.

A rather dark arched passageway underneath the south end of Southwark Bridge was enlivened by the installation of five relief slate map panels in 1997. The panels were commissioned by the Southwark Trust, sponsored by the Financial Times and the supermarket chain Sainsbury’s, and designed by Richard Kindersley (of the St Paul’s pavement plan).

The relief panels don’t relate to any specific map but are based upon contemporary woodcuts, found in the Museum of London, representing the Thameside river bank of Southwark at the time of the Frost Fairs between the 16th and 18th centuries (details from Richard Kindersley). The panels include details of the Frost Fairs and buildings in Southwark showing that before the 19th century there was still much open land on this side of the river.

The Thames freezing over was less frequent than modern legend sometimes suggests, never exceeding about one year in ten. The last Frost Fair was in 1814. The removal of the medieval London Bridge in 1835, with the numerous arches acting as a partial dam, prevented any further freezing over of the river. The panels are accompanied by the poem “Behold the liquid Thames frozen o’re” first published, it is believed, in January 1716. The authorship is not clear but the poem is frequently reprinted and quoted.

The lighting in the underpass is poor and even with some artificial light it still remains difficult to see and read the details on the panels. There is no plaque explaining the background to the slate panels and most people walk straight past the maps but it was noticeable on both walks that since we were looking at the panels other people did as well!

**Map:** *Jubilee Walkway plaque, The Seven Phases of Old London Bridge (see photo in Sheetlines 110, 46)*

**Location:** Cathedral Square, Bankside, just to the north of Southwark Cathedral  
A new Jubilee Walkway plaque was unveiled on the riverside in March 2017. It depicts an annotated skyline view from Cathedral Square of the north bank of the river and a map of the Walkway route. In addition, there is a highly detailed reproduction of the drawing “The Seven Phases of Old London Bridge”, essentially the Medieval bridge, between 1209 and 1831. This is taken from the book “Old London Bridge” by Gordon Home originally published in 1931.

This drawing had at one time been previously reproduced as a huge mural on the west (?) warehouse wall of the Mermaid Theatre which stood in Puddle Dock on the north bank of the river. When the site was redeveloped in the 1980s the mural was destroyed. No photograph has yet been found of the mural.

In Cathedral Square there are numerous granite pavement stones from the John Rennie London Bridge (1831-1967) which did not make the transatlantic journey to Lake Havasu, Arizona.

**Feature:** *Iron rails in road marking the original line of Old London Bridge*

**Location:** Tooley Street just to the east of the archway underneath London Bridge  
The line of the Old London Bridge is marked across the Thames on several historic large-scale OS plans. Remarkably the physical position of the original Bridge is marked out in the pavements and roadway of Tooley Street just to the east of the present Bridge. Twin cast iron rails cross the road, clearly cast "Old London Bridge". Presumably Southwark Council was responsible for laying these rails but so far, no information has been found as to when. They are somewhat hidden away in a rather dark part of Tooley Street. Suffice to say these rails do not appear on any OS map.

**Feature:** *Southwark Gateway Needle*

**Location:** London Bridge approach road, east side, above Tooley Street.

The Southwark Gateway Needle built in 2000 and designed by Jose de Pavia is a Portland Stone spike tilted at an angle of 19.5 degrees and pointing into the ground in a north-easterly direction. There is no plaque on the Needle to explain the structure. Despite several online sites stating that the Needle is a representation of the spikes on which the heads of traitors were placed it does in fact point down to the twin rails in Tooley Street and the line of Old London Bridge. According to the designer it is in fact pointing to the original Southwark river bank where the Bridge originally began. The Needle does not appear on any OS maps.

**Building:** *St Magnus the Martyr Church*

**Location:** Thames Street, City

On the north bank of the river, somewhat hidden away by modern buildings is the Church of St Magnus the Martyr. Just to the west of the porch are three large stones claimed to be from the Old London Bridge. The approach to the Bridge led from Fish Street Hill through the porch and churchyard of St Magnus. Also in the porch there is a Roman wharf pile, found when the present Wren church was built. This indicates the rough position of the Roman river bank and the considerable extent of reclamation since Roman times. Inside the church is a large model of Old London Bridge. The steep rise of Fish Street Hill to the north of the church mirrors the river cliff first encountered between Paul's Walk and Peter's Hill.

**Feature:** *London Stone*

**Location:** 111 Cannon Street

This irregular and rather degraded block of Limestone, possibly Clipsham Limestone from Rutland or Bath Stone, was originally located on the south side of the street where Cannon Street station now stands and directly in line with the end of Watling Street. The Stone was removed to the north side of the street in 1742, because of building works, and was later incorporated in the south wall of the Church of St Swithun in 1798. The Church was gutted in the Blitz in 1940 and the ruins eventually demolished in 1962. The Stone survived to be incorporated into the wall of the

commercial development, latterly WH Smith, built on the site of the Church. This development in turn has been recently demolished with the Stone being temporarily removed to the Museum of London for safekeeping.

The City Planners have insisted that the Stone be returned to its 1742 position when the new office development is completed. Despite much argument this has now been agreed. At present the building hoardings have a large photograph and explanation about the Stone. The Stone was Grade II\* listed in 1972.

There have been numerous discussions as to the origin and meaning of the Stone. In the 16th century it was said to be a Roman Milliarium, a central stone from which all distances were measured. Another possibility is that it is a Terminus Stone, a stone sacred to Jupiter that stood at the centre of every Roman city. In the 19th century the Stone was regarded very much as a talismanic monument or Palladium in which the City's safety and wellbeing were embodied. Archaeological excavations on the south side of the street in the twentieth century revealed that the Stone, in its original position, would have been at the main gate of a large Roman building. Some have interpreted this building as a Pretorium or Governor's Palace with the gate marking a cross roads of Roman roads at the end of Watling Street. Hence the idea that the Stone could have been a marker from which all Roman Road distances were measured. Indeed, in the late 19th and early twentieth centuries in common culture it was often thought that all distances from London were measured from this Stone. (The actual location was in fact at the site of the original Charing Cross on the south side of Trafalgar Square.) Whatever the history of this Stone it is a feature marked on numerous OS large scale maps. It is understood that when the Stone is returned it will be displayed far more prominently and with a fuller explanation alongside.

**Map:** *Royal Exchange, Jubilee Walkway*

**Location:** On raised pavement in front of Royal Exchange

This is a very different Jubilee Walkway marker compared to the others seen, being a four-sided pyramidal design made out of shiny stainless steel. A map is engraved on one side whilst the other sides have detailed annotated perspective views of the buildings and statues surrounding the Bank junction in the centre of the City. It was last updated in 2002. A smaller one-sided Jubilee Walkway plaque, carrying less detailed information is located on the corner of Poultry and Queen Victoria Street.

**Paper Map:** *James Wyld's map of the City of London 1842. Overprinted with street improvements since 1824 and published by the Engineers to the City Corporation, November 1903.*

Close to the pyramidal board in front of the Royal Exchange is an equestrian statue of the Duke of Wellington at the junction of Threadneedle Street and Cornhill. The statue is cast from cannons captured from the French at the Battle of Waterloo and was erected in 1844. This statue may seem quite a surprising statue to be found in the City, particularly given some of the Duke's political views. However, the statue was erected by the City Corporation as a mark of appreciation of the Duke's assistance in the passage of The London Bridge Approaches Act 1827 which among

other impacts created King William Street built between 1829 and 1835. King William Street is just one of many new or widened thoroughfares shown on James Wyld's 1842 overprinted map, published at a scale of 25 inches to 1 mile, in a dramatic shade of red and showing all of the Street improvements from 1824 up to the turn of the Century. The map was published by the Corporation as part of the Royal Commission on London Traffic in 1904 and was subsequently included in "Reconstruction in the City", published in 1944 by BT Batsford for the Corporation.

Other streets shown on the map include the new Queen Victoria Street (1869), the widened Cannon Street (1854) and the widened Moorgate (London Wall to Lothbury, 1840s). The overprinted map of 1903 reflects the evolving 19th century City of London before the significant changes created by bombing in the Second World War. Wyld's original map is reasonably well known, but the 1903 map, less well known, is significant because of its relevance to the history of urban planning.



city and town road surfaces in the late 19th and early twentieth centuries and eventually to the Bartholomew *Road Surface Map of London*. So far only one

### **Paper Map:** *Bartholomew's Road Surface Map of London*

Walking towards the Royal Exchange took the CCS group past Lombard Street. This street at one time had a rubber road surface believed to have been wooden blocks covered in rubber. The earliest references found for this surface was 1908 but there is a possibility that a rubber road surface existed in the 1890s. Resurfacing took place in 1942, with questions being raised in the Commons, but the surface was finally replaced with tar macadam in the late 1960s.

The reason for the rubber road surface relates to Lombard Street being the original home to the great clearing banks. They did not want to be disturbed by the noise of metal rimmed wheels clattering over cobble stones!<sup>7</sup>

Researching this rubber road surface led to many references to

<sup>7</sup> Lloyds Bank at 71 Lombard Street built a new Art Deco headquarters in the 1930s with rubber floor tiling in the main banking hall. This building, although no longer occupied by Lloyds, is Grade II listed.

example has been seen. The map is at a scale of 2 inches to 1 mile and divided into one-mile grid squares. Streets are colour coded as follows: Yellow=Wood. Green=Asphalt. Purple=Tar macadam. Pink=Macadam. Blue=Setts or Cobbles.

On the example seen from the 1920s Lombard Street is coloured green and there is no mention of rubber. The key is further qualified by saying that the marking for macadam does not show the quality of the surface. Where tramways are shown the colour-coding refers to the area outside the tracks, the latter having either stone setts or wood paving. Research has shown the probable existence of at least four editions of this Road Surface map in 1903, 1909, 1922 and 1928, with a further two possible editions in 1920 and 1925. Any information from members confirming the above details would be most welcome.

The online Bartholomew collection at the NLS makes no reference to these maps of London, nor do there appear to be any other road surface maps examples for other British cities.

**Feature:** *Roman Amphitheatre*

**Location:** Guildhall Square

Marked out in grey Delabole Slate in Guildhall Square is the elliptical outline of the Roman Amphitheatre, some 80m wide and which lies some 8m below present ground level (an indication of the amount of made ground at this location). The Amphitheatre remains were discovered between 1985 and 1988 when foundations for the City of London Art Gallery were being dug. The discovery led to the imaginative incorporation of the remains into the basement of the Gallery. First built in AD74 and rebuilt in AD120 the Amphitheatre appears to have been abandoned by the fourth century. It would have held up to 6000 people.

With the completion of the Gallery the Square was repaved with the grey slate outline, an interesting way of showing an underground feature. The outline is also marked on the City's own *Wayfinding* pillar (which makes use of OS data) on Aldermanbury on the south west corner of the Square. It is yet to appear on the City's online map.

**Feature:** *Bench mark flush bracket OSBM S0541*

**Location:** On north transept at north west angle, west face of St Paul's Cathedral

(Grid reference TQ32038117)

This flush bracket has a laser ranging disk affixed to the datum level. The bench mark was used in the re-levelling of Greater London (1931-1934) and was levelled with a height of 56.7150 feet (17.2867m) above mean sea level (Newlyn). It was included in the Croydon (East) to British Museum levelling line. It was subsequently re-used during the Third Geodetic levelling, England and Wales (1950-1968), being included on the Croydon to Buntingford levelling line (details from [www.bench-marks.org.uk](http://www.bench-marks.org.uk)). The bench mark recorded on the south transept of the Cathedral on twentieth century OS maps appears to have disappeared.

The two visits by the CCS have been duly recorded on the above website reporting that this bench mark was found in “Good Condition”.

**Building:** *Dome of St Paul’s Cathedral*

**Location:** Viewed from the public roof terrace of One New Change, a shopping centre on the east side of New Change.

The dome of St Paul’s appears to have been used by OS on at least three occasions to serve as a Trigonometrical Station.

In 1799 Captain Mudge used the dome as an intermediary station between Hanger Hill and Sevendroog Tower, some 15 miles apart. Smog proved difficult for sightings even when surveying flares were used. This triangulation survey of North East London took place in the Spring and Summer of 1799. So far, no record has been found of what sort of structure, if any, was placed on the dome.

Further use of the dome for surveying took place between 1848-1850 for the 5 inches to one mile map of London. This map was eventually to run to some 847 separate sheets. A Company of Royal Sappers and Miners under the command of Captain William

Yolland, erected a temporary observatory immediately above the ball and cross on top of the dome. The observatory structure, some 92 feet high, was designed by a Sgt Beaton. Whilst being erected two pieces of wood dropped from a great height striking the pavement with a report “like the booming of a piece of Ordnance”.<sup>8</sup> Once constructed, Surveyor Sgt James Steel made between 8000-10,000 observations in four months between May and August 1849 with the smaller 18-inch theodolite. Although smog was a problem it seemed less so than in 1799.

The OS, with such a large and distinctive structure on top of the dome, could not help being noticed and commented upon, hence even a Punch cartoon and other sketches of the observatory.

A further use was made of the dome in 1873 for another 5 inches to one mile map but it is not clear if any structure was built on top of the dome. St Paul’s Trigonometrical Station was listed as Number 13 in the OS Survey of Great Britain and Ireland.

The public terrace of One New Change can be accessed for free using the glass-sided lifts, which as they ascend, afford a fine view of the cathedral and dome. The break in the building line, to give this view, was apparently proposed by the City Planners who were inspired by the poster “The Proud City - a new view of St Paul’s Cathedral” painted by Walter E Spradberry in 1944 for London Transport.

*Photographs by John Davies and David Watt*

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<sup>8</sup> Seymour (Ed), *A History of the Ordnance Survey*, 1980, p.120.