



Sheetlines

The journal of
THE CHARLES CLOSE SOCIETY
for the Study of Ordnance Survey Maps

This edition of *Sheetlines* was published
in 1999 and the articles may have been
superseded by later research.

Please check the index at
<http://www.charlescloseociety.org/sheetlinesindex>
for the most up-to-date references

*This article is provided for personal, non-commercial use only.
Please contact the Society regarding any other use of this work.*

Published by
THE CHARLES CLOSE SOCIETY
for the Study of Ordnance Survey Maps
www.CharlesCloseSociety.org

The Charles Close Society was founded in 1980 to bring together all those with an interest in the maps and history of the Ordnance Survey of Great Britain and its counterparts in the island of Ireland. The Society takes its name from Colonel Sir Charles Arden-Close, OS Director General from 1911 to 1922, and initiator of many of the maps now sought after by collectors.

The Society publishes a wide range of books and booklets on historic OS map series and its journal, *Sheetlines*, is recognised internationally for its specialist articles on Ordnance Survey-related topics.



SHEETLINES

Number 56

December 1999

Editorial		1
The Peak District Touring Map	Jon Risby	1
Meetings		2
George Fordham Award	Chris Board	2
Change of Leadership at Ordnance Survey		3
Assistance to Researchers	Richard Oliver	4
The OS Website	Jon Risby	4
Gwybodaeth Dechnegol	Chris Higley	4
Bideford: a suitable case for treatment?	Richard Oliver	5
The Old Series – pre-St John's	Roger Hellyer	12
The Ordnance Survey 1:1250 National Grid Surveys : an updated list	John Cole	13
Seventh Series Outrage	Bill Henwood	17
Survey Diagrams - 1:10,560	John Cole	18
Early Issues of Bartholomew's Reduced Ordnance Survey of England & Wales	Eugene Burden	22
Once more into the whinge, dear friends . . .	Richard Oliver	27
Irish OS Maps	Philip Fry	33
Book Review	Jon Risby	35
Middle Hill and The Talbots	Chris Higley	36
Letters		37
New Maps	Jon Risby	39

Sheetlines

Published by THE CHARLES CLOSE SOCIETY
for the study of Ordnance Survey Maps

Sheetlines 56

December 1999

Editorial

Members will by now know that, for personal reasons, Jon Risby has had to give up the editorship of *Sheetlines* earlier than anticipated. He had largely completed the collection of material for this issue and I have been brought in as acting editor to finish the job. As a result, this issue will reach you a little later than anticipated.

Jon, and his erstwhile co-editor, Jim Cooper, have been very worthy successors to Lionel Hooper, Richard Oliver, and their forerunners. We have all enjoyed not only the contributions, but also the high quality of the reproduction in recent issues. Most of the credit of this edition goes to Jon; any blame for mistakes, or inconsistency in style, is mine! I should particularly apologise for the poor quality of some of the illustrations accompanying John Cole's article on Survey Diagrams. These have been reproduced from some rather difficult photocopies.

I come from the "hobbyist" end of the membership and make no pretence to literary ability, nor to expertise in cartobibliography. As indicated in the recent fly-sheet, volunteers for the permanent editorship are encouraged to contact Chris Board or David Parsons. Job share is possible. For the time being, keep the contributions to *Sheetlines* coming in to me. We need material for the next issue, whoever eventually edits it.

This issue has the usual varied collection of articles, including a review of progress of the OS Website from Jon Risby. This is the only point on which I differ from my predecessor. The site seems to have suffered a rather nasty attack of the design consultants, wastes a lot of space on banners and, as a result, squeezes the useful information into a small part of the screen. Also, it only seems to work as intended if you have an appropriately large screen size and the same Web browser as the consultants. A topic for future letters, perhaps!

Chris Higley

The Peak District Touring map

Jon Risby

In *Sheetlines* 55 I mentioned that the Scotland Touring map had arrived with a cover different to the standard Touring map cover, and wondered what the Peak District map would look like. Well, I'm afraid it turned out to be a bit of an anti-climax, as it materialised wearing the standard format.

Meetings

Steve Simpson, Chairman of the Meetings Sub-Committee, has recently circulated a programme of meetings for the next few months. Summary details are as follows:

Saturday, 15 January *London*

The Railtrack Archive, Waterloo Station

Contact: Steve Simpson, (01931) 716628

March *London*

Possible visit to The British Library, Map Library

Contact: Steve Simpson, (01931) 716628

Tuesday, 18 April *Southampton*

Visit to Ordnance Survey HQ

Places limited. Contact: Gerry Jarvis, (01625) 611594

Saturday, 13 May *London*

CCS Annual General Meeting, Birkbeck College

Rob Wheeler points out that CCS members are also welcome to attend the following Oxford Seminars in Cartography, held in the School of Geography, Mansfield Road, Oxford:

Thursday, 10 February

A Historical GIS for Great Britain

Ian Gregory and Humphrey Southall, University of Portsmouth

Thursday, 25 May

Parish Maps of London, 1686 -1900: Recording an Overlooked Source

Ralph Hyde, London Guildhall Library

George Fordham Award

Chris Board

Members will be delighted to learn that Dr Roger Hellyer, our Membership Secretary and author of numerous papers and books, has been given the Sir George Fordham Award for Cartobibliography. This is awarded every three years by the Royal Geographical Society (with the Institute of British Geographers). The award was announced at the E. G. R. Taylor lecture on Tuesday 30 November last.

Sir George Fordham (1854-1929) was an eminent cartobibliographer who left £200 for more general encouragement of the study of cartobibliography. His collection of maps and road books was left to the RGS. In 1921 he wrote in *Maps their history, characteristics and uses*, "The various maps of our own Ordnance Survey are well known, and any general description would be superfluous". That book was based on a series of lectures given to teachers in Cambridgeshire in 1920 and was published by the Cambridge University Press in 1921. Some details of the Fordham Collection of maps, etc. will be found in *The Geographical Journal*, 146 (2) 1980, pp.218-231. It includes a bibliography of his published works on cartobibliography.

Change of leadership at Ordnance Survey

The following Press Notice was published by the Ordnance Survey on 26 October 1999.

David Willey has taken over chief executive responsibilities at Ordnance Survey following the decision of Dr Geoff Robinson to step down.

David Willey said "Geoff Robinson has made a tremendous contribution to defining the future role of Ordnance Survey. In presenting his paper 'Joined up Geography' to the AGI conference last month he also set out his vision of an Ordnance Survey working with partners to deliver the benefits of consistent and accurate geographic data for the good of the Nation.

This met with the widespread approval of all parts of the industry both public and private. The Ordnance Survey Board of Directors will continue to drive forward this new business direction."

Since his appointment in October 1998 Dr Robinson has led on many positive changes to the business direction of Ordnance Survey. He has also been closely involved in the development of several national initiatives in conjunction with local government and other organisations. There have been difficulties in reaching agreement on some of these national issues which have adversely affected the vital relationship between Ordnance Survey and local government, who are key partners in the provision of up-to-date mapping information. Accordingly, Dr Robinson has decided that it is now time for someone else to lead these issues to a successful conclusion.

Chris Board is able to add to this Press Release some detail on the changes in titles consequent on the changes to business structure. This information has been provided by Helen Stirrat, Consultative Committee Liaison, Ordnance Survey.

Following from the changes in business strategy introduced in the autumn by Geoff Robinson, the Directors appearing on page 28 of the Annual Report and Accounts 1998-99 have nearly all got new titles and responsibilities. They are:

Tony Black, now Director of Strategic Operations;
 Ian Logan, still Director of Data Collection;
 Michael Mayes, now Director of Sales and Marketing;
 Bryan Nanson, now Director of Staff Development;
 David Willey, was, until made Acting Chief Executive, Director of Business Strategy and Finance;
 Duncan Shiell, is currently Acting Director of Business Strategy and Finance, in place of David Willey.

There are also two new Directors:

Steve Erskine, Director of Product Development;
 Nick Land, Director of Solutions.

The new minister with responsibility for the Ordnance Survey is Beverly Hughes, who sits for a Manchester Constituency.

Assistance to researchers

Richard Oliver

About fifteen months ago *Sheetlines* announced the formation of the Information and Research Sub-Committee (IRSC) of the Charles Close Society. We expected then that the IRSC would be closely associated with the Society's web site and with a computerised bibliography of OS material. We also expected that the volume of enquiries would justify appointing an Information Officer to handle them!

In the event, things have developed a little differently. The bibliography develops slowly, as is always the case where labour is voluntary, time is short, and the demands of earning a living ever more pressing, but meanwhile the IRSC is available to give assistance to anyone who wants to research an aspect of Ordnance Survey mapping, but is unsure how to go about it. 'Research' can include working towards publication, but it can also cover simply 'getting something straight in your mind'. The IRSC doesn't exist to give answers, but it does exist to help with where to look for them!

So, anyone who thinks that they need some help with OS research is invited to contact Richard Oliver, either by post at Department of Geography, University of Exeter, Exeter, EX4 4RJ or by e-mail at: r.r.oliver@ex.ac.uk

The OS Website

Jon Risby

The OS website (which can be found at www.ordsvy.gov.uk) has been improved over the last few weeks. Back in September they relaunched the Landranger pages. Instead of a straight forward list of editions the new pages have an interactive location map, which takes the user to details for each sheet, including edition, ISBN, a copy of the cover (though this stopped after a week or so to be replaced by a common cover shot for all sheets) and a graphic showing what the map looks like when flat. They followed this on the 5 November with similar relaunched pages for Routemaster, Touring, Outdoor Leisure, Explorer and Pathfinders. For the 1:25,000 maps each entry (there is one for each sheet) consists of a location map (based on Routeplanner sheet 1).

Gwybodaeth Dechnegol

Chris Higley

The first 1:50 000 OS map with a Welsh legend, Landranger Rhif 124 (A2) translates Airy Spheroid as "Sfferoid Awyrol". As a monoglot Englishman, I am hesitant to cast aspersions, but am I right in thinking that this means "Spheroid of the air", rather than "Sir George Airy's Spheroid"? Later maps, e.g. Landranger 171 (C), prefer "Sfferoid Airy".

Bideford: a suitable case for treatment?

Richard Oliver

Recent issues of *Sheetlines* have recorded an interest not just in standard Ordnance Survey sheet maps, but also in extracts appearing in guide-books, school text-books, and the like.¹ As yet we do not know how many of these there are, either produced officially by the OS as a repayment service, or those reproduced independently, and then there is the consideration of which were in monochrome and which in colour. Whilst the OS could have produced colour-printed extracts from its own colour-printed maps at any time, we do not yet know when the first extracts from a coloured OS map were reproduced wholly independently of the OS, that is to say without the OS supplying either plates, or materials suitable for plate-making.

OS map extracts appearing in guide-books and topographical works are self-selecting. The earliest example which I can offer dates from 1885, and is from one-inch (1:63,360) New Series sheet 286 in Robert Phillips's *Borough of Reigate and surrounding district*.² Does anyone know of an earlier example? The extract was produced by photo-lithography, a technique which had been available since the early 1860s, thanks not least to work at (and, it being carried out under Sir Henry James, propaganda from) the Ordnance Survey,³ so there is plenty of scope.

Which was the first OS map extract to appear in an instruction manual or school text-book? Again, I don't know the answer (another challenge to readers), and there is the additional interest of the criteria of selection. In some instances this may perhaps be for reasons of economy: an extract (in monochrome) from New Series Third Edition (with hills) sheet 317 appears in *Map reading made easy*, published by George Philip in 1929; it appears a little small for the quarto format, and indeed the same block had been used by Philip to illustrate an octavo-size school geography text-book published in 1912.⁴ Perhaps the Arun Gap was the interest? At the opposite extreme is Speak and Carter's *Map reading and interpretation*, which was first published in 1964, as a GCE Ordinary Level text book. This is one of the more interesting map-reading textbooks, for it includes some carefully redrawn mapping at various scales, including the half-inch, in an imitation of an OS style which might have been, but wasn't, and one-inch Seventh Series extracts with a green grid.⁵ The last

¹See, for example, John A. Fowler, 'The reproduction of OS maps in books', *Sheetlines* 50 (December 1997), 40-1; John Seeley, 'OS occurrences in Ward Lock and other guidebooks', *Sheetlines* 55 (August 1999), 15-16.

²Robert Phillips, ed T.R.Hooper, *A geological, historical and topographical description of the Borough of Reigate and surrounding district*, Redhill: R.Phillips, 1885. The map extract is opposite p.3, and covers an area about 9.25 inches west-east by 8.0 inches south-north (about 23.5 by 20.3 cm). It is headed 'Map of the district', and lacks any indication of provenance. Most of the illustrations in the book are credited '“Ink-photo”, Sprague & Co. London': 'ink-photo' aptly describes the process.

³See for example Henry James, *Photo-zincography*, Southampton: Forbes & Bennett, 2nd edition, 1860.

⁴C.C.Esson and G.S.Philip, *Map reading made easy*, fourth edition, London and Liverpool, George Philip, 1929, 21: unfortunately, I foolishly disposed of the 1912 textbook many years ago. Censure may be addressed to me either c/o the Editor, or directly to r.r.oliver@ex.ac.uk.

⁵P.Speak and A.H.C.Carter, *Map reading and interpretation*, Second Edition, London, Longman, 1970: half-inch mapping appears on pp 10, 33, 35, 36, 37, a rather skeletal 1:84,840 map on p.51, and green-gridded one-inch mapping on pp 58, 59 and 71. The book was first published in 1964, and, allowing for 'lead-time' for preparation of plates, this would explain ten-colour rather than six-colour Seventh Series mapping as a starting-point.

Figure 1 – Bideford and Appledore, from Benjamin Donne's map of Devon, 1765 (scale approximately as original: 1:63,360). (Department of Geography, University of Exeter)

perhaps was a small economy; the Foreword explains that ‘each map serves to show one major aspect of map interpretation’.

So far, so clear; and methodical. A year earlier there had appeared *Maps and symbols*, by J. C. Gagg, aimed at younger primary school children: it notes that ‘it deals mainly with the One-inch Ordnance Survey maps which fascinate young children’ and, apropos the map symbols, ‘some of the official descriptive words are very difficult’.⁶ Oh dear! Twenty or thirty years later, with hair perhaps approaching the greyness of their erstwhile knee-length school socks, the poor things might discover the Charles Close Society, and there learn that ‘the official descriptive words’ are *still* ‘very difficult’.⁷ But yet more obscure is the reason for the choice of the map extract which appears as the frontispiece and, for good economical measure, on the cover: an extract (in fact from one-inch Seventh Series sheet 163) of the environs of Bideford in north Devon. Why Bideford? The text affords no clue, and makes no specific reference to it. Here is a mystery which must surely be beyond even the most ingenious explanations⁸ of post-modernist cartographic historians.⁹ Almost equally impenetrable must be the reasoning which provided a small extract (from Seventh Series sheet 119) covering the village of Wheaton Aston in Staffordshire, as a specimen of a village, a matter of some associative interest to two members of the present Charles Close Society committee.¹⁰ Those who prefer to treat their maps as functional rather than associative, as technological artefacts, will no doubt be interested to learn that the Bideford extract appears to be printed in five colours, black, brown, blue, yellow and red, with ‘green’ obtained synthetically by combining screened blue with solid yellow.

Why Bideford? A notable map is the one-inch of Devon by Benjamin Donn, a schoolmaster from Bideford, which was completed in 1765 and won the first premium from the Royal Society of Arts for a county map.¹¹ As the extract shows, he did not accord the town any special treatment, but I wonder if he had taken heed of a curious little map, ‘A Plan of the Town and River of Biddiford to the Bridge with Appledore &c.’, prepared for the *London Magazine*, apparently in 1754; although rather sketchy, the main interest in the map is its scale bar, which indicates a scale of about 1:75,000, whereas comparative measurement suggests 1:31,680!¹²

It certainly sets a precedent for odd mapping in this part of the world. The OS contributed to this around 1930 when the sheet lines of the one-inch Fifth Edition were being drawn up: as Figs 2 and 3 show, Bideford appears much closer to the edge of sheet 127, *Bideford and Bude*, than it does to sheet 118, *Barnstaple*; anyone in Bideford interested in Appledore would do well to avoid ‘the Bideford map’. Sheet 127 has additional interest, in that it was the only fully-coloured Fifth Edition sheet to be printed after the bombing of the

⁶J.C.Gagg, *Maps and symbols*, Oxford, Basil Blackwell, 1963, [p.2].

⁷A mother of two observed to me recently: ‘You need young children around you to keep you sane.’

⁸Or, as some might say, conspiracy theories.

⁹The author is quite uncertain whether he is post-modern or not; for all he knows he could have been post-modern for years and not known a thing about it, particularly as he read somewhere that the term was first used (in an architectural context) so long ago as 1949, five years before he was born. However, he put the question to an old friend, who, having resided for some time in Leicester can presumably (on the analogy of Adrian Mole) be regarded as an intellectual, and got the response: ‘Well, it’s trendy, and I don’t think we’re trendy.’

¹⁰Gagg, *Maps and symbols*, 25.

¹¹Benjamin Donn, *A map of the County of Devon, 1765*, reprinted in facsimile with an introduction by W.L.D.Ravenhill, Devon and Cornwall Record Society and University of Exeter, 1965.

¹²Copy in North Devon Record Office, 2379A/Z38/61.

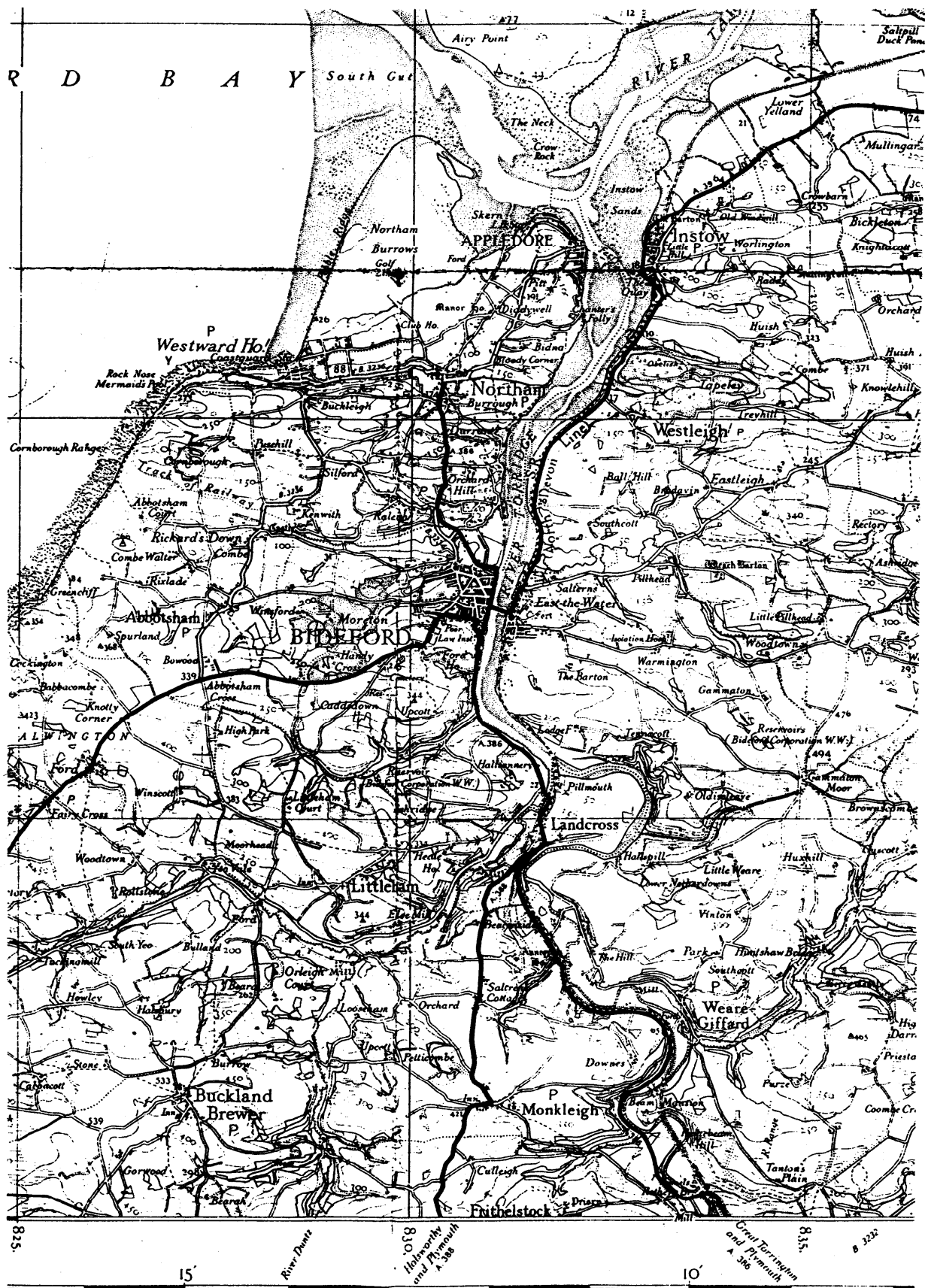


Figure 2 – Bideford and Appledore on Ordnance Survey 1:63,360 Fifth Edition sheet 118, Barnstaple, (1938). (Scale reduced from original.)

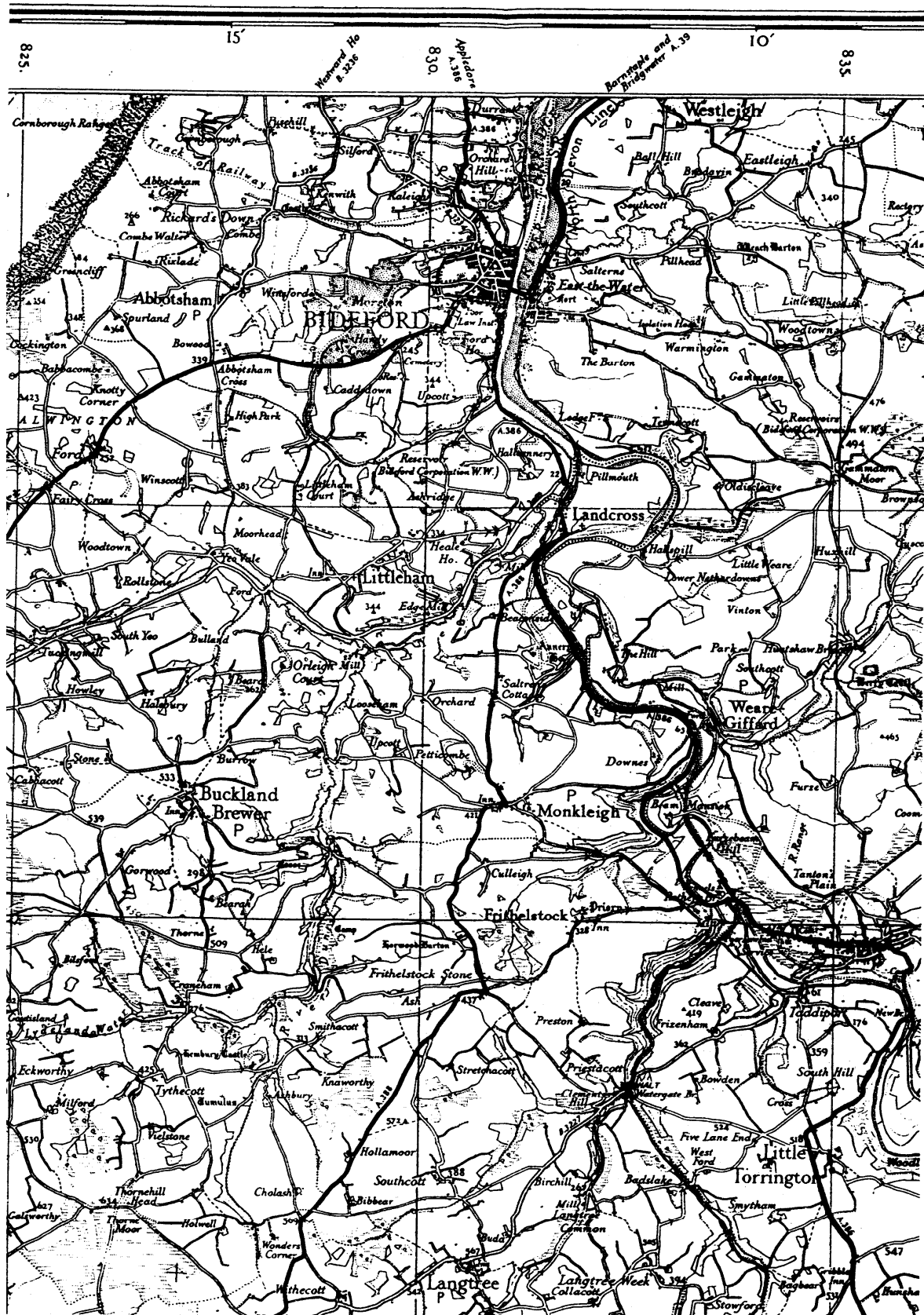


Figure 3 – Bideford (but not Appledore) on Ordnance Survey 1:63,360 Fifth Edition sheet 127, *Bideford and Bude*, (1941). (Scale reduced from original.)

OS office at London Road, Southampton, on 30 November - 1 December 1940: it was one of three coloured one-inch sheets to be printed in 1941, the others being Popular Edition sheet 135, *Hastings*, and the *Leicester* district sheet. I first encountered the Bideford sheet some twenty years ago, and whilst the mystery of its printing was eventually inferentially explained by the discovery of the 'job file' for the Leicester sheet (the printing of which was initiated in April 1940, but only completed in October 1941),¹³ it retains the interest of its colour-scheme. This is unique for the Fifth Edition, in that contours and second-class roads are printed from the same (orange) plate; this five-colour scheme was used for a number of 'old' Popular printings in 1938-40 (though not, interestingly, for the 1941 printing of sheet 135), and for early (1940-1) New Popular Edition printings.

Bideford was the subject of more remarkable mapping some thirty years later, in the form of digitising undertaken by the Experimental Cartography Unit of the Royal College of Art (ECU). Although wholly executed by the ECU, it was with the collaboration of the OS, including the supply of enlarged originals at 1:6250 to enable the accuracy of the plotting to be checked. An object of the experiment was to generate mapping at a variety of scales: 1:10,000, 1:25,000, 1:63,360 and 1:250,000. As a 'popular' account of the work was published in the *Geographical Magazine*, with extracts from the finished maps, this is perhaps the most widely circulated of 'unusual' Bideford mapping:¹⁴ the lithographically printed originals are much less commonly met with.¹⁵

The 'Bideford experiment' was concerned with the area of National Grid square SS 42; the south-west quadrant was digitised to 1:10,000 standards of completeness, including field boundaries, and the remainder to a lower standard. (This may have been because of persistent delays due to equipment breakdowns.) The inputting was undertaken in three phases: first, roads, railways, water, lakes and tide-lines; second, woods, administrative boundaries, 'town bands', telephone call boxes and fences; and third, built-up areas, bridges, names and contours. The rate of inputting was twice that of drawing by scribing, which was no doubt helped by river-banks only being digitised for rivers over 8 metres in width, and all roads being digitised by their centre-lines. The specifications for the finished maps were designed to accord as closely as possible with existing OS ones (which presumably explains the apparently retrograde use of 1:63,360 rather than 1:50,000), although the finished maps are characterised by very fine linework, and by road casings not being broken where roads cross each other: an idea of the effect is given in Fig.4. (The casings also cut the neat lines at an angle, as on Ordnance survey of Ireland 1:50,000 mapping.)

Colonel Michael Cobb's assessment was optimistic:

'Results have been pleasant, cartographically clear and of the same order of sharpness as an Ordnance Survey map and the accuracy of the information is up to the Ordnance Survey standard... the flexibility derived from storing the data on a magnetic tape, whereby maps can be produced from one tape at scales varying between 1:10,000 and 1:250,000, is proved.'

¹³OS job file R.3376: now in the OS-CCS collection deposited at Cambridge University Library.

¹⁴See Michael Cobb, 'Changing map scales by automation', *Geographical Magazine* 43 (11) (August 1971), 786-8, on which the present account is based: it gives no reason for the choice of Bideford. Two other articles describing ECU work are D.P.Bickmore, 'Maps for the computer age', *Geographical Magazine* 41 (3) (December 1968), 221-7, and David Bickmore, 'Computers and geology', *Geographical Magazine* 42 (1) (October 1969), 42-3: neither mentions the Bideford experiment, nor can I find any direct reference to it in the *Cartographic Journal*.

¹⁵There is a set in the Royal Geographical Society's collection: Eng. & Wales S.390.



Figure 4 - Road junctions: *left*, as normally drawn; *right*, as output on the ECU 'Bideford experiment' maps, 1971.

A tape of 1:2500 data had also been produced, which could be plotted directly at scales from 4 to 100 times smaller (i.e. 1:10,000 to 1:250,000); no example of this seems to have been offered for public view, but it was acknowledged that two of the greatest remaining problems were name placements and generalisations, which perhaps explains the lack of names on the printed maps. Also omitted were bridges, spot heights, cliffs and railway earthworks (though a pecked line for the remains of the Bideford, Westward Ho! and Appledore Railway does appear on the one-inch specimen), and parish boundaries were omitted from the 1:10,000. No distinction was made between roads under and over 14 feet in width: otherwise, the depiction of roads followed contemporary OS practice closely, including pecking for unfenced roads and the extensive use of pecked infill on the 1:25,000. The overall effect of the roads, particularly on the one-inch specimen, is rather spidery, and somewhat reminiscent of the old OS half-inch map.

Why Bideford? No explanation was presented to the readers of the *Geographical Magazine*, though in the nature of things more rigorous criteria would have been called for than in the next example of unusual mapping of the town, an advertisement in the *Cambridge Alumni Magazine* for Spring 1992.¹⁶ It was placed by Map Marketing Ltd of London, SW6, for customised site-centred 1:50,000 mapping, framed, 24 inches square, for £49:95 plus £3:95 postage; the advertisement includes the 'OS 200' logo. The specimen illustrated is centred at about SS 450270, and includes part of the frame (so the centre of the original must have been considerably further to the west), but the real interest lies in the colours. The blue and yellow plates have been reversed, so that the 'unclassified' roads appear in very prominent blue, whereas the grid and water are in yellow: the water names are nearly invisible, the grid effectively completely so. Woods are pale blue and B-roads are purple. Is this the nearest approach yet to Alice-in-Wonderland mapping?

The final example of a Bideford extract to be considered is closer to home, and is that in my *Concise Guide*: it illustrates the mapping of an urban area on the 1:2500 and 1:10,560 scales.¹⁷ I had the original idea for the book in February or March 1991, as a sort of makeshift replacement for J.B.Harley's *Historian's Guide*,¹⁸ which would have been largely a

¹⁶I am indebted to Rob Wheeler for drawing this to my attention.

¹⁷Richard Oliver, *Ordnance Survey maps: a concise guide for historians*, London, Charles Close Society, 1993, 29.

¹⁸J.B.Harley and C.W.Phillips, *The Historian's Guide to Ordnance Survey maps*, London, The Standing Conference for Local History, 1964.

list of dates. Before I could do anything about it, Brian Harley died, on 20 December 1991, and by the time that the *Concise Guide* came to be written a year or so later it had become both a memorial volume and more elaborate in content. The choice of illustrations was dictated partly by what was readily available (it was most convenient that a map-dealer had both the original of 1:2500 National Grid SZ 6488/6588 and a later derivative from the Master Survey Drawing) and partly by allusiveness, which explains, for example, the choice of extracts showing Highweek church in Devon at 1:2500 in the County Series style of 1905 and in the National Grid style of 1975.

Are you foxed? Perhaps, after all, that is the best way to be...

The Old Series – pre-St John’s

Roger Hellyer

My article in *Sheetlines* 55 on the collection of Old Series maps in the library at St John’s College, Cambridge¹, has elicited a small but significant correspondence. Central to that article were the St John’s copies of the twelve quarter sheets comprising sheets 43, 54 and 55. Most quarter sheets of this period survive dissected, and mounted together as full sheets, inevitably with much of the significant printed detail in the margins removed. The overall paper size is usually reduced, and of the two inner edges the probability is that only enough is retained to glue together west and east quarters, and then only if the sheet limits are located between dissection points. The north-south inner margins are more likely to have been removed altogether since they tend to lie on a line of dissection. The beauty of the St John’s sheets is that they are all flat, with full margins on which survives all printed detail; thus for the first time we were able to demonstrate without doubt that all twelve had been issued with borders engraved on the outer two edges only. This advanced our knowledge of the history of the Old Series at one of its critical phases, when publication in full sheets gave way to quarter sheets in the early 1830s, and for the few short months it took to complete the engraving of the border, the maps were issued with a border printed on only two edges.

The correspondence I have received on this subject advances the story one stage further, that certainly in one, and probably in two cases, the sheets in the St John’s collection are not first states. The sheets in question are 55NW and 55NE. We may deal with the easier case of 55NE first. As I pointed out in my earlier article, the St John’s copy has “Price 12^s.6^d. for the Four Quarter Plates”, and this follows immediately after the sheet number in the top right hand corner. This is precisely as illustrated in Margary iv, p.4², though with the regrettable omission there of the northern border, the legend has been moved some ten

¹ Roger Hellyer, ‘The Old Series at St John’s’, *Sheetlines* 55 (1999), 19-30.

² Harry Margary (ed.), *The Old Series Ordnance Survey maps of England and Wales* iv, Lympe Castle, Harry Margary, 1986. With a cartobibliography contributed by J. B. and B. A. D. Manterfield.

millimetres left in relation to the map. It is now apparent that even earlier copies of sheet 55NE were printed without this price statement, and two have so far been recorded, both as dissected copies mounted together with the other quarters of sheet 55. One can only conjecture what this lack of price statement means, whether the sheet was actually printed before the price adjustment late in 1831, or whether it succeeded it but the price had simply at this stage not been added to the sheet, or even that an earlier price statement was on the sheet, on an area now trimmed off. That this last is a possibility, even on a sheet claiming publication on 11 February 1832, would appear to be substantiated from the copy of 55NW to which one of these copies of 55NE is attached. The north east sheet was pasted over the north west sheet, attached to the ten millimetres beyond the eastern neatline of 55NW that was retained. Some printing survives on 55NW, two millimetres to the right of the eastern neat line, and now underneath 55NE. At eighteen millimetres above the neat line, or just above the level of the border, is the sheet number “N^o.LV”, presumably all that survives of “N^o.LV.N.W.(Loeminster)”. Three millimetres below this, just above the level of the thick line in the border of 55NE, appears to be the words “Price Thre”, the remainder having succumbed to the guillotine. So much for my suggestion that sheet 43 may be the only sheets to have been priced at three shillings and sixpence!

I should conclude by offering thanks to my correspondents on this subject, who prefer to remain anonymous. Lastly I should apologise for the shortcomings in layout in the list at the end of my article in *Sheetlines* 55. Before each of the lines starting “Revision of the State 1 details” there should have been a line gap, as is the case for sheets 43NW and 43NE, the intention being to imply a state, at present unnumbered, between the “New State 1”, and the State 2 as described in Margary. That less than six months on we can presumably supersede two of the St John’s copies with even earlier states at least proves the point that it is much too soon for a general renumbering of the states of the Old Series!

The Ordnance Survey 1:1250 National Grid Surveys : an updated list

John Cole

Nearly eleven years have elapsed since a preliminary list appeared in *Sheetlines* 24. This article seeks to add, amplify and in a few cases correct that which was previously written. Correction and even amplification should not imply criticism of the 1989 list which was obtained from OS records. These contained curious omissions; some strange amalgamations e.g. Stirling and Alloa, Aberdare and Merthyr (in spite of the mountain in between) and place names such as West Bromwich which omit to mention the other ten or so towns involved!

The 1989 list contained more than a few blanks as far as map totals are concerned and an attempt has been made to calculate numbers from the 1:50,000 of approximately the date of survey, and checked against the Large Scale National Grid Index of 1995. Surprisingly this produced absolute agreement in twenty five instances but where the index showed an increase, the likeliest explanation is an extension to the 1:1250 area.

For the benefit of those who wish to amend the original list, some 'rationalisation' has been carried out, including a few deletions:

Add * to Aldershot, Brimington, Egham and Exning.

Delete: Aycliffe (See Newton Aycliffe.) Normanton (included with Castleford and Pontefract) and Musselburgh (included with Edinburgh).

Date amendments: Brixham 1979-81; Chelmsford 1946-49; Nailsea 1988; Penzance and Newlyn 1987; St Austell 1967-68 and Truro 1986-87.

The following amalgamations should be split: Merthyr Tydfil 90, Aberdare and Mountain Ash 82; Stirling 49, Alloa 30; New Romney 27, Lydd 4. (Map totals are approximate except for New Romney and Lydd.)

The original map totals for East Grinstead and Newhaven (4 maps each) are correct but to the former should be added: 42 1977. And to the latter: Peacehaven and Seaford 103 1969-73.

To the following, the locations in brackets should be included in the map total

Ardrossan, Saltcoats and Steventon: (Kilwinning)

Blackpool: (Fleetwood and Lytham St Annes)

Bolton: (Atherton, Farnworth Leigh and Tyldsley)

Glasgow: (Barrhead, Clydebank, Milngavie and Paisley)

Keysham: (Saltford)

Newmarket: (Exning)

New Milton and Highcliffe: (Barton on Sea)

Newhaven and Peacehaven: (Seaford)

Motherwell: (Hamilton)

Penzance: (Newlyn)

Romsey: (North Baddesley)

St Albans: (Harpenden)

Stoke and Kidsgrove: (Burslem, Hanley, Longton, Newcastle u. Lyme and Tunstall)

West Bromwich: (Walsall, Wolverhampton remainder, Bilston, Bloxwich, Darlaston, Coseley, Sedgley, Tipton, Wednesbury and Willenhall)

The map total for Milton Keynes includes Newport Pagnell but excludes Bletchley which appears on the 1989 list.

Corrections to map totals 1989 list: London NW 1385; London SW 1600. (Grand total 5895 excluding extensions).

Locations missing-from 1989 list with dates where available:

Ashington and Newbiggin by the Sea	48	1979-80
Bedwas and Caerphilly	55	
Bridgnorth	4	1987?
Cockenzie, Port Seton, Prestonpans and Tranent	30	1974?
Corringham and Stanford le Hope	23	
Dalkeith and Lasswade	30	1948-49 ¹
Dawlish	2	1988
East Calder	10	1987

Egglescliffe	42	
Formby	34	
Glossop and Hadfield	42	1967?
Northallerton	2	1988
Orrell and Skelmersdale	75	
Olney	10	1988 ?
Teignmouth	2	1988
Todmorden	3	1989
Wickford	39	

Locations on 1989 list where map numbers were unavailable:

Beighton (Sheffield extn.)	50	Otley	23
Berwick-upon-Tweed	28	Pembroke and Pembroke Dock	60
Biggin Hill and Tatsfield	28	Penzance and Newlyn	25
Bishopton	24	Peterculter (Aberdeen extn.)	20
Bordon Camp and Headley	37	Peterhead	30
Burntwood and Norton Canes	47	Pontymister and Risca	15
Clevedon	28	Ranfurly and Bridge Of Weir	15
Congleton	41	Romsey and North Baddesley	40
Connahs Quay	60	Rugeley	30
Consett	40	St Andrews	24
Conwy and Llandudno Junction	20	St Neots	41
Cramlington	66	Selby	35
Easton and Fortuneswell	6	Skipton	25
Evesham	33	Stamford	27
Fraserburgh	27	Stanley (Durham)	55
Galashiels and Melrose	35	Swadlincote	50
Hailsham	34	Taverham and Drayton (Norwich extn.)	30
Havant and Emsworth	45		
Haverhill	37	Tamworth	107
Hawick	30	Telford	213
Helensburgh	40	Thetford	32
Huntingdon	41	Troon	52
Kendal	39	Uckfield	23
Keynsham and Saltford	30	Verwood	23
Lichfield	41	Warminster	28
Lymm	20	Wimborne Minster	39
Melton Mowbray	35	Winsford	42
Milton Keynes	245	Wisbech	35
Newmarket and Exning	35	Wokingham (Reading extn.)	45
Newtown (Powys)	15		

The following towns: Bagshot, Burghead, Montrose, Oxted, Stonehaven and Stranraer were surveyed during 1987-89 but the mapping was not published on chart paper. (They are

available on digital tape.) Had they been, each would have approximated to 20 maps except Stonehaven (15) and Burghead (4)

The 1:1250 map total as at 31 March 1990 is quoted as 57,369 of which 55,959 had been published. This total would have included extensions some of which were quite large. A selection of these are listed for interest (in addition to those mentioned on the 1989 list.)

Birtley, Chester le Street and Washington (Gateshead).	155
Broadstone and Corfe Mullen (Poole).	45
Bursledon Hamble, Hedge End, Netley and Warsash (Southampton).	115 ²
Ferndown and West Moors (Bournemouth)	55
Hockley and Rochford (Southend-on-Sea).	45
Horndean and Waterlooville (Portsmouth).	80
Hetton le Hole and Houghton le Spring (Sunderland).	85
Larkfield and Snodland (Maidstone).	60
Nunthorpe, Ormesby Stainton; Marske & Saltburn (Middlesbrough & Redcar).	145
Stubbington & Lee-on-the-Solent (Fareham and Gosport)	50 ²
Stratton St Margaret and Swindon East (Swindon).	70
Plympton, Plymstock, Saltash and Torpoint (Plymouth).	115

All figures are approximate as it is difficult to be absolutely certain where the original limits were. It will be noted that the Gateshead and Sunderland extensions also merge and this may well be the largest in the United Kingdom excluding London.

To use the wording of the 1989 article it is safest to describe the information here as broadly correct, with exceptions such as the Dalkeith and Lasswade details and the Troon and Plymouth (extension) map totals, as official.

One that got away: during the 1980s the Scottish town of Penicuik was apparently scheduled for 1:1250 (approx. 20 maps) and was indeed resurveyed. But for reasons unknown, publication was at 1:2500.

It is also important to note that although Montrose, Stranraer and Stonehaven are quoted as surveyed at 1:1250 in the Annual Reports of 1987-8 and 1989-90 they do not appear as such on some post 1992 digital diagrams. Nor for that matter does Burghead.

Sources: Field Bulletins and Field Division Reports 1945-65.
Various Annual Reports.
Coverage of Basic Scales National Grid Mapping (Figure II) 1979.

¹ Map number may be included in original total for Edinburgh.

² It is probable that the Locks Heath, Salisbury and Titchfield areas are now 1:1250 and apart from adding at least 50 more maps this would merge Eastleigh, Fareham, Gosport, Portsmouth, Romsey, Southampton and Totton totaling more than 800 1:1250 maps.

Seventh Series Outrage

Bill Henwood

In *Sheetlines* 45 Rob Wheeler described how confusion within the Ordnance Survey led to triangulation stations on buildings (especially churches) being depicted on early One-inch Seventh Series sheets by the Δ symbol, instead of showing the buildings themselves¹.

A passage in the book *Outrage*, by the architecture critic Ian Nairn, throws an interesting sidelight on the matter. It is a reprint of the June 1955 issue of the *Architectural Review*, and consists mainly of a journey by car, in words and pictures, from Southampton to Carlisle. Nairn argued that town and country were becoming an indistinguishable “subtopia”, due largely to the action and inaction of public authorities and utilities.

Most of the maps in the book are sketches, but the landscape to the north east of Warrington is illustrated by a series of map extracts:

1. A map of 1786
2. OS one-inch of 1896 [described as second edition]
3. OS One-inch Second War Revision of 1940 [wrongly described as sixth edition]
4. OS One-inch Seventh Series [Sheet 101, A edition, of 1953]

After lamenting the inexorable loss of countryside in the area, Nairn turns his attention to the Seventh Series sheet itself:

“And finally the map itself is decaying. That buildings have become represented by grey not black is just a coincidence; but north of Risley there is an old village centre called Culcheth, with a church. Or rather, there was: on our latest edition the name is neatly removed, replaced by the looser anonymous ‘Newchurch’. (These old names are outmoded anyway.) And the church? Look back closely and compare with the 1939 map; you will see it marked here as Δ - a triangulation point. How typical that the means of map making should be thought more important than the purpose of the map. ‘Come and see our interesting old triangulation point’. Or, again, ‘But the church, comrade, it doesn’t exist, obviously, it isn’t on the map.’ A molehill? Certainly, but it will mutate to a mountain using the fatal patent expander of means-not-ends, if we don’t look out.”²

Of course Nairn was not to know that the omission of the church tower (at SJ 661950) was due to cock-up rather than conspiracy, and that as Rob Wheeler explained, it was restored to its rightful place on the A/ edition in 1957. Nor could Nairn have guessed that forty years on, triangulation points would become, for many people, cherished reminders of a bygone age of surveying. And finally he could not have foreseen that the place name would revert to Culcheth on the B edition in 1961, and that both church and Culcheth survive on the current C1 edition of Landranger 109. What Nairn would make of the area’s landscape today, quartered by the intersection of the M6 and M62, is another matter.

¹ Rob Wheeler, “Triangulation Points - Primary, Secondary and Sacred”, *Sheetlines* 45, pp.5-8.

² Ian Nairn, *Outrage*, The Architectural Press, 1955, p.427.

Survey Diagrams - 1:10,560

John Cole

In the course of research into the 1:2500 bypassed maps (*Sheetlines* 50 and 52) I was more than a little surprised by the variety of the six-inch map survey diagrams published during the period 1950-70. A selection of these are reproduced and described.

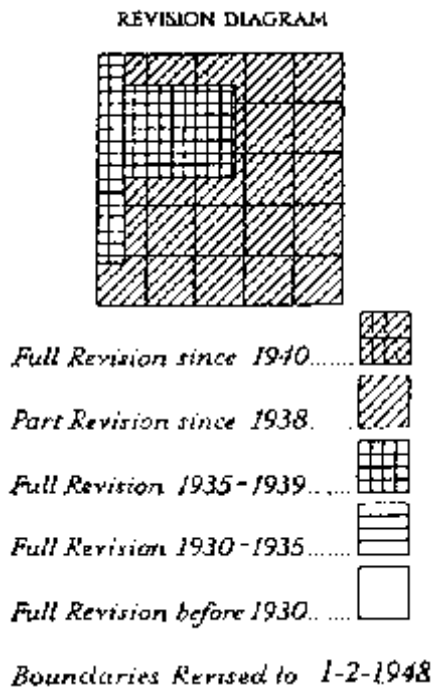


Figure 1 TQ46NE (1950)

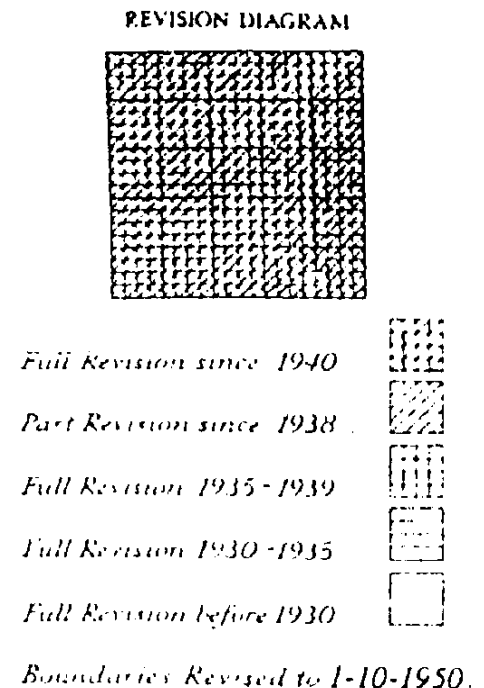


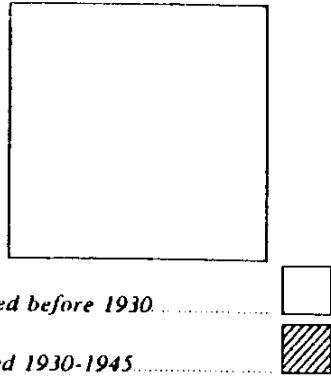
Figure 2 45/29SE Pt 45/39SW (1951)

Although they could not be used to trace bypassed maps, a number of provisional six-inch map survey diagrams were examined and an unexpected variety was found in these also. Figure 1 and also 9 and 13 were supplied at my request by Richard Oliver. I immediately asked why TQ46NE, although published a year earlier than Figure 2 (45/29SE), had the more modern national grid numbering. His answer was that although it would have certainly been published as 51/46NE, his copy was a facsimile reprint and that similar was known to happen with the 1:25,000. After 1951 the old sheet number was given in brackets and later dropped entirely. He was also able to explain the surprising up-to-dateness of 45/29SE - fully revised from air photography with some ground work.

Examples 3 and 4 were more familiar but TQ41NW is observed to have two extra lines in that it was compiled from surveys dated 1873-74, and that major roads were revised in 1961.

Figures 5, 6, 7 and 8 (but not 10 which is a coastal example) are all part-regulars and in effect this was another provisional map. The series was briefly described in *Sheetlines* 52 to explain SS63NW. A minimum of seven published national grid 1:2500 were required but in the example, OS pushed this to the limit by including twenty bypassed maps of 1905 vintage! Example 5 (TR24NW) is slightly more creditable in that although five bypassed

REVISION DIAGRAM

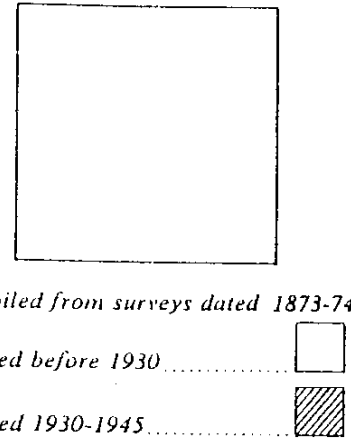


The whole sheet was revised for major changes only in 1950.

Boundaries revised to 1-1-55.

Figure 3 SK50NW (1955)

REVISION DIAGRAM



Revised for major-changes only 1955-57

Boundaries revised to 1-10-60.

Major roads revised 1961.

Figure 4 TQ41NW (1961)

SURVEY DIAGRAM

1957	1956	1956	1956	1937-38
1957	1957	1957	1937-40	1937-38
		1957	1937-40	1937-38
		1957	1956	1956
		1957	1957	1957

The figures shown are the dates of survey of the plans from which this map has been compiled. The area shown hatched is compiled from old surveys last revised for major changes only in 1957. In this area symbols of the obsolescent 6 Inch County Series are used; they differ in some respects, e.g. railways, from those used in the remainder of the map, which conform to the footnotes.

Boundaries revised to 1-5-59.

Figure 5 TR24NW (1955)

SURVEY DIAGRAM

			1951	1951
			1952	1951
		1952	1952	51-52
1952	1952	1952	1952	1951
1952	52-53	1953	52-53	52-53

The figures shown are the dates of survey of the plans from which this map has been compiled. The area shown hatched is compiled from old surveys last revised for major changes only in 1950. In this area symbols of the obsolescent 6 Inch County Series are used; they differ in some respects, e.g. railways, from those used in the remainder of the map, which conform to the footnotes.

Boundaries revised to 1-1-55.

Figure 6 SK50NE (1956)

maps are included, these contained revision of 1937-40 whilst a further thirteen of the 1:2500 are dated 1956/7 (as opposed to a single 1:2500 of 1955 in SS63NW).

It will be noted that the two earlier examples 5 and 6 have the old county series six-inch area hatched and do not quote the original revision date. That date is supplied in examples 7 and 8 but rather remarkably (in both cases) by no means the most recent six-inch available despite the claim that it has been revised for major change.

SURVEY DIAGRAM

		1960	1960		
					1957
1958	1958	1958	1958	1957	1957
1957	1957	1957	1957	1957	1957
1957	1957	1956	1957	1957	1957
1956	1956	1956	1956	1956	1956

The figures shown are the dates of survey of the plans from which part of this map has been compiled.

The remainder of the sheet was compiled from surveys dated 1873-74 last revised for major changes only in 1956. In this area symbols of the obsolescent Six Inch County Series are used; they differ in some respects, e.g., railways, from those used in the remainder of the map, which conform to the footnotes.

Contours surveyed 1962.
Boundaries revised to 1-5-62.
Major roads revised 1962.

Figure 7 TQ23SE (1963)

SURVEY DIAGRAM

1955		1958		
1955		1958		1958
		1958		1958
	1958	1958	1958	1958
	1958	1958	1958	1958

The figures shown are the dates of survey of the plans from which part of this map has been compiled.

The remainder of the sheet was compiled from surveys dated 1868-70 last revised for major changes only in 1957. In this area symbols of the obsolescent Six Inch County Series are used; they differ in some respects, e.g., railways, from those used in the remainder of the map, which conform to the footnotes.

Contours surveyed 1962.
Boundaries revised to 1-2-61.
Major roads revised 1962.

Figure 8 SU11SE (1963)

SURVEY DIAGRAM

1949-64	1949-59	1959-63	1954-59	1949-61
1949-51	1949-61	1957-60	1951-61	1949-61
1950	1950	1950	1951	1951
1950			1949	1949
	1949	1949	1961	1961

The figures shown are the dates of survey of the plans from which this map has been compiled.

* Revised for significant changes from hitherto unpublished large scale survey dated 1949-51.

Tide Lines surveyed 1948-51.
Contours surveyed 1953.
Boundaries revised to 1-6-65.
Major roads revised 1964.

Figure 9 SX45SE (1966)

The 1960 dates on example 7 (TQ23SE) apply to three 1:1250 maps. Example 8 (SU11SE) is very unusual in that the 1:2500 has been done in strips. It would be interesting to know if this is unique.

Example 9 (SX45SE) depicted Plymouth Sound. The wide ranging dates in the northern part of the map are 1:1250 components. The single dates represent 1:2500 and the areas asterisked represent parts (or complete maps in the case of Drakes Island SX46/4752) not published for security reasons in 1949-51.

In example 11 (SK50SW) the asterisked quadrants are all 1:1250 maps with, as might be expected, the most up to date information available.

Example 12 (SZ09NE) is included for yet another variation in wording and also because there is a strong probability that 1:2500 sheet SZ0598 dated 1944 was the first revised or resurveyed national grid 1:2500 to appear.

SURVEY DIAGRAM

1959	1959	1959		
1958	1959	1959		
1958	1958	1958		
1958	1958	1958		
1958	1958	1958	1958	

The figures shown are the dates of survey of the plans from which this map has been compiled. Contours were not surveyed at these dates, but were taken from the previous Six Inch County Series.

Mean Low Water surveyed 1953.
Boundaries revised to 1-3-64.
Major roads revised 1964.

Figure 10 NZ29NE (1966)

SURVEY DIAGRAM

1957	1957	1957	1952-57- 1953-60	
1956	1957	1957	1957	1953
1961	1961	1957	1957	1957-63
1961	1961	1957	1957	1957
1961	1961	1957	1957	1957

The figures shown are the dates of survey of the plans from which this map has been compiled.

• Revised for significant changes from subsequent unpublished large scale survey dated 1965.

Contours surveyed 1965.
Boundaries revised to 1-11-63.
Major roads revised 1965.

Figure 11 SK50SW (1967)

SURVEY DIAGRAM

1954	1954	1958	1958	1954
1944	1950	1959	1961	1961
1945	1945-68	1968	1951-56	1954
1961-68	1959-68	1958-68	1958-67	1953-67
1960-68	1955-68	1955-64	1955-68	1957-61

The figures shown are the dates of the 1:125 and 1:2500 scale surveys used in compiling this map.

Revised for significant changes from subsequent unpublished 1:1250 and 1:2500 scale surveys dated 1968.

Contours were not surveyed at these dates, but were taken from the previous Six Inch County Series.

Boundaries revised to 1-10-70.

Figure 12 SZ09NE (1969)

SURVEY DIAGRAM

69	72	72	69	72	71	72	72	72	72
72	72	72	72	71	71	72	72	72	72
		72	72	72	72	72	72	71	69
		72	72	72	72	72	57	57	72
		72	72	72	71	72	72	70	72
		72	72	71	72	72	72	72	72
				72	72	72	72	72	72
				72	69	69	72	70	72
						62	72	72	72
						62	72	72	72

The figures shown are the dates of the 1:1250 and 1:2500 scale surveys used in compiling this map. Contours surveyed 1964.

Boundaries revised to 1-1-74.

Figure 13 SD52NW (1974)

Example 13 SD52NW is in fact a 1:10,000 survey diagram but has been included to show the more recent, and much less vague, way of dating the 1:1250 areas.

Early Issues of *Bartholomew's Reduced Ordnance Survey of England & Wales* Scale 2 Miles to an Inch

Eugene Burden

The Bartholomew Archive held at the Map Library of the National Library of Scotland is a mine of information on the material printed by Bartholomew's and the Printing Record contains an example of most of the maps and other items printed by Bartholomew's from 1879 onwards. Margaret Wilkes has kindly allowed me to delve into the Archive and I gladly acknowledge her help and that of her staff. This note summarises the dates of publication and the printing runs of the early sheets of the well-known half-inch England & Wales series.

Initially, in the 1880s, Bartholomew's produced some hachured maps of Devon and Cornwall on the half-inch scale, but with the exception of North Wales, these were rapidly superseded by contoured maps which developed into the coloured layered maps pioneered by Bartholomew's. The England & Wales half-inch maps were produced from about 1891 onwards, initially as unnumbered sheets, then as numbered sheets covering the whole of England and Wales. Changes were made in the format as the series progressed, as follows:

Early Sheets: These were produced from June 1891 to September 1897. The sheets were unnumbered with the area title top centre. The sheetlines varied from the later numbered sheets.

Numbered Sheets: Initially, these had the sheet number top left, the area title top right, and the general title "BARTHOLOMEW'S REDUCED ORDNANCE SURVEY OF ENGLAND & WALES SCALE 2 MILES TO AN INCH" top centre.

Type 1: These had the scale of 5 miles bottom centre or in the sea area. This was used from 13 October 1897 to 11 August 1899.

Type 2: These had the scale continuously around the sides, top and bottom. The symbols included "Driving & Cycling Routes". This was used from 4/6/1900 to 5/9/1901.

Type 3: These had a similar scale but the road symbols were changed to include "First Class Roads, Secondary Roads and Indifferent Roads". The CTC Symbol was added bottom centre. This was used from 31 August 1901.

Type 4: Following objections from the Ordnance Survey, the map title, top centre, was changed to "BARTHOLOMEW'S "HALF-INCH TO MILE" MAP OF ENGLAND & WALES" and the cover title was changed from "Reduced Ordnance Survey" to "New Reduced Survey" in July 1902.

In general, the sheets were printed on paper and folded into Bartholomew's own covers, brown (unmounted) or blue (mounted or dissected). Some were mounted or dissected by others into their own covers. A small number were printed on "Pegamoid" cloth and folded into covers by W. H. Smith.

The following table shows the dates and number of sheets that were printed.

Sheet number	Area title	Type	Printing record volume	Date	Number of copies
1	Northumberland, North	Early	27	28/9/1897	2126
		4	34	10/3/1903	2535
2	Northumberland, South	1	30	27/6/1899	2130
		4	34	15/12/1902	3090
3	Cumberland	2	31	15/3/1900	2075
		2	32	7/6/1901	3030
	The Lake District	4	35	9/11/1903	5200
4	Durham	3	33	17/3/1902	3130
5	North Lancs/Isle of Man	2	31	4/6/1900	2300
		4	33	2/10/1902	3045
6	Harrogate	2	32	5/9/1901	<i>Removed</i>
		4	35	14/10/1903	5100
7	York & Scarborough	3	33	17/5/1902	3030
		4	35	25/11/1903	4235
8	Liverpool & Manchester	1	28	1/3/1898	1985
		1	30	19/6/1899	4040
9	Sheffield	2	32	5/9/1901	3120
		4	35	18/2/1904	5247
10	Lincoln Wolds	4	33	26/8/1902	3085
11	North Wales	Early	26	1/3/1897	2025
		1a	29	30/8/1898	2550
		<i>Marked "COPYRIGHT"</i> 1b	31	11/5/1900	2650
		4	33	21/8/1902	4125
12	Cheshire	2	31	23/8/1900	2140
		4	33	7/7/1902	4100
13	Derby and Nottingham	2	32	17/11/1900	2075
		4	33	5/8/1902	3090
14	Lincoln Fens	2	32	10/5/1901	2040
		4	35	7/11/1903	
15	Norfolk	Jarrold	30	28/6/1899	800
		1	27	18/1/1898	2075
		2	31	7/6/1900	3170
		4	34	30/6/1903	4160
16	Aberystwyth	3	34	30/1/1903	3235

17	Shropshire	1	28	28/4/1898	2110
		3	33	26/12/1901	2070
		4	35	14/10/1903	5100
18	Birmingham, Leicester &c	1	27	13/10/1897	2067
		1	30	28/8/1899	3090
		4	34	12/1/1903	4200
19	Cambridge, Huntingdon &c	1	27	8/12/1897	2016
		3	33	19/3/1902	<i>Not stated</i>
20	Suffolk	Jarrold	21	14/6/1894	3020
		1	27	18/1/1898	2075
		2	31	10/8/1900	3050
		4	35	1/11/1903	5170
21	Pembroke	4	34	28/1/1903	3110
22	Carmarthen	4	34	30/1/1903	3235
23	Hereford	2	32	19/10/1900	<i>Not stated</i>
		4	33	6/8/1902	3025
24	Oxford, &c	1	29	27/6/1898	2040
		2	31	21/5/1900	3100
		4	34	25/3/1903	4120
25	Bedford, Hertford &c	1	27	26/11/1897	2040
		1	30	11/8/1899	3080
		3	32	31/8/1901	4130
		4	34	7/7/1903	<i>Not stated</i>
26	Essex	Jarrold	21	10/7/1894	3020
		1	27	17/12/1897	2070
		2	31	10/8/1900	3050
		4	35	1/11/1903	5170
27	Swansea	2	32	12/6/1901	2075
28	Bath & Bristol	1	30	12/10/1899	2065
		2	<i>Not recorded but I have copies</i>		
		3	33	7/4/1902	3160
		4	35	22/2/1904	5224
29	Berkshire, &c	1	29	8/11/1898	2145
		2	31	3/9/1900	3065
		4	34	29/10/1902	4090
30	Surrey	Early	17/18	6/6/1892	2100
		Early	22	14/6/1895	1463
		Early	25	7/10/1896	2035

		Early	25	2/12/1896	985	P
		1a	28	21/5/1898	251	P
		1a	28	25/5/1898	250	P
		1a	28	25/5/1898	2350	
	<i>railways added</i>	1b	30	19/6/1899	4040	
		2	31	22/9/1900	5180	
		3	33	17/6/1902	6050	
		4	35	15/9/1903	10100	
31	Watering Places of Kent	Early	16	20/8/1891	2000	
		Early	25	14/8/1896	2050	
		Early	26	19/5/1897	930	
	Kent	1	29	10/11/1898	3140	
		2	32	5/11/1900	3565	
	<i>corrected</i>	2	32	29/11/1900	3090	
		4	33	18/10/1902	5130	
32	Brighton, Sussex Coast	Early	15	24/6/1891	2090	
	Sussex	Early	25	7/10/1896	2080	
		Early	25	2/12/1896	950	P
		1	29	10/10/1898	3044	
		2	31	21/8/1900	4150	
		3	33	17/6/1902	6050	
33	New Forest, Isle of Wight	Early	26	26/8/1897	2090	
		1	30	8/5/1899	3113	
		2	32	27/11/1900	4100	
		4	34	1/11/1902	5130	
34	Dorset &c	1	29	15/8/1898	2032	
		2	31	4/9/1900	700	
		4	34	12/12/1902	4100	
35	North Devon	Early	25	12/10/1896	1750	
		1	30	7/2/1899	<i>n/a</i>	
		3	33	15/1/1902	3075	
		4	35	29/9/1903	5250	
36	South Devon	Early	22	20/5/1895	1523	
		Early	25	12/10/1896	1750	
		1	30	26/12/1898	3108	
		2	32	7/6/1901	3030	
37	Cornwall	Early	26	18/1/1897	1537	
		1	30	6/12/1898	3112	
		3	33	18/2/1902	3050	
		4	34	20/2/1903	5260	
		4	34	3/7/1903	5200	

^P Pegamoid cloth

The last batch of covers marked *Bartholomew's Reduced Ordnance Survey* was printed on 23 May 1902. They were replaced by covers marked *Bartholomew's New Reduced Survey* first printed on 8 July 1902.

Military Maps

In 1900-2, Bartholomew's provided the War Office with half-inch maps. This caused some controversy. The maps were as follows:

London District

North-West	1	32	10/11/1900	8970
South-East	1	32	10/11/1900	12180
South-West	1	32	10/11/1900	12100
	1	32	14/8/1901	7220
North-East	1	32	10/11/1900	8970
Salisbury Plain	1	32	30/4/1901	1060
	1	32	29/7/1901	2150
Aldershot District	1	33	4/7/02 - 5/9/02	10000

Surplus stocks of the London maps were sold by Temple Press Ltd as *The Motor Contour Map of 100 Miles Round London*.

Cyclists Road Maps

Manchester & Liverpool	32	27/7/1901	3060
Leeds, Bradford & York	33	18/4/1902	3010
Birmingham	33	4/8/1902	3010
London – Southern District	33	17/10/1902	5460
London – Northern District	33	17/10/1902	5375

Once more into the whinge, dear friends . . .

Richard Oliver

Why bother with maps?

The most regular feature in *Sheetlines* during the past three years has been criticism of the out-datedness and ‘incorrectness’ of the Ordnance Survey’s 1:25,000 *Explorer* maps, which are derived from, and due to replace, the remaining *Pathfinder* maps by 2004. Officially, it is known as ‘1:25,000 upgrading’. Whilst successively the 1:63,360 and 1:50,000 *Landranger* continue to be the standard topographic map of the country, perhaps because this scale is the optimum for balancing what can be shown on paper against what can be covered by a pedestrian on the ground, the 1:25,000 has the advantages of being able to show more detail, notably field boundaries, and in a more spacious way.¹

It is, I hope, a platitude that maps are made and used because they are the most satisfactory (or least unsatisfactory) way of conveying certain information. There are three ways in which the ‘veracity’ of maps can be checked:

- 1) By direct comparison of the map with the ground, either in the field or by a suitable surrogate (e.g. aerial photography);
- 2) By comparison with other maps;
- 3) By comparison with non-map evidence.

In practice, the applicability of (3) is limited, as maps are used because they convey certain types of information in a concise and easily intelligible form, and documentary or other non-map evidence is often only readily available for certain categories of information: railways are a particular case in point.

Thanks to an evident belief that enough of the map-buying public are sufficiently besotted with a date-change and an imaginary line (the OS version of which runs some metres to the west of that used by the rest of the world²), OS have modified their original intention to publish the *Explorer* maps in an orderly south to north sequence in favour of giving priority to those straddling the Greenwich meridian. One must suppose that OS knows what it is doing from a business point of view, and the sheets in question would have been due to be published in a year or two anyway, but it is difficult to interpret giving priority to mapping of the Fens, Lincolnshire and Holderness as other than a gimmick or a joke even if, like me, you have connections with one or more of those areas.

Perhaps that is the spirit in which the *Explorers* generally and those straddling the Prime Meridian particularly should be taken: a lark, nothing more. If so, then the gimmick, joke, lark, conceit or what you will is an elaborate one, and it bears such a striking resemblance to a genuine article of utility that it is tempting, to say the least, to treat them thus: which, as a matter of fact, is the underlying assumption which has informed their

¹Those readers who have come fairly new to *Sheetlines* and the Charles Close Society will find an account of the history of the 1:25,000 up to immediately before the announcement of the first, experimental, *Explorers* in Richard Oliver, ‘Episodes in the history of the Ordnance Survey 1:25,000 map family’, *Sheetlines* 36 (April 1993), 1-27.

²See Brian Adams, ‘From Eighteen Minutes West to Longitude Zero...’, *Sheetlines* 40 (August 1994), 7-16, esp. 14-15.

treatment hitherto in *Sheetlines* and, one may suspect, that great map buying public who have never heard of the Charles Close Society, and never will.³

So far, comments about the *Explorers* have been in terms of their shortcomings. These are two: aesthetic shortcomings, such as the use of blue beer mugs to indicate public houses, and map content which is either not as up to date as it should be, judged either by direct experience of the ground or by other OS mapping, or else is plain and seemingly inexcusably wrong.⁴ It may be that good news is no news, but it would be pleasant were *Sheetlines* able to publish reports of *Explorers* which have been checked and found 'correct', in the same way that I was able to write that the 'C' edition of 1:50,000 sheet 113 had put right certain errors on the 'B' edition at Spurn Head.⁵ I daresay that I am not alone in being rather irritated by certain 'campaigning' societies, such as _____, _____ and _____ ('the task of filling up the blanks I'd rather leave to you'), characterised by genteel paranoia and hysteria. After all, the Charles Close Society was formed for the study of OS maps, rather than as an arena for complaints about them; it is to be regretted that study of such a prominent part of their newly-published offerings should reveal old wine in new skins. What follows is yet another of these tedious itemisations of shortcomings of the *Explorers*, more particularly 292, *Withernsea and Spurn Head*: the excuse for it is that it follows on from an earlier exploration of this neighbourhood,⁶ and some non-map evidence (not least regular visits of mine over the years) is available to provide a measure of how out of date the map is, or rather how inconsistently it has been revised. The footnotes, partial as they are, indicate how cumbersome or unsatisfactory verbal collateral for cartographic evidence can be.

A visit to Spurn Head (on paper)

Comments here are confined to that part of *Explorer* 292 which covers Spurn Head, and the coast as far north as Easington, going north to south; the map claims to be revised to 1998, and field-checking was carried out on 7 July 1999. The area was surveyed at 1:2500 in 1970, and 1:25,000 Second Series TA 40/41 (later *Pathfinder* 709) was issued in June 1978; the mapping was therefore at least notionally more 'out-of-date' than that of 1:50,000 Second Series sheet 113, revised in 1975 and published in October 1977.⁷ References to additions and deletions are by comparison of TA 40/41 with *Explorer* 292.

At Easington yellow infill has been added to the road shown ending at 40851870, and the Car Park to the south has been deleted; the road infill addition reflects a specification change, and the car park has indeed disappeared, because since 1970 the sea has eroded a strip of land over 50 metres in width and, because of the angle of its approach, nearly 100 metres of the road: there is no evidence of this erosion on *Explorer* 292.

³Of course, it may be objected that perhaps certain contributions to *Sheetlines* are really a lark, etc, bearing a striking resemblance to something serious, and that therefore everything is invalidated; but I leave it to logicians to sort this out.

⁴See, for example, Richard Oliver, '1:25,000 matters', *Sheetlines* 49 (September 1997), 37-40; John L. Cruickshank, 'The maps of the Ordnance Survey - as they are and as they ought to be', *Sheetlines* 50 (December 1997), 3-8; Richard Evans, 'Railways and the London *Explorers*', *Sheetlines* 54 (April 1999), 19-20.

⁵See Richard Oliver, 'Recent 1:25,000 and 1:50,000 sheets', *Sheetlines* 48 (April 1997), 76-7.

⁶See Richard Oliver, 'Taking to the water: some examples of Ordnance Survey mapping of the coast', *Sheetlines* 45, (April 1996), 9-27.

⁷There were several printings of TA 40/41: initially the legend was inset in the area of the map, and then sometime in the later 1980s the legend was moved to the bottom margin and an integral cover provided. A final reprint was undertaken in November 1998; the stock was to be seen on the print-floor when the Charles Close Society visited OS on 25 November 1998.

At 410176, etc, lagoons have been added; these seem to have begun to develop in the mid 1970s. No adjustment has been made to high and low water marks, and the south-eastern tip of the southern lagoon around 41351695 is too far seaward, and protrudes beyond the line of cliffs to the south. The cliffs here have developed since the early 1970s as the sea has cut back into a low hill: the situation on the ground shown here and further to the south (going towards 418160) is probably more correct for 1995 than 1999, but the positional error is not a gross one, and buildings on the cliff top (41751605, etc) which have either been demolished or have fallen into the sea have duly been deleted. However, high and low water marks have been left unrevised, which is an absurdity: the sea washes the foot of these cliffs, and indeed they could hardly have formed otherwise!

The buildings of North Field Farm (416163; demolished before 1988)⁸ have been duly deleted, but the name remains, which seems odd, at least.

To the west, at Kilnsea, the distinctively-shaped Riverside Hotel (407161; built 1990-1)⁹ has been added, and a 'Visitor Centre' symbol added to the former Blue Bell inn (41601585: converted thus in 1994-5).¹⁰

Further south, large ponds have been added at 41601540 and 41851515, and the cliff is shown at a position well inland of that in 1970, which is schematically correct but, once again, no alteration has been made to the high and low water marks.

The area of Kilnsea Warren, between 421148 and 422141, is the most vulnerable part of Spurn, and the point where it is most likely to cease to 'adhere to the continent', to borrow Robert Callis's words of 1622.¹¹ The first road from Kilnsea to Spurn was built in 1940-42;¹² it was seriously damaged around 42151445 in January 1978, and replaced by another road running further inland, which in its turn was seriously damaged on 5 November 1991, and replaced by a third road running still further to the west: it is this third road which appears on *Explorer* 292 (at 141143, etc), but the southern part of that road (around 42151420) in its turn was diverted further west in March 1996, following further storm damage.¹³ In fairness to OS, these successive migrations of the road westwards are *individually* not significant, but showing the area to the east of the original (1942) course of the road as dry land is to show a state of things some fifteen years or more before that consistent with the course of the road to the west!

Further south, around Wike Bight and High Bents (420134, etc), high and low water marks have remained pretty stable since the time of the 1:2500 resurvey in 1888, but around 417126 there was a severe breach in the storm of February 1996, and the road was immediately diverted inland, introducing two 'dog-legs': there is no hint of this on *Explorer* 292, although for some reason the name 'Spurn Nature Reserve' has been replaced, in smaller type, and a 'blue bird' symbol added nearby for good measure: can we infer that the bird is expressing some sort of disdain? To the west, the intertidal zone has been extensively revised at some time, and the area of shingle at Old Den reduced to about one tenth of its former

⁸Writer's photograph, R.71/24, 29 Sept 1988.

⁹Personal observation, plus two nights' stay, September 1991.

¹⁰*Spurn Wildlife* no.4, Spurn Bird Observatory, 1995, 64.

¹¹*The reading of ... Robert Callis ... upon the Statute ... of Sewers*, (1647), 21, cited by G. de Boer in Institute of British Geographers, *Transactions and Papers*, 34 (1964), 86, n.15.

¹²Kenneth E. Hartley and Howard M. Frost, *The Spurn Head Railway*, third edition, Patrington, South Holderness Countryside Society, 1988, 6, 43-4.

¹³Information from displays at Yorkshire Wildlife Information Centre, Kilnsea, 1991-9.

extent: interestingly, 1:50,000 sheet 113, editions C and C1, revised in 1995 and showing a much more plausible coastline between Easington and Kilnsea Warren, both show Old Den as of similar extent to TA 40/41, so it would appear that in this respect, at least, the *Explorer* is more up to date than the otherwise generally satisfactory current *Landranger*.

We are now approaching what might be described as the ‘suburbs’ of Spurn Head. At 40501148 Horseshoe Bungalow (actually L-shaped) has been demolished within the past couple of years, but the former Port War Signal Station at 40461138 was demolished some time between 1981 and 1988,¹⁴ and the buildings to the north-west (40421143: ‘Field Centre’) have been gone even longer.¹⁵ Unlike the 1:50,000, the 1:25,000 does not distinguish between lighthouses in use and disused (as I read somewhere recently that there are only 23 lighthouses remaining active round the British coasts, the latter must be by far the more numerous category), so there is no hint that the lighthouse at 40351124 ceased to shine after 31 October 1985,¹⁶ and so perhaps it would be unreasonable to carp about the lighthouse which, *mirablile dictu*, has appeared to the west, at 40151120, which was built in 1852, ceased to function as a lighthouse in 1895, was omitted altogether from TA 40/41 (and its 1:10,000 parent), and for many years has been surmounted by a water tank!!¹⁷ It is distinctive; but is it still a lighthouse, at any scale?

To the south there appears a ring-shaped building; this was demolished in March 1985¹⁸ and was a relic of the lighthouse built in 1776 and demolished in 1895. By 1985 erosion was threatening it, and during the next few years the high water mark reached and undermined the eastern wall: since 1990 it has not eroded further, but, once again, *Explorer* 292 shows high water too far east. Indeed, it compounds the offence by including a fairly recent photograph taken just to the south on the cover of folded copies.

Further south, at 40171112, the former lifeboatmen’s cottages, demolished in 1976,¹⁹ have duly been deleted and replaced by a car park symbol (correct), but the replacement houses of 1975 (40051095) do not appear to be shown, though as they seem to have replaced other buildings, the error is not an obvious one. More striking is the appearance of a church-without-steeple symbol at 40141104, which the 1:2500 of 1970 names ‘St Andrews Ch (C of E)’, and which appears on the ‘A’ editions of 1:50,000 sheet 113 (revised 1975, published 1977, superseded 1992); again, this appears to have been demolished in the late 1970s. Also shown, and also not to be found on the ground for years past, are buildings around 39801085.

Between about 1975 and 1995 there were three jetties or piers at Spurn: one built by the War Department in 1914-15 as the southern terminus of the Spurn Head Railway (39651085), which by 1978 had lost its decking,²⁰ a lifeboat house and slipway, built in 1923 (39701090)²¹ and a pier for Trinity House pilot boats (397110), built about 1975.²² After many years of disuse, both the lifeboat slipway and the remains of the railway pier were demolished on 14 July 1995,²³ very shortly after the revision for the ‘C’ editions of 1:50,000

¹⁴Writer’s visits.

¹⁵Hartley and Frost, *Spurn Head Railway*, 47, say the late 1970s.

¹⁶*Spurn Wildlife* no.4, Spurn Bird Observatory, 1995, 65.

¹⁷G. de Boer, *A history of the Spurn lighthouses*, York: East Yorkshire Local History Society, 1968, 66.

¹⁸Information from display at Yorkshire Wildlife Information Centre, Kilnsea, 1999.

¹⁹Hartley and Frost, *Spurn Head Railway*, 46.

²⁰Hartley and Frost, *Spurn Head Railway*, 7, 9, 49.

²¹Jeff Morris, *The history of the Humber lifeboats*, [no publication details, ?1988], 11.

²²Hartley and Frost, *Spurn Head Railway*, 47.

²³*Spurn Wildlife* no.5, Spurn Bird Observatory, 1996, 7.

sheet 113, which show all three piers, etc, whereas *Explorer* 292 shows only the Trinity House pier, and thus in this respect is more up-to-date than its 1:50,000 *Landranger* contemporary.

To the south-east of Spurn Head, around 400104, there has been considerable revision of the intertidal feature, Stony Binks, which appears in a similar way also on the 'B' (revised 1991) and 'C' editions of 1:50,000 sheet 113.

In summary, then, the 'situation date' for the mapping of the coast around Spurn Head seems to vary between 1970 and 1995 or even later, and can show extraordinary variations within a short distance on the ground. The predecessor *Pathfinder* was slightly out of date when published in 1978; the successor *Explorer* is a strange mixture of the correct, the questionable, the vanished, and the absurd. Bearing in mind the frequency with which Spurn Head and its long-expected, but as yet unfulfilled, destruction is mentioned in the national press, one would have thought that more careful revision was a better use of resources than adding the Greenwich Meridian.

The diagnosis, a little history, and a solution

The problem with the 1:25,000 is that in function and circulation it is 'small-scale' and 'popular', yet in derivation it is 'large-scale' and hence 'specialist', and this has hampered it from the very start. The original Provisional Edition, published between 1945 and 1956, was based on pre-1939, and often pre-1914, larger-scale material, partly revised. As such, it was never a wholly satisfactory guide to the landscape at the time of its publication, in particular in respect of those very field boundaries and minor details which are the justification for the scale in the first place. The advent of the Second Series, later named the *Pathfinders*, seemed to offer a hope of something better, and very strong pressure was exerted on the OS by the Ramblers Association and others to persist with its publication at times, particularly in the 1970s, when the 1:25,000 seemed an easy victim for economy drives. Had rural continuous revision been as thorough as seems to have been envisaged by the Davidson Committee when it reported it 1938,

'the only practical system which will fulfil all the requirements of the users of large scale plans is one which has as its object the recording on the map of topographical changes as soon as possible after they have taken place on the ground'²⁴

then the *Pathfinders* and any successors should have been very fine maps indeed. The problem of rural continuous revision would appear to have been solved largely by a reversion to cyclic revision: a programme of work started in 1995 is now substantially complete.²⁵ Whatever the slogans about 'full cost recovery', 'getting commercially minded' and the rest of it, this revision has been subsidised by the taxpayers, the ordinary people of this country, most of whom are as yet not getting the direct benefit from it which they ought to be getting, in the form of fully revised 1:25,000 mapping. It is hard to escape the conclusion that publication of the *Explorer* series has been premature and hasty: it should have waited until

²⁴*Final report of the Departmental Committee on the Ordnance Survey*, London, HMSO, 1938, 21.

²⁵Ordnance Survey Information Paper 17/1999, 'Cyclic revision of rural and moorland map data' and leaflet 'Cyclic revision programme July 1999'.

the rural cyclic revision programme was sufficiently advanced, and then we really could have had a 1:25,000 worthy in content, if not in finish,²⁶ of ‘the best-mapped country in the world’.

The ‘best-mapped’ claim is, of course, called into question anyway by the lack of a proper national map at 1:100,000 or 1:125,000 scale. If an important justification of the 1:25,000 is the ability to show field boundaries within a reasonable compass of paper, then a justification for the smaller scales is a similar ability to combine compactness with a good idea of relief (by contours at 20 to 30 metre interval). Not quite two years ago I discussed the matter, and drew attention to some cycle route mapping at 1:100,000 prepared by Stirling Surveys.²⁷ The examples considered, which traversed parts of Lincolnshire and East Anglia, were derived from out-of-copyright OS mapping and were contoured at 30 metre interval. More recent publications have carried the OS logo on the cover, to indicate that they incorporate OS mapping, and use OS digital data, which is a gain, but a recent example to hand, covering the Devon coast-to-coast cycle route,²⁸ shows a loss, in that the contour interval is 50 metres to 200 metres, and 100 metres above that. For a cycling map, at any scale, that is plain unacceptable. The reason for the shortcoming would appear to be so as not to disturb the basic layer-colouring scheme. Whilst it is indeed the case that there are a limited number of layer-colours which are readily comprehensible, they are but a means to an end, and supplementary contours should have been provided. As it is, any reservations expressed about the sheets noticed before, with their 30 metre contour interval, increase with the latest specimen to hand.

Should we ever get a national 1:100,000, then the best model yet is the *Herefordshire cycle map*, produced by Mike Harrison, and reviewed in *Sheetlines* 54.²⁹ It is a remarkable map, not least for cartographic historians, for at first sight it appears to derive stylistically from the OS 1:63,360 Seventh Edition ‘pilot sheet’, 142 *Hereford*, of 1949, characterised as it is by red and yellow roads and grey building infill, yet it does not: only five copies of Seventh Edition 142 are known to exist, four of them in obscure places,³⁰ and it is one of that numerous band of OS maps which are known more by repute than by sight.³¹ The design of the Herefordshire map was arrived at quite independently:³² ‘things are seldom what they seem...’

But will we ever get a national 1:100,000 worthy of the possibilities? Probably not: all we ever get are rumours, rumours of rumours, stories of small test extracts supposedly seen by the favoured few, and stories of good ideas running up against copyright and commercial considerations... but no real maps.

²⁶The two digital 1:50,000 sheets published so far by the Ordnance Survey of Northern Ireland are distinctly better finished than anything on offer at present from the Ordnance Survey of Great Britain.

²⁷Richard Oliver, ‘Ordnance Survey maps for the cycle-tourist’, *Sheetlines* 51 (April 1998), 14-31, esp 21-3.

²⁸Stirling Surveys, *The Devon Coast to Coast Cycle route*, Sustrans, 1999: ISBN 1-901389-11-1.

²⁹Christopher Romyn, ‘A cycling map’, *Sheetlines* 54 (April 1999), 5-6.

³⁰These being: in the ‘OS specimen Drawer’ in the Map Room of the Royal Geographical Society; two in the ‘job file’ in the Charles Close Society deposit at Cambridge University Library; and two in private hands. The job file indicates that over 400 were printed, for consultation purposes, though none were placed on sale: I would be interested to learn of any others.

³¹See e.g. J.B. Harley, *Ordnance Survey maps: a descriptive manual*, Southampton, Ordnance Survey, 1975, 107.

³²Writer’s correspondence with Mike Harrison, May 1999.

Irish OS Maps

Philip Fry

Some years ago we purchased a cottage in the north west of Ireland. We have therefore got to know that country well, and in particular the area which bounds the shores of Lough Allen in County Leitrim. It is worth mentioning that the particular “parish” concerned is a little over fourteen thousand acres (Irish parishes are usually much larger than their English counterparts). In the middle of the nineteenth century the census listed the population as being well in excess of three thousand people. Nowadays however it has a permanent population of less than two hundred. While in the past obviously the land would have provided almost all the food, now even those who live in the area would not be self supporting food-wise. The nearest herd of milking cows is around fifteen miles away, no grain is grown, and very few vegetables.

I obtained from the British Museum copies of the original survey maps that were done in the district. The six-inch surveys for this area were being carried out in 1835-6 with the names of several different officers credited on the bottom of the sheets as carrying out the work. Individual properties are marked as are roads and tracks, the courses of rivers and streams being also detailed.

One point of interest is the marking of grain kilns. These would have been for storage of oats and barley, I understand the area never supported the cultivation of wheat. Acreages are stated, but only for large blocks, usually of around two hundred or so.

In this respect I consider the later 1:2500 survey of Ireland to be a massive piece of work and a marvel of detail. The land under cultivation is divided up into very small fields. Whereas in England the average field size even for districts with small farms might be around ten acres, with sizes much larger than this in say the Eastern Counties. In County Leitrim the average field size was then and still is only about an acre. Each of these enclosures, mainly by hedges – not walls I might add – are depicted in the greatest detail, and the acreage for each one given.

The surveys for the maps in this area was carried out in 1908. It is an interesting fact that almost no large-scale mapping of Ireland has taken place since those days, and that even today property transactions are based on the maps made at that time.

Until perhaps less than ten years ago, there was very little change in the geography of the country which could be said to necessitate map updating. Whereas in Britain since the turn of the century there has been a fairly continual stream of newly updated maps issued – now a source of delight to those of our members who collect them! In Ireland this was not the case, and I myself have never found any old maps on sale in second hand bookshops; as compared with bookshops in England which never seem to be without a box or shelf of old OS maps available.

Ireland is now changing rapidly. So it is not before time that the Irish Ordnance Survey earlier this year completed its 1:50,000 series. The Northern Irish OS had completed its set of these maps by the mid 1980s. By good fortune maps at the scale of that scale produced by the OSNI had extended over the border to cover the country in which I have a particular interest. So I can compare the maps issued by both of the Irish OS units, as well of course as the British ones. This I will now do.

I consider the Northern Irish 1:50,000 maps to compare very favourably with those produced in Southampton – indeed, in some respects I prefer them. As compared with these two I regard those produced by Dublin to be markedly inferior. Two of the most important items which need to be clearly displayed on a map at this scale, are to my mind, one, the clearest indication of the topography, and two, both buildings and streets as clearly displayed as possible. On both of these points the OSI 1:50,000 maps fail badly in my view.

Dealing with the topographical aspect first. We have all got used to land form described by the use of clearly displayed contours. The OSNI use these also, but with the addition of layering of deeper colours of brown above certain levels of contours. Strictly speaking to my mind these are unnecessary, probably because I am used to the British unlayered maps. The contours themselves are strongly marked in brown.

In contrast the OSI maps display height information very poorly. While the separation between each one is the usual ten metres, not only are they drawn in very thin lines, but these themselves are coloured in the lightest grey, the result being one can obtain the dimmest idea of the slope information - very unlike the maps produced by the other two organisations. Whilst it is true there is a degree of layering, but it is a much lighter colouring than on the OSNI maps.

In border districts the two Irish map series overlap, so that it is possible to compare how they both display the same areas. To compare how the two display of urban environs is especially instructive. On the OSI maps groups of houses are just marked as globs of grey, this running onto minor roads and streets - no attempt at casing unless the street is a main route (green) or a minor road (yellow).

On the OSNI maps on the other hand each group of housing is cased in a reddish brown - rather attractive, and certainly very clear. Each road and street is clearly visible, as are vacant pieces of land - this certainly not the case on the maps produced from Dublin. The treatment of houses in the countryside differs greatly on the two series. Those on the OSNI maps are shown individually, as they would be in areas of grouped housing, this of course makes for a steady progression in building representation as between urban and rural areas. Not so on those from the South, on these individual properties are marked in black - and sometimes not at all - as the compilation notes indicate 'not all houses shown'.

Sheet 50 covering Dublin, the largest built up area in Ireland gives a good illustration of the depiction of minor roads and streets by the Irish OS on this, the largest scale they at present produce. The part of west Dublin known as Walkinstown shows some of the worst examples. Here one can measure an area one kilometre east to west and half that north to south entirely covered with grey to indicate buildings, yet no marking of a road or track across it. It is hardly likely this would be entirely covered with buildings and there would be no open spaces and accesses which ought to have been marked in.

The information as to compilation appears badly out of date, considering how recently most have been published. The OSI maps are mostly stated to be compiled from 1:30,000 scale IGN (!) aerial photography flown in 1973. Even that covering Dublin gives this as the date. Under the same note it states 'First Edition 1995'!

With regard to the marking of features, the only item of information in which the OSI maps could be said to be better than the other two is that these display the number of holes on golf courses - golf is rather important to many Irish people! Items which could be useful for the user in location such as churches are not well marked, a very indistinct cross being used

to depict them. Anyone looking for the nearest Post Office however is well served, these being conspicuously marked in green. Police stations likewise are denoted by a blue star.

As regards the marking of other features in general, compared to the Southampton produced maps, those from Phoenix Park appear rather skimpy. No representation is given of unfenced roads, neither are fords marked. High and low tide areas are denoted, but not the normal limits on tidal rivers. There is no feature given to denote an areas of marsh and suchlike. More amazing, considering the vast area of Ireland covered by it, nothing to indicate the regions of bogland. Level crossings are marked for railways, as are tunnels. There is no indication however, for most other rail features, such as embankments, cuttings, and viaducts. Strangely though, bridge heights across roads are given, these of course are fewer in Ireland than England – though still rather tedious I would think to use these in planning a journey with a high load.

The Irish Ordnance Survey indicate that ‘selected areas of particular interest will also be published at 1:25,000 scale’. On my judgement their methods of compilation and revision will have to improve somewhat for this to be of much value.

Book Review

Mickleton Project - Comparative map interpretation of a rural landscape 1820 - 1998 using Ordnance Survey maps, by Alan Leather, Learning Resources Unit, Welsh Institute of Rural Studies, University of Wales Aberystwyth. A guide for those using and interested in old and new Ordnance Survey maps. ISBN 0 90212448 X

The aim of the book is to stimulate an interest in map interpretation of rural sites in the study of local history, countryside management, environmental and landscape resources. Another purpose of this book is to make students and others aware of the great range of data the Ordnance Survey has made available, on each sheet of their modern and older maps.

The book looks at a single rural site and its portrayal on the Ordnance Survey's one-inch to the mile, 1:50,000 scale, 1:25,000 scale, six-inch to the mile and 1:10,000 scale maps between 1820 and 1998. In doing so it is able to compare the detail recorded by the surveyors and the changing forms in which it was displayed. The intention is to provide the reader with a format and basis for their own investigations covering the majority of rural sites, using Ordnance Survey maps.

Notes have been set within the map interpretation sections giving the reader additional information on the map series.

The book is A4 size, with 74 pages, 44 sections of maps and eight plates. Price £6.50, including postage and packing, from: The Learning Resources Unit, Welsh Institute of Rural Studies, University of Wales Aberystwyth, Llanbadarn Fawr, Aberystwyth, SY23 3AL. Tel. (01970) 621612 or by Fax (01970) 611264.

Jon Risby

Middle Hill and The Talbots

Chris Higley

Some time ago, after a particularly wet afternoon battling through overgrown Vale of Glamorgan footpaths, I had to replace my sodden and disintegrating A* Edition of Landranger 170, with the then current B Edition.

The new map used the same sample grid reference as the old, but the name in the example, “The Talbots”, had become “Middle Hill”; highlighting a surprising transposition of the two neighbouring farms – as shown in the extracts.



TO GIVE A GRID REFERENCE TO NEAREST 100 METRES

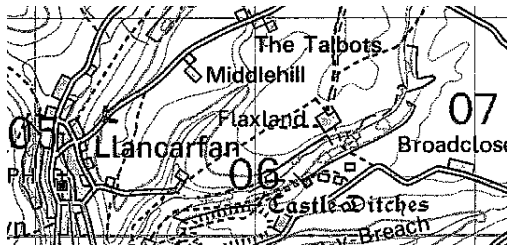
SAMPLE POINT: The Talbots

SAMPLE REFERENCE

ST 057 707

For local referencing grid letters may be omitted.

Figure 1: Extracts from 1:50 000 Second Series, Sheet 170, Edition A*



TO GIVE A GRID REFERENCE TO NEAREST 100 METRES

SAMPLE POINT: Middlehill

SAMPLE REFERENCE

ST 057 707

For local referencing grid letters may be omitted.

Figure 2: Extracts from 1:50 000 Second Series, Sheet 170, Edition B

Ground survey (the Fox & Hounds at Llanccarfan is highly recommended) showed that the later map is correct.

Letters

Rights of access on OS maps

It is well known that the information on rights of access which is printed on OS maps is that which has been provided to them by local authorities. Yet surely OS is under an obligation to present the information in a form which is understandable to the public. This user, for one, is confused by the new rights of access symbol. Can anyone from the CCS membership provide further elucidation?

Recent Explorer and Landranger maps have introduced a new symbol to denote 'other route with public access'; green dots at 5.5mm centres on Explorer maps and magenta dots at 2.7mm centres on Landranger maps. According to the key 'The exact nature of the rights on these routes and the existence of any restrictions may be checked with the local highway authority. Alignments are based on the best information available.'

The recently published Explorer 288 *Bradford and Huddersfield* has a plethora of these symbols, all in the Bradford Metropolitan Council area. They are particularly prominent in the Queensbury - Thornton - Wilsden area, all the more since few occur on other parts of the sheet. Most are overprinted on to lines of existing tracks or footpaths (fine pecked dashes) on the black printing plate. None of the areas I checked was marked as a public right of way or as other public access on earlier printings of maps of this area. It seems that all newly designated rights of access have been assigned to this 'other rights of access' category and hence the use of this new symbol. Why is this and why are the traditional categories of footpath and bridleway not used? I can see that for some farm access tracks it may not be clear on the ground whether bridleway status is justified (not to mention 'Roads used as public paths' and 'Byways open to all traffic' (RUPPs and BOATs)) but why have not the fieldpaths been designated as public footpaths?

In one instance, near Thornton, a fieldpath designated by a fine black pecked line is overprinted with both green dots, 'other routes with public access', and with green diamonds, a 'Recreational path', the Brontë Way (annotated as such). Why is this, in particular, not a public footpath? In another instance, north west of Norwood Green, the green dots march across a field with no underlying footpath marked. The puzzle here is that a black pecked line was marked across this field on the now superseded Pathfinder sheet. This black pecked line has been cleared from the Explorer sheet; is this simply an error?

Is the use of 'other route with public access' symbol likely to become much more widespread in future? If so, then mountain bikers and horse riders, to name but two groups, are likely to require much clarification from local authorities or face greater difficulties on the ground.

Peter Haigh

PS The key to the latest Landranger 105, (*York & Selby*, Edition C, 1999) introduces a symbol for 'Surfaced cycle route', a magenta dashed line which is considerably bolder than the long established public bridleway symbol. The map also shows the Sustrans sponsored seven mile long cycleway from York to Selby on the trackbed of the old railway line. This is titled on the map 'Railway Path and Cycle Route'. However the symbol used on the map is a black dashed line, thus not showing any public right of access.

Brown's Folly, Monkton Farleigh, Wiltshire (ST 794660)

I am helping Bathford Society gather information about the Folly. Although just beyond Bathford parish boundary, and in Wiltshire, Brown's Folly is a significant landmark viewed from Bathford: hence the local interest. It can also be seen on the skyline from much further afield.

This sixty-foot Italian-style tower, according to a plaque, was built in 1848, but pending further research the exact date has not been verified. Nor do we know why Wade Brown had it built. Contemporaries described it as 'the observatory', but observing what, we still do not know.

However the Ordnance Survey 1:2500 Second Edition map (1904) shows the tower used as a triangulation point. Does any information survive, such as field books, giving the exact date of the survey?

More specifically, it would be helpful to know the likely source and accuracy of the following statement made by Stuart Barton in his *Monumental Follies* (Lyle Publications, 1972):

"... an Ordnance Survey team pressed the tower into service, carrying out their mysterious rites beneath a canvas tent which they erected on its unfinished upper story."

This author gives the date for the construction of the tower as 1842, but this may just be a mistake, as there are several others in his account.

Gwynne Stock

Oops again!

The Editor pointed out in the last *Sheetlines* that the photograph on the cover of Landranger 191 edition B1 was incorrectly captioned "Widdecombe in the Moor".

Since then, Landranger 66 edition C has appeared, its cover photo being described as "View from Carlton Hill, Edinburgh". Scottish CCS members will not be alone in grimacing at this further error. Many of us from south of the border have stood and admired the view from Calton Hill.

Earlier Landranger covers were not immune from problems. In the mid 1980s, the Barra sheet had a photograph titled "31 Castlebay, Western Isles". This was not somebody's postal address, but simply the inadvertent prefixing of the caption with the sheet number. More confusing still was the earliest photograph used on the cover of Landranger 164, Oxford. This was described as "Sheldonian, Oxford", but no part of said theatre was visible. It was in fact a view of Hertford College taken from the roof of the Sheldonian. The caption was soon amended to "Bridge of Sighs, Oxford", the popular name for the bridge spanning New College Lane that links the two parts of Hertford College.

Bill Henwood

New Maps

Jon Risby

Following representations from members we have decided to reinstate the New Maps section in *Sheetlines*. The last one (in *Sheetlines* 53) covered maps published up to 31 December 1998. The list that follows covers all small scale maps published between 1 January 1999 and 31 December 1999. They are listed by series, and in sheet number order. The columns are as follows: Sheet No. / Title / Edition / Copyright date / Full revision date / Latest revision date / Date of release. After the list of OS maps is a resumé of maps published by Alan Godfrey during 1999. As can be seen from the list OS has certainly not been idle during the 1999. There have been some 40 fully revised new Landranger editions and 18 corrected or revised reprints. Although this is not the highest number in a single year (there were more in 1997), when coupled with the fact that over 60 new Explorer maps have been published, along with new editions of all nine Routeplanner/Travelmaster sheets, and five Outdoor Leisure maps, it becomes clear that things have been busy in Southampton.

Landranger

1	Shetland – Yell, Unst & Fetlar	C	1999	1998	-	3/6/99
2	Shetland – Sullom Voe & Whalsay	C	1999	1998	-	3/6/99
3	Shetland - North Mainland	C	1999	1998	-	1/7/99
8	Stornaway & North Lewis	B/	1997	1995-6	1999 ⁵	31/7/99
10	Strathnaver, Bettyhill & Tongue	B	1999	1998	-	21/4/99
11	Thurso & Dunbeath	C	1999	1998	-	1/4/99
12	Thurso & Wick, John O' Groats	C	1999	1998	-	19/7/99
13	West Lewis & North Harris	B/	1997	1995	1999 ⁵	31/5/99
14	Tarbet & Loch Seaforth	B/	1997	1994-5	1999 ⁵	31/7/99
20	Beinn Dearg & Loch Broom, Ben Wyvis	B	1998	1997-8	1998	25/2/99
34	Fort Augustus, Glen Albyn & Glen Roy	B	1998	1997/8	-	7/1/99
38	Aberdeen, Inverurie & Pitmeddan	B1	1999	1996	1999	29/7/99
39	Rum, Eigg & Muck	B	1999	1996-7	1998	4/3/99
51	Loch Tay & Glen Dochart	B	1999	1998	1999	24/5/99
53	Blairgowrie & Forest of Alyth	B	1999	1998	1999	23/7/99
54	Dundee & Montrose, Forfar & Arbroath	B	1999	1998-9	-	29/7/99
60	Islay	B	1999	1998	-	21/4/99
61	Jura & Colonsay	B	1999	1998	-	21/4/99
66	Edinburgh, Penicuik & North Berwick	C	1999	1998	-	9/9/99
74	Kelso & Coldstream, Jedburgh & Duns	B1	1999	1994-6	1998	8/4/99
77	Dalmellington & New Galloway, Galloway Forest Park	B	1999	1997/8	-	21/1/99
103	Blackburn & Burnley, Clitheroe & Skipton	C	1999	1998	-	11/3/99
105	York & Selby	C	1999	1998	1999	19/8/99
109	Manchester, Bolton & Warrington	C1	1999	1996	1998-9	8/7/99
110	Sheffield & Huddersfield, Glossop & Holmfirth	C	1999	1998-9	-	23/9/99
111	Sheffield & Doncaster, Rotherham, Barnsley & Thorne	C	1999	1998-9	1999	2/9/99

112	Scunthorpe & Gainsborough	C	1999	1998	1999	17/9/99
117	Chester, Wrexham & Ellesmere Port	C/	1997	1996	1999 ⁵	31/7/99
118	Stoke-on-Trent & Macclesfield	C	1999	1998	-	14/4/99
119	Buxton & Matlock, Bakewell & Dove Dale	C	1999	1998	1999	8/7/99
120	Mansfield & Worksop, Sherwood Forest	C1	1999	1996	1998-9	9/9/99
121	Lincoln & Newark-on-Trent	C	1999	1998	-	19/3/99
122	Skegness & Horncastle	C	1999	1998	1999	19/8/99
123	Lleyn Peninsula	B	1999	1998	-	4/2/99
124	Porthmadog & Dolgellau	B	1999	1998	1999	15/7/99
126	Shrewsbury & Oswestry	A6	1999	1983	1999	17/9/99
128	Derby & Burton upon Trent	C1	1999	1994-5	1998	4/3/99
130	Grantham, Sleaford & Bourne	C	1999	1998	1999	29/7/99
149	Hereford & Leominster, Bromyard & Ledbury	B	1999	1998	1999	26/8/99
157	St David's & Haverfordwest	B	1999	1998	-	24/5/99
158	Tenby & Pembroke	B	1999	1998	-	22/7/99
161	Abergavenny & the Black Mountains	B	1998	1997	1998	11/3/99
165	Aylesbury & Leighton Buzzard, Thame & Berkhamsted	C1	1999	1996	1998	29/7/99
169	Ipswich & The Naze, Clacton-on-Sea	C	1999	1998	-	21/1/99
174	Newbury & Wantage, Hungerford & Didcot	C1	1999	1995-6	1998	18/3/99
176	West London, Rickmansworth & Staines	D	1999	1996-8	-	14/4/99
177	East London, Billericay & Gravesend	D1	1999	1995	1998	15/7/99
178	Thames Estuary, Rochester & Southend-on-Sea	C1	1999	1995	1999	17/11/99
180	Barnstaple & Ilfracombe, Lynton & Bideford	C	1999	1998	-	20/5/99
181	Minehead & Brendon Hills, Dulverton & Tiverton	C	1999	1998	1999	29/7/99
183	Yeovil & Frome, Shaftsbury & Shepton Mallet	C	1999	1997-8	-	17/3/99
184	Salisbury & The Plain, Amesbury	C	1999	1999	-	24/11/99
191	Okehampton & North Dartmoor, Crediton & Bovey Tracey	B1	1999	1995	1998	19/8/99
192	Exeter & Sidmouth, Exmouth & Teignmouth	C	1998	1997	-	28/1/99
194	Dorchester & Weymouth, Cerne Abbas & Bere Regis	C	1999	1998	1999	6/10/99
200	Newquay & Bodmin, Camelford & St Austell	C1	1999	1996	1998	15/7/99
202	Torbay & South Dartmoor, Totnes & Salcombe	C/	1997	1996	1999 ⁵	27/9/99
204	Truro & Falmouth, Roseland Peninsula	C1	1999	1996	1998	25/6/99

Explorer

101 ³	Isles of Scilly	A	1996	1996	-	17/5/99
110	Torquay & Dawlish, Newton Abbot	A/	1997	1997	1999 ⁵	31/8/99
115	Exmouth & Sidmouth, Honiton	A ¹	1997	1997	-	14/9/99
122	South Downs Way, Steyning to Newhaven	A1	1999	1996	1999 ²	17/6/99
135	Ashdown Forest, Royal Tunbridge Wells East Grinstead, Haywards Heath & Crowborough	A1	1999	1996	1999 ²	17/6/99
140	Quantock Hills & Bridgwater	A/	1996	1996	1998 ⁵	8/7/99

146	Dorking, Box Hill & Reigate, Leatherhead & Caterham	A/	1997	1997	1998 ⁵	31/7/99
152	Newport & Pontypool	A	1999	1998	-	11/3/99
156	Chippenham & Bradford-on-Avon, Trowbridge & Melksham	A	1999	1998	-	20/1/99
161	London South, Westminster, Greenwich, Croydon, Esher & Twickenham	A	1999	1998	-	20/1/99
162	Greenwich & Gravesend, East End, Docklands, Bromley, Sidcup & Thurrock	A	1999	1998	-	20/1/99
164 ³	Gower	A	1996	1995	-	19/8/99
170	Abingdon, Wantage & Vale of White Horse, Wallingford & Faringdon	A	1999	1998	-	14/1/99
171	Chiltern Hills West, Henley-on-Thames & Wallingford	A	1999	1999	-	4/3/99
172	Chiltern Hills East, High Wycombe, Maidenhead, & Rickmansworth	A	1999	1998	-	11/2/99
173	London North, The City, West End, Enfield, Ealing, Harrow & Watford	A	1999	1998	-	20/1/99
174	Epping Forest & Lee Valley, Hertford & Harlow	A	1999	1998	-	20/1/99
175	Southend-on-Sea & Basildon, Brentwood & Billericay	A	1999	1999	-	25/3/99
177	Carmarthen & Kidwelly, Pendine & Laugharne	A	1999	1999	-	20/5/99
180	Oxford, Witney & Woodstock	A	1999	1998	-	14/1/99
181	Chiltern Hills North, Aylesbury, Berkhamstead & Chesham	B	1999	1998	-	11/2/99
186	Llandeilo & Brecha Forest, Llanybydder	A	1999	1998	-	11/2/99
187	Llandovery, Llanwrtyd Wells & Llyn Brianne	A	1999	1998	-	18/2/99
188	Builth Wells, Painscastle & Talgarth	A	1999	1998	-	28/1/99
190 ³	Malvern Hills & Bredon Hill, Tewksbury, Pershore and Upton-upon-Severn	A	1996	1996	-	19/8/99
191	Banbury, Bicester & Chipping Norton, Brackley	A	1999	1999	-	18/11/99
193	Luton & Stevenage, Hitchin & Ampthill	A	1999	1998	-	18/2/99
194	Hertford & Bishop's Stortford, Buntingford & Clavering	A	1999	1998	-	20/1/99
196	Sudbury, Hadleigh & Dedham Vale, Lavenham & Long Melford	A	1999	1998	-	25/3/99
197	Ipswich, Felixstowe & Harwich	A	1999	1999	-	26/8/99
199	Lampeter, Tregaron & Llan-non	A	1999	1999	-	25/3/99
200	Llandrindod Wells & Elan Valley, Rhayader	A	1999	1998	-	11/2/99
201	Knighton & Preteigne, Kington & Hay-on-Wye	A	1999	1999	-	30/9/99
202	Leominster & Bromyard, Hereford North	A	1998	1998	-	7/1/99
203	Ludlow, Tenbury Wells & Cleobury Mortimer	A	1999	1998	-	26/2/99
204	Worcester & Droitwich Spa	A	1999	1999	-	11/3/99
207	Newport Pagnell & Northampton South, Towcester & Olney	A	1999	1999	-	18/11/99
208	Bedford & St Neots, Sandy & Biggleswade	A	1999	1999	-	25/3/99
209	Cambridge, Royston, Duxford & Linton	A	1999	1999	-	25/3/99

210	Newmarket & Haverhill, Barrow Clare & Kedington	A	1999	1999	-	25/3/99
211	Bury St Edmunds & Stowmarket, Debenham & Elmswell	A	1999	1998	-	26/2/99
212	Woodbridge & Saxmundham, Aldeburgh & Framlingham	A	1999	1998	-	26/2/99
213	Aberystwyth & Cwm Rheidol, Devil's Bridge	A	1999	1998	-	20/1/99
214	Llanidloes & Newtown, Llyn Clywedog	A	1999	1998	-	4/3/99
215	Newtown & Machynlleth, Llanfair Caereinion	A	1999	1999	-	25/3/99
216	Welshpool & Montgomery, Bishop's Castle	A	1999	1999	-	7/10/99
218	Wyre Forest & Kidderminster, Bridgnorth	A	1999	1999	-	3/6/99
219	Wolverhampton & Dudley, Stourbridge & Kidderminster	A	1999	1999	-	9/9/99
220	Birmingham, Walsall, Solihull & Redditch	A	1999	1999	-	15/12/99
223	Northampton & Market Harborough	A	1999	1999	-	12/8/99
224	Corby, Kettering & Wellingborough, Rockingham Forest	A	1999	1999	-	8/12/99
225	Huntingdon & St Ives, Grafham Water	A	1999	1998	-	18/3/99
227	Peterborough, March, Whittelsey, Chatteris & Oundle	A	1999	1999	-	1/7/99
228	March & Ely, Chatteris, Littleport, Welney & Denver Sluice	A	2000	1999	-	15/12/99
229	Thetford Forest in The Brecks, Thetford & Brandon	A	1999	1999	-	9/9/99
230	Diss & Harleston, East Harling & Stanton	A	1999	1999	-	24/6/99
231	Southwold & Bungay, Halesworth & Kessingland	A	1999	1998	-	26/2/99
235	Wisbech & Peterborough North, Market Deeping & Crowland	A	1999	1999	-	3/6/99
236	King's Lynn, Downham Market & Swaffham	A	1999	1999	-	28/10/99
237	Norwich, Wymondham, Attleborough & Watton	A	1999	1998	-	18/3/99
238	East Dereham & Aylsham, Castle Acre & Reepham	A	1999	1999	-	11/11/99
241	Shrewsbury, Wem, Shawbury & Baschurch	A	1999	1999	-	28/10/99
249	Spalding & Holbeach, Long Sutton & Kirton	A	1999	1999	-	18/3/99
260	Nottingham	A	1999	1999	-	15/12/99 ⁴
261	Boston, Tattershall, Billingham & Heckington	A	1999	1999	-	24/6/99
262	Anglesey West, Holyhead	A	1999	1999	-	30/9/99
263	Anglesey East, Beaumaris, Amlwch & Menai Bridge	A	1999	1999	-	30/9/99
269	Chesterfield & Alfreton, Sutton in Ashfield & Bolsover	A	1999	1999	-	25/11/99
273	Lincolnshire Wolds South, Horncastle & Woodhall Spa	A	1999	1999	-	24/6/99
282	Lincolnshire Wolds North, Louth & Market Rasen	A	1999	1999	-	25/3/99
283	Louth & Mablethorpe, Sutton on Sea & North Somercotes	A	1999	1999	-	1/7/99

288	Bradford & Huddersfield, East Calderdale	A	1999	1999	-	26/8/99
292	Withernsea & Spurn Head	A	1999	1999	-	25/3/99

Outdoor Leisure

3	The Cairngorms, Aviemore and Glen Avon	A/	1997	1996	1999 ⁵	9/2/99
15	Purbeck & South Dorset, Poole, Dorchester, Weymouth & Swanage	A2	1999	1993	1999	19/8/99
24	The Peak District, White Peak area	A6/	1994	1994	1998 ⁵	26/1/99
26	North York Moors – Western area	B	1999	1999	-	30/9/99
27	North York Moors – Eastern area	B	1999	1999	-	30/9/99
33	Coast to Coast Walk West – St Bees Head to Keld	A	1999	-	-	25/3/99
34	Coast to Coast Walk East – Keld to Robin Hood's Bay	A	1999	-	-	25/3/99
43	Hadrian's Wall	A/	1997	1997	1998 ⁵	31/7/99

Travelmaster

1	Great Britain Routeplanner	C	1999	9/98	3/99	18/3/99
2	Northern Scotland, Orkney & Shetland	C	1999	8/98	3/99	18/3/99
3	Western Scotland & the Western Isles	D	1999	8/98	3/99	18/3/99
4	Southern Scotland & Northumberland	C	1999	8/98	3/99	18/3/99
5	Northern England	C	1999	8/98	3/99	18/3/99
6	East Midlands & East Anglia, including London	C	1999	8/98	3/99	18/3/99
7	Wales & West Midlands	C	1999	8/98	3/99	18/3/99
8	South West England & South Wales	C	1999	8/98	3/99	18/3/99
9	South East England, including London	C	1999	8/98	3/99	18/3/99

Touring Maps

4	Peak District	D	1999	1996-9	1998-9	8/9/99
12	Scotland	B	1999	5/99	12/99	12/8/99

Street Atlases

Edinburgh & East Central Scotland	New edition (replaces b & w edition)	1999	23/2/99
Glasgow & West Central Scotland	New edition (replaces b & w edition)	1999	23/3/99
South Yorkshire	Revised edition	1999	24/6/99
West Yorkshire	Revised edition	1999	24/5/99
North Essex	New edition (replaces b & w edition)	1999	30/8/99
South Essex	New edition (replaces b & w edition)	1999	30/8/99
Northamptonshire	New publication	1999	25/10/99

Road Atlases

2000 Motoring Atlas Britain	4/8/99
Superscale Atlas	20/9/99
Road Atlas	30/9/99

Multimedia

Interactive Atlas of Great Britain	Fourth Edition	22/10/99
Interactive Map Explorer		10/11/99

Forthcoming Maps

The following maps have been announced for publication up to 1 March 2000.

Landranger

179	Canterbury & East Kent, Dover & Margate	C1	22/12/99
36	Grantown & Aviemore, Cairngorm Mountains	B	19/1/2000
57	Stirling & The Trossachs	B	26/1/2000
50	Glen Orchy & Loch Etive	B	26/1/2000
137	Ludlow & Church Stretton, Wenlock Edge	B	27/1/2000
73	Peebles, Galashiels & Selkirk, Tweed Valley	B	9/2/2000
166	Luton & Hertford, Hitchin & St Albans	C	16/2/2000
192	Exeter & Sidmouth, Exmouth & Teignmouth	C1	16/2/2000
98	Wensleydale & Upper Wharfedale	B	1/3/2000
125	Bala & Lake Vyrnwy, Berwyn	C	1/3/2000
175	Reading & Windsor, Henley-on-Thames & Bracknell	C	1/3/2000
29	Banff & Huntly, Portsoy & Turrif	B	1/3/2000

Explorer – New Publications

222	Rugby & Daventry	12/1/2000
232	Nuneaton & Tamworth	19/1/2000
240	Oswestry	26/1/2000
248	Bourne & Heckington	26/1/2000
257	Crewe & Nantwich	2/2/2000

Ordnance Survey Northern Ireland – New maps

Discover

13	The Sperrins	November 1999
----	--------------	---------------

Ordnance Survey Ireland

Discovery maps

32	Mayo, Roscommon, Sligo	11/2/99
33	Leitrim, Longford, Roscomon, Sligo	11/2/99
34	Cavan, Leitrim, Longford, Meath, West Meath	11/2/99
35	Cavan, Louth, Meath, Monaghan	11/2/99

Street maps

Cork

January 1999

Alan Godfrey

Fuller details of Alan Godfrey's reprints of old OS maps are available from Alan Godfrey Maps, at their new address from January 2000, Prospect Business Park, Leadgate, Consett, DH8 7PW, tel. 01207 583388, fax 01207 583399, or from their website at <http://www.alangodfreymaps.co.uk/>.

The columns are as follows: County / Sheet number / Title / Date of map / Month of issue of reprint.

Ayrshire	33.02	Newton on Ayr	1908	3/99
Cheshire	20.02	Marple	1896	5/99
Cornwall	63.07	Redruth	1906	7/99
Derbyshire	8.07	Furness Vale	1897	7/99
Derbyshire	8.03	New Mills (Low Leighton & Beard)	1896	6/99
Derbyshire	50.09	Derby (North)	1899	1/99
Devon	123.12	Plymouth Hoe	1892	11/99
County Down	4.08	Sydenham & Strandtown	1902	5/99
County Down	4.12	Belfast (Bloomfield)	1902	8/99
County Down	5.09	Belfast (Knockdene Park)	1902	10/99
County Dublin	23.06	Dun Laoghaire & Monkstown	1908	10/99
County Durham	01.11	Wylam & Clara Vale	1895	4/99
County Durham	25.11	Tow Law	1897	4/99
Edinburgh	7.02	Colinton	1893	3/99
Essex (New Series)	78.08	Aldborough Hatch	1914	6/99
Essex (New Series)	78.12	Newbury Park & Seven Kings	1914	10/99
Flintshire	6.06	Greenfield	1910	6/99
Kent	2.15	East Wickham & Welling	1862	12/99
Kent	10.06	Northfleet	1907	11/99
Lanarkshire	6.08	Glasgow NE (Provanmill, Blackhill & Riddrie)	1893	3/99
Lancashire	58.04	Blackpool (South)	1909	6/99
Lancashire	88.10	Heap Bridge	1908	5/99
Lancashire	88.13	Bury (South)	1907	2/99
Lancashire	89.05	Rochdale (South)	1908	12/99
Lancashire	97.06	Oldham	1907	5/99
Lancashire	97.07	Oldham (East)	1907	3/99
Lancashire	97.11	Lees	1906	12/99
Lancashire	104.01	Pendleton (North)	1889	10/99

Lancashire	105.06	Hurst & New Ashton	1906	11/99
Lancashire	110.04	West Stretford	1904	8/99
Lancashire	111.12	Stockport (Heaton Norris)	1916	1/99
Leitrim	105.03	Manorhamilton	1908	11/99
Lincolnshire	18.04	Scunthorpe	1906	7/99
Lincolnshire	22.07	Grimsby (North)	1906	6/99
Lincolnshire	113.16	Grantham	1903	6/99
London	9	Tottenham Marsh	1894	2/99
London	29	Upper Holloway	1859	8/99
London	44	East Ham & Barking	1915	7/99
London	101	Battersea & Clapham	1913	6/99
London	101	Battersea & Clapham	1870	3/99
London	126	Streatham Hill & Tulse Hill	1914	5/99
London	130	Mottingham	1894	9/99
London	134	Tooting	1894	4/99
London	134	Tooting	1913	4/99
London	141	South Wimbledon & Merton Park	1894	10/99
London	161	Putney Vale	1913	5/99
London Large Scale	7.32	Euston Station	1870	1/99
Middlesex	7.07	Enfield (South)	1895	2/99
Middlesex	7.08	Ponders End	1895	2/99
Middlesex	20.07	Hounslow	1894	8/99
Norfolk	63.11	Norwich (North)	1905	8/99
Norfolk	63.15	Norwich (South)	1905	8/99
Norfolk	78.03	Great Yarmouth	1904	3/99
Northamptonshire	8.11	Central Peterborough	1901	9/99
Northamptonshire	25.10	Kettering (North)	1899	1/99
Northamptonshire	56.06	Towcester	1899	4/99
Northumberland	64.12	Ashington	1896	2/99
Nottinghamshire	35.04	Newark (East)	1899	8/99
Radnorshire	15.09	Rhayader	1902	6/99
Somerset	9.16	Weston (East)	1902	2/99
Staffordshire	18.10	Longton (West)	1902	2/99
Staffordshire	67.10	Gornalwood & Himley Colliery	1901	4/99
Staffordshire	71.01	Kingswinford	1901	6/99
Suffolk	29.14	Southwold	1927	1/99
Suffolk	44.07	Bury St Edmunds	1903	5/99
Suffolk	74.14	Hadleigh	1904	10/99
Suffolk	75.15	Ipswich (SW)	1902	11/99
Suffolk	75.16	Ipswich (SE)	1902	1/99
Surrey	13.15	Sutton	1895	12/99
Surrey	20.01	Purley	1910	7/99
Sussex	35.04	Lewes	1898	8/99
Sussex	61.07	Chichester	1896	3/99
Warwickshire	11.09	Nuneaton	1923	8/99
Worcestershire	4.11	Lye	1914	2/99
Worcestershire	4.14	Stourbridge (South) & Oldswinford	1914	1/99
Worcestershire	5.13	Halesowen (East)	1913	3/99
Worcestershire	10.04	Selly Oak & Bourneville	1903	1/99

Yorkshire	168.03	Skipton	1907	9/99
Yorkshire	200.11	Haworth & Lees cum Cross Roads	1906	11/99
Yorkshire	218.04	Cross Gates & Halton (North)	1906	4/99
Yorkshire	249.04	Pontefract	1914	11/99
Yorkshire	272.03	Holmfirth	1904	8/99
Yorkshire	273.15	Penistone & Thurlestone	1903	11/99
Yorkshire	288.08	Ecclesfield	1901	7/99
Yorkshire	289.02	Greasborough	1901	10/99
Yorkshire	294.10	Fulwood & Ranmoor	1903	4/99

England and Wales One-inch

5	The Cheviot	1901-03	4/99
7	Kielder	1866	11/99
9	Rothbury Forest	1866-73	1/99
85	Manchester & District	1896	12/99
89	Lindsey (Brigg, Scunthorpe & District) ⁶	1906	3/99
103	Lindsey (Louth & District)	1897	10/99
128	North Holland	1888	2/99
241	Blackwater & Chelmer	1886	7/99
263	Cardiff & District	1890	12/99
267	SW Berkshire	1889	6/99
268	Mid Berkshire	1885	10/99
298	SE Wiltshire	1892	6/99
330	The Solent	1888	10/99

¹ All OS literature insist that this is a renumbered facsimile reprint with corrections (i.e. A/). All the copies I have seen are A – simply renumbered. However, going back to Lionel Hooper's note on page 7 on Sheetlines 51, the cover picture has now been reversed.

² Revised for selected change

³ Renumbered facsimile reprint

⁴ Alleged to have been released 15 December, but no copy yet seen

⁵ Reprinted with corrections

⁶ Includes large scale plan of Broughton