Charles Close Society Announcements

'An Inch to the Mile'

Designed originally to accompany the CCS/RGBS OS bi-centenary exhibition this is THE ONLY comprehensive account of the OS One-inch map in print. £2.00, post free: order from the Publications Manager. The best bargains of all C.C.S. publications.

Future Meetings

30 April 1992, (Thursday), at the Warburg Institute, Woburn Square, London WC1: as part of the Maps and Society series, there will be at 4 p.m. a showing of the J.B. Harley video on Maps and Cartography in a Mediaeval Source Text followed at 5 p.m. by Betty Ingram, 'Maps as "reading" aids': Genevan Bibles in the sixteenth century'. This will be an unusual opportunity to hear the voice of the Ordnance Survey's best known historian, even though speaking on a somewhat different subject. Meeting is open to anyone interested.

2 May 1992, (Saturday), at the R.E. Museum, Chatham, 2 p.m. to 5 p.m. : 'Royal Engineer surveys in the Holy Land', a selection of talks, including Yolande Hodson (Hon. Sec. Palestine Exploration Fund), 'The survey of Western Palestine 1871-1878'. There will also be a tour of the Royal Engineers' museum. This is not organised by C.C.S., but will do no harm of interest to many members. Admission by ticket, price £5.00: please apply to Director, R.E. Museum, Brompton Barracks, Chatham, Kent, ME4 4UG, tel. 0634-406397.

14 May 1992, (Saturday), 5 p.m., at the Warburg Institute, Woburn Square, London WC1: John Andrews, "More suitable to the English tongue": the cartography of Celtic placenames. (It is understood this will include some reference to Ordnance Survey work in Ireland.)

16 May 1992, (Saturday), 10.30 for 11 a.m., the Charles Close Society Annual General Meeting, in the Geography Department, Birkebeck College, London, WC1. There will be the usual map market, and the speaker will be Chris Board, on censorship, security deletions and Ordnance Survey maps.

70 July 1992, (Friday), at 2 p.m.: visit to the Imperial War Museum map collection. Those interested in attending should contact David Archer, (address as Hon. Sec., on back page).

Subscriptions

Members are reminded that subscriptions were due on 1 March. The Membership Secretary (address on back cover) would welcome the early payment of outstanding contributions. The current rates were tabulated on the back page of Sheetlines 32.

Publications Manager: change of address

David Watt remains Publications Manager, but with immediate effect his new address is: Flat 9, 33 Cotsward Way, Langley Avenue, Worcester Park, Surrey.

Sheetlines house style, etc.

Following the proposals made in the Supplement to Sheetlines 31, pp 14-18, Richard Oliver is preparing a revised version for submission to the Society's Committee. If any member would like to have a copy of this revised version, which will embody suggestions which have been rejected, they should write to the Editor of Sheetlines.

(Continued inside back cover.)
inability of London Transport to accept credit cards for a single from Metroland: 'In America you pay for everything with a card. You pay for beer with them.' (This tendency to italicisation was a marked feature of his speaking style, both in conversation and in addressing an audience, though it found no place in his epistolary style.) On the other hand, distance did not lend itself to the view of British politics: the one thing guaranteed to enrage the labourer in Milwaukee was any mention of Britain's first woman Prime Minister. He was also prepared to be in a minority: he was a forthright opponent of the Gulf War. But there were compensations: he was able to move into a house large enough for an entire floor to be given over to his study-cum-library, where to write and to telephone around the world, the woods not bare but covered with neat piles of folders waiting to have their contents processed. (His one definite failure took place here: he was unable to master a micro-computer. When the house was burgled, it was the only thing stolen: Harley cheerfully wrote it off as 'an Act of God', and went back to his portable typewriter.) He developed new interests in his spare time, too. Apart from his well-known partiality for a tipple, he enjoyed his food, and as well as exploring to the full the numerous ethnic restraints in Milwaukee he was an enthusiastic cook. Those who had known him at Exeter commented on how Milwaukee seemed to have given him a new lease of life, which made his sudden death from a heart attack on 20 December 1991 all the more shocking, particularly for those who had had the pleasure of meeting him on his last visit to England just over a fortnight earlier. His three daughters survive him.

Brian Harley had something of the artist as well as of the scholar about him, and one can divide his career into the customary artistic 'early', 'middle' and 'late' periods. The divisions come first around 1960 when he made the move from historical geography/economic history to cartographic history, and then around 1980, when he moved away from an empirically-based approach towards one more of interpretation.

The primary reason for the change of specialisation around 1960 was that Harley felt that he could not compete satisfactorily in the area of economic history, to which his thesis pointed, but a secondary reason must have been that Harry Thorpe, who had been his supervisor at Birmingham, was an enthusiast for studying past landscapes through maps; it was at this time that Thorpe and P.D.A. Harvey were completing their Printed Maps of Warwickshire 1576-1900. There was also the association with Rodney Hilton; it was at Hilton's suggestion that Christopher Greenwood, county map-maker was written and published. Shortly afterwards there appeared a series of articles in The Amateur Historian which in 1964 were reissued as a booklet, The Historian's guide to Ordnance Survey maps. Christopher Greenwood and the Historian's guide both broke new ground; if the Ordnance Survey was more apparently 'mainstream', and was also attracting attention at this time from R.A. Skelton, then head of the Map Room at the British Museum, the fact remained this was the first 'user's guide' to old maps to be published. Although in later years Harley practically disowned the Historian's guide and refused to allow it to be reprinted, and its accounts of the small-scale maps in particular have been superseded it stands up quite well in parallel. (The notes (approved of those who took the trouble to look at foot and end-notes) will show how much work went into compiling it. It may be suggested that, for British audiences at least, it is possibly his best known work. In 1967-9 he wrote another series of articles, this time on non-OS maps, which were reprinted in 1972 as Maps for the local historian.

For a few years after the appearance of the Historian's guide Harley reverted to studying county map-making of the period just before or contemporary with the early years of the Ordnance Survey, but then came an unusual and extraordinary opportunity. In the later 1960s one of the most remarkable British publishing houses was David and Charles, run by David St John Thomas, interested in railways, and Charles Hadfield, a canal historian. David and Charles were publishing a considerable number of facsimile books at this period, and it seemed a logical development to observers when they announced a reissue of the 'First Edition' of the Ordnance Survey One-inch map. They recruited Harley as editor of the series, and as author of the cartographic notes. As with the Historian's guide, the fact that these maps have effectively being superseded, and are now not much thought of, should not blind us to what an extraordinary achievement they were in their day. They were published in 1969-71 at the rate of one a week, and the carto-bibliographic notes were compiled by dictating notes to a secretary in the British Museum and elsewhere. These notes have subsequently been put to use by map collectors and others and found fully adequate. Harley himself knew that they were merely an outline, and that there was room for improvement. He also knew that the facsimiles were less than ideal; he said that he 'fought tooth and nail' to have them described as 'Old Series' rather than as 'First Edition', which explains why the former appears in the notes and the latter in publicity. David St John Thomas had insisted that the maps reissued should be states showing railways, which meant using late states, often complicated by other revisions and defaced by plate-wear. Harley was apparently genuinely surprised that the maps were continuing to sell in the 1970s, but he believed the labourer to be worthy of his hire, and a little irritated that his percentage from the sales of the maps was only half that of the OS!

At the same time as the David and Charles series was appearing so too were a number of articles on the Old Series, in the Cartographic Journal and elsewhere, and more (notably one on the unpublished OS work in south-west Scotland in 1819-27) were planned but not completed. 'I am glad you like the Scottish episode: one of many started but uncompleted, though which I dpi. 1983.' All this was to be a preliminary to a full-scale monograph on the Old Series. This monograph might have been yet another of these abortive projects, in common with David and Charles' scheme to reissue the early one-inch OS maps of Scotland, (according to Harley, this latter project was dropped because of the oil crisis of 1973), but it started to be written in disguise. In 1972 Harry Margary of Lyme Castle, who had started to issue high-quality facsimiles of pre-OS county mapping, invited Harley to provide the necessary introduction to accompany a multi-volume facsimile, the Ordnance Survey Old Series,
In the 1960s and 1970s Harley's work was generally empirical in nature; the booklet on land-use mapping was the culmination of this phase, this 'middle period'. Hitherto Harley's writing had certainly stated 'the reason why', but working on first the Descriptive manual and then the Land use data base design, it had made him a little less impatient of 'because 'the documents say so'.

Why? The explanation had to be wider. In 1981 there appeared a s.l. essay, written in collaboration with M. Blakemore, Concepts in the history of cartography. In characteristic style, it drew on a remarkably wide range of secondary literature as a starting point, building on that background a case by case. But Harley gained his impressively wide range of new possibilities and problems; it was full of her own interpretative powers. Its most fascinating chapter being 'Cultural meaning: the iconography of maps', which turned to developments in the study of art history to provide new stimulus for cartographic history. Though described, characterized, as 'containing preliminary rather than mature thoughts', Concepts provided a long agenda for further work.

If the study of map history was to be seen in a wider context, then so must be Concepts: the context now was an impressively scheme for a five- (later six) volume general History of Cartography. It was yet another collaborative venture, as perhaps the most complicated in gestation. Back in 1966 Harley had spent some months in America as a visiting fellow at the John Carter Brown Library, there pursuing an interest in eighteenth century North American mapping. This work, encouraged by Skelton, was a logical counterpart to the work on contemporary English county mapping, as the same publishers issued both sorts of map. Harley published a number of articles and papers, the bi-centenary of the Declaration of Independence on 4 July 1976 providing a suitable context for the presentation mapping the American Revolution. In 1975 Harley outlined a scheme for a four-volume history of North American mapping, and discussed it with David Woodward, a native of the English midlands who had moved to North America some years before. In 1977 Woodward visited Harley in Newington Abbott, and there, half-way up the hill on the footpath leading to Highwick church - Woodward has said that he can point to the exact spot - the idea of a general History of Cartography was conceived. The history of American mapping was suspended, and Harley got to work. In fact it was on the concepts which were to be the theme of Volume VI, the project officially started in August 1981, and Harley and Woodward set about recruiting some 130 authors, the list of which reads like a Who's who of cartographic historians around the world. 'The world' is the right word, for this History of Cartography was to give equal weight to all cartography: no more, not as less ambitious, and in keeping with the courteous precedent of the 18th-century Encyclopédie in Europe and North America. It was a neat marriage of scholarship and social and racial justice. The first volume of (nearly 500 pages, in double-column) appeared in 1987, the second is due to appear in 1994. I have hoped for in 1993 and there are three more. It would have been wholly reasonable had Harley decided in the early 1980s to abandon all his other interests and concentrate on the History; it would also would have been out of character. The Ordnance Survey Old Series project continued, and Harley continued to study the map in its own right. The writing of papers and articles on this theme occupied 2888 articles. But once again, they were to be no more than a preliminary to a book on mapping and ideology, which absorbed a considerable part of his attention in 1985-6, at a time when he was also working on the first volume to volume II of the History. If all the project failed, this one at least would go no-one but he could have seen through.

The History will continue, the First National Survey can be realised without difficulty, and there are authors who can provide the substance, if not the style, of replacements for the Historian's guide and the Descriptive manual, but the study of mapping and ideology remains the most personal of these schemes. The loss is by no means complete: the published material exposed ideas of both symbolism on maps and of 'silences', 'hidden agendas', and sought to explore questions of cartography and ethics, drawing on such much-researched. Foucault and Gramsci. All this material is a very long way from the Ordnance Survey's recording of the English landscape; in fact Harley set out the guidelines which some rising scholar could follow with much profit. So far the OS 1:50,000 map has not been 'deconstructed' much beyond noting that it needs four passes through the press. The collection - it does not seem too strong a word, and he probably would have used it - was the Columbus Quincenari. Apart from getting into controversy about the 'discovery' of America - Harley was a strong advocate of the phrase 'Columbian encounter' - he prepared for a translation into Spanish of 40,000 word catalogue and a companion volume. The latter will have a permanent value presumably not contemplated when it was made, preserving as it does its voice, though alas not his visual presence, speaking with great urgency and conviction. Indeed, it is an extraordinary document; the avant-garde in map-history scholarship reaches out to a wide public in terms no-one can misunderstand. It is also to be suspected that
An extract from Devon Six-inch sheet 109 S.E., revised in 1904 and published in 1906. This was Brian Harley's 'favourite map'. The point at which the History of Cartography was conceived was presumably in the vicinity of B.M. 109.0, north of east of All Saints Church, Highweek.
not everyone, at least in the United States, will care for its message, and a knowledge of the author’s background would merely confirm old prejudices. One is left with the feeling that Brian Harley was unable to cheat death, but at least for once he was able to cheat his critics. It was perhaps in keeping with his ‘last period’ that Harley should have been invited to the meeting in December 1980 which led to the formation of the Charles Close Society, but have been unable to attend. Indeed, it might be supposed from the published record that his contribution to the Society was limited to addressing its annual general meeting in 1983 and paying his subscription. In fact, his was one of the loudest voices calling for Shortlines to be turned into a proper journal; when the writer took over as editor he hoped that it would be possible to bring it to a standard where it would have been difficult for Harley to refuse at least an invitation for a review on grounds of presentation. In the event the improvement came too late, but it was with considerable satisfaction that the editor received the comment, following the publication of number 31: ‘I enjoyed [this] issue not only because of its content but also because of the greatly improved standard of production. It looks much more professional.’ Incidentally, his favourite map was Devon Six-inch sheet 109 S.E., revised in 1944; in an article for The Map Collector he interpreted it as not merely an artefact of geography, but as a biography of the surveyors and draughtsmen who made it, and the landscape it shows, and of where he lived for seventeen years, and, indeed, now rests.

It is not easy to do justice to either Brian Harley’s character or work in the space of a short essay. He was both co-operative and an individualist; he stood at the head of his profession and yet was never part of the establishment; he was a man of the Left who somehow managed to write a standard reference book for a British government department; he was an enthusiastic immigrant to the United States, yet remained part of England; he developed vast areas in the history of cartography, and yet died leaving an enormous labour of clearing-up for his surviving collaborators and assistants. In Britain he remains best known for his work on the Ordnance Survey, yet by the early 1980s he was anxious to be known as something other than ‘O.S. Harley’; it remains to be seen whether his writings of the late 1980s will ultimately be recognised as his most important work. As a friend he was to be valued, and he was always prepared to take trouble. He hated humbug, and was by nature modest: when asked by the writer to address him in Milwaukee, he said ‘Dr.,’ and of one favourable review he commented to a journal’s editor: ‘Does he really believe all this or did you have to pay him!’ His personal modesty, together with a temperamental disinclination to rest on any laurels which might have been awarded him, made one not forget, but not even realise just how much he had accomplished; his landscape was a vast canvas, and he could give the impression that all that he had done so far was to paint a few trees and figures. But Harley also knew that he had done more than that; he hated plagiarists, and he could be ‘wound up’ very easily by mention of certain authors whose labours in the vineyard appeared to have been agreeably lightened by the Historian’s guide and Maps for the local historian, and who showed it by not bothering to seek out his other work. One of the ironies of his career was that it was celebrated on 17 March 1992 at the Royal Geographical Society, an institution which, despite his being presented with life membership as a leaving present by his Exeter colleagues, he by no means entirely approved. And he might well feel that this notice is as full of misguided zeal and misguided loyalty as it is of factual information; as a reader of Private Eye he would perhaps regret that these remarks are too diffuse and prolix to find a place in its ‘O.B.N.’ column, though perhaps he would relish its ‘name calling’. ‘This is a field where the vineyard is large and the labourers few.’ Well, now they are one fewer.

R.R.O.

This notice has been compiled partly from the obituaries in The Independent (27 December 1991), The Guardian (28 December 1991), and The Times (30 December 1991), partly from the proceedings of the celebration of Brian Harley’s life at the Royal Geographical Society on 17 March 1992, partly from the reminiscences of friends, and partly from the writer’s own memories and from letters and other papers in his possession. He accepts full responsibility for what is written here.

R. F. ROSS

An Ordnance Survey playlet of 1842

by J.H. Andrews

The following short play comes from the papers of the eminent Irish scientist John Tyn dall (1820-1893) in the Royal Institution of Great Britain. It was written for Tyn dall’s amusement by his friend and compatriot William Ginty when both men were in their twenties and employed as civil assistants on the six-inch Ordnance Survey of Lancashire, Tyn dall at Preston and Ginty near Liverpool. Ginty had been surveying in England for about four months after several years as a painter and draughtsman in Ireland. The letter containing his play is dated 5 October 1842 and the action is set in Ormskirk four days earlier. The text is now available only in typescript, the original manuscript having been retained by Tyn dall’s family but apparently not preserved. It is printed here by kind permission of the Royal Institution, with speakers’ names supplied where necessary and with a few changes of spelling, punctuation and layout to improve readability.

The Inspection

A farce in two acts

By the author of ‘The Moonlight Shore’

Dramatic Personae:

Hamley, a lieutenant of Engineers
Sheppard, the corporal in charge
Bracken, the corporal out of charge
Ginty, one of the squad
Labourers, lookers-on, etc. etc.

Scene: a highway with a Δ in the perspective (a prop)²

Act 1st, The Stores


(Exeunt)

Act the 2nd, The Books

Hamley (taking my book): You learned to survey since you came to England? Ginty: I learned the practical part, sir — chaining. Hamley: Hum. (Turning over to some awful big figures in a diagram.) Well! Them are

1. Letters from or about Ginty are in volume xi (ff. 3578-3653) of Tyn dall’s correspondence. The play is on f.3584. For Tyn dall see A.S. Eve and C.H. Crossley, Life and Work of John Tyn dall (1942).
2. The dot-in-triangle symbol for a trigonometrical station was commonly used by Survey personnel in writing as well as on maps. Ginty’s phrase ‘a propo’ is apparently unknown to theatre historians as a technical term. Perhaps he meant simply that the ‘stage’ was appropriately furnished.
whoppers.  
Ginty: So much the better for the office men, sir.  
Hamley: Ah, oh, yes, I can't say there is any particular objection.  
Ginty: No, sir! There can't be!  
Hamley (turning another page and seeing 'total 1677'): That's a good day's work. (Another, 114.) That's passable.

Bracken: He is a very excellent, steady and diligent workman, sir.  
Hamley: Oh! Oh!  
Ginty: My work, sir, for the last two months has been very very difficult, all demesnes.  
Hamley: Not hereabouts, eh?  
Ginty: No, sir, Crosby, and Ince Halls.  
Hamley: Oh, Ince Hall. I hope you will make a clever job of that.  
Ginty: (A nod).  

(Finis)

A few words of comment may be appropriate. Ginty's dialogue, colloquial and plain-spoken but neither witty nor profound, suggests a quick ear and nothing more. However, his knowledge of play-text conventions reveals him as an educated man and this impression is confirmed by his other letters in the Tyndall collection, which are amusing, exuberant, high-flown, and enlivened by foreign-language tags and allusions as well as by specimens of his own accomplished light verse — though not, regrettably, by the text of his otherwise unrecorded work 'The moonlight shore'. In short, he and Tyndall, like several of their Irish comrades on the Survey, were intellectually over-qualified for their duties, a circumstance that helps to explain their general resentment of authority and the vigour of their agitation for higher wages. They spent much time collecting evidence of the Survey's supposed mismanagement in both Ireland and northern England, believing that the money lost in correcting inaccurate work supervised by incompetent officers could have been more than saved by employing well-paid professional land surveyors in the first place. If therefore seemed appropriate for Ginty to score off Hamley, who in his apparent gormlessness anticipates the Ordnance Survey subaltern in Brian Friell's play _Translations_. But although Ginty offered his play as a 'verbatim et litteratim' record, it is hard not to suspect an element of dramatic licence at this point. In real life Lieutenant William George Hamley was an officer of some experience, commissioned as early as 1833 and portrayed in Ginty's other letters as reasonably competent and decisive. He eventually became lieutenant-governor of Bermuda and retired with the honorary rank of major-general.

An important element in the Survey's low-wage system was the division of labour between surveying and plotting. Ginty had begun as an 'office man' but was now proud of his skill in the field. He could lay out long lines through difficult country and, as he implied, one long line was easier to plot than a succession of short lines. His rate of work was also regarded as creditable. (The figures that Hamley reads from his field book are chain-lengths measured per day; in an earlier letter Ginty told Tyndall that he was averaging 130 chains, which he regarded as equivalent to an area of forty acres.) His preference however was evidently for indoor work, and Hamley obliged by restoring him and some of his colleagues to office duties before the onset of winter. By a 'demesne' Ginty meant an ornamental park attached to a large country house. The difficulty of a demesne survey lay in carrying chain lines through such obstacles as woods, shrubberies, and walled gardens. Perhaps more interesting is the hint of class prejudice in Hamley's apparent implication that special pains should be taken in surveying the house and grounds at Ince Hall. On the same theme, Ginty was later to suggest that Hamley had acted improperly in promising a separate large-scale plan of Hornby, near Lancaster, to the tenant of the castle there 'for friendship's sake', though no such plan is known to survive either at Hornby Castle or in the Lancashire Record Office. William Ginty left the Survey in November 1843. No one has written his biography, but like some of the department's other malcontents he seems to have done well in later life, allegedly making a fortune in Rio de Janeiro and being knighted by the emperor of Brazil. His letters, and those of other civil assistants in the Tyndall papers, give a unique worm's-eye view of the Ordnance Survey at a crucial period. Except in relation to Ireland they do not seem to have been used by cartographic historians.

3 Obituary in _Royal Engineer's Journal_, 1 June 1883, pp. 132-3. Richard Oliver points out that Hamley is named in the footnotes of a number of first-edition Lancashire six-inch sheets as the officer responsible for the survey, and signs a number of three-chain Ordnance Survey title maps. (The six-inch sheets are Lancashire 14, 18-20, 24-6, 29-32, 34, 37, 38, 42-4, 50-52, 58-60, 67, 68, 83-6, 96-93, 98-101, 107-9, 114, 115, 118; the title maps are: Cannfield (Public Record Office, London (PRO) IR 30/18(61), Leck (PRO IR 30/18(196), Tunstall (PRO IR 30/18(312)) and Yealand Conyers (PRO IR 30/18(355)).

4 Ginty's plural 'Ince Halls' was intentional, there being several houses of this name in the same area. (Victoria county history, Lancashire, iv (1911), p.104). Hamley was presumably referring to whichever of these houses he regarded as most important.

5 J.H. Andrews, _A paper landscape: the Ordnance Survey in nineteenth-century Ireland_ (1975), pp 81, 92. Apart from the Ginty letters there is relevant material in volumes x and xi of Tyndall's correspondence and in a volume entitled 'John Tyndall, early life', also at the Royal Institution.
Henry Crook, 1853-1935, and the centenary of the Dorkington Committee

1991 was celebrated as the official bi-centenary of the Ordnance Survey, and this issue of Sheetlines will coincide with the centenary of the appointment on 26 April 1892 of the Departmental Committee on the Ordnance Survey, under the chairmanship of Sir John Dorkington, M.P. The ‘battle of the scales’ of 1851-8 had established that the Ordnance Survey was to map the whole country at very large scales, and the Dorkington Committee had the practical effect of ensuring that these surveys, once made, were kept up to date.

Closest associated with the Dorkington Committee, and its star ‘lay’ witness, was Colonel Henry Tipping Crook (1854-1935). A nephew of Joseph Crook, sometime M.P. for Bolton, and educated in Manchester, Crook was a practising civil engineer, and early in his career worked in Ireland, this included laying out drains in Dublin. He became Vice-President of the Institution of Civil Engineers of Ireland, and was awarded their Mullin gold medal. In 1882 he opened a practice as a civil engineer in Manchester, and by 1890 he had had enough experience of Ordnance Survey maps to address the British Association on these maps’ defects. In 1892 he published these comments as a pamphlet, The maps of the Ordnance Survey, As they are and as they ought to be.1 Crook’s criticisms were well-informed and it has been suggested that he was a ‘plant’, intended to secure an official inquiry into the Ordnance Survey. If so, the plant worked. It is known that Crook was a Captain in the 1st Lancashire Volunteer Engineers; perhaps also of significance that he was Secretary to the Manchester Liberal Unionist Association and that in the general election of July 1892 he stood (unsuccessfully) as a candidate at Sowerby.2 Sir Charles Wilson, at that time Director-General of the Ordnance Survey, was also a unionist, and had been in charge of the Irish Survey in 1876-9, 1883-4 and 1885-6, which makes one wonder whether he may have made Crook’s acquaintance considerably before the time of the Dorkington Committee. At any rate, Crook’s repetition of his charges considerably enlivened the Dorkington Committee’s proceedings; the Times’ comments on his pamphlet, ‘Victory... at once highly entertaining and perfectly just’ applies also to Crook’s evidence.

At the same time as he was giving evidence to the Dorkington Committee and seeking votes in Sowerby, Crook joined the Manchester Geographical Society; he was made a member of its council in 1898 and served as president from 1923 to 1926, and shortly before his death he handed over his map collection to the Society. He was a magistrate, in 1917 he was Vice Lord Lieutenant of Lancashire, and his interests included ‘town and regional planning, the preservation of the countryside, common rights and rights of way, national parks and ancient monuments; but his interests knew no local limitations, and ranged as far afield as China, the Himalayas and the Arctic’.3

Described as of ‘tall, commanding figure and striking personality’, Crook was awarded the V.D. in 1900 for ‘the brilliant organisation of his regiment’. Indeed, though it is to be suspected that Crook’s present reputation rests on his Ordnance Survey agitation, it is possible on a mere word-count that he will be found to be of more military than cartographic significance. He was the author of War-game maps (1888) and Studies in practical topography (1909), both published by the Manchester Tactical Society; in 1921 the Army Quarterly wrote, ‘Colonel Crook’s are amongst the best strategical-tactical studies which have been published in the English language.’4 Studies in practical topography was accompanied by five complete Ordnance Survey maps,5 and although its main object was military it is also of cartographic interest. Some snippets from the opening pages give excellent examples of Crook’s style and thinking. The synopsis of the first chapter opens with: “The 6" map as produced for the examinations in tactics and topography - Some erratic contours and a canal - Absence of hedgerow trees”. In his introduction Crook strongly deprecates the study of tactics using maps of “invented” country: at the time he published his previous book, “high authority had just placed its imprimatur upon, the

1 Manchester, J.E. Comish, and London, Simpkin, Marshall, 1892.
2 By Ian Mumford in W.A. Seymour (ed), A history of the Ordnance Survey, (Folkestone, Dawson, 1980), p.188.
3 See The Times, 1 July 1892, p.5.
6 NS-2 H 68, NS-3 LC 43 and 51, and Half-inch England layerd 8 and 9.

 acne of artificial absurdities, a map for tactical exercises of which the component sheets were interchangeable.’ For the study of ground the essential thing is practice with the best possible maps.

The agitation for the reform of the Ordnance Survey... although it has, as yet, effected but a moiety of the improvements... desired, has, at all events resulted in the production of several new maps on various scales, which are fairly up-to-date as regards the artificial features and which shew the ground forms, in some cases, with more or less passable success. There is still, however, much to seek in the quality of official cartography. So long as the Survey adheres to the practice of producing the smaller scale maps by purely mechanical reduction, it will never succeed in making really satisfactory readable and artistic maps. Small scale maps must be designed for the scale upon which they are to be produced. None of the new maps has been so designed.

‘One of the principal improvements asked for, additional contours, has, so far, been practically ignored. These are particularly required on the six-inch maps.

Before the South African war there was a demand for a general topographical map on a larger scale than the one inch to the mile. For manoeuvre purposes special maps were usually prepared on the scale of two inches to the mile. The enlarged map gave no more information than the one inch, whilst the area depicted on a sheet of equal size was 75 per cent less. Now the use of smaller scale maps is enjoined and the issue, for military purposes, of any greater scale than the one-inch is strictly limited to a few special cases. Of course the idea is that officers and others should be practised in the use of the kind of maps which would alone be likely to be available on active service. But this is rather to confuse instruction with the application of its results in the field. It might, with equal force, be argued that the whole voluminous library of instructional works should be suppressed with the exception of the field service pocket book. Up to quite recent times officers could purchase direct from the Ordnance Survey, maps on any scale at half the published prices. This privilege, for some unexplained reason, was curtailed in 1905 and is now limited to the one-inch and smaller scales. Adequately contoured, a good six-inch map, such as the old engaved map of the counties of Lancashire and Yorkshire, is a topographical text book. It is the best medium for the initial stages of instruction in map reading, in the study of ground forms and physiography generally.’

Acknowledgements

I am grateful to Richard Dean, Ian O’Brien and Charles Toase for supplying the materials on which this note is based, though any subjectivity is mine entirely!

Richard Oliver

Henry Tipping Crook, 1854-1935. From the frontispiece to Vols XXXIX-XL (1925) of Journal of the Manchester Geographical Society.
The Ellis Martin covers of the Ordnance Survey Half-inch map series 1918 - 1942
by Guy Messenger

Among the map covers designed for regular map series by Ellis Martin between the first and second world wars, those for the One-inch Popular Edition of England and Wales and for the Half-inch (1:126,720) Large Sheet Series hold pride of place, as the only two that remained unamended in all but minor details throughout the twenty-four year period. Among the remainder, the one to hold sway longest was that for the One-inch Popular Edition of Scotland, and a descriptive article dealing with this is already in the pipeline for future publication in Sheetlines. A monograph is being planned for the Popular of England & Wales. Very little has so far appeared in Sheetlines about the Half-inch, and now seems a good time to break silence.

A CCS map-study meeting on the Half-inch map was held in 1984, and the report on this1 gives a fairly comprehensive account of the Half-inch story before the first world war. Beyond that, though, it is sketchy in the extreme, not least because the development of the map itself is complex and confused, as it was before the war, and another full day’s discussion would have been needed to complete its unravelling. Up to 1914, the Half-inch was cartographically very much an experimental map, but between 1912 and 1915 a determined effort was made to produce fully standardised versions for England & Wales and Scotland, and an Irish Half-inch was completed in 1918. A common front cover design (H.12) was produced for these three series in 1918, and remained in use for the first two until the coloured Half-inch map fell into disuse after the second world war. The Ordnance Survey of Ireland began making its own coloured reproductions of the series and selling them in its own covers during the 1920s.

To describe the development of the Ellis Martin covers for the series it is necessary first to attempt a rational classification of the maps themselves. The difficulty lies in the fact that in the England & Wales series there is no more consistency about the sequence of stages in the revision and printing style among the different sheets of the series after 1912 than there was before, and it is necessary to try to make sense of this before tackling the development of the covers. As I see it, it is hopeless to try to base a classification of the maps on groups of publication dates or revision dates, and the best hope lies in the style of presentation. Looking at the England & Wales series as a whole it seems to me that there are four principal modes of presentation running through the series, and that the earliest of them has to be divided into submodes to a greater extent than the others because it was subject to more experimentation than the others. The modes can be immediately distinguished from one another by means of significant features as follows:

HILLS ONLY HILLS/LAYERS LAYERS ONLY
Without 2° grid squaring
1H EWS 1HL EWS 1L EWS
2° grid squaring added, road
infill brown; stations black (as mode 1) or uncoloured (1 only)
2H EWSI - 2L EWSI
Road infill red and yellow;
station red filled, or not
3H EW 7S - 3L EWS
Sheet name and other marginalia
in 1° Popular style
- - 4L EW
( EW = England & Wales, S = Scotland, I = Ireland.)

The LSS Half-inch series of maps was generated mainly from the Third Edition of the One-inch, and the marginal details of sheets of the first two modes of the former have much in common with those of the latter. In particular, it is convenient to use the same features in the identification of printing states and substates, namely dates of publication and reprinting as these

appear on the sheets, print runs and copyright statements. Coding conventions for the latter can be applied exactly as was done in my Third Edition LSS monograph,2 and extracts from my catalogue of my own collection of Half-inch maps shows how this can be done. It is obvious that a complete account of the covers of a series of maps can only be given if the maps themselves can be precisely identified.

A systematic examination of my own collection and those of one or two friends has led me to conclude that the development of cover design during the period under review proceeded in more readily recognisable stages than did that of the maps themselves. Eight main phases of development are recognisable, in some of which subdivisions have been identified. These eight phases coincide in time with similar phases in the cover development of other map series which were produced concurrently, in particular, the One-inch Popular Edition of England & Wales, and in a future article I hope to show how the covers of the Scotland Popular conform, in the main, to the same pattern. Just as there are parallel streams in the categorisation of the modes of the maps so there are similarly streams in the sequences of cover development. The most obvious is that of the method of mounting and folding; within each phase covers for Paper folded (P), Cloth mounted (M) and Mounted in sections (D) sheets are distinguished by their printed price and by details of wording, and with the words ‘Hill-shaded’ or ‘Layers’ printed on each cover; this means that, without any further refinements, there are potentially six different front covers for every one of the sheets in the series, in each of the eight phases. This however does not take into account the fact that one of the most fascinating aspects of this, and indeed all map series of this period, namely the diversity of styles of lettering used for the sheet names printed on the covers, and the alterations of the names and wording on successive covers produced for the same sheet. Such changes sometimes occur in successive covers within a single phase, and this is especially the case in some sheets of the England & Wales Half-inch series, though not in others, and such alterations cannot be relied upon to coincide with changes of phase. To do justice to this aspect of the covers’ development, one would have to study a far more comprehensive collection than mine. In my catalogue, having compared the cover styles of each sheet, I simply code the styles of lettering found in a sequence upwards from A to E or beyond, but make no pretence to equate the sequence for one sheet with that for another. As originally printed on covers are coded (nos 1 to 8) according to the list below, and ‘PCL’ in the Notes column of the catalogue indicates a price change label obscuring the original price; nevertheless in the majority of examples it has been possible to lift the label and check the original price underneath. On a few Scottish covers a second label covering the first restores the original price (2-) after it has been raised to 2/3. With only a single exception known, every cover in Phases 1 and 2 was issued with a price change label printed by the Ordnance Survey including both Scale and Price lines printed in black exactly in the form used in Phase 3, and this raises the question whether the Phase 1 and 2 sheets were ever actually retaild at their original prices, which of course were those charged from 1915 to 1919.

The method of affixing covers is also coded:

- adhesive
- Bendefold
- bookfold
- hinged

N.B. A few sheets (c.e. E. & W. 40) are the right shape for folding in true Bendefold style.

1 The "Half-inch" at Tewin’, Sheetlines 9 (April 1984), pp 14-16.
A few examples of Scottish sheets in pre-war hinged white card covers have been found with 3M front covers stuck over them and cut to shape. They are coupled to Sc1b covers on the BOS. Seven England & Wales and nine Scottish 3M covers have been found with black-printed back covers. The remainder of this collection of getting on for 100 sheets has back covers fairly evenly spread among the twelve possible types printed in brown (excluding GB), though there is some evidence that the ‘authorisation’ statement was not added until towards the end of the phase.

1st 3rd LSS; 1st E & W Pop; 1st Sc 3rd; 1st Sc Pop; 1st E (Prices as for Small Sheets); 1/4" 3rd E & W & Sc. No comparable covers for the Irish Quarter-inch series have yet been found.

PHASE 4. A transitional phase during which Phase 3 front and back covers were stuck onto buff card shaped with a hinged tongue to be stuck to the edge of the folded map, and large enough to provide a buff surround to the coloured border of front covers. So far only two examples of England & Wales Half-inch sheets have been found so covered, but they are not uncommon in collections of England & Wales 1st Popular.

PHASE 5. 1928-30. E & W 21 examples; Sc 11 examples; all direct printed on hinged card; one example 5P, the rest 5M; all Mode L2 or L3; BOS all N3, M3, S3 or Sc2.

Standard format hinged covers were almost certainly introduced gradually over an extended period of perhaps two years, but it is difficult to deduce when the first examples were issued. There is no reason to suppose that the Half-inch was the first to have direct-printed hinged covers, but it is quite possible that Phase 5 was a transitional phase and that some sheets never had them. I have seen no 5D sheets, and only one 5P. The essential distinguishing feature is that the lettering is still hand-delineated, and in addition all prices are ‘Net’. Sheet names are usually in the same style of lettering as their counterparts at the end of Phase 3. PCLs (to 29P) are sometimes found.

1st E & W Pop; 1st Sc Pop; 1/4" 3rd. The 1st 5th Relief covers of style H.20 probably belong to this Phase.

PHASE 6. About 1931. Mode E & W 6D 3, 4/4; Net; 6M 3, Three Shilling Net; 6P 1, Two Shillings Net PCL (2/3) F. BOS 3N, 3M, 3S.

The great majority of the known examples of this phase belong to the three One-inch series. Distinguishing features are typeset lettering of sheet names (red, green or blue), scales and price lines (ground colour); and in most cases a distinctive style of sheet name lettering which is not carried forward into the next Phase. This is a short-lived transitional phase. In the Half-inch covers the sheet number, top right, is surrounded by a small buff rectangle within the green border.

1st E & W Pop; 1st 5th Relief (without location diagram, H.23.1a); 1st Sc Pop.

PHASE 7. About 1934, for most series, but perhaps not until 1936 for the Half-inch. Some covers printed in 1936 have E R in place of G R at the top of the FOS design, and in the Half-inch, these may be the earliest in the Phase. The maps are nearly all Mode 3 or Mode 4. (i) E R: 7D none, 7M 5, 7P (f) (i); (ii) G R: 7D none, 7M 3, 7P (f) none; Sc 7M 2. BOS, E R mostly N3, M3, S3; G R mostly GB. Price 2/9 (7M), 2/1/4 (7P).

There are rare examples of sheets with identical lettering of sheet name styles on Phase 6 and 7 cover, but in most cases the Phase 7 cover style is different. Covers in this style continued to be issued until the demise of the series, and in only a small proportion of sheets it is known to have been replaced by Phase 8.

1st E & W Pop; 1st 5th Relief (H.23.1.b); 1st 5th non-relief (H.23.2.a); 1st Sc Pop.

PHASE 8. 1939. The total number of Half-inch sheets in covers in Phase 8 style so far reported by members in consequence of the the article in Sheetlines 32 on ‘Benderford between the wars’ is E & W 6 (all L); Sc 2 (H, L, L). All BOS are GB and no similar examples have been reported, all being in Benderford style. The Scottish Hill-shaded Example (Sc sheet 5 Lewis) encloses a Mode 1 paper folded sheet dated 1910, and must be one of the most long term examples recorded of OS stockpiling of small scale regular sheets. Price (paper) is 2s.6d., and (cloth) is 2s.9d.

In Phase 8 covers, the sheet name is in base colour (in the Half-inch, brown) and other matter is
Examples from Catalogue of KGM

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<td>9.22</td>
<td>3M A 2 a L(i)</td>
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<td>3M B 3 h L(ii)</td>
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<td>3250/32</td>
<td>3M C 3 h L(ii)</td>
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<td>5M B 3 h L(ii)</td>
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<td>22x L2 1914</td>
<td>5M B 3 h L(ii)</td>
<td>Sc2</td>
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<tr>
<td>28x H2 1914</td>
<td>NORTH BERWICK, BERWICK ON TWEED AND SELKIRK</td>
<td>3M A 2 h H(iii)</td>
<td>Sc1b</td>
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<td>5M B 3 h L(ii)</td>
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</table>

The columns:
1 Sheet number and substrate code
2 Map Mode
3 Publication date printed on sheet
4 Reprint or other date printed on sheet
5 Cover sheet name
6 Cover Phaze and mounting style
7 Cover sheet lettering style (letters A - E in order of issue)
8 Price printed on cover (see table on page 15)
9 Attachment of cover
10 (i) Price without 'Net'; (ii) Price with 'Net'; (iii) 3M cover on prewar hinged card; (PCL) Price change label
11 BOS style (see page 16)

Before the First World War, very little British small-scale mapping was tailor-made to the requirements of the Army. Standard Ordnance Survey 'civilian' offerings included features introduced at the behest of the military, but they were compromises, dictated by the financial impossibility of giving the Army its own small-scale map. Most military 'specials' were ad hoc affairs, consisting of civilian maps with military areas or manoeuvre information overprinted. All lacked a grid - that is, a squaring system on a particular projection extending across all the sheets of a map from a single point of origin, enabling positions to be identified with unique combinations of letters and/or figures over wide areas as easy as possible. By 1914 there were a few lettered and numbered squaring systems, but these were not grids, for each related to a single sheet only. During the war, specialised military mapping for use on battlefields and for training became essential. Squaring systems with squares small enough for accurate plotting to fine limits were generally adopted, but still there was no Western Front 'theatre grid'.

After the war the specialised military training map on the 1:20,000 scale - GSGS 2748 - was perpetuated. The usefulness of a grid was accepted, and one on the War Office Cassini projection was introduced on GSGS 2748. Civilian maps were still adapted for the Army, but in a more thorough-going way. From 1923 or thereafter,2 Popular Edition sheets for military use were given an overprinted purple grid on the War Office Cassini projection, with 10 km and 1 km squares, the civilian map's two-mile squaring system being deleted. The overprint included an index to the relevant sheets of GSGS 2748. War Office printing information was added to the black plate.

Each of the 10 km squares of the grid was identified with a hollow capital letter at its centre, repeated in the map margin; and within each of these squares were 10 x 10 km squares without any identification. It was possible to pinpoint a location to within 100 metres by using a letter and four figures, but in the absence of grid figures for the 1 km squares, this 'British System' grid was slow to work and vulnerable to operator error. Worse, any combination of letters and figures would recur every 50 km, which could easily confuse when manoeuvres spread over wide areas, and - as might now be the case - involved fast-moving mechanised forces.

The British System grid lasted about eight years on the One-inch map, with few changes. The original hollow lettering had been hatched, but this presumably obscured detail, because around 1925 the hatching was removed; the resulting 'ghost' lettering promptly became lost in detail, where this was dense. Grids on some special sheets - military area maps, and manoeuvre maps - differed in colour, and in their orientation. On standard sheets 'grid north' diverged from 'sheetline north', because the grid followed the War Office Cassini projection on the Dunnose meridian, and the sheetlines followed the Ordnance Survey Cassini projection on the Delamere meridian. On most special sheets with sheetlines designed specifically for the Army, the military took the opportunity to have sheetlines following the War Office Cassini projection, and so coinciding with the grid.1

1 In 1931 the 'Modified British System' grid was introduced on the One-inch map, and the gridded map was given GSGS numbers: GSGS 3907 for England and Wales, and (from 1933) GSGS 3908 for Scotland. Lettered squares were retained, although the letters actually appeared only on the index (which now bore the sheetlines of the relevant Popular Edition sheets). The kilometre squares were now identifiable, by means of grid figures in the map margins. Quick six-figure map referencing had arrived. Including the letter, a reference repeated only every 500
2 The earliest War Office printing date found by the author on a gridded Popular Edition sheet.
3 Examples were Colchester and Catterick among military area maps, and the majority of manoeuvre maps.
km, while the six figures on their own recurred only every 100 km, double the previous interval. The maps that are the subject of this article were 'specials' in the sense that all were used for special purposes, in this respect differing from the standard gridded One-inch map. Some were on standard sheetlines: either standard gridded sheets with some other overprint as well as the grid; or sheets without additional overprint, listed in the tables that follow when they were used for a special purpose, and may or may not have been reprinted for the occasion. Other maps were standard to the extent that they were composites on the same sheetlines as District and Tourist 'civilian' maps offered by the Ordnance Survey, but with grids, and other information added or deleted for military purposes. Yet other maps were more specialised, of the sort described above, occurring on 'Army' sheetlines only. These maps were used in a variety of contexts. They could illustrate manoeuvres, depict areas of military land, or accompany military textbooks or examination papers. Nearly all were based on the Popular Edition. A few were derived from Fifth Edition material, where an existing Fifth Edition map's sheetlines met requirements, or an extract could be taken from it.

In the tables, the maps are grouped by purpose. Reprints up to 1940 are included. Later ones, and specials first seen during the Second World War, are not. All have been seen only as flat sheets, or as sheets folded to go into the pocket of a book or report. The tables are self-evidently incomplete: they consist only of maps seen. Many reprints other than those listed can be inferred from the reprinting histories. It is known that other manoeuvres were mapped, but the scales used are unrecorded. As well as the One-inch map, the Ordnance Survey Half-inch, Quarter-inch, Ten-mile and 1:1,000,000 scales were all overprinted with military information for manoeuvres. Military area maps were derived from GSOS 2748 and its successor, the 1:25,000 GSOS 3906. There was even an experimental 1:50,000 map of Aldershott, published in 1933.

Until the coming of GSOS 3907 and 3908, road colouring followed that of the Popular Edition, except for composite manoeuvre maps, on which the best roads, as well as second class roads, were coloured yellow instead of the Popular Edition's red. Thereafter, nearly all maps had yellow roads. Green woods were dropped from military One-inch maps in 1931-3, and then reinstated.

Notes on the tables

Publication date: This is the date of the latest printing shown on the map. It may also be the original publication date.

Short title, etc: The title (sometimes abbreviated) is that given at the head of the map. The subject, if different or not given on the map, is in brackets.

Magnetic Variation data: Military maps were usually given an up-to-date magnetic variation diagram as part of the coloured overprint. No date is shown on the latest diagram on the map, and has been condensed in the form (e.g.) 1/28 for Jan. 1928.

Overprint: This refers not to the grid (which is taken as read), but to military information: the disposition of troop formations, area boundaries, danger zones, etc. The descriptions are abbreviated. The colour shown can take the form of solid, dotted or dashed lines, or solid, hatched or cross-hatched blocks of colour, thus distinguishing between different kinds of information.

Remarks: Maps may have either one of two types of imprint, or both. The Ordnance Survey printing details come first; then the corresponding military (WO) details. A suffix 'C' denotes Caistor, a commercial printer. 'CR' and a figure denotes an Ordnance Survey Central Registry file. Reprints noted in some states of a map do not necessarily recur in later ones. The quoted numbers of standard sheets making up a composite map are not always those sometimes noted at top right of the map. The numbers quoted reflect the index on the map.

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All maps are based ultimately on the Popular Edition unless otherwise stated.

Where the colouring of first class roads varies from the norm, the colour is given. For instance, yellow roads on some pre-1931 manoeuvre maps are mentioned because other military maps still retained the Popular Edition's red and yellow roads; but road colour is not mentioned post-1931 because with one exception it is always yellow.

On Place's paper: Some maps were on Place's Waterproof Paper, which was impregnated with a waterproof solution after printing. See Sheetlines 14, 1965, 10-13.

### One-inch Manoeuvre Maps

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<thead>
<tr>
<th>Pub</th>
<th>Short title, etc</th>
<th>M.V.</th>
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<td>Manoeuvre Map 1925</td>
<td>none</td>
<td>Manoeuvre area boundary, out of bounds areas, galleys, frontiers between opposing 'states' in red</td>
<td>Imprint: OS 1925</td>
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<td></td>
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<td>1/27</td>
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<td>Imprint: OS 1927</td>
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<td>Salisbury and Winchester</td>
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<td>1928</td>
<td>War Office Exercise No.4 (1928), 30 April - 3 May</td>
<td>1/28</td>
<td>'Northland' positions in red, 'British' positions, corps and divisional boundaries in blue</td>
<td>Imprint: OS 1919</td>
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<td>Map No.2 Map Shewing Situation 1 May on front of 1st Corps</td>
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<td>Red and yellow roads</td>
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<td>Parts of sheets 122, 123, 122, 130, 131, 132</td>
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<tr>
<td>1928</td>
<td>War Office Exercise No.5 (1928) 6th Div Harrogate</td>
<td>1/28</td>
<td>Formation boundaries in purple, RE dumps in red, 'vital ground' in purple and red</td>
<td>Imprint: OS 1924</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Reprint 3000/27, WO reprint 3750/28</td>
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<td></td>
<td></td>
<td>Red and yellow roads</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Black grid, purple 5 km grid figures, black 1 km</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Based on standard Popular Edition sheet 105</td>
</tr>
<tr>
<td>1928</td>
<td>(Sussex Manoeuvres) Guildford and Horsham</td>
<td>1/27</td>
<td>Manoeuvre area boundary, divisional boundary, out of bounds areas, restricted areas, galleys in red</td>
<td>Imprint: OS 1920</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Minor corrections 1925</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>Roads revised to 11.25</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>Reprints 3000/23, 1000/26, 3000/27</td>
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<td></td>
<td>Red and yellow roads</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Based on standard Popular Edition sheet 124</td>
</tr>
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<td>Short title, etc</td>
<td>M.V.</td>
<td>Overprint</td>
<td>Remarks</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tbody>
</table>
| 1928      | (Sussex Manoeuvres) Tunbridge     | 1/28 | as above  | Imprint: OS 1920  
Minor corrections 1924-5  
Red and yellow roads  
Based on standard Popular Edition sheet 125                                                                 |
|           | Wells                             |      |           |                                                                                                                                                         |
| 1928      | (Sussex Manoeuvres) Brighton      | 1/28 | as above  | Imprint: OS 1920  
Minor corrections 1923  
W.O. 1.24  
Red and yellow roads  
Based on standard Popular Edition sheet 134                                                                 |
|           | Eastbourne                        |      |           |                                                                                                                                                         |
| 1928      | (Sussex Manoeuvres) Chichester    | 1/28 | as above  | Imprint: OS 1920  
Minor corrections 1924  
Reprints 2500/23, 8000/24, 3500/26, 3500/28  
Red and yellow roads  
Based on standard Popular Edition sheet 133                                                                 |
|           | and Worthing                      |      |           |                                                                                                                                                         |
| 1929      | (War Office Exercise No. 1)       | 1/27 | Command   | Imprint: OS 1920  
W.O. 8.23  
Reprints 2000/24, 5000/24, 5000/25, 7500/27, 3400/29  
Red and yellow roads  
Based on standard Aldershot Command military map                                                                 |
|           | Aldershot Command                 |      | boundary in red |                                                                                                                                                         |
| 1930      | (War Office Exercises Nos 1, 2, 4)| 1/28 | none      | Imprint: OS 1923  
Minor corrections 1928  
Reprint 3000/30  
W.O 3750/30  
Red and yellow roads  
Based on standard Popular Edition sheet 45                                                                 |
|           | Buxton and Matlock                |      |           |                                                                                                                                                         |
| 1930      | (War Office Exercise No. 3)       | 1/30 | none      | Imprint: OS 1920  
Minor corrections 1924-9  
Reprints 5000/27, 2000/29  
W.O 3750/30  
Red and Yellow roads  
Based on standard Popular Edition sheet 125                                                                 |
|           | Tunbridge Wells                   |      |           |                                                                                                                                                         |
| 1933      | Salisbury Plain Training Area     | 1/31 | Training area | Imprint: OS 1920  
Minor corrections 1926  
GSGS 3907: W.O 1931  
Reprints 1500/25, 5000/25, 5000/27, 1650/29, 5200/29, 8500/31, 17000/33  
Sheets 122, parts of sheet 111, 112, 121  
Sheetlines as for standard Salisbury Plain District Map                                                                 |
|           | Aug-Sept 1933                      |      | boundary in red |                                                                                                                                                         |
| 1934      | Southern Command Manoeuvre Area   | 1/31 | as above  | Imprint: OS 1920  
Minor corrections 1926  
GSGS 3907: W.O 1931  
Reprints 1500/25, 5000/25, 5000/27, 1650/29, 5200/29, 8500/31, 17000/33, 5500/33  
11000/34  
Otherwise as above                                                                                                                                |
|           | 1934 Northern Section              |      |           |                                                                                                                                                         |
|           | For Official Use Only              |      |           |                                                                                                                                                         |
| 1934      | Southern Command Manoeuvre Area   | 1/34 | as above  | Imprint: OS 1934  
Reprint 16700/34  
Roads to?  
Minor corrections to 1931-7  
[touch of imprint illegible in copy seen]                                                                                                          |
|           | 1935 Army Manoeuvres               | 1/35 | Manoeuvre area | Imprint: OS 1935  
GSGS 3907: W.O 4035, 4810  
Blue grid and co-ordinates  
Sheet 1: Parts of sheets 112, 113, 122, 123, 131, 132  
Sheet 2: Parts of sheets 113, 114, 123, 124, 132, 133                                                                                               |
|           | 1935                             |      | boundary in red | Manoeuvre area  
boundary, out of bounds areas,  
gallops in red                                                                                                                                         |
|           | 1936 Manoeuvre Area               | 1/36 | as above  | Imprint: OS 1936  
GSGS 3907: W.O 1936  
W.O 20000/36  
Blue grid and co-ordinates  
Sheet 1: Parts of sheets 124, 133  
Sheet 2: Parts of sheets 124, 125, 133, 134                                                                                                           |
|           | 1936                             |      |           |                                                                                                                                                         |
|           | 1937 East Anglia Manoeuvre Area   | 1/37 | Manoeuvre area | Imprint GSGS 3907: W.O 1937  
23500/1937  
Blue grid and co-ordinates  
Sheet 1: Parts of sheets 84, 85, 95, 96, 106, 107  
Sheet 2: Parts of sheets 75, 76, 85, 86, 96, 97, 98, 107, 108                                                                                       |
<table>
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<tr>
<th>Pub</th>
<th>Short title, etc</th>
<th>M.V.</th>
<th>Overprint</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>1939</td>
<td>Thames Valley</td>
<td>1/39</td>
<td></td>
<td>Imprint: OS 1939 GSGS 3907: WO 1939 15200/39 CR4752 Black grid, blue co-ordinates Parts of sheets 94, 113 (large sheets), St Albans Special District, London Special District. Red roads Based on 5th Edition [In spite of lack of overprint, probably a maneuver map: no major military areas]</td>
</tr>
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</table>

**One-inch Military Area Maps**

<table>
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<tr>
<th>Pub</th>
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<th>M.V.</th>
<th>Overprint</th>
<th>Remarks</th>
</tr>
</thead>
</table>
Figure 1  War Office Exercise No.4 (1928), Map No.2. Part of Popular Edition sheet 105, British System grid. Grid north coincides with sheetline north (both on WO Cassini projection); no 1 km grid figures; hollow letters unhatched. Overprint shows 'Northland' and 'British' positions and boundaries. (Reduced to 70 per cent of original scale.)

Figure 2  Examination for Promotion, October 1936. Popular Edition sheet 96. Modified British System grid. Grid north (on WO Cassini projection) diverges from sheetline north (on OS Cassini projection); 1 km squares with grid figures; windmills and crosses added crudely by hand. (Reduced to 70 per cent of original scale.)
<table>
<thead>
<tr>
<th>Pub</th>
<th>Short title, etc</th>
<th>M.V.</th>
<th>Overprint</th>
<th>Remarks</th>
</tr>
</thead>
</table>
| 1935  | Aldershot Command| 1/34 | as above           | Imprint: OS 1932  
GSGS 3907: WO 1934  
WO 13000/35  
Parts of sheets 113, 114,  
123, 124, 132, 133  
Based on 5th Edition  
On Place’s paper |
| 1936  | Aldershot Command| 1/34 | as above           | Imprint: OS 1932  
GSGS 3907: WO 1934  
WO 17036  
Otherwise as above |
| 1937  | Aldershot Command| 1/34 | as above           | Imprint: OS 1932  
GSGS 3907: WO 1934  
WO 10000/37  
Otherwise as above |
| 1939  | Aldershot Command| 1/34 | as above           | Imprint: OS 1932  
GSGS 3907: WO 1934  
WO 40000/39  
Otherwise as above |
| 1940  | Aldershot Command| 1/34 | as above           | Imprint: OS 1932  
GSGS 3907: WO 1934  
WO 75000/40/R  
Otherwise as above  
For other states of  
Aldershot Command map, see  
also War Office Exercise  
No 1 (1929), Aldershot  
Command Manoeuvre Area  
1939 |
| 1924  | Blandford        | 1/24 | none               | Imprint: OS 1924: WO 2.24  
Parts of sheets 130, 131,  
140, 141 |
| 1939  | Blandford        | 1/31 | none               | Imprint: OS 1924: WO 2.24  
GSGS 3907: WO 1931  
Reprints 1100/31, 2000/33,  
400/33, 2000/36, 5000/39C |
| 1925  | Catterick Area   | 1/25 | Boundary of  
training area  
and WD land in  
red | Imprint: OS 1925: WO 12.25  
Parts of sheets 13, 14,  
15, 20, 21 |
| 1932  | Catterick Area   | 1/31 | as above           | Imprint: OS 1925; WO 12.25  
GSGS 3907: WO 1932  
1612532  
No green woods  
On Place’s paper |
| 1940  | Catterick Area   | 1/31 | as above           | Imprint: OS 1925; WO 12.25  
GSGS 3907: WO 1934  
Reprint WO 27000/40 |
| 1934  | Colchester Area  | 1/33 | Special Sheet      | Imprint: OS 1933  
GSGS 3907: WO 1933  
Roads to 1932, minor  
corrections to 1932  
Reprint 8000/34  
Parts of sheets 86, 87,  
97, 98 |
| 1939  | Colchester Area  | 1/33 | Special Sheet      | Imprint: OS 1933  
GSGS 3907: WO 1933  
Roads to 1932, minor  
corrections to 1932  
Reprint 8000/34, 100/35,  
1000/35, 10000/39C |
| 1937  | Dartmoor         | 1/37 | none               | Imprint: OS 1936  
Reprint 237  
Parts of sheets 137, 138,  
144, 145  
Based on 5th Edition  
Red and yellow roads  
The standard Dartmoor  
Special District Map,  
with grid, without relief |
| 1939  | East Kent        | 1/35 | Special Sheet      | Imprint GSGS 3907: WO 1935  
7000/35  
Reprints 8000/37, 8000/39C  
Parts of sheets 116, 117,  
126 |
| 1934  | Farnborough      | 1/30 | none               | Imprint: OS 1933  
CR 4275 500/34  
Parts of sheets 113, 114,  
123, 124  
Outline, blue water  
Map comprises extract from  
Aldershot Command map  
(q.v.) |
<table>
<thead>
<tr>
<th>Pub</th>
<th>Short title, etc</th>
<th>M.V.</th>
<th>Overprint</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935</td>
<td>Netheravon</td>
<td>1/31</td>
<td>WD land, out of bounds areas, aerodromes, agricultural land, rifle range danger areas, RAF danger and bombing areas in red</td>
<td>Imprint: OS 1933 10000/33 15000/35 WD information revised to April 1935 Parts of sheets 112, 122 Outline, blue water, brown contours Black grid, blue grid figures Map comprises extract from Salisbury Plain map (p.v.)</td>
</tr>
<tr>
<td>1924</td>
<td>New Forest</td>
<td>1920</td>
<td>none</td>
<td>Imprint: OS 1924 Minor corrections 1923 WO 1.24 Parts of sheets 131, 132, 141, 142 Sheetlines as for standard New Forest Tourist Map 1920, but headed 'Popular Edition One Inch Map', and no Tourist Map relief Red and yellow roads Squaring system removed, no grid added; suggests uncompleted map</td>
</tr>
<tr>
<td>1936</td>
<td>New Forest</td>
<td>1/31</td>
<td>none</td>
<td>Imprint: OS 1924 Minor corrections 1923 WO 1.24 GSGS 3907: WO 1931 Reprints 3000/24, 1000/24, 2200/31, 3000/36 Green woods Otherwise as above</td>
</tr>
<tr>
<td>1939</td>
<td>New Forest</td>
<td>1/31</td>
<td>none</td>
<td>Imprint: OS 1924 Minor corrections 1923 WO 1.24 GSGS 3907: WO 1931 Reprints 3000/24, 1000/24, 15000/39C On cloth Otherwise as above</td>
</tr>
<tr>
<td>1925</td>
<td>Salisbury Plain</td>
<td>1920</td>
<td>WD land boundary, cultivated areas in red</td>
<td>Imprint: OS 1920 Minor corrections 1925 WO 1500/25, 5000/25 Sheet 122, parts of sheets 111, 112, 121 Sheetlines as for standard Salisbury Plain District Map Red and yellow roads</td>
</tr>
<tr>
<td>1927</td>
<td>Salisbury Plain</td>
<td>1927</td>
<td>as above</td>
<td>Imprint: OS 1920 Minor corrections 1926, roads revised to 5.26 WO 1500/25, 5000/25, 5000/27 Otherwise as above</td>
</tr>
<tr>
<td>1940</td>
<td>Salisbury Plain</td>
<td>1920</td>
<td>as above</td>
<td>Imprint: OS 1919 (cf above) GSGS 3907: WO 1940 Reprints 1500/25, 5000/25, 5000/27, 1650/29, 5200/29, 62500/40/R WD information revised to April 1939 [No military m.v. diagram] For other states of Salisbury Plain map, see also Manoeuvre Maps for 1933 and 1934</td>
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</table>

**One-inch Miscellaneous Maps**

<table>
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<tr>
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<th>M.V.</th>
<th>Overprint</th>
<th>Remarks</th>
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</thead>
</table>
The transfer of the Ordnance Survey to Southampton in 1841

by Richard Oliver

1991 was both the official bi-centenary of the founding of the Ordnance Survey, and the 150th anniversary of the move of its headquarters from the Tower of London to Southampton. Why was Southampton chosen? In the semi-official history of the Ordnance Survey, E.J.S. Parsons remarks, correctly, that in 1841 Southampton was the only place where accommodation for the Ordnance Survey could be found in the aftermath of the fire at the Tower of London on 30 October 1841. He goes on to quote a contemporary newspaper report that ‘it had long been the wish of the Officers of the Survey Department to remove their headquarters to Southampton’, and the observation eight years later by the Surveyor-General of the Ordnance that it was desirable for the Ordnance Survey to return to the Tower. Parsons comments that ‘The wish of the Officers... to remove to Southampton’ has never been authenticated or explained.’ He also quotes an undated newspaper cutting which says that the Ordnance Survey moved into its new headquarters on 31 December 1841. Since the publication of Parson’s account documents in the Public Record Office have come to notice which throw further light on the move to Southampton.

The first of these is from J.W. Gordon, of the War Office, to Richard Byham, Secretary to the Board of Ordnance and is dated 21 November 1840. Gordon wrote that the General Commanding-in-Chief, Lord Hill, believed that it was the intention of the Commissioners of the Royal Military Asylum ‘to withdraw the whole of the Children and Establishment from Southampton’ during the current year [1840-1], and put them in the Asylum at Chelsea; it was understood that these buildings were originally constructed as a cavalry barrack, and that they were enlarged in 1815, to receive ‘the Female Establishment of Soldiers’ Children... it having been found upon the experience of some years, to be objectionable that the Boys and Girls should remain under the same Roof’ (at Chelsea). About 400 children were accommodated at Southampton, and various enlargements of the premises were made. All the premises would now be delivered to the Ordnance, and Lord Hill was ‘very desirous’ that they should be available for troops, as it was thought that with slight adaption they might accommodate 9 officers, 4 ensigns, 1 assistant surgeon, 16 NCOs, 4 drummers, and 216 rank-and-file. The barracks were very healthily situated, on rising ground, and Southampton was a place for embarking and disembarking troops; it was about four hours from London by rail. Lord Hill hoped that the Master General and Board of Ordnance would concur with him in keeping these buildings as a barracks ‘for the accommodation of a complete Depot’.

On 2 December 1840 the Board of Ordnance ordered that a plan and estimate for reconversion to a barracks be produced. However, by 21 May 1841, the Board had decided that all the papers be sent to the Ordnance Solicitor, John Hignett, saying that the Board intended to sell the property, by tender, and that Hignett prepare an advertisement immediately. Four days later Hignett told the Board that he had looked at the deeds, ‘which I am sorry to say are drawn in a very slovenly manner’. He had prepared the advertisement, but would retain the deeds in order to settle questions of title in the event of a sale. An advertisement was duly placed in eight newspapers, as follows:

... To be sold by Tender... The extensive and valuable Freehold Buildings and Land known as the Royal Military Asylum containing about 3a.3h.0p.

The situation is a healthy elevation above the Town of Southampton, and is well drained, and from its proximity to the Port... and having the advantage of the Rail Road to London... the property is well adapted either for private Residence or for any Public or Mercantile Establishment.

Tenders were to be submitted by 7 July 1841. Four tenders were received of between £5500 and £8500, which were far short of the estimated value, according to ‘Mr Tucker’, of £12,750. On 7 June 1841, the War Office wrote to Byham, asking that the Ordnance suspend the sale ‘for a short period’, so that the Secretary at War could...
investigate whether the building could be converted to an Asylum for Insane Officers and Soldiers, the present one at Fort Clarence, Chatham, being urged to be ‘by no means satisfactory’. On 23 June 1841 the War Office wrote again to Byham to say that the Military Medical Officer had reported that ‘with a few alterations to the gates and fences, that would be a much better place’ from the Army at Fort Clarence. The Secretary at War has received reports from a Board of Officers upon the state of the Lunatic Asylum at Fort Clarence; and also a representation from the Commandant of the Garrison, by which the unfitness of that building, more particularly for Officers of the Army, is so strongly shewn that he feels compelled to abandon it at the earliest possible period...’

On 25 June 1841 the Ordnance decided to seek Lord Hill’s opinion as to whether there was any objection to the lunatic asylum scheme, which would release Fort Clarence for urgently needed hospital accommodation in Chatham. By 12 July the Ordnance had changed their minds again, reverting to the idea of selling the Southampton barracks, and using the barracks at Christchurch as an asylum instead. On 16 July 1841 the War Office wrote to the Ordnance that Lord Hill has noted that ‘no minor consideration will be allowed to interfere’ with the Southampton asylum proposal, and that the Southampton barracks were very desirable as an asylum, being away from any ‘confined street’, so there seemed to be nothing more against siting it there than in Chelsea or other part of London, ‘where the Inhabitants are not only not annoyed, but many are not even aware of their existence’. Lord Hill thought that there were the strongest objections to Christchurch: there was hardly sufficient cavalry barrack accommodation for the horses, and when the next Cavalry Regiment came home from India, all the cavalry barracks in the southern and western districts would be required. Thus Lord Hill hoped that the arrangement proposed by the Secretary at War could be effected as soon as possible.

On 19 July 1841 Sir Hussey Vivian, the Master-General of the Ordnance, wrote that Christchurch was to be preferred to Southampton for the asylum: Southampton was designed for cavalry. He thought it objectionable to have an asylum, not only in the middle of the town, ‘but in the middle of the very best part of it’. He would have preferred to have used Southampton as a barracks, rather than incur the very great expenditure on new barracks in the Northern Districts, and pay up all the thoughts of using Southampton.

On 23 July 1841 Col. Thomas Colby, Superintendent of the Survey, wrote to his immediate superior, the Inspector-General of Fortifications (IGF), asking for additional accommodation at the Tower of London for the Army in the event of war, particularly for the employment of draughtsmen and engravers. That would be immediately required in connection with the six-inch survey of northern Britain which would be put in hand following the imminent passage of the Survey of Great Britain Act. Colby asked for two assistant officers from Ireland to assist with the secondary triangulation, and a large amount of data would be produced. Although work in Ireland was now finished, their work would not be interrupted ‘if they can be at once removed to this office’. There were between 70 and 80 assistants in this computing branch, so ‘several large rooms are necessary for them, and there was no room left in this house’ for the additional draughtsmen and engravers to be accommodated. To reduce the cost of superintendence (a favourite Colby theme) all the office accommodation should be ‘contiguous’, and not less than downstairs. Good light was needed for the clerks, engineers, and draughtsmen, and good housing would be needed so as to provide cheap lodgings within easy reach for them. When asked about the computers, printers, etc. London had the advantage of being in communication with all parts of the country, so what was needed was some large building ‘in London or its immediate vicinity’.

On 25 July 1841 Vivian contended that the Southampton scheme ‘should not be abandoned in London, but at an enormous expense’. He thought that much of the Survey work might be carried on ‘at a distance from Town’, somewhere where there would be ‘ready communication’ with London. There were large unoccupied buildings at Weedon, which was connected by rail with both the London, and the road to Luton, so this distance was greater than to the Casement Park, which was in Luton. He thought that Colby could carry on much of his work in an unoccupied barracks: it was ‘quite out of the question’ to get accommodation in London, such as Colby suggested.

Colby was not going have his department leave London if he could help it, and he continued to write to Chief Clerk Williams in Luton, Lieut. William Yolland, to come up with something. On 27 July Yolland produced a report, pointing out that no.6 house in the Tower was vacant and that the least expensive course would be to move ‘the Gentlemen of the Ordnance Office’ of no.1 house, which was about equal to the proposed expansion, into no.6, so as to use no.1. On 26 July Colby wrote to the IGF, saying that this idea would obviate the expense of moving the important barracks with its attendant inconvenience. On 30 July the matter was referred to the Commanding Royal Engineer (CRE), London District, for a report. It was noted that it appeared that compensation would be payable if, for example, the occupants of no.1 [presumably certain Board of Ordnance dignitaries] were moved elsewhere.

On 12 August 1841, the CRE London District, Lt-Col L.A. Hall, (who would succeed Colby as head of the Ordnance Survey in 1847), with the Chief Clerks of the Surveyor General and the Clerk of the Ordnance wrote to the Secretary at the Board of Ordnance, as to additional accommodation at the Tower: even not taking the inconvenience of moving into account, they considered the transfer to no.6 ‘altogether impracticable’, as it would only accommodate one senior clerk, and would cause the Board to have to pay £157.10s. p.a. house allowance to the other occupants of no.1. To alter no.1 as suggested by Yolland would cause ‘considerable expense and delay’ and Yolland had suggested even then that no.1 would not be ‘permanently sufficient’. As ‘to take over no.1 would be a temporary expedient and might lead to greater expense later on, they agreed with the Master-General’s view that the Ordnance Survey should obtain a large building somewhere.

This report bears a pencil note apparently in Vivian’s writing: ‘Mem. The Barracks at Southsea would in my opinion be peculiarly well adapted for a Survey Office. Lodgings in the town of South. near and ["consp"] comm[unicated] in London.’

On 2 September 1841, Colby wrote to the IGF, that Yolland had visited ‘Weedon, Warleigh, and Southampton, to examine the facilities at each of those places’ for an Ordnance Survey Office. In consequence of his report, I myself went over the Barracks at Southampton... and I am of opinion that it may be made a convenient Office for the Survey at a very small expense.’ He therefore requested that the Board would authorise moving to Southampton ‘with the least possible delay’, as great inconvenience has already been experienced by the Board of not having an adequate Office for the Survey.’ On 13 September the Board of Ordnance decided to point out that there were buildings at Yarmouth which might perhaps do for the military asylum. The War Office wrote on 14 October 1841 that ‘the situation of the Barracks at Southsea would not in all respects be desirable for a Military Lunatic Asylum, the Secretary at War no longer contemplates appropriating it for that object.’ The Master-General and Board of Ordnance immediately authorised the move of the Ordnance Survey to Southampton.

This move seems to have been on the fire in the Tower on 30 October, which destroyed the existing Ordnance Map Office, and made the move to Southampton an urgent necessity.

In fact, preparations were already in hand for the move to Southampton. On 29 October 1841 Colby received issue of 8 grants for the Ordnance Map Office, ‘Southampton Barracks’, with the least possible delay; however, the IGF thought he should have the specific orders of the Master General and Board about the Southampton Barracks, as to whether they should come under the command of the IGF, or of Colby and Yolland, at Winchester (who would therefore be responsible for supplying grants, etc), whereas Colby proposed to do the work himself. On 1 November, two days after the Tower was set on fire, it was ordered that the grants be supplied and that Colby be authorised to prepare buildings ‘at Southsea within the least possible delay’.

On 2 November Colby wrote to the Clerk of the Ordnance that if the Board trusted him with the preparations of the buildings at Southampton could be met out of the Survey Vote, ‘I shall with great exertion and the assistance of Colby, Williams, and L. Yolland, from the Store Department and score the maps, and make maps, and cut Maps, and rough wood for packing, together with the aid of a Detachment of... Sappers... or of the Royal Artillery to assist in packing the stores and in accommodating them to the Western Railway at Nine Elms, the London terminus for Southampton’ be able to clear this Building [the Map Office in the Tower] in one week from the time when I receive the requisite

1 The next group of documents drawn upon are in PRO WO 44/702.
2 As a matter of fact, Phoenix Park to Dublin Castle is about seventy minutes’ brisk walk (empirical experiment, April 1984): Weedon is just seventy miles from London, and the journey could not have been performed in anything like seventy minutes by rail in 1841.
3 The following documents are in loc. cit., PRO WO 44/59.
authority." I have not been able to trace 'the requisite authority'; on 19 November the Board of
Ordnance authorised the supply of stores for a temporary Map Office at the Tower. On 22
November 1841 the Board granted Colby’s request that the Engineer Officer at Southampton be
authorised to pay the wages to ‘the Printer, Printer’s Labourer, Clerk, Messenger, Draftsmen and
Carpenters’ threat, ‘instead of them attending at Whitehall, as at present’.
It is unclear from these papers in the PRO exactly when the move to Southampton took place.
What does seem to be clear is that it took place at least a fortnight before 31 December 1841, and
although it may indeed be true that the first Ordnance Survey party to turn up at the barracks had
difficulty in gaining admission, they did not turn up on New Year’s Eve. On 18 December
Colby was working at Southampton.

On the roads
The up-to-dateness of road atlases:
David Kimber of Wolverhampton writes:
I was interested to read the note by Guy Messenger (Sheetlines 32, p.4). I purchased a copy of the 1991
Motorizing Atlas of Great Britain and I believe that it is a good companion to the 1:50,000 Landranger
series of maps. I personally like the style and format of the atlas, but I share Mr Messenger’s disappointment with regard to the accuracy of some of the road network information. Most highway authorities are continually pestered for up-to-date information by organisations involved in map production such as the A.A., R.A.C. and Bartholomew. It is naturally in their interest to keep road map information up-to-date so that when a new road opens to traffic it fulfills the transport objectives that justified its construction. Despite the pressures on staff time, I believe that highway authorities try to produce consistent and up-to-date map information for the various enquiring organisations. It is then up to the map-making organisations to bring up to date their publications at a suitable opportunity. OS Publication News listing all maps published in September 1991 stated that the 1992 Motorizing Atlas had been fully revised and updated. As Mr Messenger points out, the Kettering Southern By-Pass opened to traffic on 8 November 1991 and despite the misgivings about the 1991 Motorizing Atlas, the Kettering Southern By-Pass is still not shown in the 1992 Motorizing Atlas! In contrast to this, an updated version of Sheet 164, Oxford, in the 1:50,000 Landranger series was published in May 1991 showing the M40 motorway and changes to the classified road network consequent on the construction of the motorway. The remaining sections of the M40 motorway opened to traffic in January 1991 and the Ordnance Survey should have been given credit for providing an updated map to coincide with the opening up of the completed motorway. It is pity that 1:50,000 Sheet 151 Stratford-upon-Avon has not yet been updated as, like Sheet 164, there have been many changes to the road network.
Mr Messenger points out that the A46 now consists of three quite distinct sections separated by
maps of 15-20 miles while the two remaining sections of the A34 are nearly 40 miles apart. (There is also a gap, be it of only a few miles, in the A34 in Birmingham where it connects with the A41 before continuing as A34 onwards from the City centre.) The comment regarding the prefixed version rises the thorny question of whether road numbers such as A46 should be retained following major changes to the classified road network. The A46 was a trunk road running from Bath through Cheltenham, Stratford-upon-Avon, Coventry, Leicester, Lincoln and onwards to Grimsby, but its original function has been overtaken by the development of the motorway and strategic trunk road network. The remaining southern sections of the A46 no longer fulfil this long-distance strategic function and could be renumbered in line with their current function, e.g. A460. Others would argue that the number A46 should be retained for continuity and the past but with suitable changes to the traffic sign legends. I believe that road numbers should not be treated like road names and are not sacrosanct: they are a means to an end rather than an end in themselves. I would agree that there is no point in change just for the sake of change. In the ambit of the M40 motorway the highway authorities considered it necessary to reclassify and renumber sections of

1 PRO WO 559/61, Colby to Clerk of Ordnance, 2 November 1841.
2 PRO WO 47/1915, p.15177.
5 Acknowledgement of 18 December 1841 on letter in PRO WO 559/61.
Great Britain
The first Land Utilisation Survey
At the instigation of L. Dudley Stamp,1 the whole of Great Britain was surveyed, mostly in 1931-5, though some remote areas were surveyed a little later; the information was plotted on ordinary OS 1:10,560 sheets. Most of these manuscript sheets survive, and are held by the London School of Economics. The extent of publication - the whole of Britain except for most of the Scottish highlands and islands - is shown by the appended index diagram. The base map was the 1:63,360 Popular Edition, but with some modifications to the sheetlines. It was originally intended to publish only specimen sheets, (England sheets 115 and 142 were the first to be published, in January 1933), but the success of these sheets led to an extension of the publication programme; the first sheets were printed by the OS, but from about 1935 all the printing was by commercial firms. Existing stocks were destroyed by enemy action in 1941, but the value of these maps for planning and administration was such that not only was reprinting put in hand, but it was decided also to publish the whole of lowland Britain. The whole of Britain was also published at 1:625,000 in two sheets.2 Publication was completed in 1949, and the maps were accompanied by county reports. At first - and certainly until the mid 1940s - the sheets could be had in covers as well as paper flat. The normal run for post-1945 printings seems to have been 1000 copies; sales were not so great as to justify reprinting, and indeed residual stocks of 73 sheets were still available as late as the winter of 1982-3.3

The second Land Utilisation Survey
A second land utilisation survey, also using OS 1:10,560 sheets as base maps, was carried out under the direction of Professor Alice Coleman in 1958-68.4 120 sheets were published between 1961 and 1977, (all but 5 in 1961-70), at 1:25,000, using the OS 1:25,000 Provisional Edition as a base-map, but with the sheets combined into pairs, and numbered in two consecutive sequence running south-north, for England & Wales and for Scotland. In the majority of cases these sheets corresponded to 20 x 10 km sheets of the OS 1:25,000 Second Series, or 'Pathfinder'; a few early sheets were produced before the OS adopted the 20 x 10 km format, and the LUS sheetlines were altered on conform to the OS proposed sheetlines for the 1:25,000 Second Series. The pattern of publication reflects local enthusiasm, with some County Councils more willing than others to subsidise publication. The maps were produced to a very high standard, being printed in eleven (originally ten) colours: the four OS colours, plus seven land-use colours. In the following list the 'Pathfinder' number is given first, (it being considered to be the most 'user-friendly'),2 in ordinary text, followed in italics by the National Grid 1:25,000 sheet numbers in round brackets and the LUS number in square brackets.4 In cases where a LUS sheet was split into two 'Pathfinders', the latter numbers are given the suffixes 'e' (east) and 'w' (west); 'Pathfinders' published only in Outdoor Leisure Map (OLM) format have the 'ghost' Pathfinder number, preceded by 'p' in square brackets, followed by the OLM number, unbracketed.

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2 This is something of a generalisation, as initial publication was at 1:633,600: see Roger Helley, The 'Ten-mile' maps of the Ordnance Survey, London, Charles Close Society, forthcoming. Related to the LUS map are: 1:625,000 and 1:633,600 Land Classification, Types of Farming, Vegetation: Grasslands... and Vegetation: Reconnaissance Survey... maps: ibid.


5 A free index to the 'Pathfinder' is obtainable from Information Bench, Ordnance Survey, Romsey Road, Maybush, Southampton, SO14 4DH. It is perhaps worth pointing out that in some map collections these maps may be filed under their National Grid rather than their LUS numbers!

6 This list has been compiled using the holdings of the Royal Geographical Society and the Department of Geography, University of Exeter. It is open to addition and correction.
The newly produced, A5 sized book, is collection of six essays, five of which are based on lectures given on behalf of the Centre for South-Western Historical Studies in 1990. They are complemented by the text of Professor William Ravenhill's 1990 University of Exeter Harte Lecture. The stated purpose of the contributions to this book is that maps are 'historical phenomena of great significance'. These essays examine maps in one of, or a combination of, five different defined concepts: history of maps; maps in history; maps in history, historical cartography, and the history of cartography.

Professor Ravenhill on 'The south-west in the eighteenth-century re-mapping of England'. Prefaced by a scene-setting account of Saxon mapping (the copperplates for which survived into the eighteenth century, when they were still being used for map printing), Ravenhill draws on his own pioneering work on Joel Gascoyne to illustrate this prolific surveyor/cartographer's work in Cornwall. This is followed by vignettes of other prominent eighteenth-century map-makers and their work in the south-west, ending with an epilogue. Professor Ravenhill's original research on the Devonshire Clifford family's cartographic interests. The story of the creation by Robert Edward in the 1790s of a series 'skeleton', or outline maps of southern England constitutes an important contribution to our knowledge of military mapping requirements of the eighteenth century.

The second chapter, 'An Elizabethan map of South-west Dorset: Sherborne, Yettminster and surrounding manors' by Katherine Barker, is the complete reversal of the first in its treatment of the subject matter. Whereas Professor Ravenhill paints a broad canvas in his story of the mapping of the south-west, Mrs Barker dwells in minute detail on the information to be gleaned from a single map of 72 square miles; practical every-day use and pen stroke is described. Contemporary documentary evidence is matched to the map image to present a living landscape from over 400 years ago. This kind of study is absolutely invaluable for local historical purists, but can also mean that the audience at large, where these lectures were given, were fascinated by this account, but it has to be said that for one unfamiliar with the localities described, that it makes heavy reading, and few too examples from other parts of the country survive well for comparison.

In 'Paternising the plotter: the advent of systematic estate mapping', Graham Haslam is treated to us by taking through the history and use of estate plans by the Duchy of Cornwall. In so doing, we are treated to a very useful potted history of the Duchy, during which Haslam aims to assess when maps became an essential part of this estate's record keeping, whether the Duchy is us, and was, typical of the way in which other landowners saw property management. Having divided estates into three categories (but not from a map using point of view when the less that the Duchy is typical of the largest, scattered estates. After five pages of interesting history we eventually arrive at the above scale of any of the maps mentioned, precluding any useful comparison with other estate maps. Even so, this paper makes a valuable contribution to our pool of knowledge on estate mapping nationwide.

The fourth chapter, on 'The interpretation of enclosure maps and awards' by John Chapman gives a detailed account of the various forms of enclosure, and of the evidence required to be able to interpret the information presented by the maps as accurately as possible. The complex of the subject is underlined by the mention of the cartographic techniques in only four paragraphs scattered throughout the text. This paper contains valuable advice and pointers on the interpretation of the material, which have been derived from case studies which demonstrate how the maps varied greatly in the amount and type of information portrayed, and that seemingly logical assumptions are not borne out through simple reading.
The title surveys of south-west England' by Roger Kain, Richard Oliver and Jennifer Baker is an excellent précis of the subject, and is well-recommended as an introduction to title maps for those who have no knowledge of these surveys. First, the maps, apportionments and files are considered, in the context of south-west England, from the point of view of the evidence they provide for, of, for example, past farming systems, landscapes, societies and economies. A second section describes particular characteristics of the maps; their scales, categorisation into classes, the surveyors, and the non-statutory detail included in the map. The chapter is concluded by a very brief references to some Dorset title maps.

Lastly, we come to a breathless summary by Richard Oliver of 'The Ordnance Survey in south-west England'. We, in this Society, are by now well accustomed to Richard's information-packed presentations, and this chapter is no exception, and is a model of its kind for those who wish to undertake similar studies for their own area. Here they will find the major cartographic landmarks in Ordnance Survey's history carefully pin-pointed, and each rung on the chronological ladder easily identified. Three useful appendices complete the chapter: the first, a list of OS urban surveys at 1:1250, 1:528 and 1:500; a second gives completion dates for National Grid mapping at 1:2500 for small towns; the third lists the six published air photo mosaic sheets for south-west England.

In seeking to consider the 'practical and political purposes for which maps were used, the symbolic and ideological roles of maps in the history of south-west England and the ways in which map evidence can be used to recover facts about the past for use in the writing of history' this book has certainly achieved its aim. The sequence of papers has been well thought out to provide a comprehensive coverage of the types of mapping available for any one region, and point the way, perhaps, to a national cartographic history on these lines. Its physical production is to be commended, and the quality of the black and white illustrations is excellent.

Yolande Hudson


For over a year this has been advertised in the marginia of 1:50,000 'Landranger' maps, regardless of whether they include any Scottish or Welsh territory, but copies are rarely seen in the bookshops. It is self-recommending in all but one respect: the price, which is sheer greed on Ordnance Survey's part.

Richard Oliver


Gordon Biddle is well known as a railway historian, and the present volume at first sight looks like diversification. In fact, architecture starts to appear rather prominently in the later chapters, and 'surveying' in the planimetric sense is rather less to the fore than might be expected from the main title; indeed, it seems practically absent in the second half of the book. That said, the first half is worthwhile reading for those interested in the relationship between railway engineering and surveying, as a recital of the chapter titles shows: 'Antecedents', 'Promoting a railway', 'Preparing the route', 'Land for the line' and 'The influence of the railway'. It is particularly commended to those interested in the Ordnance Survey in the middle third of the nineteenth century. At the same time, the purchase, notation and boring, is only recommended to those who have a strong interest in railways as well as in cartography and surveying. The illustrations are good, (for once we have a railway book with not a steam locomotive in sight), but it is a pity that there are not more of nineteenth-century railway plans. Incidentally, the maps were drawn by Richard Dean, a former editor of Sheetlines.

Richard Oliver.


Ireland has hitherto been fortunate in its cartographic history; as yet Great Britain has nothing to compare to with Professor John Andrews' history of the nineteenth century topographical survey9 or with Professor Gordon Harries Davies' history of the geological survey.10 Unfortunately, this present publication is not in the same league; it was produced jointly by the two Irish Ordnance Surveys, and was perhaps something of a rush job. This particularly shows in some of the illustrations, the grid lines on the gridded maps, (e.g. pp 42-3, 77, 82-3), where the grid squares are not equally useful as the illustration edges. And does someone really believe the 1553 map of Belfast on page 42 to be a 'first edition'?! The rather scanty 'further reading' list at the back excludes Sheetlines, to say nothing of Sheetlines 13, and some of the text suggests the works which are listed remain 'further reading' for the authors as well as for their public.

At the same time Ordnance Survey in Ireland should not be written off as yet another ghastly bicentenary effusion. Some of the illustrations, such as of early name-books, proof correction lists, a drawing on a ferro-concrete drawing-key and of butternut plates, are extremely useful (a picture being worth a thousand words, and a map more), and will make those who have worked on Irish Ordnance Survey archives in the past feel nostalgic! Recommended with reservations.

Richard Oliver

Sheetlines, vol 28, no. 2, December 1991
This contains three articles of Ordnance Survey interest.

T. Nicholson, 'The first Ordnance Survey District Maps of England, Wales and Scotland 1857-1898' (pp 176-80) is described by its title, complements articles about later district and tourist maps in Sheetlines, and is most welcome. He lists both maps which are known to exist and those which are listed in catalogues but of which as yet no copies are known, most notably a Glasgow district map, derived from the first edition of the One-inch of Scotland.

A.B.T. Davey, 'The Ordnance and the ordnance survey - offspring or foundling?' (pp 181-7) is a strange thing: it's not really about maps at all, more about why this author thinks the OS got started in the first place. There seem to be some errors of fact which put me off a bit. For example, near the beginning it says, or at any rate strongly implies, that in 1791 it was decided to turn the Howdah Sheet baseline into one-inch and six-inch maps of the British Isles. In fact, all that happened in 1791 was that the triangulation was put onto an official basis. Topographical survey had been going on for some time, and as the introductions to the Harry Margary series show, it simply isn't the case that in 1791 the Board of Ordnance decided to make a one-inch map. It's significant that Davey doesn't list the Margary volumes in his bibliography at the end. In short, interesting, definitely original, but for the moment stick to previous writers for the facts.

D.W. Rhind, 'The role of the Ordnance Survey of Great Britain' (pp 188-99) is a shortened and polished version of his paper given on 23 May 1991, (see Sheetlines 31, pp 26-7). Conspicuously absent is the advice on what the next OS Director-General ought to do, perhaps partly because David Rhind is of course now 'the next DG' and I gather that he is taking at least some of his own advice!

There are also several good articles of non-OS interest, notably the text of Barbara A. Bond, 'Map and chart collections in crisis: change or decay?', (see Sheetlines 29, pp 4-5), D.H. Melling, 'The origins of that definition', (of 'cartography'), and David Smith, 'The enduring image of early British townscapes', though the last seem to have as much in the footnotes as in the main text!

'Viator'

Isle of Portland (Fortunewell and Grove) (Dorset Sheet 58.11); Isle of Portland (Easton and Weston) (Dorset sheet 58.15). Both £1.75 each, published by Alan Godfrey Maps, 57 Space St, Dunston, Gateshead, NE11 9BD.

Readers of Sheetlines, noticing the frequent mentions of the Godfrey Edition of late, wonder whether the Editor is failing to declare an interest; are he and Mr Godfrey in the same

Masonic lodge, perhaps? By no means; it is simply that Alan Godfrey is now the most important faunistite map publisher in this country, at any rate in terms of numbers of titles, and those who have managed to collect most of what is collectable at the small scales, and can only stomach (or afford) so much of the current output from Southampton, nonetheless still have a supply of Godfrey novelty Monthly. Indeed, in the compiling the ‘New maps’ listing for Sheeline with a view to drawing readers’ attention to publications likely to be of general interest, your reviewer has great difficulty in ‘fastening up’ the modern OS offerings and ‘slimming down’ the Godfrey offerings so as to maintain some sort of balance. Most of the faunistites are of OS 1:2500 plans of the decade or so either side of 1900, but all scales and most dates from 1:500 to 1:633,000 are represented, admittedly often by single items used as ‘fillers’ or indexes. Most are of urban areas, though some are of rural areas which have since been urbanised: good examples of the latter are Middlesbrough 1507, Greenford 1894, and London 45, Perivale 1895.

So much for generalities; now for the reason for this review. Two particularly interesting examples of ‘rural’ or ‘sub-urban’ 1:2500 mapping have recently been published, both covering part of the Isle of Portland, and both well worth the attention of much wider audience than that of a particular interest in this locality. Portland is well known as one of the few places when open-field strip-farming survives, or did so until recently, and Dorset 58.15 duly shows the strips as they were in 1926, before many were built over. There are excellent notes by Stuart Morris. Although one does not look to the 1:2500 for pictorialism, here is an exception: extensive hachuring, and drawings of boulders on the beaches so vividly that they seem to be flying about, mapped in motion as it were. The 1:2500 sheetlines cut up Portland rather inconveniently, and both sheets under review contain ‘odd bits’ of adjoining sheets.

Dorset 58.11 has more pictorial room, and also a great deal of ‘uncultivated’ vegetation ornament. Together these make for a striking visual effect; but to find out what is most striking of all you must turn to the notes, this time written by Alan Godfrey himself, who lived on this map during part of his childhood. ‘Where do we start on a map whose two greatest buildings have been censured out of existence?’ he asks. These are the prison and the Veer castle; each is a striking illustration of ‘cartographic silence’, and it is a cause for regret that Brian Harley died before this map was published, for he would have relished it. Few Ordnance Survey maps can be so full of ‘layers of meaning’, several of which are brought out in the notes on the back. Even the quarries, so apparently solid and unsyndling, are to some extent an illusion, for they were ‘liable to change within the hour’. Comparison of the 1926-7 map with the 1889 map on the reverse brings this out to some extent, but what only becomes apparent with a little thought is that the Ordnance Survey’s final survey of 1889 was as it was when the Ordnance Surveyors passed that maps is very unlikely that all the quarries were mapped on the same day, the revision of this sheet would have been a gradual process, over weeks if not months. Incidentally, the 1889 map on the back falls into another amusing category, the ‘revised first edition’; Portland and Weymouth were mapped 1:2500 in the early 1860s as part of the defence surveys, and were revised in the late 1880s when the rest of Dorset was surveyed at 1:2500. As pointed out elsewhere in this issue of Sheeline, these early 1:2500 maps were contoured, and it is to be hoped that they will one day be referred to both the cartographic and for their topographic interest.

Meanwhile, here are two maps deserving the widest audience, together costing less than a single new OS 1:50,000.

Richard Oliver


Maurice Beresford is well known for his work on deserted mediaeval villages (DMVs), starting with The lost villages of England (1954). Here he describes the mapping of DMVs in the East Riding of Yorkshire. The local officer in charge of this survey between 1849 and 1852 was Lieut. John Hasley, R.E., who unlike his brother Engineer officer had for DMVs, and caused his subordinates to record twenty-five of them. This was in stark contrast to Warwickshire surveyed thirty years later, where the 1:2500 surveyors managed not to record any DMVs.

This is a very useful article, and one which I must confess to wishing that I had written myself!

Richard Oliver

Notes, queries, answers, news and editor's jottings

'NOT ENOUGH MAPS IN BRITISH HOMES' SHOCK

The above was inspired by reading a recent interview[2] with Professor David Rhind, the new Director-General[3] of the Ordnance Survey. 'David Rhind has a simple mission in life. He says: "There was a recent survey which showed that the majority of homes in Britain do not contain a single map. That is a sin and we are going to do something about it." ... The number of people who do not own any of the Ordnance Survey's products is especially startling when one considers that the OS print about 11 million a year of them, ranging in scale from 1:1250... up to... maps which show the whole country on a single sheet of paper.'

This is an understatement of the problem. Only the other day your Editor visited a well-known London map-shop, and bought three 1:50,000 and two 1:25,000 maps. No great mathematical ability is needed to demonstrate that he bought twenty-five times the number of maps which he ought to have bought during the whole year (and this was only March!). To put it another way, each inhabitant of Great Britain only buys one OS map every five years.

A suggestion: Were the Ordnance Survey to introduce a proper[4] topographical series at 1:10,000 or 1:125,000 they might sell a few more maps. Even that obvious cartographic gluton, the Editor of Sheeline, would buy them.

Or is this too imaginative?

Interesting goings-on near Portsmouth

1:50,000 Sheet 196, edition B, published in January 1992, is interesting for two reasons. First, the definition of antiquities evidently now includes post-1860 military remains: several of the 'Palmerston Follies' forts around Portsmouth (e.g. at SU 650605 and SU 678065) are now named in gnomes. Until quite recently only pre-1800 buildings qualified as antiquities: one wonders how long it will be before some of the pillboxes and other leftovers from this century's wars will be treated as 'antiquities'. The second interest is related to the first: buildings appear in square SU 6101, which raises suspicions that squares SU 5902, 5903 and 5904 are being coy.

Map covers and mounting of the 1940s

Following the note in Sheeline 32, p.5, it appears that most if not all of the Quarter-inch Fourth Edition sheets and large England & Wales were issued in 1945-6 in covers with 'pre-war' index diagrams and no country prefix to the sheet number.

Philip de Paris cites another example of a map 'mounted' by pasting it on top of another map. This time the map is GSGS 3906 1:25,000 Sheet 41/18 NE (circa 1940-41), pasted on top of Bartholomew's Half-inch [old series] sheet 32. The pasting was not very well done, and as the GSGS map was not sectioned it has cockled considerably at the folds; it has been laminated with a transparent film.

We ask the quarry not to cancel their subscriptions to Sheeline, as we do not propose to make a habit of such headlines.

[2] 2 OS News, March 1992, reprinted from The Times Higher Educational Supplement of 28 February 1992, under the headline 'Here Be Dragons'. We can only assume the last to refer to some specification change as yet not announced to the public. Now, it seems, Director-General and Chief Executive, but even Sir Henry James was content to be 'Director-General'. A pleasant next step (we assume one of these was responsible) would be a verbal deflation.

[3] Commissaires will be glad to learn that the definitive article is used throughout the interview, even as reprinted.


Gassing away?

Collectors of the Godfrey Edition of OS 1:2500 reprints of London will have noticed that there is a curious omission from London sheet 53, 1914: the gasholders at Bromley gasworks are omitted! The omission is all the more strange as the southern part of the gasworks duly appear on London sheet 65. The notes for Sheet 53 were written by Isobel Watson, who consulted the Editor of Sheetlines; both parties remain puzzled. There is no question of the gasholders having been demolished just before the revision in 1914, and then rectified immediately afterwards. It is also difficult to explain the anomaly by reference to 'security considerations'; although from the mid-1920s onwards gasworks were given 'undescribed' treatment, whereby the buildings were shown but not named, it never appears to have been the practice to omit gasworks completely - unlike, for example, oil storage tanks, which from the mid-1920s were omitted altogether, at all scales. A convincing explanation of the anomaly at Bromley would be most welcome.

Parish Lists of the 1930s

Brian Adams draws our attention to lists of parishes with the relevant Six-inch sheet numbers published by the Ordnance Survey in the 1930s; an extract from that for Bedfordshire, dated 1934, appears below, and a collection of them for England and Wales has printing dates varying from 1932 (Oxfordshire and Warwickshire) to March 1939 (Yorks, West Riding). It would be interesting to know why these lists were produced; were they a replacement for the more elaborate Catalogues, of which the last had appeared in 1920, or were they to serve some administrative purpose?

| Hockliffe       | 28 S.E., S.E., 29 N.W., S.W. |
| Houghton Conquest | 16 E.E., 21 N.E. |
| Houghton Regis  | 29 S.E., S.E., 31 W.N., S.W. |
| Halcombe and Holford | 29 N.W., S.E., S.E. |
| Halsey and Holford | 29 N.W., S.E., S.E. |
| Halesworth       | 20 S.E., 24 S.E., 20 N.W. |
| Halesworth       | 20 S.E., 24 S.E., 20 N.W. |
| Kempton          | 11 S.E., 10 N.W., S.W. |
| Kempton Rural    | 11 S.W., 10 W.E., S.E. |
| Kenworth         | 16 N.W., W.N., S.W. |
| Toddington       | 35 W.S., S.E., 32 N.W., S.E. |
| Tattershall      | 28 S.W., 29 W.N., S.E. |
| Turvey           | 10 S.E., S.E., 11 N.W., S.W. |
| Upper Stondon    | 6 S.W., S.W. |
| Wellington       | 35 S.E., E.N., S.W. |
| Wimpstone        | 22 N.W., S.W., 24 N.E. |
| Wheldon          | 8 N.W., S.E., 12 W.N., N.E. |
| Wellington       | 12 N.W., S.E., 17 W.N., N.W. |
| Wilhamstead      | 16 N.W., S.E., 17 W.N., S.W. |

Point 'A', 'B' and 'C' seaward boundaries; or, mucking about with bottles in boats

Those who notice boundaries on Ordnance Survey maps will have observed that maps which include estuaries and inlets have, or had, various boundaries extending across the mouths of estuaries and, sometimes, creeks. There are three types of boundary, Point A, Point B, and Point C.

Point A boundaries are now obsolete; a point A boundary was the place where low water mark was assumed to be had there been no river.

Point B is the point at which the river is assumed to meet the sea. To define Point B it is necessary to establish, at the appropriate state of the tide, the meeting-place of the levels of the river and of the sea at low water, an operation performed with the assistance of a weighted bottle. 'The number of future cases is expected to be very small' observes the Ordnance Survey's boundary manual. The significance of point B and low water mark are that they are the limit of local government areas.

Point C is at the highest point of ordinary or medium tides in a river; it may sometimes be marked by a definite feature, such as a weir.

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General Roy in French

Some time ago Ed Dahl, of the National Archives of Canada, came across Description des moyens employés pour mesurer la base de Hounslow-Heath. He supplied some photocopies to the late Professor Harley, who passed them on to the Editor of Sheetlines, who has been awoken to his duty. (See opposite.) The account appears to be a straight translation of that published in England in the Philosophical Transactions.

Hardyns

"Hardyns" has been coined by The Countryman for the pseudonyms devised by Thomas Hardy for the real places which appear in his novels. Though the word is new, its cartography is old. About ten years ago a version of OS 1:50,000 Sheet 194 was issued, with the title The Heart of Wessex, overprinted in purple with 'Hardyns', and with an accompanying gazetteer. It was compiled by Betty Drewitt, who before retiring was a Deputy Director of the Ordnance Survey, and published by Wessex Heritage Tours. The map is apparently now out of print; but your Editor is curious to see a copy.

Contours and the 1:2500 map

It is axiomatic that the Ordnance 1:2500 map 'has never been contoured', and so therefore Richard Dean was somewhat surprised recently to encounter Essex first edition sheets 77.3 and 77.11, both printed in 1868, with contours. Further investigation has shown that these are not isolated instances; from investigations in the British Library Map Library it appears that 1:2500 maps were furnished with contours for a considerable part of south Essex and north Kent, and for the environs of Weymouth. The reason for this is not far to seek. These were some of the areas surveyed at 1:2500 out-of-turn in the early 1860s as part of the preparatory work for an extensive fortification programme, (Palmerston's follies), and further contoured 1:2500 mapping was probably prepared around Plymouth, Milford Haven and Portsmouth, for the same reason. Some contoured sheets around Enfield in Middlesex have also been found. Most of the Kent and Essex maps were contoured at the standard vertical interval used for the Six-inch, but some areas of particular importance were contoured at 25 ft VI, and the vicinities of forts, existing or proposed, at 10 ft or even 5 ft VI.

The known contoured 1:2500 sheets in Dorset, Essex, Kent and Middlesex are summarised below. (As usual, additions and corrections will be welcome.) From the late 1870s altitude information in the vicinity of fortifications was removed from maps for public consumption, and some of these sheets will almost certainly be encountered in both contoured and uncouned form.

This is a summary only; most of the sheets listed below were in fact published by parishes, and thus in several parts. Sheets asterisked * have been noted with 10 ft or 5 ft contours, but it is possible that isolated areas of these will be found on other sheets.

Dorset: 52.8, 12; 53.2, 5-7, 9, 10, 13-15; 58.2-3, 11*; 12, 15; 60.4, 7.
Essex: 66.16; 67.9-16; 68.9, 12, 13, 16; 69.9, 13-16; 74.4, 6, 8, 11, 12, 16; 75-77 passim; 83-4 passim.
Kent: 5.10, 11*; 13, 15*; 10-12, 14-16; 15, 4, 7, 8, 12; 16, 12, 5, 9; 17, 1, 12, 15; 18.1-12, 14; 19 passim; 20.5-16; 21, 9-13; 30, 2, 4; 31, 3, 4, 8; 32, 31, 33, 1; 67, 16; 68.3-5, 14; 75.4; 76.1.
Middlesex: 1, 2; 7, 3 passim.

Incidentally, further examples of close-interval contouring at very large scales are to be found on various "official use only" plans of forts and barracks prepared in the 1860s by the OS for the War Office: there are numerous examples in the Public Record Office (collected WO 78), and there is a convenient multi-volume collection in the British Library, Map Library, Maps 150.d.1-6.

Circular landscape features

Following the notes on the circular enclosure at Harlow Hill, Harrogate, (Sheetlines 31, p.46, and 41, p.4), Ian O'Brien writes to point out that an analogous feature is the Wells Estate on Epsom Common, Surrey. "This is particularly clearly shown on Surrey Six-inch Sheet 18, first edition 1871, but it is still preserved by the back garden fences of twentieth century housing development. It apparently owes its existence to the decision of a mid-seventeenth century Lord of the Manor to exclude from Epsom Common an area 40 rods in radius centred on the original Epsom Well, (NG ref TQ 19601)."

Revision, security deletions and the One-inch Seventh Series

The work of defining successive revision states of the One-inch Old Series by comparing various copies is well-known; it might be thought the use of edition-codes on more recent maps would show such interesting but time-consuming work (and there are currently 52). Christopher Moss has recently been investigating One-inch Seventh Series sheet 110, editions A/ and A//. Edition A// is something of a curiosity, as the only 'intentional' revision on it is the 'security' treatment of industrial premises,9 but Mr Moss has shown that the interest does not stop there, as there are a number of curious non-security alterations.

First, the 'security' alterations. In 1957 the Ordnance Survey adopted a new policy on security, which was both a liberalisation and a tightening-up. From the late 1950s onwards airfields were shown in much more detail than hitherto, including runways and buildings, but excluding armoured;10 airfields used purely for this purpose were not mentioned at all.11 On the other hand, industrial premises were in future to be described purely as 'Works' or 'Mines', whilst reservoirs were not to be named at all. Changes which Mr Moss has noted on effect of Sheet 110, edition A//, are summarised below.

Reservoir and water tower names removed, and not replaced: 23 instances, at SJ 622554; SJ 627715; SJ 794475; SJ 794482; SJ 798401; SJ 818553; SJ 840306; SJ 852339; SJ 885534; SJ 889629; SJ 892556; SJ 908361; SJ 919443; SJ 919701; SJ 922658; SJ 927930; SJ 945595; SJ 946716; SJ 963713; SJ 964542; SJ 986969; SJ 992593; SJ 996668.

Descriptions or proper names of works and factories replaced by 'Works': 16 instances, at SJ 653688; SJ 683742; SJ 694558; SJ 732662; SJ 805463; SJ 829461; SJ 856365; SJ 879391; SJ 893404; SJ 908347*; SJ 938541; SJ 947173; SJ 947619; SJ 962403; SJ 974752; SJ 978391*; (* = changed to `Mill').

Names or descriptions of collieries changed to ‘Mine’: 9 instances, at SJ 683742; SJ 820494; SJ 880554; SJ 884533; SJ 885434; SJ 894460; SJ 915418; SJ 916451; SJ 993444.

Security changes not made: 2 instances, at SJ 822516, SJ 972526.

Second, Mr Moss has noted a number of non-security changes. Some of these restore to A// features deleted from A, for example the reinstatement of two trig. points, (at SJ 653694 and SJ 710586) and of 'Old to 'hall' at SJ 772245; but a building at SJ 787653 which appears on editions A, A// and B is omitted from A//. Some detail is repaired, such as a contour at SJ 861508, (omitted on A, sketched on A/) and 'Cross', dot and wood at SJ 952674. A third category of difference noted by Mr Moss is that between different printings of editions A//. There were three printings of this 4870 copies printed in March 1961, 3662 copies printed in May 1961, and 276 copies printed in June 1961. All were included in the March 1960 printing has printed change 3/6 in the bottom margin (coded 10F in the Seventh Series Guide),12 and the other two 4/6. Mr Moss has one 4/6 state and Richard Oliver has the other, though it is a subject under discussion. Differences noted are: trig point at SJ 838701 (present on A, absent on A//, B and A// is smeared on Oliver, absent on Moss; building at SJ 838702 is present on Oliver, deleted from Moss, but present (redrawn) on B; at SJ 841702 the 'm' in Siddington Heath is broken on A// and Oliver, but repaired on Moss (and replaced on B); at SJ 881390 a trig point (present on A, absent on A//, B and A// is solid black on Oliver, but as a rough outlined triangle on Moss. There are two monograms to be drawn from this. The first is that the researcher should not take everything for official OS records on trust! The alterations to Sheet 110, edition A// embraced more than security changes. Second, the problem of states of the map identifiable only by detail changes on the map face (which, incidentally, may or may not have anything to do with actual

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9 See the 'job file' for Seventh Series Sheet 110, held by the Charles Close Society.
10 Black Holt' wood at TF 241577 is in fact merely a screen of trees surrounding the bomb-dump for R.A.F. Coningsby; something to be learned by inspection of the ground rather than of the map, (it adjoins the A1192). The bomb-dump for R.A.F. Waddington at SK 977684 (Seventh Series Sheet 113, 1/50,000 Sheet 121) does not appear at all, although, being as it is next to the A51 its watchtowers, fences and searchlights, it is highly conspicuous!
11 A full copy is available R.A.F. Faldingworth in Lincolnshire, TF 0400585. This appears on edition A, but is omitted from editions A//, B and B// of Seventh Series Sheet 104.

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53 changes on the ground) is not one confined to Seventeenth century engraved maps.

It would be interesting to hear from other readers of similar cases. The following will do as a start. On 1:50,000 Second Series Sheet 113, edition A/?, there are some curious changes to 'Point D' boundaries in the three dated printings, 7/87, 1/89 and 7/48926. The pairs of TF 484928 and 486926 appear on all three printings, but those at TA 337159 and TA 34709 appear on the 7/87 printing, are omitted from the 1/89 printing, and reappear on the 5/91 printing. Explanation?

Area numbers and acreages on large-scale OS plans

Sheetlines understands that it is the 'firm intention' of Ordnance Survey to discontinue the calculation and publication of parcel numbers and areas on large-scale plans. There have been some protests from farmers and valuers; it is suggested that those readers who feel strongly about this should write, stating reasons, to: Ordnance Survey, Romney Road, Maybury, Southampton, SO9 4DH.

Tunnel cards

The editor's attention has recently been drawn to British Railways' Retirement cards. (Tunnel Emergency Information Cards). There is one per tunnel, they are produced strictly for official use only, and their distribution is limited to five within British Railways and three emergency services. Apart from containing information about the tunnel itself, such as its length, lining and access, each is accompanied by an OS 1:25,000 or 1:50,000 map extract, complete with the grid references for each end of the tunnel. The specimen seen by the editor used a colour photocopy, and so these Tunnel Cards are illustrations of the use of maps, rather than yet another cartographic variation.

Ordnance Survey's Drawings and hill sketches in the British Library, Map Library

As confusion sometimes arises as to which is what, and the pressmarks were revised some little time ago, the following notes will be of use to interested parties:

Original drawings at 2:1 inch, 3-inch and 6-inch scale: these are the true 'Ordnance Surveyors' Drawings', and were described in Yolande Hudson, The Ordnance Surveyors' Drawings 1789-c.1840 (1989). Pressmark: O.S.D., plus the number of the required drawing. (Readers are usually referred to microfiche or film versions in the first instance, for conservation reasons.)

Original drawings for 1-inch Old Series sheets 48-50, 66, 67, 71, 79-82, 87-90. These are regular rectangular 'section drawings', c.1837-41, each full Old Series sheet being divided into 24 sections, A to F west-east, 1 to 4 north-south. Pressmark: Maps 176.0.

Hill sketches and revision sketches for the 1-inch old Series. Pressmark: Maps 176.0, plus the sheet number of the drawing, (Old Series sheet number plus piece number).

Recent meetings

Only a dozen members attended the study meeting in Stratford-on-Avon on 8 February on the 'Ten-mile' map family, led by Roger Hellyer; it is to be hoped that this was because of the short notice. Those who did were given a comprehensive account of everything from the earliest 'Ten-mile' map of circa 1817 through to the latest 'Routeplanner'; there was a useful exchange of questions and views, and Sheetlines looks forward to Roger's monograph on this map family, due to be published this autumn.

Even fewer, of those not habitually doing so, troubled on 27 February to hear Richard Oliver, 'Base and superstructure: the seventeenth century Ordnance Survey and the recording of the landscape', at the Warburg Institute, London. This was possibly because of the title, possibly because of the day and time, and possibly because they thought they had heard it before. In the event some slides were of districts remote from National Grid square TA, and the base and superstructure probably owed as much to clothing and music as it did to anyone Gallie. That said, there was quite a good audience, mostly of those with non-OS interests, the speaker was more fluent than usual, and the slides were excellent.

R.R.O

A thought until the next issue

'Some scholars are so insecure that they have to invent the world all by themselves.'

Brian Harley, 10 December 1991
Additions and corrections

To Richard Oliver's article, 'What's what with the New Series', Sheepelines no.3 (December 1982), pp.3-4.
p.3, section 'Old and New': although the renumbering of Old Series sheets 91-110 was devised no later than the turn of 1873-4, it is apparent from surviving copies, most notably the sets in British Library Map Library Maps 1175 (309) that the new sheet numbers were only added to the plates of the maps in the winter of 1881-2.
p.3, bottom: the reference to 'cadastral survey should have been in quotation marks in the original; otherwise it is merely playing Sir Henry James' game of pretending that the map was needed for cadastral purposes which, in 1863, were at best speculative.
p.5, NS-1-H: the Royal Geographical Society has, in its OS Specimen Drawer in the map room, a copy of NS-1-H:345, not later than June 1890, with hills double-printed in brown. This is the earliest surviving double-printed engraved sheet yet known.
p.5, section 'Advance mapping': (1) With reference to note 5, it can now be confirmed that NS-1-O:90 was at some time after 1890 completed with the Yorkshire portion. (2) Coverage in NS-1-AO style extended beyond the area covered by the 88 numbered sheets, as 1-inch indexes in this style to the 1:2500, by full sheets (i.e. covering 24 sq miles), were issued during the 1880s. Examples have been seen for Northamptonshire and Norfolk, but their full extent remains for investigation. A much cruder form of 1-inch advance mapping is represented by the index maps accompanying the 1:2500 Parish Area Books of the 1860s; their relationship to NS-1-O (perhaps as drafts?) has yet to be investigated.
p.5, NS-1-D: Most of the NS-1-D maps were printed direct from copper: see Tim Nicholson, 'The First Ordnance Survey District Maps of England, Wales and Scotland, 1857-1898', Cartographic Journal, 28 (1991), 176-80. The first NS-1-D seems to have been of the Isle of Wight, published in 1885, and was a straightforward joining by electrolyte of sheets 330, 331, 344 and 345.
p.5, NS-2-H: from the mid-1890s onwards some hill-plates were engraved by outside firms, for example Malby, who engraved Admiralty charts. After 1902 the remaining hill-engravers at the OS were kept at work replacing the 'outside' plates, some 28 having been replaced by 1911-12. The only instance yet known where a plate was first engraved outside and then replaced is sheet 2-2: where the British Library contains both the earliest and the later versions; the much greater refinement of the later, OS, engraving is most striking.
p.7, S-1, and issue of sheets in incomplete form: it is possible that more incomplete S-1-O sheets will come to light, since between circa 1859 and 1878 only S-1-H sheets were sent to the copyright libraries.

To Viator's review of Ordnance Survey Touring Atlas of Great Britain, in Sheepelines 31, p.43:
I am happy to point out that in fact the 1:50,000 mapping of the Channel Islands was mentioned, in Sheepelines 20, p.23. He remarks also that 'it is curious that Jersey appears as an inset on IGN (France) 1:100,000 Sheet 6 but not the other 'Isles Anglo-Normandes', despite large sea areas which could have been used to display them'.

To Guy Messenger's lists of 'pre-war' Bender-fold sheets, in Sheepelines 32, p.57:
One-inch Popular of England and Wales: 25, 3500/A; 27, 2539; 46, 3040; 48, 2039; 54, 3038; 56, 1539; 63, 3038; 69, 2039; 72, 5038; 79, 2538; 83, 5036; 89, 2540; 92, 2539; 116, 1239; 134, 3038.
One-inch Popular of Scotland: 41, 539
Half-inch England and Wales: 4, 1.13 (Hilley); 6, 2038; 22, 2038; 28, 2040; 32, 2540.
One-inch Fifth Edition: 94, 6038*; 131, 5038 (sheet name in blue); 141, 10038*; 145, 6038*; London, 10037*; St Albans, 6038*.
(A 'Bender' front cover design was used on 5th Edition sheets mounted in sections which were issued after the adoption of the Bender-fold for ordinary map-folded and mounted-and-folded sheets: sheets 113, 6039, 132, 6039 and 140, 80/37 have been reported in this style.)
Tourist and District sheets in the South: 6038, Dorking and Leith Hill, 80/37, Broadland, 3036*; Elley, 40; Forest of Bowland, 3036*; Liverpool, 4039; The Middle Thames, 4038 and 6039; Oban, 4036*; Peak District, 8038; Snowdon, 5038*.
+ Also known in conventional fold.

To the Additions and Corrections in Sheepelines 32, p.8, to Richard Oliver's Guide to the New


To Richard Oliver's Guide to the One-inch New Popular Edition, etc.
Searching in the University of Exeter Department of Geography map collection has produced the following addition states of the New Popular Edition:
The collection includes another copy of Sheet 126, edition 145/Ch.

To Richard Oliver's Guide to the One-inch Seventh Series:
p.46, Lake District Tourist Map, edition B: there is also a 10pf printing.
p.46, Lorna and Lochaber Tourist Map: copies of edition A, price/colour 10s, and edition A, price/colour 10s, are reported.

To the New Forest Tourist Map, edition A: there are two versions of this one, with the Forest boundary shown by green dashes, the other with the boundary shown by a continuous green line.

(Thanks are due to David Archer, Tim Bleasdale, Mike Cotterell, David Ellis, William Henwood, A.A. Lee, Guy Messenger and Tim Nicholson for drawing attention to these.)

New maps

Ordnance Survey
New publications between 1 December 1991 and 29 February 1992 included:
Conventional paper maps:
1:50,000 'Landranger'. Second Series, revised sheets: 152, 154, 195, 196 (entire edition B).
England and Wales Project Maps, 1:50,000 scale: twelve of these, each covering an area 20 x 20 miles, are announced in OS Publication News for February 1992.
Price rises: As usual, OS increased its prices on 1 November 1991: the 1:250,000 coloured sheets are now £3.45 each, and the 1:50,000 coloured sheets are now £3.95 each. It is perhaps a sign of the times that the price-list excludes any mention of the cost of the 1:10,000 and larger scale maps, etc: presumably this reflects in part the complexity arising from the various alternative formats resulting from the digitising programme.

Digital mapping: 'Superplan': at mid-March 1992 the area covered by the various blocks was as follows:
Full Superplan service: London to M25, 1600 sq km.
Limited Superplan service, (at scale' plots only): Ashford, 450 sq km; Basildon, 200 sq km; Birmingham, 125 sq km, plus whole City of Birmingham; Bristol, 150 sq km plus 1:1250 coverage in another 25 sq km; Canterbury, 50 sq km; Cardiff, 150 sq km plus 1:1250 coverage in another 50 sq km; Chester, 275 sq plus 1:1250 coverage in another 150 sq km; Coventry, 350 sq km; Crawley, 150 sq km; Dudley, 225 sq km; Dunstable, 125 sq km; Egham, 300 sq km; Glasgow, 175 sq km; Guildford, 125 sq km; Hamilton, 50 sq km; Harlow, 150 sq km; High Wycombe, 150 sq km; Hyde, 175 sq km; Maidstone, 125 sq km; Manchester, 300 sq km; Milton Keynes, 375 sq km; Northampton, 275 sq km; Plymouth, 100 sq km plus 1:1250 coverage in another 125 sq km; Rochdale, 225 sq km; Southampton (Hedge End) 75 sq km; Stockton, 200 sq km; Swanssea, 75 sq km; Tunbridge Wells, 100 sq km; Wigan, 175 sq km.
The names of the towns are of the local OS offices responsible; the usual practice is to issue complete 5 x 5 km blocks.

The Godfrey Edition
Between 16 December 1991 and 17 March 1992 coverage was extended to the following areas: Anglesey (Wesmoutland); Balfron & Kilmarnock (Stirlingshire); Barnet Common (Middx); Beckenham; Bournemouth; Bromley; Castleford; Clevedon; Glastonbury; Newtown/Y Denebewyd (Montgomeryshire); Penge.
Warminster and Broughton Ferry are expected to appear shortly. Cambridge was published some time ago, but overlooked by Sheepelines. The Hertfordshire series is now complete.
The price is now £1.75 per sheet.
(Catalogue: 57-8 Spoor St, Dunstan, Gateshead, NE11 9BD.)
A preliminary list of states of the Popular Edition
One-inch map of England and Wales
by Yolande Hodson

The purpose of reproducing this list in Sheelines is to invite amendments and additions from members so that the final list can be made as comprehensive as possible. The list is very basic. It comprises the full listing of the imprint codes for nearly one thousand states of the Popular Edition, together with the outline version. However, it does not indicate where apparently identical imprints belong, in fact, to different states, and does not include revision dates, except where these form an integral part of the later imprint codes; nor is any codification for the complex variations in the form of publication data and other standard marginalia included. All this, together with the military versions, the outline variations, and the states of the Land Use Survey and London Passenger Transport maps, will be given full treatment in the forthcoming monograph on the Popular Edition.

Publication dates in published sources
The figures in round brackets following the earliest publication date refer to the first entry for that sheet in the Supplement to the Catalogue of England and Wales. The first figure within the brackets refers to the quarter of publication: 1= Jan.-31 March; 2= 1 Apr.-30 Jun.; 3= 1 Jul.-30 Sept.; 4= 1 Oct.-31 Dec. The two digits following the slash refer to the year of publication. Before 1920, the Supplements were issued monthly; to avoid a confusion, monthly issues are referred to by standard abbreviations: Feb., etc.

The figures in round brackets following subsequent reprints refer to the Annual Report in which a reprint for that sheet is mentioned. This practice only began for the Annual Report for 1936/7; before this, only general statements of revision were made for this series.

Inferred states
The figures in round brackets, and not seen, state is indicated where figures stand alone in square brackets. Figures within round brackets, and enclosed in square brackets, indicate that a different state has been inferred from either the Supplement, or from the Annual Report.

Outline states
The addition of the symbol ‘+O’ indicates the existence of the Outline version. The inclusion of this symbol within the round brackets indicates a mention in the publications of the outline version as well as the standard coloured sheet. At least seven forms of the outline edition are known, but they are not differentiated in this listing. Where the state is known only in the outline edition, the entry is preceded by ‘O’.

Abbreviations and punctuation
The letters ‘ID’ followed by two digits refer to an imprint date where this differs from a previous state. The states of each sheet are separated by a semi-colon. Where a succession of imprint codes is given for any one state, each is separated by a full stop. The full stop is also used at the end of a sheet record, and to separate the month from the year in the early reprints. Thus, 6.21 signifies a reprint in June 1921. In order to avoid confusion, plots have been transcribed to minimise the comma and full stops of the reprint codes. These were, in any case, used inconsistently, and spaces have been used instead where this makes it easier to read the figures.

1 1926/32(40); 1517 M36 R23(67).
2 1925/1(32); 1517 M36 R23(67).
3 1926/1(32); 1517 M36 R23(67).
4 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
5 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
6 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
7 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
8 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
9 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
10 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
11 1925/4(252); 2038 M36 R37(389); O=1000/114(1L).
Please send any amendments and additions to: Mrs Y. Hodson, 16 Hertford Road, Tewin, Herts, AL6 0YF.

Two inter-war oddities

Tim Nicholson has recently come across two curious maps, and he (and your Editor) would be grateful if anyone can help.

The first is a version of the One-inch Popular-based North Staffordshire District Map of 1930 in the standard 'Outline Popular' style, i.e. black outline, blue water, and orange-red contours. It has the same SS5053 print code as the coloured version. There is a copy in the Bodleian Library, pressmark C17.55 (20). Questions: (1) were any other Popular-based District or Tourist sheets printed in this style, and (2) if not, was North Staffordshire published in this style?

The second is a One-inch Third Edition War Department Land on Salisbury Plain map, with 1926 WD revisions, in a reprint of 2150 copies dated 1927. The latest reprint he had previously seen was dated 1914. Comparison with the 1914 edition shows there to have been not only revision to the red plate (which shows the boundaries, etc. of artillery ranges) but also to some of the other plates: new 'orange' roads have been added in training areas, sometimes without casing, (squares 10F-11F, 11J, 12H); airfields have been revised (10C, 10D-10E); new military railways have been added (11H, 12B); camps have been revised (9F, 12H, 13D-13E); and, most surprisingly, 'Golf Links' have been added (11F-12F, 12E). There is no grid or squaring on the map face. The prices printed on the map below the scale are 1/6, 2/-, 2/6, the last of which had been obsolete since 1915! The map itself is headed 'For Official use only', but it is sectioned and given a H.7.2b cover, with price four shillings. Can anyone suggest why this out-of-date map should have been revised and reprinted when a Popular-based map to military requirements had been available since 1925? (See table in article, p.33 above.) Did someone want a map with hills? And if the map was 'For official use only', why was it put into a cover with a price?

HELP!

Dictionary of Land Surveyors and Local Cartographers of Great Britain and Ireland c.1540-1850, by Peter Eden. This was published in 1979, and Dr Sarah Bendall is now preparing a second edition, which will increase the number of entries from 9075 to over 12,000. She will be glad to hear from anyone who has any information correcting or supplementing that in the first edition. Address: Department of Geography, University of Cambridge, Downing Place, Cambridge, CB2 3EN

Early OS/WO 1:25,344, 1:25,000 and 1:20,000 maps: Richard Oliver is preparing an article on the development of the OS 1:25,000 map for Sheetlines 34, and would be glad to hear from anyone who owns copies of sheets of GSGS 2743, 3036 and 3906 dated 1914-39. (Post 1939 GSGS 3906 are usually not dated!) Could anyone willing to help please write in the first instance with details of: GSGS number; sheet number; any dates on the map. Richard will then write back asking for further details. (Address as for Editor of Sheetlines.)