



Sheetlines

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

This edition of *Sheetlines* was published in 2000 and the articles may have been superseded by later research.

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

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The new Director General

Vanessa Lawrence, who has been appointed Director General of the Ordnance Survey, was previously Global Manager, Strategic Marketing and Communications in the GIS Solutions Division of Autodesk Inc. Ms Lawrence has a degree in Geography and an MSc in remote sensing. She worked in publishing before joining Autodesk in 1996. Since then she has helped to create one of the largest geographical information systems in the world, as well as helping to organise the South African general election. In 1999 she was elected chair of the Association of Geographical Information and has also served as a council member of the Institute of British Geographers and the Remote Sensing Society.



Described by Beverley Hughes, Minister responsible for the Ordnance Survey, as “a world-class professional”, Vanessa Lawrence, at 37, is said by OS to be the youngest person ever appointed to the job. We welcome her appointment, even if, as Richard Oliver points out, her claim to that record is in doubt – Thomas Colby was a year younger when appointed Superintendent of the Ordnance Trigonometrical Survey in 1820.

Sheetlines 56 quoted an OS press release which mentioned difficulties in reaching agreement with local government on “national initiatives” as the reason behind Dr Geoff Robinson’s decision to resign as Director General. Ross Davies, in the *Evening Standard*,¹ specifically refers to disagreements over the creation of, and share of the profits from, the proposed National Land and Property Gazetteer. He suggests that Vanessa Lawrence’s experience in getting on well with local and national government, as well as with mapping organisations, gives her an appropriate background to resolve these difficulties.

The pedal cycle brooch seen in Vanessa’s photograph is intriguing. *Sheetlines 57* looked forward to the publication of 1:100,000 OS maps of Devon and Cornwall. Was this to be the ideal new national series of cycle maps? The maps, when they appeared, were not well received. Chris Juden, in *Cycle Touring and Campaigning*,² writes that he had “never been more disappointed when opening a map”. Those who signed Richard Oliver’s petition at the

¹ 20 June 2000; noted by Bill Radcliffe and Richard Oliver.

² June/July 2000; noted by Peter Walthall.

AGM would probably agree. A full review by Lionel Hooper, and Richard's own proposals for the future, appear later in this issue of *Sheetlines*. Do we now have a Director General who will do better for cyclists? Despite the brooch, the OS press release gives no clue. It mentions scuba diving, sailing, tennis – and an interest in antique maps!

Chris Higley

David Bednall

David Bednall, who became a member of the Society in 1988, died on 22 March. He will be remembered by the many members who attended the map markets following recent AGMs. His stall was always difficult to get near as he would attract vast numbers eager to view his stock of OS maps.

David was born in 1931 in South London but was still a small child when his family moved north to Pinner. That brought him into the catchment area of Merchant Taylors' which had recently moved out of Charterhouse Square into the leafy suburbs of Metroland. After leaving school he obtained a BSc in chemistry at London and then got drawn into that amazing mixture of chaos and expanding horizons, National Service.

Catterick at the outset was a bit of an eye-opener but thereafter, in Egypt and Cyprus, he enjoyed it. When it was over he joined Kodak in Wealdstone as a research chemist. He still enjoyed playing rugby and liked to go over to Durrants to play for the OMTs. David also discovered a love of music and like so many others, nurtured that love in the heady atmosphere of the Proms every summer in the Royal Albert Hall. He scorned to be seated, he was a genuine Promenader, not necessarily in accord with everything he heard but open to the influence of the many mansions in St Cecilia's house.

The physical activity of the rugger player and the musical interests came together in his enthusiasm for folk dance, especially in a group called Phoenix who were based at West Finchley, and it was that which brought him into contact with Monica McDerby who was also coincidentally, a chemist. David and Monica married in Bolton in 1960, and very soon afterwards moved into the house which has been their family home ever since.

His early retirement in 1986 from Kodak enabled David to do what he enjoyed most – dealing with books. He had always loved books; now he could go to the Book Fairs as a dealer and turn his home into a house of books. He had particular interest in topography in general, and OS maps in particular, always very willing to put his expertise at the service of the community.

On the day he died, David had been sorting books in the refurbished Oxfam shop in Pinner. It was part of that innate kindness that endeared him to so many people. He was generous with his time, willing to share his knowledge and he genuinely liked people. A good man whose quiet helpfulness was appreciated by so many people to whom his sudden death has been a great shock. His influence will continue to reflect his deeply felt values into the lives of others. He is survived by his wife Monica and his two daughters Ann and Elizabeth to whom we extend our sympathies.

Mike Cottrell

David Wright

David Wright was typical of many members, in that he used Ordnance Survey maps for his other activities, and eventually became so interested in them that he joined the Charles Close Society. Like another late member, David Garnett, railway maps, especially those produced by the Railway Clearing House, were David's first love in the field of cartography. He took up where David Garnett had left off, concentrating initially on the railway junction diagrams and latterly on the maps. He was truly the expert on the subject, keeping meticulous notes of where he saw or bought maps, and on actual maps. He knew the collections in Brunel University Library and the National Railway Museum better than anyone, and frequently catalogued maps for a major auction house in order to be able to study the maps by doing so.

It was David who suggested, and made the initial arrangements for, our very successful visit to Hermitage in 1997. He attended meetings whenever possible, corresponded with other members and enjoyed reading *Sheetlines*.

He was a friend for over fourteen years, and was always willing to share his tremendous store of knowledge with anyone who asked. All who knew him will miss him.

David Archer

Milestones in lithographed cartography from 1800

Congratulations to Ian Mumford, whose PhD in December last year following completion of a thesis on lithographed cartography. The University of Reading, Department of Typography and Graphic Communication¹ reports: "As he has just celebrated his 75th birthday, one can perhaps understand why he had difficulty in getting the thesis down to a mere 329 pages, illustrated by over three hundred full-size illustrations, which filled a two-inch deep map carton. He has made up another set to accompany the copy of his thesis which he has presented to the British Library Map Library."

Digitised historical mapping

Robin Drayton draws attention to a fascinating website, <http://www.old-maps.co.uk>, which allows free access to scanned images of 1:10,560 mapping dating from c.1850 to 1899. This is a by-product of the joint venture between OS and the Landmark Information Group mentioned in *Sheetlines* 57. The site claims that mapping is available for the whole of the UK.² The free offering is limited to a single map extract covering each location; Landmark Information Group is principally a provider of environmental risk information and advertises scanned images of other historical mapping data on CD-ROM as a commercial service.

A competitor, Sitescope Limited, is also advertising scanned OS 1:10,560 mapping on CD-ROM. With up to five maps of different dates for each location, collections of these images are offered at £495 per county (plus VAT). As Peter Haigh points out, this pricing policy seems a bit inflexible, considering the relative sizes of Rutland and Yorkshire.

¹ *Research news*, Summer 2000.

² The editor has so far been unable to locate an image covering his cliff-top eyrie in Penarth.

Help wanted

Roger Hellyer

I am preparing a list for publication in *Sheetlines* of the one-inch maps of Scotland, and England and Wales, published for the civilian market during the Second World War. These are distinguishable by their use of only two colour plates, the black outline and blue water. All sheets seem to have been printed in runs of one thousand initially, and some were reprinted in various quantities later, often more than once. The print codes were in the format 1000/11/41 LR, making it easy to deduce the month, year and place of printing. If any members can help with printings I have so far not located, could they please get in touch with me? Those I still hope to trace are:

England and Wales Popular Edition

17 printed after 11/41 (i.e. I know the 1000/11/41 LR printing.)	72 printed after 11/41
27 printed after 12/41	81 any printing
31 printed before 8/43	89 printed after 11/41
36 printed between 11/41 & 1946	97 printed after 10/41
43 any printing	109 any printing
44 printed between 11/41 & 1946	111 printed after 12/41
46 printed before 1946	112 printed after 12/41
63 printed after 12/42	121 printed after 11/41
71 any printing	144 any Popular Edition printing

England and Wales Fifth Edition

118 printed after 2/42	132 printed after 11/43
127 printed after 2/42	140 printed after 6/42
128 printed after 2/42	145 printed after 6/42

Scotland

30, 34, 41, 43

If you can help, please contact Roger Hellyer at 60 Albany Road, Stratford upon Avon, Warwickshire CV37 6PQ, telephone 01789 295752, email roger.hellyer@ukgateway.net.

Boxed sets

In July, the Ordnance Survey website was advertising the “Meridian maps collection – exclusive limited edition offer” at £99.99. This turned out to be a boxed set of the seventeen Explorers marking the line of the Greenwich Meridian. Despite this souvenir edition of only 300 boxes being accompanied by a numbered, signed limited edition certificate, it seems unlikely that many members will have rushed to buy.

Of more appeal were boxed sets of all the Explorer and Outdoor Leisure Maps covering the whole of Wales, seen at the Royal Welsh Show. Six (?) sets were originally made up as competition prizes to mark the completion of Explorer mapping for Wales. Such was the interest that OS is now apparently considering putting these sets on sale.

Visit to Railtrack Archive Collection, Waterloo Station

Lionel Hooper

Some thirty members of the Society gathered on the concourse of Waterloo station (under The Clock – where else?) on the cold draughty morning of 15 January 2000, in anticipation of visiting Railtrack's Archive in the depths beneath the tracks. We were led, not to some antiquated lift system which we might have expected, but out into Waterloo Road, into Lower Marsh and then what must have been down platform, through some unlikely looking gates into the labyrinth of subterranean storerooms.

The party was welcomed by John King, Archivist since 1990, although he sees himself much more as the 'Keeper of the Plans', in what is known as the Plan Arch, which occupies at least three! He introduced Doug Stevenson and Gerald Jacobs; Doug, based at Railtrack at Croydon, classified himself as a user, and was our guide to the Ordnance Survey aspect of our visit; Gerald is a voluntary worker giving assistance as part of a group from the Railway and Canal Historical Society which is sorting the photographic collections.

Although the collection dates from the beginning of the LSWR, at the time of the Grouping in 1923 track plans and civil engineering drawings from the LBSCR and SE&CR were deposited there. Subsequently Railtrack's East Anglia zone collection has also been sent to Waterloo, which now means that maps, drawings and photographs covering an area from Exeter to London and to Sheringham in Norfolk as well as two-thirds of the London area network are at Waterloo. Altogether that involves some sixteen of the forty English counties. One of the difficulties that have arisen is that when various parts of the system were transferred from one region to another, so theoretically were the associated drawings, maps etc.. So the location of everything is not known, nor is the identification of photographs that simple. Most material is in 'hard copy', but for day-to-day use much has been microfilmed.

Turning to the maps of the collection, it includes all scales and editions; a large part is County Series six-inch but only those maps that include railway information. Actions by the OS such as the renumbering the London series can cause problems so each London map needs two numbers. Even the oldest maps need to be referred to, often for civil engineering purposes such as the location of culverts, and for original boundaries of railway property. A selection of maps had been put out and we were able to look at others, but unfortunately time was limited. It appears that there is no actual catalogue of the collection.

We next looked the civil engineering drawings, on which I will not dwell (but not out of lack of interest), and then onto the photographic collections which is the process of being sorted as already mentioned. As an immediate impact, this was very interesting because we were all able to find photographs of stations and lineside features of our own locality or our favourite station from our train spotting days (if either fell within the area defined earlier).

The RCHS are obviously doing a good job in the arduous task of sorting, identifying and cataloguing the photographic collections, and the question which must occur to the Charles Close Society is whether it could make an equally useful contribution to the Archive in assisting in the creation of a catalogue of the maps stored. One never knows what might come to light!

Thank you to our three hosts for an interesting morning and to them for giving up their time. I enjoyed the visit very much, except that I had to travel to Paddington because the direct train from Bath to Waterloo would have arrived too late for the start of the meeting.

Visit to Headquarters, 18 April 2000

Tony Tottle

On a cold wet morning a small group of members gathered at the Ordnance Survey Offices in Southampton. Our first business was a brief video about the activities of the OS, followed by a discussion of modern surveying in the field.

We then had a lecture about Landline, the OS database. We were shown this modern digital mapping storage method, referring back to the 1:1250 map. It is now possible for any customer to be provided with a map showing any address in Great Britain. When this is linked to a separate database, this becomes very powerful. We were shown how, for example, an insurance company could identify and map out which houses in a street have policies with them, and which do not. It is also possible to describe any single postcode with a socio-economic descriptor. Several of these were somewhat tongue-in-cheek: I would be happy to be described as a “silver surfer”, but am glad that other, rather less flattering, titles were not used. The possibility of an organisation having the power to link this mapping to the electoral register and the telephone directory left several of the party thoughtful and recalling “Big Brother”.

After lunch we were let loose in the shop and several of us spent rather well. We were then taken up to the Landranger area where, after a briefing, we broke into small groups with the cartographers who were revising various sheets. The system uses computers with very powerful drawing software, each person working on a 10km × 10km ‘tile’. They work from drawings and measurements made in the field, and then use their skills to edit the detail, at times pixel by pixel. I asked our man exactly how a new road was added. He replied “Like this”, and promptly drew in a short new road south of Daventry. To an amateur like me, the way in which the computer then took over was an eye-opener. Firstly it separated a line into two parallel curving lines at the correct separation. Then the junctions were tidied up, one pixel at a time. The colour was then added, rather as it is in Microsoft Paint. I hope that this virtual road was duly deleted – do we have any members in the area of Staverton?

Finally from here we went down to the Print Room. The main press was not running, but we were able to see several of the other machines, including the sheet folder and the “cover attacher”. We roamed freely around the room looking at the various machines, with the staff dealing readily with all our queries. I must confess that to see brand new maps fresh from the press in stacks over a metre high was a sight that I shall retain for a long time.

Our thanks are due to Margaret Beckett for showing us round with patience and courtesy, and to the various members of OS staff who fielded all our questions so ably. In addition thanks are due to Gerry Jarvis for organising the visit on behalf of the Society. On a very personal note, I have wished to visit OS for the last fifty years, and that day was the realisation of such a dream.



The Old Headquarters
from ‘Great Britain handbook for
travellers’, Karl Baedeker,
Leipzig, 1927.

Passing by: departmental correspondence and a listing of bypassed 1:2500 scale maps

John Cole

Rather unwisely, I claimed to have said my last word on the subject of bypassed maps in *Sheetlines* 53. Unwise, because the spread of information on any Ordnance Survey mapping tends to generate something fresh and this particular subject was no exception.

The following are either extracts from, or the gist of, official correspondence between senior management during 1952-56 and show clearly the original thinking behind the undertaking and the doubts which eventually led to its demise.

Under the Director-Generalship of R Llewellyn ('Bruno') Brown (ranked Brigadier at the time of appointment in 1949) the officers chiefly concerned and their designations were: Brigadier F O Metford, Director of Map Production (DMP); Colonel A M Dowson, Deputy Director Field (DDF); and Lieut-Col Colin Belfield, Assistant Director Large Scales (ADLS). In 1953 Brown was succeeded as Director General by Brigadier J C T Willis.

On 7 April 1952 Metford wrote to Belfield that at present 1:2500 overhaul involved ground examination of every plan: there was about three days work in checking names, boundaries etc. for each plan even when there was no significant change. He proposed overhauling only those 1:2500 with significant change. The others would be county series on National Grid sheet lines. The process up to field astrafoil (the document used for outside work) would be the same but output consequently speeded up. DMP further pointed out that OS resources were inadequate for overhauling all plans within a reasonable time. He later wrote to ADLS that plans with change would be overhauled, but that overhaul did not mean putting right *all* the errors discovered on the ground; it meant putting right only the errors which must be corrected. Other errors would be noted but not corrected.

It then appears that the 1:2500 plan SX6841 (west of Kingsbridge in Devon), which had been revised in 1950 or 1951, was studied. Its content was purely fields and a small farm, a couple of minor roads and a stream running through a valley opening out to marshy ground. The previous revision in 1932 indicated little if any subsequent change.

As a consequence of drawing office experiments and study, on 5 July 1952 DDF wrote to the Division Officer at Bristol as follows: "As part of a new policy on 1/2500 overhaul there is being introduced the practice of bypassing those plans on which changes are less than a certain yardstick. No field work except reconnaissance will be done on these plans. Recce will be limited to an average of half a day per plan. If bypassed, the plan will become a Continuous Revision document and under CR recce. [At that time the criterion for taking up a plan for revision was ten houses or equivalent.] The DG has ruled that the practice will be adopted forthwith in Devon" – so the new policy was to be implemented at once.

The area of Devon for which the method was considered most appropriate had in fact spread into east Cornwall and the four 'pilot' bypassed plans were SX2082, 2083, 2182 and 2183, just north of the village of Alternun, west of Launceston. The standard footnote in the lower margin read "The detail on this plan is copied unaltered from that appearing on component sheets of the former County Series. Reconnaissance in 1952 showed few changes on the ground since the last revision, the dates of which are as follows:" There followed a box divided into sometimes as many as four sections, containing County Series plan numbers

plus date(s) of revision: 1905 in the case of SX 2082 etc. An extract from bypassed plan SX 3396 appeared in *Sheetlines* 50.

It was not all that long before doubts began to surface. Office work was more complicated than originally expected and, as detailed in *Sheetlines* 50, the drawing specifications were re-written in 1955. The Director of Establishment and Finance expressed worry about the costs of travel to remote areas for the purpose of reconnaissance. And ridiculous situations were beginning to arise, as in the case of SX49 where 91 out of 100 plans were bypassed. ADLS's view was that there seemed to be no point in making these 91 plans simply to satisfy a change to the National Grid. Why not reduce the price of County Series plans to cover National Grid gaps from six shillings and eightpence to three shillings? This suggestion did not find favour.

Although the format had been agreed and production plans well advanced, none had been published by the onset of 1954, and it led DDF to confide to DMP on 5 March that he was "constantly being asked when bypassed plans will appear". In May ADLS informed DMP that he was ready to go ahead but still drew attention to various difficulties. On 17 December 1954 DMP, writing to ADLS, expressed himself a little worried about the DG's decision to withhold publication. "We should never keep any plan hanging around in the production organisation for a minute longer than is absolutely essential." He was even more disturbed by the possibility of Belfield having surplus drawing manpower. "If you have, then for heavens sake let me use it on these bypassed [plans,] unless there is a difficulty of which I am unaware..."

Publication appears to have got under way early in 1955 and a figure of 85 bypassed plans per month was envisaged. But doubts and problems had not gone away and the advent was looming of a much more important task where 1:2500 effort would need to be concentrated.

This was revision in National Coal Board areas, where statutory obligation ruled that such work be completed by the end of 1961. Initially moves had been made towards the use of the 'Chelmsford' method of revision from air photos, in the Nottingham coalfield. But lack of confidence in the method in particular, or in air survey in general as far as 1:2500 was concerned, inevitably led back to the overhaul or 'Cotswold' method. And although it was recognised that bypassing could only be practised in such areas, the scope for it would have been limited.

But in any event, the end was more or less in sight. In mid 1956 DDF, at the request of the Director of Field Surveys, was asked to produce a paper on bypassing, as the DG was reconsidering policy on the subject. The various Division Officers had left DDF in no doubt that from their point of view there was no saving in either time or money, and that eventual revision would pose problems for the Continuous Revision sections whose primary task was the maintenance of the 1:1250 surveys. It was further pointed out that the intention to bypass some 22 - 25 per cent of the 1:2500 revision programme would amount to some 42,000 1 km × 1 km plans and delay the eventual completion date by a further six years. Accordingly, DDF favoured complete abolition.

There followed some argument that abandoning the practice might lead to difficulties if in the future there was a desire to resume, but the DG considered that the system would be flexible enough should the need arise. Thus on 10 August 1956 he issued a directive to all concerned that bypassing should cease forthwith.

The notes from which this article have been produced contained various references of a technical nature and some of these should be mentioned in the light of what was written on the subject in *Sheetlines* 50 and 52. An extract from the drawing specification pamphlet of 1955 is thus provided as an appendix to this article.

Reference is made to bypassing in Clackmannan and Essex in the Public Record Office file which is the main source for this article. When investigated, no trace whatever could be found in the former county, nor for that matter in the latter, but in this case a specific number of plans was mentioned: 57. It is possible that this was in an area absorbed by an extension of the Chelmsford air survey experiment and that such plans were revised at a much earlier date than other bypassed plans. It has still proved impossible to reconcile OS figures for bypassing.

A reference is made to a single bypassed map for Sussex: TQ4303 (Revision of 1939) and although I cannot be sure of this, there is at least a suspicion that it was the subject of some complaint by the County Council. Indeed it is a regret of mine that I have not been able to trace either public reaction at the time to bypassing or details of sales, which one suspects would not have been spectacular.

Absence of other names is not to suggest that any praise or blame lies solely with those mentioned, although the decision to start and stop had to be made by the Director General of the day. Indeed, in the light of history it is difficult to justify the continuation of any 1:2500 revision in Devon or Essex after 1953 when progress with the 1:1250 was so painfully slow. There was perhaps more justification in Essex and additionally Kent and Sussex where an extension of compulsory Land Registration was contemplated. Other more pressing 1:2500 matters were the National Coal Board areas, as mentioned, and parts of the 'replotted counties', particularly south Lancashire and the West Riding of Yorkshire.

It has not so far been possible to establish a precise number of bypassed plans, but is estimated at about 2200 to 2500 in 1 km × 1 km format.

The word 'plan' has been used throughout because this was the term in use at the time, and it was not until 1966 that the then Director General, Major-General R C A Edge, decreed that the word 'map' should also apply to the 1:1250 and 1:2500 scales.

It has been possible to compare ten bypassed plans with revision fairly close to the date of the their publication. Some of the comparison is not altogether accurate by virtue of the fact that a smaller scale map has been used and, apart from some dating doubts, certain features and levelling changes would not show. The figures in brackets are the original revision dates and the calculated 'units of change'.

Devon:	SX7770 (1937; 5), SX7881 (1905; 14), SX7953 (1904; 13).
West Lothian:	NS9671 (1913; 4), NS9673 (1913; 7), NT0172 (1913; 19).
Sussex:	TQ3626 (1938; 15), TQ3726 (1938; 21).
Warwickshire:	SP2483 (1937; 2), SP2883 (1936; 2).

The units of the West Lothian plans (NS9671 excepted) have been adjusted downwards to compare more fairly with those from Devon, Sussex and Warwickshire taken from the 1:25,000. The Scottish plans were eventually revised in 1961, six or seven years after bypassing; Sussex, probably in 1959; Devon probably 1959-60, though there is some doubt about the state of the 1:25,000 in the case of SX7841 and SX7953 where the unit change may be inflated; and Warwickshire, 1959.

Although the unit change is not substantially higher, bypassing of the two Sussex plans can hardly have been justified since such alterations as there were radically altered the appearance of the map.

Although I put my name to the article once more and, as a consequence, take full responsibility for any information proved wanting, it is in effect a joint venture. I have Richard Oliver to thank for (a) providing me with a fascinating collection of notes from OS correspondence during the 1952-6 period (the originals are in Public Record Office OS 1/496) which go a long way to explaining the internal 'agonising' which surrounded the venture, (b) organising my rough and ready lists into reasonable shape and making useful suggestions as to their form and (c) providing encouragement and advice throughout. I also thank Peter Milne for more help with the West Lothian details.

Appendix

From: Ordnance Survey, 'Large Scale Drawing Specification, 1/2500 bypassed plans', n.d. [1955] (copy in private collection).

11. Examination principles and notes

- (a) Remarks that could be classified as 'Matter of Opinion' will not be made.
- (b) The following items will be checked -

Material

- (i) Areas Model, Boundary perambulation card, areas measurement book, and job card.
Full County Series plans required will be drawn from Record Store.

Borders & Margins

- (ii) Identification of LS Drawing Section – NE corner of plan.
- (iii) Revision date from footnotes on County Series plans.
- (iv) Levelling date from footnotes on County Series plans.
Where there is no levelling date the revision date will be used.
- (v) Boundaries date from boundary perambulation card – the Boundary Examiners date on reverse of card.
- (vi) Unique letter, A.
- (vii) Printed and published date.
- (viii) 5/- Price note.
- (ix) Reconnaissance date in the footnotes – from schedule ...
- (x) Position of "Footpath" note.
- (xi) Compilation diagram revision and levelling information (plural plans).
- (xii) Levelling datum (singular plans).
- (xiii) Adjusted levelling explanatory footnote where applicable.
- (xiv) All printing outside margins for cleanliness etc.
- (xv) plan numbers – four corners.
- (xvi) Adjoining plan numbers.
- (xvii) Corner values and grid figures.
- (xviii) Administrative names, mereings and descriptions from perambulation card.

Detail

- (xix) Incomplete detail and detail that has been connected where cuts have been made and where names and area figures have been moved.
- (xx) Old trig stations retained and new trigs deleted.
- (xxi) Direction of flow arrows.

Names

- (xxii) Spelling of names that have been moved or made up.
Note railway names will not be shown. Alignment of names and numbers on the body of the plan will not be horizontal due to the fact that the County Series plan lines are not parallel to National Grid plan lines. Reinserted names and figures should follow the alignment of the old names. Particular attention should be paid to descriptions of footpaths, etc, and values of BMs and surface levels cut by plan edges. Deletions and "resets" are shown in red ink on areas model.

Areas

- (xxiii) Names and areas of incomplete parcels from areas measurement book.
Note the serial numbers on the measurement and summary forms refer to the numbers inked in the margins of the Areas model. The N S E W refer to the north margin, south margin, etc.
- (xxiv) Roads, rivers, canals, railways, foreshore and cliff or other area between high water mark and adjacent parcels will not have parcel numbers on areas; check that these have been removed ...
- (xxv) Totals of areas added together on plural plans where adjoining County Series plans contained areas to plan edge only.
- (xxvi) Braces to parcels cut by plan lines.

Provisional list of 1:2500 bypassed plans

Dates taken from survey diagrams of six-inch maps. ? = revised before 6" publication.¹

Cornwall (145)

* Small part in Devon

SS	2100	1932	2303-14	1932	2512-16	1905	2190	1905	
1800	1905	2102	1932	2400	1905	2600	1905	2193-98	1905
1900-11	1905/32	2110	1905	2403-14	1905/32	2604-06	1905	2294-98	1905
1902	1932	2114-16	1905	2409	1905/32	2609-14	1905	2299	1905/32
1911	1905	2201-12	1932	2412-16	1905			2381	1905
1914-16	1905	2208	1932	2500	1905	SX		2395	1905
2000	1932	2210-12	1905	2504	1905	2082-83	1905	2398	1905
2009	1905/32	2215-16	1905	2506	1905	2089	1905	2399	1905/32
2010	1905	2300-01	1905/32	2508-09	1905	2092-97	1905	2481	1905
2014-16	1905	2310-16	1905	2510	1905	2182-83	1905	2483	1905

¹ This also applied to Dorset, Hants, Wilts, Staffs and Northumberland, where dates have been deduced and may be less precise than from the six-inch.

2491 1905	2597-98 1905	2790-91 1905	2897-98 1905	3191 1905
2493 1905	2693 1905	2795-96 1905	2986 1905	3193-95 1905
2497-99 1905	2695 1905	2799 1905	2988 1905	3293 1905
2591 1905	2785 1905	2886 1905	2993-97 1905	3390* 1905
2595 1905	2789 1905	2890 1905	3092-97 1905	

Devon (1178)

** Small part in Cornwall

SS	3400-01 1905	4105-08 1905	5015-16 1904	5915 1903-4
2018 1904	3407-09 1905	4110 1905	5017 1903-4	5916-19 1903
2118-24 1904	3412-13 1905	4111 1904-5	5100 1905	6000 1904
2218-28 1904	3415-16 1904-5	4116-19 1904	5104-08 1904-5	6003-05 1904
2318-27 1904	3417-19 1904	4204-05 1905	5113-16 1904	6007-11 1904
2418-27 1904	3424 1904	4207-08 1905	5117 1903-4	6014-15 1903-4
2518-19 1905	3500 1905	4209 1904-5	5206-08 1904	6016-17 1903
2520-23 1904	3502 1905	4210-12 1904	5213-16 1904	6019 1903
2618-19 1904**	3505 1905	4217-19 1904	5217 1903-4	6025-27 1903
2620-23 1904	3510 1904-5	4305-08 1905	5300-01 1905	6029 1903
2707 1904	3512-15 1904-5	4310 1904	5302 1904-5	6032-33 1903/40
2710-13 1904	3517 1904	4312-13 1904	5307 1904	6035-39 1903
2721-27 1904	3520-21 1904	4402 1905	5310 1904	6100-05 1904
2801 1904	3600 1905	4405-07 1905	5312-13 1904	6108 1904
2803 1904	3603-06 1905	4410 1904	5315-16 1904	6110 1904
2815-16 1904**	3610-14 1905	4412-14 1904	5400-01 1905	6114-15 1903-4
2817 1904**	3617 1904	4416-17 1904	5402 1904-5	6116-19 1903
2821-26 1904	3621 1904	4500 1905	5409 1904	6128 1903
2827 1904	3623 1904	4505-07 1905	5410 1904	6132 1903
2903-09 1904	3700-03 1905	4513-14 1904	5412-14 1904	6134-39 1903
2914-17 1904**	3705-07 1905	4516-19 1904	5418-19 1903	6200-05 1904
2918 1904**	3710 1905	4600-02 1905	5500-01 1904	6210 1904
2921-26 1904	3712-14 1905	4606-08 1905	5503 1904	6212 1904
3003-06 1905	3715 1904	4609 1904-5	5505-06 1904	6213-15 1903-4
3008-12 1905	3716-17 1904	4611-14 1904	5508-13 1904	6216-19 1903
3019 1904	3721 1904	4619 1904	5517 1903-4	6224-26 1903
3021-26 1904	3724 1904	4700-02 1905	5518-19 1903	6228 1903
3101 1905	3800-06 1905	4706-08 1905	5600-01 1904	6231-32 1903
3105-07 1905	3808 1905	4709 1904-5	5603-11 1904	6234-39 1903
3109 1905	3812-13 1905	4710-11 1904	5613-14 1904	6300-06 1904
3111-13 1905	3814-15 1904	4713-14 1904	5617-19 1903	6310 1904
3116 1904-5	3816-18 1904	4800-02 1905	5700 1904	6312 1904
3117 1904	3820 1904	4805 1905	5702-05 1904	6317-19 1903
3125 1904	3823-24 1904	4807-08 1905	5707-11 1904	6321-22 1903
3201-02 1905	3900-01 1905	4809 1904-5	5716 1903	6337-39 1903
3207 1905	3904-05 1905	4810-13 1904	5718-19 1903	6400-07 1904
3211 1905	3907-09 1905	4816-17 1904	5800 1904	6409 1904
3215-16 1904-5	3912 1905	4901-02 1905	5802-04 1904	6412 1904
3217-18 1904	3916-20 1904	4904-09 1905	5806-09 1904	6413-15 1903-4
3220-21 1904	3923-26 1904	4910-11 1904	5812 1904	6417-19 1903
3224 1904	4000 1905	4913 1904	5815 1903-4	6421-22 1903
3302 1905	4003-08 1905	4915 1904	5816-19 1903	6438-39 1903
3307-12 1905	4009-10 1904-5	4917-18 1904	5900-01 1904	6500 1904
3314-16 1904-5	4015 1904-5	5000-01 1905	5903-09 1904	6502-07 1904
3317-19 1904	4016-19 1904	5002 1904-5	5911-12 1904	6511-12 1904
3323-24 1904	4103 1905	5004-10 1904-5	5914 1904	6513-14 1903-4

6516-19 1903	4287-94 1905	5399 1904-5	6988-89 1904/36	7759 1904
6603-17 1904	4297-99 1905	5490 1904	6990-91 1904	7760 1904
6610-12 1904	4385 1905	5492-3 1905	6993-99 1904	7769 1937/9
6613 1903-4	4387-94 1905	5494 1904-5	7047-56 1904	7837 1904-5
6616 1903	4397-99 1905	5495-98 1904	7061-64 1904	7839 1905
6618-19 1903	4485 1905	5499 1904-5	7146-47 1904	7841 1905
6700-01 1904	4487-95 1905	5590 1904	7149 1904	7843 1905
6704-07 1904	4497-98 1905	5591 1904-5	7151-56 1904	7844 1904-5
6709 1904	4585 1905	5592-96 1904/32	7160-64 1904	7846-47 1904-5
6710-11 1904	4587-99 1905	5597-98 1904	7165-67 1904/37	7849 1904
6713 1903-4	4685 1905	5599 1904-5	7247 1904	7851 1904
6716-19 1903	4688-94 1905	5690 1904	7249 1904	7858 1904
6800 1904	4697-99 1905	5693-94 1932	7250-55 1904	7937 1904-5
6804-07 1904	4790-95 1905	5696 1904/32	7261-52 1904	7938-39 1905
6809 1904	4797-99 1905	5697-99 1904	7264 1904	7943 1905
6810 1904	4785-86 1905	5798-99 1904	7265 1904/37	7944-45 1904-5
6813 1903-4	4789 1905	5897-99 1904	7266-67 1904	7946-53 1904
6816-18 1903	4887 1905	5997-99 1904	7268 1904/37	7955-56 1904
6900-01 1904	4889 1905	6092 1904/36	7269 1904	7969 1904
6905-06 1904	4890-99 1905	6093 1936	7336 1905	8044-45 1904-5
6909 1904	4987 1905	6097-99 1904	7349 1904	8046 1904
6911-12 1904	4989-99 1905	6192 1904/36	7350-58 1904	8047 1904-5
6913-15 1903-4	5085-88 1904-5	6193 1936	7360 1904	8051-52 1904
6916-19 1903	5090-91 1904-5	6194 1904/36	7362 1904	8054 1904
	5092 1905	6196-99 1904	7368-69 1904/37	8143-44 1905
SX	5093-99 1904-5	6296-99 1904	7449 1904	8145 1904-5
3395-99 1905	5186-88 1904	6393 1904	7450-59 1904	8146 1904
3490 1905**	5190 1904	6395-99 1904	7468 1937	8147 1904-5
3491-99 1905	5191 1904-5	6495-99 1904	7538 1905/36	8149 1904
3590-98 1905	5192 1905	6585-90 1904	7545 1904/36	8150 1904
3691-99 1905	5193 1904-5	6592 1904	7547 1904-5	8152-54 1904
3790-99 1905	5194 1904	6594-99 1904	7551-59 1904	8246 1904
3890-91 1905	5197-98 1904	6685-86 1904	7562 1904	8247 1904-5
3893-94 1905	5199 1904-5	6688-89 1904	7643 1905	8252-54 1904
3896-99 1905	5287-90 1904	6691-92 1904	7645-47 1904-5	8348-49 1904
3990-92 1905	5292 1905	6694-99 1904	7652-59 1904	8354-55 1904
3994-97 1905	5294 1904-5	6786 1904	7660 1904	8448-51 1904
3999 1905	5298 1904	6789 1904	7662-63 1904	8549 1904
4085-87 1905	5299 1904-5	6790-91 1904	7738-39 1905	9068 1937/9
4090-97 1905	5385-91 1904-5	6794-99 1904	7745-47 1904-5	9069 1904/39
4099 1905	5392 1905	6885-91 1904	7749 1904	9085 1904
4186-99 1905	5394 1904-5	6893-99 1904	7750 1904	
4285 1905	5396-98 1904	6985-86 1904/39	7754-57 1904	

Probably by-passed (361):

SS	5324-28	5620-22	5922	7085
5021-27	5336-39	5624-26	5926-27	7088-89
5029	5420-22	5636-37	5929	7170-74
5036-39	5425	5639	5932-39	7176
5121-24	5427-28	5720-26	6910	7178-79
5126-27	5435-39	5735-39		7185-87
5136-29	5521-26	5827	SX	7271-77
5221-26	5528	5835	7070-74	7279
5228	5535-37	5837-39	7076	7283-89
5321-22	5539	5820-24	7078-79	7371-77

7379	7768	8086-87	8567	9386
7383-89	7770	8165	8585-89	9486
7462-65	7773-81	8167-69	8661	9580
7467	7785-89	8170	8665-66	9684
7471-72	7865	8174-76	8687	
7474-79	7870	8179	8689	SY
7483-84	7874-75	8187	8765-66	0089
7487-89	7879	8266-67	8789	0185
7563-65	7885-89	8270	8888-89	0283
7567	7965	8276	8985	0384-88
7571-72	7970	8366-67	9070	0486-87
7574-79	7974-75	8370	9074	0489
7580-81	7979	8376	9086	0586-89
7583-84	7985-89	8389	9170	0686-89
7587-89	8065	8463	9174	0784
7668	8067-69	8467	9183-84	0786
7670	8070	8485	9282-84	0788-89
7673-80	8074-76	8487-89	9286-87	0883-85
7683-89	8079	8563	9380-83	0983-88

Dorset (262)

ST	9814 1900-1	7995 1900-1	8798 1900-1	9696-97 1926/8
8801 1900-1	9902 1900-1	8080-83 1900-1	8879-87 1900-1	9775-76 1900-1
8900-01 1900-1	9904-05 1900-1	8086-88 1900-1	8895-96 1900-1	9778 1900-1
9001 1926/8	9911-12 1900-1	8095 1900-1	8978-85 1900-1	9781-82 1900-1
9100 1926/8		8179 1900-1	8995-96 1900-1	9783 1900-1/ 1923-4
9104 1900-1	SU	8183 1900-1	8998-99 1900-1	
9200 1926/8	0004-06 1900-1	8196-97 1900-1	9079-86 1900-1	9877 1900-1
9201-02 1900-1	0011-13 1900-1	8279 1900-1	9096-97 1900-1	9882 1900-1
9300-01 1926/8	0019 1900-1	8283-84 1900-1	9181-84 1900-1	9976-77 1900-1
9302-03 1900-1	0108 1900-1	8296-97 1900-1	9196 1900-1	9981-82 1900-1
9314 1900-1	0111-12 1900-1	8379-80 1900-1	9279-83 1900-1	9983 1900-1/ 1923-4
9402-03 1900-1	0114-15 1900-1	8394 1900-1	9296 1926/8	
9410-14 1900-1	0314 1900-1	8397-98 1900-1	9378-81 1900-1	9699 1934/38
9500 1926/8	0411-12 1900-1	8479-80 1900-1	9383-84 1900-1	
9501-03 1900-1	0514 1900-1	8483 1900-1	9396 1926/8	SZ
9507-08 1900-1	0516 1900-1	8496-97 1900-1	9478-84 1900-1	0076-77 1900-1
9510-12 1900-1	0610 1900-1	8580-82 1900-1	9496 1926/8	0081-82 1900-1
9600 1924/38	1010-12 1900-1	8584-86 1900-1	9577-80 1900-1	0176 1900-1
9601-02 1900-1	1111-12 1900-1	8588 1900-1	9582 1900-1	0182 1900-1
9604 1926/8		8590 1900-1	9583 1900-1/ 1923-4	0276 1900-1
9608 1900-1	SY	8595 1900-1		0384 1923-4
9616 1900-1	7880 1900-1	8598-99 1900-1	9584-85 1923-4	0482 1900-1
9700-01 1926/8	7882-87 1900-1	8679-88 1900-1	9678-80 1900-1	0581-82 1900-1
9703-06 1900-1	7895 1900-1	8696 1900-1	9682 1900-1	
9709 1900-1	7980-82 1900-1	8698-99 1900-1	9683 1900-1/ 1923-4	
9802-03 1900-1	7985 1900-1	8779-86 1900-1		
9805 1900-1	7987-88 1900-1	8795-96 1900-1	9684 1923-4	

Hampshire (5)

SU				
0716-17 1906/10	0817 1906/10	0914 1906/10	1110 1906/10	

Kent (21)

TR	2164	1938	2362	1938/39	2549	1937/38	
1959	1938/39	2264	1938-39	2363-64	1939	2563	1938/39
2059	1937/39	2347-48	1937/40	2447-49	1937/38	2649	1937/38
2163	1937-38	2360	1937/39	2463-64	1939	2747-48	1938

Lanark (1)

NS
9266 1910/14 (*small part in West Lothian*)

Leicestershire (19)

SK	6802	1899/	6901-02	1899/1902	6397	1927/29	6998	1927/29
6409	1927/9		6909	1899/1902	6497	1927/29		
6508-09	1899/1902	6804	1937/9		6595	1927/29		
6704	1937/9	6806	1899/1902	SP	6897	1927/29		
		6808-09	1899/1902	6095	1927/29	6995	1927/29	

Northumberland (3)

NZ
2694 1894/7 2793-94 1894/7

Staffordshire (6)

SJ	8259	1937-8	8558	1937-8	8855	1937-8	8955	1937-8
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Sussex (79)

TQ	3417	1909	3722	1938	4004	1939-40	4409	1908	
2422	1938-9	3421	1937	3726-27	1938	4006	1929	4506-07	1908
2514	1909	3430-32	1909	3815	1908-9	4026	1909	4509	1908
2814	1909	3520	1937	3818	1929/37	4028	1909	4527	1909
2925-27	1938	3521-22	1937-8	3823	1909/38	4103-04	1939-40	4528	1908-9
2929	1909	3530-33	1909	3832	1909	4107	1929	4605	1908/39
3027	1938	3620	1937	3833	1908-9	4125-26	1909	4606	1908
3127	1938	3624-27	1938	3835	1929	4203-04	1939	4706	1908
3227	1938	3707	1928	3914	1908	4227	1909	4826	1908
3229	1909	3710	1909	3922-25	1909	4303-04	1939		
3329	1909/37	3716	1909	3931-32	1909	4328-09	1908-9		
3330-31	1909	3720	1937	3933	1908-99	4404	1939		

Probably by-passed: (18)

TQ	3704	4429	4629	4827
2813	4225-26	4529	4727	4927
2913	4325-26	4627	4729	
3414-16				

Warwickshire (91)

SP	1991-02 ?	2380	1937	2588	1936-7	2893	?
1695	? 1995-97 ?	2387	1937	2592-96 ?		2988	1936
1699	? 1999 ?	2394	?	2683-88	1936	2991	?
1781	1937 2090-92 ?	2478	1937	2689	1924/36	2993	?
1795	? 2180 1937	2483-85	1937	2691-95 ?		3088	1936-7
1799	? 2182 1937	2487-88	1937	2782	1936-7	3184	1936
1881	1937 2190-92 ?	2492-94 ?		2783-86	1936	3187	1936-7
1895-97 ?	2280-82 1937	2578	1937	2791-95 ?		3188	1937
1899	? 2286-87 1937	2579	1937	2883	1936	3284	1936
1980	1937 2294 ?	2580	1937	2888	1936	3288	1937
1984	1937 2379 1937	2585	1936-7	2891	?		

West Lothian (42)

* Part Stirling.

In the case of NS9068, 9069, 9168, 9169 and 9266 (Stirling) dates were taken from the bypassed 1:2500 map.

NT	0474	1913	NS	9571	1913	9870	1913
0070-72	0574	1913	9068-71	9573*	1913	9872-73	1913
0172-73	0674	1913	9168	9671	1913	9971-72	1913
0273	0677-78	1914	9169-70	9673	1913		
0372	0778	1914	9171*	9772-73	1913		
0374	0876	1914	9270-71	9778*	1913		
0472	0878	1914	9478*	9779	1913		

Wiltshire (9)

ST	9619	1898/1900	9720	1898/1900
9418-19	9623	1898/1900	9819-22	1898/1900

Ordnance Survey publishes 1:100,000 maps

Lionel Hooper

The Ordnance Survey has just published two maps at 1:100,000 scale titled *Devon* and *Cornwall*. They are part of the Tourist Map Series, replacing the *Touring Map & Guide 13, Devon and Cornwall* map, which was at a scale of 1:207,070 (3¼ miles to 1 inch). *Ordnance Survey, Touring Map, Devon*, ISBN 031925030X and *Ordnance Survey, Touring Map, Cornwall*, ISBN 0319250318, are both priced at £3.95.

Regrettably, to your reviewer they are an utter disappointment, and others might have the same feeling.

Because the map is (presumably) aimed at the tourist market, I have compared it with its competitors in that field before commenting on my perception of it as an Ordnance Survey product, past or present.

To evaluate its content I looked maps published by Geographers, *A-Z Devon and Cornwall*, and Estate (in conjunction with the Devon Tourist Board), *OTM8, Devon*, as well as the OS Touring Map & Guide 13, *Devon & Cornwall*, and the OS Road Atlas. Factors evaluated include scale, number of symbols used, number of places shown in a particular area, town plans and index.

	OS TM <i>Devon</i>	Original OS <i>Devon/Cornwall</i>	Geographer's <i>A-Z Devon Visitor's Map</i>	Estate <i>Official Tourist Map Devon</i>	OS <i>Road Atlas</i>
Scale	1:100,000	1:207,070	1:158,400	1:200,000	1:190,080
Publication Date	2000	Edn B 1994	1999	?	1999
No of symbols ¹	44 (23)	31 (20)	47 (24)	67	31 (23)
Places shown in given area ²	30	20	25	37	18
Town plans	No	No	7	8	2
List of attractions	No	On reverse	Yes	Principal	Eng Heritage & Nat Trust only
Index	Yes	Yes	Yes	No	Yes (limited)
Other information	WCs are shown limited printed info cycle routes, double sided	No printed info on map other than symbols	Printed info blocked, all beaches named ³	Info over-printed	Very limited overprinted
National Grid	No!!	Yes	Yes		Yes
Visual presentation	Layered. Insert shows NP & AONB woods, no heights	Lt green base NP & AONB, woods, spot hts	White base NP & AONB woods	White base NP & AONB woods	White base Nat Parks woods

The *Explorer* series at 1:25,000 uses 27 symbols for tourist attractions as defined on the A-Z Visitors' Map, of which 20 are common.

However, when I think of 1:100,000 scale what comes to mind is a larger version of the OS 1:126,720 maps, and for the purpose of comparison I used the *Half-Inch to One Mile* Layers edition, Sheet 31, *North Devon*. There has been a great deal of change in the area, not least roads have been widened, straightened and given numbers. Towns and villages have grown in size, and importances have changed. But the topography is the same!

The first impression of the new map is that it looks dull and muddy. The colours chosen to represent the layers are close shades of reddy brown, and on the map proper it is difficult to distinguish between them, thus making it not easy to identify the highest levels. (The height represented by each layer is not consistent – why didn't OS use a uniform 300 metres? – but it wasn't on the half-inch either!) Compounding the issue, there are no contour lines on the new map, nor any spot heights. There are fewer watercourses shown (have they really dried up?) and many of them are not named. (The A-Z map does much better, with many more named.) The roads are shown using the standard 1:50,000 nomenclature, but are *wide* (dual carriageways scale 250 metres); a number of the 'other roads' shown on the original half-inch are now omitted. The importance of this latter point comes to light in the vicinity of the Upper and Lower Tamar Lakes where a number of facilities/attractions are shown, but the actual access to them is not. (The Philip's *Navigator Atlas* at 1:100,000 scale shows a road immediately to the west of the Upper Lake, as does the original half-inch map.)

¹ Figures in brackets represent number of symbols same as *A-Z Devon Visitors' Map*.

² Area between Bude and Clovelly, not including caravan and camping sites, telephones or WCs.

³ As shown on the *Ordnance Survey Landranger series*.

Built up areas are shown solid lilac. Whereas railways were easy to identify on the half-inch, they are not on the new map, being a much finer line; the conventional red filled circle shows the stations. (The map fails to show the station at Launceston for the Launceston Steam Railway although it does show the other two stations on the line.) At 1:100,000 scale there is more space to insert the various tourist attraction symbols, and, although they are in red, they do not dominate the map face. I am more critical of the convention of showing those town names used by the Department of Transport as destinations in yellow on green ground as in OS road atlases, sometimes obscuring road detail.

What one quickly comes to realise is that this 1:100,000 map is *only* an enlargement of the 1:200,000 mapping, and nothing new at all, except for more layers in a different colour range.

The Ordnance Survey seems to have missed a great opportunity to have produced a decent map, for which many motorists and cyclists have been asking, and yet would have met the requirements of the tourist. Perhaps the responsible officer at Southampton should be aware of a former Director General's philosophy for an ideal topographical map[†].

A disappointing morsel: so what next for OS 1:100,000 mapping?

Richard Oliver

*'It looks like something which you get free from the Little Chef.'*¹

*'It shows the A-roads all right.'*²

*'Disappointing, to say the least.'*³

*'An utter disappointment.'*⁴

*'I have never been more disappointed upon opening a map... I won't buy it and hope that neither will others.'*⁵

*'So much waste paper.'*⁶

All right, so the 1:100,000 Devon and Cornwall sheets won't do. What next?

[†] "The ideal topographical map"; paper by Colonel Charles Close given to Royal Geographical Society, 1905: firstly, all information should be accurate; secondly, as much information should be shown as possible; thirdly, that information should be presented as intelligibly as possible." Yolande Hodson, *Popular Maps*, London, Charles Close Society, 1999, p11. (ISBN 1870598156)

¹ Leftish Quaker, in conversation.

² Her husband: a geography graduate.

³ Long-standing CCS member, in correspondence.

⁴ Lionel Hooper, in *Sheetlines* 58.

⁵ Chris Juden in *Cycle touring and campaigning*, June/July 2000, 24.

⁶ Richard Oliver to Acting Director General, Ordnance Survey, 23 March 2000.

In a sense, perhaps nothing. Correspondence with Ordnance Survey⁷ elicits the following points:

1. OS does not have any plans for a national 1:100,000 series, and it is wrong to interpret the two 1:100,000s of Devon and Cornwall in that light.
2. OS is anxious to reach those potential map-users who find its existing publications far too elaborate.
3. OS is concerned that the 1:50,000 *Landranger* would be threatened by self-generated competition: this already exists in the form of the improved 1:25,000 mapping, and a good national 1:100,000 might make the 1:50,000 no longer viable.

However, these arguments only make sense in the light of two assumptions: first, that the ideal is a four-scale scheme (1:25,000, 1:50,000, 1:100,000 or 1:125,000, 1:250,000), and second, that each scale is only be published in one form. These assumptions need to be questioned.

The first assumption is that four scales are needed in the range 1:25,000 - 1:250,000. The OS view is that only a three-scale scheme is viable. So: might 1:100,000 be substituted for 1:50,000?

The second assumption is that mapping is only published in a single form at each scale, in order to satisfy the broadest possible range of users. So: could mapping be published in two forms, one kept simple and brash, like the two 1:100,000s of Devon and Cornwall, and the other much more elaborate, such as we have been accustomed to?

To take the second point first: indeed it might, though I do not know any instance where this has been done in precisely the manner envisaged. Apart from the lack of precedent, there is also the difficulty of maintaining two map series. It may be recalled that from 1908 onwards the OS issued its half-inch (1:126,720) map in two forms: either with layers, or with hill-shading. The layered version outsold the hill-shaded by three to one.⁸ In the mid-1930s the one-inch (1:63,360) Fifth Edition was offered in both relief and non-relief versions: once again the (admittedly slightly cheaper) non-relief outsold the relief by three to one.⁹ When the sale of OS small-scale maps was investigated in 1914 it was found that the alternative styles on sale for each scale were confusing potential purchasers.¹⁰ At that time double-sided printing of sheet maps was unknown in OS practice, and uncommon elsewhere,¹¹ but now it is a standard procedure, although it is more usual for it to be used either to maximise geographical coverage at the same scale (as in OS 1:25,000 examples), or to combine a large-scale map on one side with a small-scale map on the other. Examples of the same area being mapped at the same scale in two completely different styles are harder to find, and usually seem to take the form of a conventional line map backed by an air or

⁷ Letters of 3 April and 5 June 2000, OS to writer.

⁸ Minutes of evidence, q.691, in Departmental Committee on sale of small-scale maps, Public Record Office OS 1/6/5.

⁹ OS annual report, 1937-8 (HMSO, 1938), 5.

¹⁰ Report, p.8: PRO OS 1/6/5. A further difficulty is that either the retailer must maintain two lots of stock, or else make a judgment to carry one form of the mapping but not the other: in which case either the customer buys a second-best map, and grumbles, or doesn't buy at all, which benefits no-one.

¹¹ Around 1910 G W Bacon offered 'Reversible Maps', back-to-back pairs of its county cycling and motoring maps: the writer has seen examples of Kent and Sussex, and Surrey and Sussex, both offered on paper. By 1926, George Philip had produced on behalf of the *Daily Mail* a combination of a one-inch road map of London combined with a 1:253,440 map of south-east England, printed on special 'sandwich' paper with 'linen' stiffening. The widespread use of cloth-mounting up to the 1960s seriously restricted the scope for double-sided printing of sheet maps. This is one of those subjects (the rise of the floppy road atlas is another) which ought to be thoroughly investigated by someone.

satellite photo.¹² A two-in-one map, in which each side covers the same geographical area, with one side designed to appeal to the ‘popular’ market, and the other side to a ‘sophisticated’ audience, is an attractive one.

The ability to publish in two forms rather than one has a bearing on whether a 1:100,000 might replace the 1:50,000. A correspondent, when I put this suggestion to him, said that he took a box of 1:50,000s when he went on motoring holidays, and the prospect of no 1:50,000 and so taking even more 1:25,000s was ‘appalling’. Having recently taken 37 1:50,000s with me for a five-day, 1150-mile motor tour of Scotland, I quite agree, but a detailed 1:100,000 is a most appealing prospect; ten or twelve would have sufficed for the Scottish trip. Were a 1:100,000 with the bold linework and approach of the present 1:50,000, or the French 1:100,000, to be substituted for the 1:50,000, then the prospect would certainly not be encouraging. However, there is no reason why a 1:100,000 should not be much more detailed, and carry most of the information which appears on the 1:50,000. Just such a scheme has been put forward by David Forrest and Ewen Kinninment,¹³ and Mike Harrison’s cycling map of Herefordshire demonstrates what might be done over an extended area.¹⁴ I will return to this later.

The question needs to be asked as to whether (setting aside certain users who would prefer a 1:100,000) the 1:50,000 is a satisfactory map, and the answer is surely ‘Not any more’. The fundamental design goes back to Sir Charles Close’s ‘non-relief’ one-inch (1:63,360) maps of Aldershot of 1914, when every colour needed a separate printing;¹⁵ everything since has been in the nature of accretion, and the process-printed 1:50,000 *Landranger* of 2000 is a sort of cartographic Calke Abbey: things have been collected and dumped, and we are expected to pay our money and gaze in wonder. Unfortunately, some of us are gazing with increasing distaste, at the proliferation of blue ‘tourist attraction’ highlighting, the lozenges for ever-multiplying long-distance footpaths, the confusion of other detail for swarming cycle-routes, and, vilest of all, the purple plague of the ‘access land’: felt-tip pen cartography. Matters are exacerbated by an extraordinary tendency to treat the lineal as areal, and the areal as lineal: thus the long-distance footpaths are shown by lozenges and long-distance cycle routes by blobs (both areal in tendency), whereas the access land is shown by vignettted bands (lineal in tendency for an areal phenomenon). It is apparent that the 1:50,000 needs, if not replacement by something else, at any rate a thorough review and redesign.

¹²A good example is the issue in 1989 or 1990 of Ordnance Survey of Ireland sheet 54 with a digital line map on one side and a satellite image on the other, and the Ordnance Survey of Northern Ireland 1:25,000 of Slieve Croob (1996) combines a ‘fully coloured’ contoured reduction of the 1:10,000 on one side with an enlargement of outline from the 1:50,000 on the other: this is described as giving users the opportunity to make their own notes. A question put to the *lis-maps* e-mail list elicited the following examples: the Black Cuillin map published by the Scottish Mountaineering Trust shows climbing areas on one side and ‘rock relief’ on the other; some Belgian 1:100,000s have been published with topographic and tourist versions back-to-back; some United States Geological Survey 1:250,000s combine a line map on one side with an image map on the other; mapping of some Pacific islands by the United States during World War II combined mapping with air photography; some mapping of Antarctica combines line mapping with ortho-photo images; the current ‘Cities Revealed’ London mapping combines line map and satellite image; and a map accompanying the *Virgin Guide to Dublin* (1999) shows on one side places to visit during the day - museums, shops etc. - and on the reverse, and with a darker background, those to visit at night, such as bars and entertainment. I am indebted to Paul Cooper, Moira Courtman, Maura O’Connor, Bob Parry and Ken Winch for these examples.

¹³David Forrest and Ewen Kinninment, ‘What might 1:100,000 scale national mapping of Great Britain look like?’, *Sheetlines* 53 (1998), 17-26.

¹⁴Hereford Cycle User's Group's cycle & leisure map: reviewed by Christopher Romyn in *Sheetlines* 54 (1999), 5-6.

¹⁵Described in Yolande Hodson, *Popular maps* (London, Charles Close Society, 1999), 25-6 and Plate 5.

What we seem to lack - at any rate in public policy statements – is any clear indication of exactly what the OS 1:25,000 and 1:50,000 map series are for, apart from vague references to ‘leisure mapping’, which appears to be a euphemism for charging prices which the ordinary citizen and taxpayer can afford (or else is unable to push onto someone else with the plea of ‘necessary expenses’), which is no longer the case with mapping at 1:10,000 at larger scales, and perhaps a hint that the pill of topography must be sugared. ‘Maps on the scale of ONE-INCH TO ONE MILE are the original standard maps of the Ordnance Survey and are admirably suited to the needs of walkers, cyclists and motorists and all those who require accurate maps for scientific or commercial purposes.’¹⁶ ‘As an original standard map of the Ordnance Survey the 1:63,360 series is so familiar to many map users that there is sometimes a tendency to accept its portrayal of the landscape without establishing its precise terms of reference. In common, however, with all other Ordnance Survey maps [it] is drawn to a precise specification...’¹⁷ ‘Terms of reference?’ ‘Specification?’ With the passage of years one learns less. The road to Milwaukee beckons. Could it be that the one-inch’s successor, the 1:50,000 is a naked emperor? A bad habit we have got into?

There is surely a case for a redefinition of OS small-scale map policy. This can be considered in two ways: one is that of distance of travel (short, medium, long), and the other is that of pedestrian and areal versus road user and lineal. Short- and long-distance immediately suggest 1:25,000 and 1:250,000; medium distance something in between, perhaps, as a mid-way, 1:75,000 or 1:80,000, neither of which are standard scales nowadays.¹⁸ As for the concepts of ‘areal’ and ‘lineal’ mapping, they are equivalent to maps which endeavour to show the whole landscape in the former instance, regardless of whether it is accessible to the public, and maps which concentrate on that which is accessible or readily visible in the latter. The 1:25,000 shows field boundaries, and that makes it firmly areal; the 1:250,000 concentrates mainly on roads and larger settlements, and is equally firmly linear. But the 1:50,000? It does not show field boundaries, yet it shows access land; it is full of route information, yet it is not always easy to read.

Part of the problem with the 1:50,000 is the burden of history. Before 1945 Britain had two half-inch (1:126,720) series, published by OS and Bartholomew, but no civil 1:25,000, so the one-inch’s fine detail was justified. In the development of the one-inch Seventh Series (1947-52) the depiction of buildings became more generalised, and in developing the 1:50,000 Second Series around 1968-70 certain other details were dispensed with: uncultivated land, distinction of single and multiple track railways, and parish boundaries. This could be justified – though I do not know any record that it was – by the publication of a national 1:25,000. At the same time as the original specification for what we know as the 1:50,000 Second Series was being developed, the question of a metric successor to the one-inch Seventh Series was investigated, and this included some consideration of 1:100,000. That scale seems to have been rejected as it would mean too large a step between it and the 1:25,000, too much detail characteristic of the one-inch would have to be omitted, and a 1:50,000 could be produced quickly by photo-enlargement of existing one-inch

¹⁶ *A description of Ordnance Survey small scale maps* (Chessington, Ordnance Survey, 1947).

¹⁷ J.B.Harley, *Ordnance Survey maps: a descriptive manual* (Southampton, Ordnance Survey, 1975), 110.

¹⁸ 1:80,000 and related scales were extensively employed in the nineteenth century in France and Belgium, and 1:75,000 in the earlier twentieth century in the Austro-Hungarian empire and successor countries, such as Czechoslovakia. Both were adopted as ‘rational’ successors to earlier scales, 1:86,400 and 1:72,000, based on national units of measure.

material.¹⁹ The OS's choice of 1:50,000 was confirmed by subsequent market research, for which various maps were prepared, including a printing of the 1:126,720 Second Series Greater London sheet, published in 1962 but subsequently allowed to go out of print.²⁰ As a supplement to the established one-inch and 1:250,000, this was an admirable map, but it was designed as just that, a supplement, and not as a substitute, and I know no evidence that any attempt was made in 1968-70 to prepare any 1:100,000 specifically designed as a substitute for the one-inch.

Although by 1970 most of Britain was mapped at 1:25,000, much of that mapping was badly out of date, and all of it was offered in comparatively small sheets on rigid butt-jointed sheet lines of greater convenience to the producer than to the user. The situation now is entirely different. Republication of the erstwhile 1:25,000 Second Series in large-sheet *Explorer* form, designed to suit the user, is being pushed ahead rapidly, and the mapping is fairly up to date: complaints otherwise are a tribute to its fundamental quality, whereas its First Series predecessor was practically beyond redemption.

Accordingly, I suggest that a suitable future course for OS small-scale mapping is to replace the 1:50,000 by a 1:100,000, which would be aimed at the road-user, and treat the 1:25,000 as a pedestrian's map, which would show everything which it shows now, including access land. The 1:100,000 would be published in two-sided form, with a high-quality topographic map on one side and a much less sophisticated tourist map of the same area on the reverse. (Such double-sided mapping also has an ecological advantage, in that far less paper is consumed.) The Forrest and Harrison examples show that it is perfectly possible to produce a 1:100,000 which includes most of the content of the 1:50,000 with a quarter of the bulk. The main losses might be footpaths, some very minor roads in built-up areas, and some names, and perhaps details already mapped in more detail at 1:25,000 such as railway earthworks, the distinction of types of woodland, canal towpaths, minor antiquities, and of course access land and long-distance footpaths. The Harrison map of Herefordshire shows that by using single lines most minor roads can be shown in built-up areas, provided that a suitable colour is used for building infill. By careful use of colour it would be possible to return to a map with the clarity of the one-inch Seventh Series and early 1:50,000 Second Series.²¹

Supporters of the 1:50,000 ought to consider well precisely what advantages it has which are not enjoyed by other scales.

¹⁹ Annex A in Ordnance Survey, 'Report on the development of the 1:50,000 map series' (1972): copy in OS-CCS deposit in Cambridge University Library.

²⁰ Specimen in CCS-OS deposit in Cambridge University Library.

²¹ An alternative would be the equivalent of a 'Superplan' service, using a 1:50,000 vector database, with the ability to print out selected data at the customer's preferred scale. This would of course be quite impracticable as the main means of making 1:50,000 mapping available, as the demand would overwhelm printing capacity, but it might be an attractive way out of the '1:100,000 problem', if demand really is as modest as OS seems to think that it is. However, there is no 1:50,000 vector database, and so far there are no indications that OS contemplates creating one. I understand that OS investigated the matter in 1990, and decided that demand was minimal. So, presumably, we got the 1:50,000 raster data instead.

Ringway, the elusive village

George Steele

I first encountered the village, or hamlet, of Ringway (SJ809847) by chance. We pulled off the busy main road into a side road to look at the map. Within 100 metres we came upon a pub and decided to visit it. My curiosity was aroused and, as I looked at the area in more detail, using my collection of old Ordnance Survey maps of the Manchester area, I started to notice inconsistencies and the disappearance of the name from one edition to the next.



Figure 1 Ringway in 1840



Figure 2 Ringway in 1870

Ringway was a tiny hamlet at a cross-roads on the main road between Altrincham and Wilmslow. Around it was a typical network of country lanes serving cottages and farms in the immediate area. In 1840 it was named on the map and there was mention of a chapel. In 1870, the name of the hamlet had disappeared, but the Parish of Ringway was shown, the chapel having become a parish church in 1863. My next OS map is dated 1903 and both the hamlet and the parish names are shown.



Figure 3 Ringway in 1903

My collection has a gap until 1947, but two copies of One-inch New Popular sheet 101 published that year show significant differences. During the war there had been an RAF station at Ringway, which later grew into Manchester Airport. Both 1947 maps show the hamlet name, but not that of the parish. The airport is shown on only one map – possibly due to rather inconsistent Ordnance Survey security policy.



Figure 4 1947, Edition 1026



Figure 5 1947, Edition 1241

By 1953, the hamlet name has disappeared again from the OS map, but the parish name has reappeared. The airport is now called 'Ringway' although no details are shown.

The 1961 OS map shows airport details for 'Manchester Airport'; the hamlet name is still missing and the parish name shown. By the time of the next map, 1968, the new motorway had been built and the runway extended, causing the Altrincham – Wilmslow road to be diverted. This was the start of the isolation of Ringway. The parish church moved to Hale Barns in 1970. As a result, neither parish nor hamlet are named on the 1981 map. Although Ringway is now totally unmarked on the 1:50,000 map, it is still possible to visit The Romper public house and enjoy a meal there. Turning right onto the Old Wilmslow Road leads to the airport viewing area near the end of the runway.

This article has been abridged from the a pamphlet of the same title produced by the author.

Landranger Sheet 186: Aldershot & Guildford

K M Bromley

[This review of the recently published *Landranger 186*, edition C, is by a member resident in the area covered. The author has sent a copy to OS, who have asked the Landranger Cartographic Branch to take any necessary action on the next revision of the sheet]

Availability

The publication date was 22 March, and I purchased my copy from the Ordnance Survey agent in Guildford on 27 March, my first post-publication visit to the town. But by 6 April only one other stockist out of five had the new edition on display. The miscreants included W H Smith and both Waterstone branches, all of which were still displaying the previous edition. In Woking, W H Smith, Methuen and Hammick didn't have edition C on 19 April.

Cover

Full marks for the picturesque Shalford Mill; and also for the welcome inclusion of nine more towns and villages, plus the route of the North Downs Way, in the ‘area covered’ box. Alas, one of them, Elstead, is incorrectly spelt.

Major Roads

The new edition is endorsed “major roads revised 2000”. These changes amount to just four minor alterations: a roundabout removed at 847614, promotion to A road status of a link between opposite carriageways of the A322 at 911646, a new roundabout at 017615, and a short piece of new dual carriageway at 027648.

While CCS members will know that a major road revision can amount to little of substance, I wonder if the general public is quite so understanding. I suspect that, to the uninitiated, “major roads revised” implies something of greater significance such as a new road or reclassification of an existing one. Should not the changes described above be more realistically be regarded as “minor changes”?

Railway Stations

In previous editions of *Sheetlines*¹ there have been references to the inconsistency of railway station naming. In this respect *Landranger 186* is more consistent, but only up to a point. Many stations do not bear a name, but most are self-evident as they are in, or adjacent to, the settlement of the same name. For example, all stations on the main line from West Byfleet to Hook, inclusive, come into this category; as do Guildford, Godalming, and Haslemere. Five stations are individually named: no doubt for the logical reason that they all lie a significant distance from the relevant village. These are Bentley (792431), Milford (954414), Wanborough (931503), Witley (949379) and Worplesdon (989553). Therefore, no grumble so far.

Sadly, inconsistency then creeps in. Mortimer station (672641) is not named, and could thus be regarded as Stratfield Mortimer. Similarly, Crowthorne (822637) could pass for Wellington, Farnborough North (878566) for Farnborough Street, and Medstead and Four Marks (669353) for Four Marks. As for North Camp (885537) and London Road (002501) the uninitiated visitor is left high and dry. Also, Frimley station could benefit from being named, although in fairness scarcely any space is available.

It is not clear from the legend precisely where Railtrack ends and the Watercress Line begins.² It is curious that Woking is still not accorded principal station status, but this is nothing new. It has appeared as an ordinary station ever since the pre-war Fifth Edition. But according to a Surrey County Council survey, Woking is as busy as Guildford, which is a principal station, and thus the former merits elevation to that status.

Long Distance Footpaths

In accordance with Ordnance Survey policy these now bear their own red diamond symbols. On *Landranger 186* these include the North Downs Way, Greensand Way, Wey South Path, Downs Link, Sussex Border Path and The Three Castles Path; and this proliferation leads me

¹ Notably ‘The representation of railway stations on one-inch Seventh Series maps’, Alan Young, *Sheetlines* 54, p26.

² Answer: immediately west of Alton station (712384).

to wonder if this bandwagon is getting out of hand. Surely for a long distance footpath to mean anything it should have a consistent and continuous natural theme; and, on that basis the North Downs Way, Greensand Way and Wey South Path (just) would all qualify. Manufactured creations such as the Three Castles Path are more dubious.

Unusual Changes

The Roman Villa site (736526) on the previous edition apparently no longer exists. Surely not! Some of the danger areas in and adjacent to grid square 8662 are in different places. As these warnings must cover many acres, are the changes of any significance? Or do they imply a precision which could be hard to justify? In the meantime, “Keep away and observe the warning flags” is sound advice.

Names, including Road Numbers

Several titles have been moved to new positions, some of which are clearly changes for the better. For instance, ‘West Green’ no longer obscures two public footpaths at 748567. On the other hand ‘B3070’ now obscures some golf course detail (8330), whereas it formerly appeared in uncluttered territory (8228).

The Blackwater Valley Footpath along the Surrey, Hampshire boundary (8749) is no longer named as such. That is sensible for such a short route which is not even a designated long distance path. However, I question whether its removal was a deliberate policy decision; or done for the more practical reason of not obscuring the ponds or lakes which now appear at the same place. The path certainly still exists.

‘Guildford Town Hall’ is incorrectly shown at the site of the Civic Hall (002497). This is clearly misleading, but I acknowledge that there is hardly any room at its actual location of 997498.

‘Forest of Eversley’ now appears, commencing at 7257. If that is the recognised name for an area distinctly lacking in forestry, then fine. However, it is not a name I have come across. Maybe somebody else knows different.

The unnecessary double naming of Fleet Pond as a nature reserve has been put right.

Margin Destinations

This helpful aid to orientation continues to be shown for all A roads, plus the more important B roads where they leave the map. A welcome correction has been to remove from 050394 the claim that Cranleigh is one mile away. Quite right, as the roundabout at that location is itself in Cranleigh. Where motorways leave the map there is now the more useful distance to the next junction.

Turning to railway lines, no destinations are shown for those leaving the map at 650342 (Alresford), 650533 (Basingstoke), 759250 (Petersfield), and 818650 (Wokingham). As Petersfield is a major town, this omission at least is curious. Basingstoke is less contentious as that can be deduced from the map itself; while Alresford is on a steam-preserved line without a regular Railtrack-type service. On the other hand, is it for the OS to differentiate in this way?

Other Miscellaneous Comments

I am puzzled by the continued absence of the black outline for Charterhouse school (9645). Hitherto I had accepted this as correct as this outline only applies to *public* buildings, which Charterhouse manifestly is not: it being outside the state education system. But, in that case, why are black outlines bestowed on Eton and Harrow schools on sheets 175 and 176 respectively? Something is wrong somewhere.

Traces of the disused railway line between Tongham and Farnham still exist immediately east and west of the A331 (883487), and are walkable. They are shown on Explorer 145, but not on the Landranger sheet.

Normandy Post Office (927515) closed in June 1997, and the map correctly reflects this. However, a telephone kiosk was left behind, but is not separately depicted.

Finally, for those who like to know about these things, the most common revision that I have identified on Edition C is 48 areas of new housing or other building. Not bad for three years. There are 32 new or removed areas of woodland; 24 footpath diversions, creations or obliterations; 14 new lakes, ponds and gravel pits; and 12 new golf courses.

Just another guide post

R C Wheeler

At SK298680, there is a signpost. At least my copy of the 1:25,000 Provisional Edition, Sheet SK26 (Edition B) shows 'GP' at that point. If one were very alert, one might spot that it is not at a road junction, merely at a bend in the road. One might even note that it is sited a few yards beyond the boundary of the road. But I doubt whether a single user of the map has ever climbed to 1070ft asl merely to investigate this singularity. I certainly didn't: I came across it by accident. A monolithic stone column stands a little beyond the fence. One face is crudely inscribed "TO/SHEF/FELD" (sic) with a rustic hand underneath pointing to the right (NE), though with an upward slant as though a lot more climbing were needed. Another face directs the traveller to Chesterfield in similar manner. From the style of lettering, the column would appear to date from the seventeenth century and would have advised the trains of packhorses, laden with lead from Wensley Dale (SK2661), for both Chesterfield and Sheffield that they needed to strike off to the right at that point rather than following a presumed, but now vanished, track that went straight on.

Was it considered a candidate to be the first GP in gothic script? At the time of my map, it probably wasn't considered old enough. No doubt more than one reviser puzzled (or smiled) over it. It might not be an MOT-approved sign; nevertheless, it was a *post*; it had been erected to *guide* travellers; and on Beeley Moor there was no danger of it obscuring other important detail, so 'GP' it should be.

Cornish Explorers

John Cole

Following on from the article in *Sheetlines 57* railway enthusiasts may be interested in a more detailed examination of this topic than just the single/double line western change point on *Explorer 105*.

Sidings: Several stations, e.g. Truro, Liskeard, and locations e.g. Camborne, Chacewater, Redruth, had sidings removed prior to Explorer publication but in one instance (9852, *Explorer 106*) sidings have been altered and added to, and these had not been surveyed, even at large scale, at time of Explorer publication.

Mineral Railways: With no symbol existing (or on the Pathfinder) the two main Cornish examples are depicted as single line sidings. Both are shown in their 'Pathfinder' states; Blackpool - St Dennis (*106*) being unannotated, but 'Mineral Railway' applied to Lostwithiel - Carne Point (near Fowey, *107*). Prior to Explorer publication this line lost its separate bridge just west of Lostwithiel and now diverges from the main line on the other side of the river.

Viaducts: As per mineral railways and unlike the 1:50,000, treatment tends to be very inconsistent. This situation is also inherited from the Pathfinder but tends to be more conspicuous. At one time the county had around fifty viaducts and there would appear to be forty on current 1:50,000 maps. On the Pathfinder, and consequently Explorer, the position is:

<i>102, 104 and 105</i>	none annotated or named.
<i>106</i>	St Austell Viaduct annotated; Gover Viaduct (999529) not annotated.
<i>107</i>	eleven viaducts named; four annotated and two not annotated.
<i>108</i> (Cornish portion)	two named; four not annotated.

In other words less than half of these fairly important topographical features have been indicated.

Single line sections: Apart from the example on *105* all are correctly shown.

Stations: On *102* and *103* the British Rail symbol (in red) is shown alongside the stations whilst on all other Explorers the red infilled circle is utilised. Station information is correct and consistent with the curious exception of the Liskeard to Looe branch line on *107*. There are four intermediate un-staffed stations, Coombe Junction (where trains have to reverse direction), St Keyne, Causeland and Sandplace. Various timetables (Bradshaw 1910, GWR 1932, local 1948-51, BR 1986 and privatised 1999) all quote these names without additions. Ordnance Survey treatment was as follows:

One-inch Popular - all stations depicted but unnamed except 'Causeland Station'. (This name apparently came from a local cottage since renamed.)

New Popular - similar except that Causeland is now 'Causeland Halt'. It is not known if this change first appeared on the Fifth Edition.

Seventh Series A edition - the annotations are 'Halt', 'Halt', 'Causeland Halt' and 'Halt'.

On various versions of the subsequent 1:50,000 only Causeland Station is named whilst the Pathfinders (1952-77) show: 'Sta.', 'St Keyne Sta.', 'Causeland Sta.', and 'Sta.'. And now the Explorer, which shows: 'Coombe Junction Halt', 'St Keyne Sta.', 'Causeland Sta.', and 'Sandplace Halt'. A recent examination of the nameboards and some old photographs confirms that they are without embellishment as per the timetables, so quite where this information comes from is a mystery. 'Halt' has tended to be defunct in British railways parlance for many years but even when extant does not appear to have applied to the stations in question, although Causeland and Sandplace may never have been staffed.

Coleslogget Halt on *Explorer 107* is a relatively new construction on the Bodmin and Wenford Railway.

Dismantled Railway: Treatment is generally consistent except for old mineral lines such as the Redruth and Chacewater, and St Austell to Pentewan, where annotation would in any case be difficult. Where these have now become cycle and/or walk ways 'dismantled railway' has been dropped e.g. Wadebridge - Padstow and the Wenford Bridge mineral railway. But inconsistently, not the Wadebridge - Bodmin branch. (*Explorers 106* and *109*). On *112* a disused station (apparently) appears at 3084 on the restored portion of the Launceston Steam Railway. Both this and the Lappa Valley Steam Railway (*106*) are correctly shown as narrow gauge lines.

Corrections to previous article in Sheetlines 57

Explorer 108

'(All)' should be added to Pathfinder 1349. This map covered only a 10 km × 10 km square; what would have been its eastern half formed part of Outdoor Leisure Map 28.

Explorer 109, formerly 9

Partial survey dates should read '1978 - 1997'.

Note that the copy of Pathfinder 1326, B edition mentioned was not as originally printed in July 1989 when a survey date of 1951-80 was quoted (see *Sheetlines 48*).

The British Library map catalogue on CD-ROM

David Archer

*The British Library map catalogue on CD-ROM*¹ is not a catalogue of all the maps in the British Library.² Neither does it contain only maps.³ Previously, one had to look in four separate places in order to search for those items held by the library which are now on the

¹ First Edition, release B, 1999, published by Primary Source Media. I will refer to this as the CD-ROM to distinguish it from earlier catalogues. A CD-ROM is a compact disc (CD) that holds a computer application which can only be read and manipulated, not changed by the user. ROM, Read Only Memory.

² Material from the Oriental and India Office collections is lacking, as also are, for example, items added to stock since August 1997.

³ Besides maps, there are globes, models, atlases and books, though in what quantity or proportion we are not told.

CD-ROM.⁴ Catalogue entries were produced over a period of 150 years using various cataloguing rules and with differing amounts of detail in entries. The structure and rules of compilation for each catalogue were different and often complex, sometimes needing great skill in searching for items. The CD-ROM allows one to search all four catalogues at once, with a variety of entry points into each record. “Although the catalogue descriptions have not been rewritten, some elements have been improved or added”.⁵ So, in brief, the generally unamended catalogue entries of the four old catalogues have been brought together in a single database and can be searched under any element within a record.⁶

The CD-ROM comes with a publicity leaflet and a booklet *Searching the British Library map catalogue on CD-ROM*.⁷ I spent a few evenings reading the booklet before I took the CD out of its case. In his Foreword, Tony Campbell, Map Librarian, stresses that “automated access invites new skills” and mentions two other associated publications which “do no more than repeat the texts you can find on the CD’s own Help File”.⁸ Reading the booklet is essential and certainly much better than reading instructions on a screen. However, better proof-reading and better thought-out computer input instructions would make life much easier. Only on page 47 for example are we told that what one keys in is not case sensitive (meaning that Kerry, KERRY or kerry⁹ are all acceptable and have the same effect). Examples of search terms are inconsistent and confusing and vary between all lower case and a mixture of upper and lower case characters. A major problem is that words to be keyed are sometimes within quotation marks, and sometimes not, sometimes single (' ') and sometimes double (" ") quotation marks, and sometimes the quotation marks *have* to be keyed. Asterisks are also used to *emphasise* words.¹⁰ It would be much better to have the characters to be keyed appearing in bold or a different font, without quotation marks, as in computer books¹¹. The index is based only on the first word in section headings.¹²

In the absence of any installation instructions, I put the CD into the CD drive and waited as I had done with other CDs. Nothing happened other than a bit of whirring from the drive. For someone new to computers this would have required a telephone call to seek help. I opened Windows Explorer,¹³ and saw several files of which *Install.win* and *Setup* looked the most likely. I plumped for *Setup*. More whirring and then a British Library screen appeared and I was away.

⁴ *The British Museum catalogue of printed maps, charts and plans* and its *Ten year supplement, 1965-74*; the *Catalogue of manuscript maps, charts and plans and of the topographical drawings in the British Museum* and the *Cartographic materials file* covering 1975-97. I will refer to these as the catalogues.

⁵ What this work has involved we are not told. The accompanying booklet mentions only snippets of detail.

⁶ The old catalogue entries are generally referred to as records in the new system.

⁷ I will refer to this publication as the booklet.

⁸ Although the booklet *does* refer users to these other publications for further information. The text of all three publications could easily be added to the CD-ROM for reference.

⁹ I will use this sans serif font and lower case characters for words keyed in or listed as search terms.

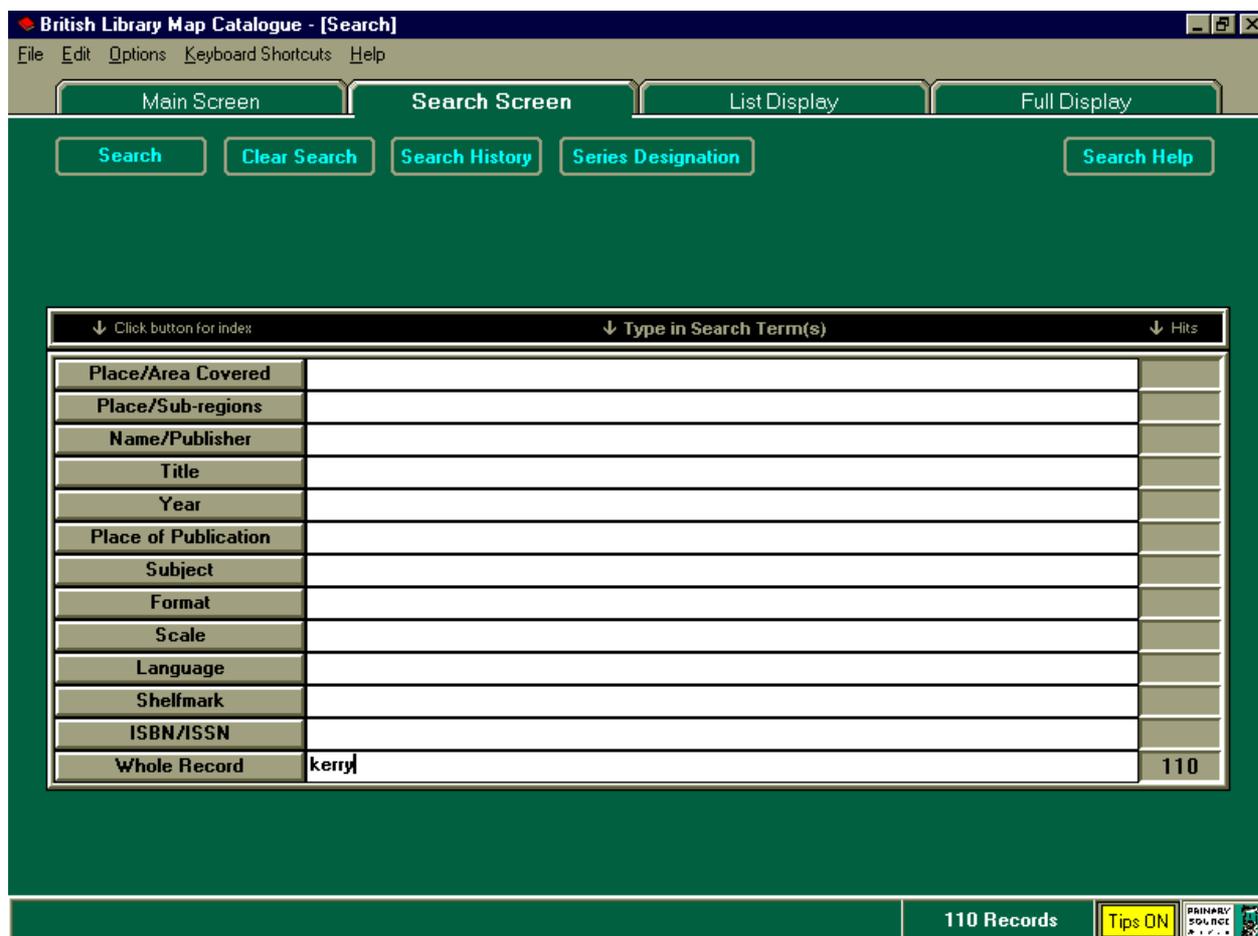
¹⁰ One gets **all** which looks very strange as a way of emphasis and very ugly on both the printed page and in the HELP pages. However, when I came to type **all** into Microsoft Word it came out as **all** (the word all in bold type). Are the asterisks in fact old printer controls used as a form of emphasis? I do hope that this can be changed as an asterisk is used as a truncation symbol, which can cause confusion.

¹¹ The text within the HELP pages attracts the same comments as for the booklet.

¹² So that the two section headings “Proximity and adjacency operators” and “Stopwords and operators” appear in full in the index with nothing under the words adjacency or operators.

¹³ I will try to make this piece as jargon free as possible, but sometimes I hope the sense comes across without an explanation. Windows Explorer is a facility allowing one to see where files are in within the computer.

The opening screen has four buttons¹⁴ START, INTRODUCTION, VIEW MAP, and EXIT. START is the button one uses all the time (INTRODUCTION is read once and the other two can be forgotten). Across the bottom of the screen is a green bar with a note reading “For information on getting started, press F1”, which, for the novice is excellent as it leads to an explanation of how to use the keyboard and mouse and what the various buttons connected to Windows are used for.



Pressing START leads to the Search Screen where all the work is done. One cannot open the CD-ROM like a book and see catalogue entries. There is no serendipity, and one is faced with a blank screen until a successful search has been undertaken. The Search Screen is very well set out and a joy to work with, in that everything of importance is in sight.¹⁵ As the illustration shows, on the left there are grey buttons corresponding to the various elements, or fields in a catalogue entry, most of which I believe are self-explanatory. The final button WHOLE RECORD is used to search the whole of every catalogue entry, rather than a specific field (and is probably the button that most users use most of the time).

¹⁴ Anything on the screen that is pressed or “clicked” in order to get a response I will call a button and will have its title in upper case.

¹⁵ Except when using SEARCH HISTORY. Pressing this button brings up a box at the base of the screen which obscures the four lowest search fields (including WHOLE RECORD, the most likely to be used) and is most unsatisfactory. The information telling the novice that the SEARCH HISTORY button has to be pressed a second time to get rid of the box is hidden within the HELP boxes.

Let us look at a simple search for the Relief edition of the *One-inch Fifth Edition Map of England and Wales* using the `WHOLE RECORD` search button. With this button, one tries to keep search terms as specific as possible, so key in fifth relief and press `SEARCH`. Looking in the right hand column marked Hits, we see that two records have been found which contain the search words together. Attention now moves to the top of the screen and the two buttons labelled `LIST DISPLAY` and `FULL DISPLAY`. Pressing `LIST DISPLAY` changes the screen and brings up the two records as a list with basic details of each item. If more detail is sought, one of the records is highlighted, `FULL DISPLAY` is pressed and the screen again changes to show the full catalogue record for that item. To undertake a new search, one presses `SEARCH SCREEN` again to return to the main search screen. Usually, there are more than two records found, and as we look through them, we can mark with an X any that we wish to make a note of. Both `LIST DISPLAY` and `FULL DISPLAY` have buttons giving one the option to print or export records selected this way. Pressing the `PRINT` button prints out the records, whilst `EXPORT` sends a copy of the records to somewhere else in the computer for use later.

The above is obviously very basic but demonstrates the way the CD-ROM works in that one keys in a search term, presses `SEARCH`, looks at a list of abbreviated records found, or looks at individual records in full. One then has the opportunity to print out any record or send a copy to somewhere else within the computer.

To help the searcher, the grey buttons can be pressed to bring up an index of the various words or complete lines found in that field throughout the catalogue.¹⁶ For example press `PLACE OF PUBLICATION` and a list of places comes up in a large box. In a box above, one can begin to enter a section of the list where one wishes to jump to, so by keying in `kerr` the list jumps to Kerry, Keswick, Kettering, Kew.... Highlight any place and it can be added to the search screen as a search term. Thus, if we press `PLACE OF PUBLICATION`, highlight `kerry`, press `ADD SELECTIONS TO SEARCH SCREEN` and press `SEARCH` we are told there is one record with Kerry as the place of publication. However, if we key `kerry` into the `WHOLE RECORD` box, we retrieve 110 records that contain the word Kerry in one field or another.

So, the Search Screen is nice to work with. It has had a lot of thought put into the layout, and works well. The speed of searching is extremely fast. So fast in fact that it encourages sloppy thinking, in that one can just key in a search term and if that does not work, another is tried and then another in very quick succession, until one forgets what has been tried. The `CLEAR SCREEN` button is excellent, and makes rapid searching possible. I like the `SEARCH HISTORY` button, which, when pressed, brings up a box listing all searches undertaken during the current search session.¹⁷

The index of words and lines in each field, displayed when the grey buttons are pressed is good for suggesting similar search terms that might be of interest, such as `charles close society` and `charles close society` for the study of ordnance survey maps. As with most computer applications, one must learn to keep glancing around the screen as a lot of useful information appears at the edges. I cannot however, see why `SERIES DESIGNATION` has been given a box at the top of the screen when it is a record element and one cannot search from the button itself. This is a *help* button in fact and would be better as a grey button on the left of the screen, programmed to search like the `WHOLE RECORD` button with its own indexes (i.e. search for series designations in any field).

¹⁶None of the boxes have a horizontal slider to cope with very long lines that go out of view.

¹⁷A useful improvement would be the ability to print or export the search history of a whole session, and to import it during a later session, picking up where one left off.

Readers who have used a database will know the sort of advanced searches one can undertake. For those who have not, a little explanation is needed. Every word, in every record can be a search term. We can enter search terms in one or more fields, and can ask for certain words to be included or excluded from searches both within fields and between fields by using AND / OR / NOT.

Consider a search for sets of the *One-inch Popular Edition Map of England and Wales*. One can search under popular edition in the WHOLE RECORD field. However, this brings up 112 records that contain the word popular followed by the word edition. Besides the sets of Popular Edition maps, there are also records for special and district maps, and War Revisions amongst the 112 hits. So, if we refine the search to exclude these (popular edition NOT special NOT district NOT war), we get 22 hits, which is a very manageable number to look through.¹⁸ A very useful feature of database searches is the use of an asterisk as a truncation symbol at the beginning, end or in the middle of a word. By keying in ord* the search will bring up any word beginning ord (ordinary, ordnance, etc).¹⁹ In the middle of a word medi*val will also search for mediaeval and medieval. This is a most necessary standard database feature.

As with literature searches, one should work out a search strategy on paper before starting and modify it as the work progresses, keeping records at all stages. With the CD-ROM, the less specific a search is, the more hits one gets and the greater is the certainty of finding everything one is interested in. So that a search under ord* will bring up entries under Ordinance and Ordnacne as well as Ordnance, in addition to a vast number of other records. As searching is so fast, one can quickly undertake sketch or exploratory searches in order to see the sort of material that comes up.

There are many potential pitfalls in searching, and the booklet describes a lot of them, although I am not convinced that all need to exist, given the developments in software over the last few years. The booklet devotes a major section to searching for map series designations: gsgs and g.s.g.s. (and similar descriptions)²⁰ both have to be searched for, and for the letters spelt out (geographical section, general staff). This makes searching a nightmare. Software is available that could merge all searches so that a search for gsgs will also look for g.s.g.s. and for the words in full at the same time. Returning to the *One-inch Fifth Edition Map of England and Wales* which I used as a simple search, if we now search for fifth AND relief we get five hits; 5th AND relief gives seven hits, whilst (fifth OR 5th) AND relief gives twelve hits. Note the increasingly complex search terms. In a similar way, old catalogue headings were often inverted (America, North) and many have been turned around enabling a search for north america to be undertaken. Why have they not *all* been turned around? What were the criteria for deciding which to change? We are not told; we have no guidance, so we still have to search for both, just in case. What a waste of effort. Advanced searching, where one does not know what one is looking for, is like an interrogation, not a search. The CD-ROM will say no hits, even if the question is just a full stop away from the right question. The more I have used the CD-ROM, the more I am glad that I do not have a major search to undertake at present as I am so aware of the uncertainty surrounding searches. One cannot search with confidence. There are so many potential pitfalls, many of which need not exist.

One must always check the search results by trying a second approach. For example, we have published five titles which I thought should be on the CD-ROM. All were published

¹⁸I am constantly surprised, when looking through a list of hits at just how quickly I come to the end, and am quite happy to look through about thirty five records before considering refining a search.

¹⁹When records are seen in full display, search words are highlighted in yellow, which is useful.

²⁰lptb, l.p.t.b., london passenger transport board

by David Archer, The Pentre, Kerry, Newtown, Montgomeryshire. As mentioned earlier, a search under PLACE OF PUBLICATION for kerry produced one hit. A search under NAME/PUBLISHER for david archer produced four hits (with four different places of publication: Kerry, Newtown, Newton and London).²¹ But where was the fifth item? The NAME/PUBLISHER line index had nothing under d.archer or archer,d.. The word index had nothing under d.archer but had twenty entries under archer, which when viewed, produced the missing entry with the publisher as D.Archer. All very confusing, until one scrolls through the line index and finds that it has a space after the full stop, D. Archer.²² In this example, I knew that I was looking for five records and could stop when I had found them. For most subject searches, one does not know how many records there might be or what errors within the catalogue one has to overcome. Hence the need for at least a dual approach to any search.

One must always bear two things in mind when using the CD-ROM. The first is that one can only search for what is in a catalogue entry, and the way it is spelt in the entry. Secondly, most records are for map series rather than individual maps (so that a search for Ilandoverly will not bring up sheet 140 in the *One-inch Seventh Series Map of England and Wales*).

Shelfmarks are probably best avoided. We are told in the booklet that “During conversion...shelfmarks were standardised”,²³ and in the following paragraph that “Shelfmark forms vary widely...”.²⁴ The introduction to the Shelfmark index avoids an explanation of *how* they are arranged by showing an example sequence, such is the “complicated alpha-numeric mix in the Shelfmark index”. Where changes have occurred, “both forms can be searched for”. True, you can search but will not always find them. Many former shelfmarks, (which one might have in research notes), are missing.

The CD-ROM is more than a mere index to part of the British Library’s collection of maps. It is also a research tool and an early place of call for anyone undertaking cartographic research or compiling an initial list of maps to be consulted. Whilst doing so, it is very difficult to keep track of records. Consider the example of maps in Welsh. Language codes²⁵ only exist for post-1974 catalogue entries. A search for welsh in the LANGUAGE field, produces thirteen records which is surely not all. Search for aberystwyth in the WHOLE RECORD field and we get eighteen records, which on inspection appear to contain three in Welsh. By changing the field connection for WHOLE RECORD to OR, we can merge the two lists²⁶ and can go through them marking items in Welsh. However, if we now think of somewhere else to search, we lose the selected items.²⁷ The facility to keep records selected during the whole of a search session is needed, or failing this the ability to tag records by assigning them to sets would be useful. In the above example, the thirteen records found to be in Welsh could be added to Set 1. When we search for aberystwyth, we note that one of the three records in Welsh is already labelled Set 1, so we add the other two to Set 1, making fifteen records in Set 1. Clearing the search screen would not clear the set markers. At the end of the session, we might have sixty records in Set 1, and can then bring them together by searching for Set 1, thus retrieving a list of records in Welsh which can be printed or exported.

²¹ Rule 1.4C1 of the second edition of the Anglo-American cataloguing rules gives no guidance as to which element in an address is to be used, the largest town or the most specific settlement.

²² The question of spaces or no spaces is a major pitfall in searching and again, could easily be tidied up.

²³ Though as usual, we are not told what this involves, merely given one example.

²⁴ Standardised does not appear to mean simplified.

²⁵ These are not shown in records, and I would prefer that they were.

²⁶ It took me weeks to locate this most obviously needed feature despite looking for a way to merge lists.

²⁷ Unless we add it to the previous search, but then we have to view and select all the items again.

One very frustrating feature of the CD-ROM is that if we have thirty hits from a search and put an X beside ten in order to select them as being of interest, there is no way to remove the unwanted items in order to view the selected items as a list. Moving about within a list of records is pretty easy, if one uses the slider bar on the right of the screen,²⁸ or one can use the standard keyboard technique of Control+End to move to the last record, and Control+Home to move to the first.²⁹ The SELECT ALL button could usefully be re-programmed to be SELECT ALL / UNSELECT ALL, as one sometimes wishes to clear selected records and start again.³⁰

Having found one or more records that are of interest, one might wish to print these out or copy them to a file elsewhere in the computer (export them). Press the PRINT button towards the top of the screen and a copy comes out of the printer. Easy. But not so the EXPORT button. It took me three evenings to sort this out. When you press EXPORT two boxes appear, one asking you to enter the file name under which to save the records and the other asking which folder you wish to save the file in. I keyed BL export as the file name (valid for Windows 95 and 98) and was told that it was invalid. I tried Blexport and both boxes disappeared, leaving the LIST DISPLAY screen as before. Had something worked or not? One expects a message saying that export had been successful. Using Windows Explorer I checked the default folder in the second box and saw that it did contain the file *Blexport*. But I wanted the file to be called *BL export* and to go into a folder called *BL Catalogue*. To cut a long story short, I found that I had to enter a DOS³¹ path C:\Maps as a file name, which then unfroze the second box, into which I keyed the preferred folder name, and had to return to the first box (which had changed contents to *.*), and type in a file name with only eight characters. The usually excellent HELP button failed completely as it said that one would be guided through the export procedure (which just did not happen).³²

When I started this review I opened a document in Microsoft Word at the same time as the CD-ROM in order to make notes on what I did,³³ but whenever I went into Windows Explorer to check where files had gone, it caused the open Word document to close down. Very tiresome. This also needs attention since others will want to make notes or use other programmes whilst running the CD-ROM.³⁴ Thus it seems that the CD-ROM is not compatible with all aspects of Windows 98 (to put it mildly), and that a knowledge of DOS is needed.

²⁸The system has a cumbersome three step box, which asks for a record number to jump to. I cannot see how anyone would know a record number other than the first and last without paper notes beside them. The ability to move alphabetically would be much better. Yet another instance of poor software.

²⁹Neither of which is mentioned in any documentation.

³⁰The easiest way of unselecting all records is to press the SEARCH button again, which clears the selection. I once had 14,762 hits and pressed SELECT ALL (as seems to be favoured in HELP), receiving a message asking if I really meant it, as it would take some time to perform. I replied yes, not knowing that it would freeze the computer for *forty-five* minutes with no option to stop the task. This *must* be rectified.

³¹DOS = Disc Operating System, a rather primitive but effective means of controlling a computer.

³²When records are selected, and EXPORT is pressed, another button allowing either the current record or all selected records to be exported should be black and one can switch between the two options. However, if one leaves export to check something, and returns (with records selected) the button becomes grey and frozen. Although easy to overcome by reselecting a record, this is yet another niggling programming problem.

³³With Microsoft Windows, one can have several programs open at once and switch between them at the click of a button, just like having several books and a notepad open on a table simultaneously.

³⁴It is also possible to lock or freeze the CD-ROM screen, including the close button, for example by pressing MAIN SCREEN, INTRODUCTION, pressing Word on the taskbar, and then pressing British Library on the taskbar, or by opening the line index, pressing Word on the taskbar and then pressing British Library on the taskbar.

In the good old days of library catalogues on microfiche, I would always go straight to the beginning of the alphabetical sequence when visiting a new library in order to see the rubbish thrown up by the system before the sequence proper began. A lot of the opening entries of the indexes for NAME/PUBLISHER, TITLE, PLACE OF PUBLICATION and WHOLE RECORD I suggest are nonsense and would be better removed. If one continues looking through the indexes very embarrassing things appear. In the NAME/PUBLISHER line index there are seven entries under d survey (including one with d.survey) and seventeen entries under d. survey (including two with ministry in the entry). Why has this not been tidied up? The various headings for the ordnance survey include:

ordnance survey office	ordnance survey offic3
ordnacne survey office	ordnance survey office2
ordnance surrey office	ordnance survey offrce
ordnance surrvey office	ordnance suvey office

Or again under PLACE OF PUBLICATION we have lodnon, londom, london and london,, all of which need checking when searching for items on London. Southampton is fun for the masochist. I will not continue. This lack of editing makes the catalogue look shoddy, and reduces the standing of the map library. More importantly, it increases considerably the skill needed for successful searches, thus increasing user time and increasing the chances of not finding items. To know that the CD-ROM in such a state is being sold and seen around the world is very disheartening. Although these examples are taken from the indexes, they arise from errors within catalogue records. No matter how hard we try, there will always be errors, but I would hope that the intention is to remove them as soon as possible. It is not good enough to note that catalogue records have not been corrected and to leave it at that. There is no shine on the CD-ROM due to these things.³⁵ The WHOLE RECORD search facility overcomes many problems arising from integrating four very different catalogues with differing cataloguing rules. However, these same inconsistencies still remain as potential hazards to searching, and are indeed added to by computerisation. Careful editing would make the CD-ROM quite acceptable but still not an authority file for other libraries to use when cataloguing. As it stands, this CD-ROM is just another retrospective conversion, full of errors, needing quite a lot of skill for anything other than standard searches, and uses inadequate³⁶ and outdated software.

I have not mentioned every feature and certainly not every problem encountered but have given examples to illustrate the main features and the sort of problems I found. Searching might be complicated, but so was the old system. It is certainly worth making the effort to learn to use the CD-ROM as one can get *so much* more out of it. At a basic level, both systems give the same answers, but for more advanced searches, the CD-ROM wins every time, even if one does not find everything.³⁷ There was no subject approach in the old catalogues, (e.g. the ability to search for the word railways) but with the CD-ROM, every word is a subject and a search term. The system needs a good few hours before one even begins to get to grips with it, and I see no reason why the full system is not available on the British Library website free of charge. We have already paid for the collection, as well as its

³⁵I would liken the CD-ROM to receiving a typed letter, on headed notepaper, from the Chairman of a top international company full of spelling mistakes and grammatical errors.

³⁶The maximum number of records I managed to hit at once was 189,257 (out of 190,000 odd) which appeared as complete gibberish in FULL DISPLAY. An unrealistic search, but the programming failed.

³⁷Try searching for air photo mosaics with **mosaics**. Of the 101 hits, seldom are any two under the same heading in the old catalogues (ignoring the two items found by **mosaies**).

administration and cataloguing, through taxation.³⁸ If this is not possible, then have the whole system with say 300 records on a theme, maybe Wales through the ages, available for users to download at home so that they can get to know the system before visiting the Map Library.³⁹

There is no mention in the booklet or on the CD-ROM of what the next step is to be. There must be a next step. At the very least, post-1997 records must be made available. Their addition should be easy. What is the intention in this area? Given the ease and low cost of producing CD-ROMs, instead of a one-off purchase costing £1,495 (+VAT?), a subscription service for say five years could have been included in the price, with purchasers being sent cumulative quarterly updates.

I would like to believe that the issuing of this CD-ROM is the first phase in a much larger project, hopefully detailed in a Map Library document headed "Catalogue development". A catalogue is a means of entry to a map collection and must develop with both the collection and technology. Intensive editing must now be the first priority, followed by on-line access from anywhere in the world. A lot of entries refer users to indexes in the map room, and I would have thought it a straightforward task to make these available, linked to the relevant entries, on the CD-ROM. In a similar way, small extracts of maps could be seen alongside each entry, with the availability of the whole item being the ultimate goal. Many entries are for map series, and many important maps are within atlases, so a policy of increasing the number of analytical entries would be beneficial. A greater use of uniform headings is needed for variant names and titles plus an expansion of *see* and *see also* references. A big irritation is that most records do not state the number of sheets there are in a particular map series.

I am not impressed by *The British Library map catalogue on CD-ROM*. It contains nothing really new, nothing innovative, and no professional standards have been set for others to follow. One hundred and fifty years of mostly indifferent cataloguing (by today's standards) have been fossilised within a searchable database. Little has been done to make searching easier for users, indeed, the bringing together of the component parts could be said to have made searching more difficult. There are serious software problems and for recent acquisitions it is three years out of date. It does however enable one to undertake searches that would not have been possible previously. For this alone, it is a tremendous step forward.

³⁸The catalogue for the Public Record Office is free on-line (www.pro.gov.uk), as will be a major project by English Heritage, making available by 2002, a photographic record of 360,000 listed buildings (www.imagesofengland.org.uk).

³⁹In June 2000, a brief and selective guide was made available at <http://ihr.sas.ac.uk/maps/cdhelp.html>. This needs an illustration of the search screen. Having read it after completing this review, I am even more convinced that the whole thing needs to be available, together with a much better guide to searching.

Book Review

Popular Maps. The Ordnance Survey Popular Edition One Inch Map of England and Wales 1919-1926 by Yolande Hodson, Charles Close Society. 411 pages, B5, 46 illustrations, 13 colour plates, hardback, ISBN 1 870598 15 6.

Mention Ordnance Survey maps and most people think first of the one-inch map or its metric equivalent. Mention *old* Ordnance Survey maps and most people (even CCS members, in their early years) would think of a particular edition of the one-inch the exact edition depending on their generation. The late Guy Messenger remarked in his preface to the Society's first monograph that, for him, *old* meant Third Edition. For my generation, *old* meant the Populars, which I had first encountered in their Second War Revision; I can recall my surprise, when I first came across the pukka product in their smart red covers, that these splendid maps still counted as a *popular* edition. On discovering the CCS many years later, I was delighted to discover that its then Hon Sec was working on a definitive account of the series. That was a long time ago, but the great work has at last appeared and all is now revealed.

The murkiest part of the whole story has always been the origin of the series; the Unpopular edition of which the Popular was to have been a cheap mass-market version. Most readers will have heard of the Killarney experiment and may even have glimpsed some of its successors but for the first time not only are the experimental sheets described in detail but extracts of most are reproduced in colour to a standard which allows a proper judgement of their merits. Also described is the ill-judged decision to omit parish boundaries, together with all the complications that ensued. Other chapters cover sheet lines, water and vegetation, roads and railways, and marketing. The main text concludes with an overall assessment which goes against one's preconceptions but is difficult to dissent from; first, that the Director General from whom our Society takes its name made two major errors of judgement; and secondly, that the Popular Edition was not the unqualified commercial success some have supposed it to be.

Sometimes a definitive work can kill a subject stone-dead – there is nothing else that anyone would wish to know. Sometimes the effect is rather to stimulate further study by providing a foundation on which it can build. To demonstrate that this book falls into the latter category, I offer the following three questions.

1. There is a sharp contrast between the praise of cartographers from Hinks to Hodson for sophisticated methods of depicting relief and the apparent disinterest of the army. Leaving aside aesthetic considerations, which form of relief depiction was better for practical military tasks?¹ Were actual trials conducted at the time?
2. The production process for the map within the neat lines has been described in detail in the book. What about the marginalia; in particular, to what extent did the legend evolve with successive revisions of a particular sheet and to what extent was new material copied across from some evolving master legend?²
3. From the late 1920s, a good deal of low-cost improvement went on, not just to the Popular, but to the old half-inch as well. Was there a coherent policy behind it, or does

¹ The juxtaposition of the two forms on Plates 4 and 5 allows the reader to try a concrete example: establish the area within which a piquet at the 'W' of Crown Prince Wood is able to observe infantry movement.

² A couple of the early sheets have legends from which an apparent reference to parish boundaries has been imperfectly deleted. Later military printings sometimes have legends depicting innovations not found on the map itself. So understanding how the legend was produced is far from pointless.

it represent merely the exercise of common-sense by the subordinate officers of the Survey while their superiors were engrossed by their abortive new products.

The final part of the book provides a detailed listing of all the states of the series. A great deal of labour has gone into it: the marginalia of each state are described in considerable detail, together with one cover (but only one) that has been found attached to the state. For the map itself within the neat lines, an occasional note informs the reader of major changes to the specification but lesser changes are unremarked and there is no positive indication of the *absence* of a specification change. This is an approach to cartobibliography which is widely endorsed, making for a manageable and well-defined task. However, there are at least three distinct uses of a cartobibliography:

1. Taxonomy. For a handful of Popular sheets this can not be done by the print code alone. The author was clearly concerned to establish just how many such states existed.
2. Identifying cropped sheets. The physical cropping of Popular sheets is much rarer than for its predecessors but the earlier military printings (not covered by this book) appear to be based on a particular state of the civil map with some removal or alteration of marginalia – essentially another form of cropping.
3. The user who observes a feature on a later state which does not appear on an earlier one may wish to learn when that feature first appeared.

A cartobibliography which entirely satisfied all these users would be impossibly detailed³. Nevertheless, a shift in balance towards the map face - i.e. that part within the neatlines - might have expanded its usefulness.

In one sense, such considerations are unimportant. For the student of OS maps, this volume serves the same purpose that the county volumes of the *Buildings of England* series do for the architectural historian: they set out what is there; they order that material within a coherent structure and they provide a baseline for what is known. No longer must successive investigators rediscover some fundamental fact, all because their predecessors assumed it must already be well-known so failed to publish it. The way forward is clear: buy the book; find out more; and if it isn't in Hodson, write it up for *Sheetlines*.

R C Wheeler

Angels and pins

Richard Oliver writes to suggest that the answer to the question much debated by mediaeval theologians as to the number of angels that can be fitted on the head of a pin is that it depends on the scale of the map! The smaller the scale, the more angels that could be fitted into a pin-sized area.

³ Guy Messenger managed to record changes of content with his Third Edition (Large Sheet Series) monograph, but that was for a series which underwent few changes. Yolande Hodson has noted some of the most important changes within her text – the footnotes on p156 are particularly informative – but has eschewed all reference to content in her cartobibliography.

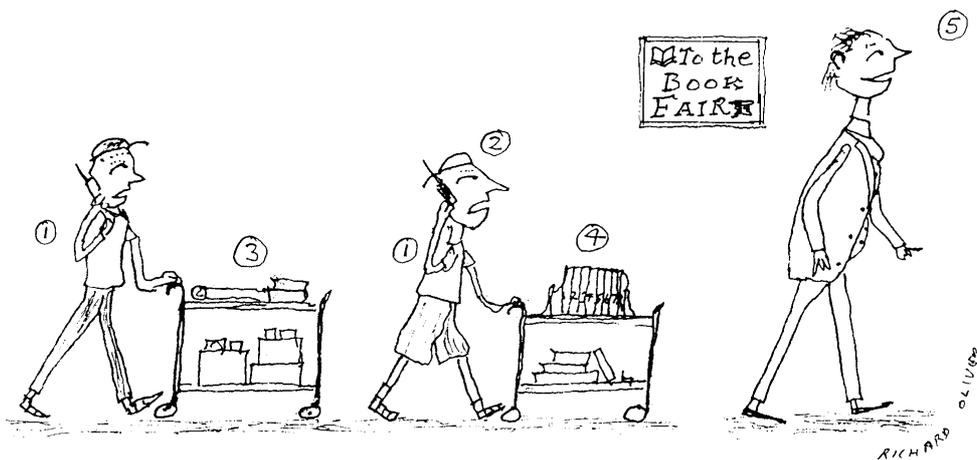
Map collecting forty years on

Richard Oliver



1960

- ① Youthful map collector, able to memorise entire collection (not difficult), with suitably eager expression.
- ② School cap, on the right way round.
- ③ Conveniently passing steam train.
- ④ Picturesque period detail, to fill up picture.



2000

- ① Yooves, on yoof job creation scheme, with mobile phones.
- ② Baseball cap, on the wrong way round.
- ③ Trolley, containing the day's purchases so far.
- ④ Trolley, containing annotated cartobibliographies with details of holdings, including complete set of Harry Margary's The Old Series Ordnance Survey (on top).
- ⑤ Experienced map collector, still with eager expression.

Kerry musings

David Archer

Just as Yo Hodson¹ and Brian Adams² can remember their first maps so can I remember the first few maps in my life.

When I was nine we moved to Roehampton, and for about three years I spent most of my free time in Richmond Park, wandering about studying the wildlife. Just inside Roehampton Gate, next to the keeper's hut was a coloured map in a glass case. This showed the whole park, all the gates, roads, ponds, plantations and the few buildings in the park.³ We looked at it on every visit, either to plan our day or to see where we had been, and it was only a few years ago that I realised the map must have been the Ordnance Survey's *Royal parks – Richmond Park*.

At about the same time I was very interested in the Romans (at that age it was either Romans or Vikings). My father bought me the Ordnance Survey's *Map of Roman Britain*, which was quite a lavish thing to possess. Inside the nice pictorial cover, were a booklet, which was boring, a gazetteer, which meant nothing, and a map, which was rather disappointing as anything of interest was depicted only by dots or symbols. The best bits were the roads. Long straight lines, which caught the imagination and could be traced on the family atlas, the *AA Handbook*.

At some point in the early years of secondary education, I took the Underground overground from Putney Bridge to Southfields. Even though I had a season ticket, it was worth queuing at the ticket office at least once a week in order to pick up London Transport *Underground Diagrams*, as they sometimes changed. Don't ask me how I discovered it (nobody told me) but I knew that identical diagrams had different print codes and hence were of interest. Yes, I have been a ticker as well. Nice crisp diagrams are a wonderful thing to hold, so satisfying.

When I left school, a friend and I went camping in Cornwall for a week. We bought a booklet on twenty historic Cornish pubs and decided to visit two a day. The family atlas was still the *AA Handbook*, and was decidedly unhelpful in identifying exactly how to find our daily tourist attractions. So I bought a cloth backed map in a blue and cream cover, which was perfect for the purpose. Thus, sheet 15 of the *1:250,000 Fifth Series Map of Great Britain* must have been the first Ordnance Survey map that I bought. What was yours? It was good fun plotting the pubs on the map, pairing them and arranging our itinerary.⁴

Nothing much followed until one lunchtime in Mr Collins' Triangle Bookshop in Upper Norwood, in about 1973-4. Several times each week I would visit Mr Collins, looking for nothing in particular. One day, as I was talking to him I saw a *One-inch Popular Edition Map of England and Wales* with a large border in super condition lying on the counter, picked it up, looked inside, saw the light, bought it and became an Ordnance Survey Map Collector. As simple as that.

¹ *The map collector* 54 (1991), 10-15.

² *Sheetlines* 40 (1994), 7-16.

³ Including the White Lodge, which housed a ballet school. We never saw any of the girls, even though, as I have since discovered, there were escapees.

⁴ *Down from the hill* by Alan Sillitoe describes a cycle touring holiday closely connected to an atlas. The cover of the Panther paperback edition is illustrated with a *One-inch Popular Edition Map of England and Wales* sheet 54, Nottingham. Well worth looking for.

Mr Collins and local jumble sales became my main, very small source of maps and nothing of note happened until I changed jobs and started to frequent Woolwich Reference Library once or twice a week at lunchtimes. Beryl, the reference librarian knew that I was interested in maps and one day produced four or five which her husband no longer needed and sent with his compliments. One looked very familiar, yet not so. It had a blue border and the man on the hillside had a rucksack. This was the first *One-inch Fifth Edition Map of England and Wales* I had ever seen (two and a half years after the road to Damascus?).

A fortnight later, I was rummaging in a box under a stall in Whitechapel and emerged with another rucksack man, but with a bright red border to the cover and an ER cypher at the top. Without noticing the word *Relief* on the cover, or looking at the map, I decided that the OS must have changed the colour with the change of monarch.

So, just as I know exactly where I was when told that John Lennon had been shot, I can remember when I saw certain maps for the first time. Can you?

The first map in my collection

Chris Noble

In the mid fifties of the last century I spent probably far too much time walking south from University College in Gower Street to Charing Cross Road, drawn by the bookshops. As well as the small bookshops which sold ambiguously titled books about activities which were to me unclear, as well improbable rubber appliances, there was (and still is) Foyles. As well as the rooms full of shelves of second-hand books, there was always a box of old maps in the basement. My excuse for these trips could easily be found: I was reading Geography.

One day I found in that box a folded, dissected copy of sheet No. LXXV.N.W. (*Harlech*). The middle section of the Lleyn peninsula, published in 1840, electrotyped in 1872, price one shilling. I was familiar with OS maps at least back to the Fifth and the Popular editions but this was clearly something special with its delicate hachuring and the raised engraved border. Its previous owner had coloured some roads red, as well as a walk around Yr Eifl, which I could not remove with Sloans Ink Eradicator, but otherwise it was sound. The blue marbled cover told me it had been supplied by Stanfords, only a few hundred yards away. I was fascinated to see that the wreck of the *Transit* was drawn on the beach, dated 1839. An interesting acknowledgement of the permanence of such a feature. Was it common to show wrecks? The Cambrian railway had reached Pwllheli, ready for the holiday camp to arrive in the next century. Lleyn was the first OS map which I had not bought for the utilitarian purpose for which it was produced, and I suppose led to my wanting to collect early OS maps many years later.

Two other good finds from those days were a sheet of the *Karte des Deutschen Reiches*, 1888: part of Luxembourg which I had recently crossed on my bike. Scale 1:100,000, price 1.50 mark. The perfectly aligned blue of the rivers was the only colour printed. And a good copy of the huge Times Atlas of 1922. I think the sheet maps cost sixpence but the atlas a hefty £1.

Letters

Ordnance Factories

In November 1999 it was announced that the whole of the UK would be air photographed and the results available on the Internet. James Wilson wrote to *The Times* trusting that the MOD would suppress those of military, air and naval bases.

I responded with a letter about a visit to ROF Blackburn by Diehl from Germany (both fuze factories) for which Diehl took a photograph of the ROF taken from the Hindenberg airship in the thirties. At that date ROFs did not appear on OS maps.

I got a letter from Roger Bourne who noted that ROF Blackburn does not appear on the 1961 one-inch map nor on the 1981 1:50,000. And, on Sheet 118, neither does the one at Radway Green (though easily seen from M6). He did more research and found that the 1998 1:50,000 shows a building at Blackburn not on earlier maps and, by 1999, the Radway Green site is marked as “works”. There are other similar cases.

I have a reprint of Sheet 72¹ of the first edition of the One-inch Ordnance Survey of England and Wales, *Brentwood and East London*, updated to 1892. The Royal Arsenal is not shown. There are notes on it by Dr J B Harley. He writes that the Royal Dockyard and Royal Arsenal were added about 1820 but that these were deleted about 1880.

So the OS policy with regard to inclusion of Ordnance Factories has swung like a pendulum from inclusion in the 1820s, exclusion in the 1880s, inclusion in the 1990s.

Back to German air photographs: I had a postcard from a man who was told that, when the Hindenberg flew over Liverpool in 1936 or 1937 it photographed the docks. He saw it following the Liverpool to Manchester railway line flying quite low. Roger Bourne told me that, at ICI’s Agricultural Division at Heysham, they still use the Luftwaffe’s 1941 photograph as the best aerial view of the plant.

So it seems that nothing is worth concealing. I wonder who in the MOD sets the policy with the Ordnance Survey.

Fraser Scott

Portsdown Manoeuvres Map

I was interested to read Tim Nicholson’s comments on my letter². The presence of Portsbridge on my map and the absence on his³ is not, I think, due to a draughtsman’s error. For centuries, a bridge in this position gave the only road access to Portsea Island and Portsmouth. There was a bridge there when I lived in Cosham in the 1940’s and one is still marked on current OS maps. The approach roads are marked on Tim’s map. Possibly Portsbridge was being rebuilt at the time, or perhaps it was closed for the exercise.

Eugene Burden

¹ David and Charles numbering

² *Sheetlines* 57, 42.

³ *Sheetlines* 54, 22.

Explorer 219

I read with interest D C Kimber's article about the *Explorer 219: Wolverhampton & Dudley* sheet. I agree that it is a fine map. The cover photo reflects the enhanced profile of canals these days and complements the cover of *Explorer 220: Birmingham*, which features Gas Street Basin.

The caption on 219 states "Old Engine House & Dudley Canal, Brierley Hill". It is one third correct. The photo does show the former mines drainage pumphouse, known as Cobb's Engine House. However, the stretch of canal shown is not the Dudley Canal but rather the Netherton Tunnel Branch of the Birmingham Canal Navigations and Cobb's Engine House isn't in Brierley Hill. Most locals would locate it in Netherton, though it is properly in Rowley Regis. It is a good two hours from Brierley Hill, well, it is by canal!

Phil Clayton

When is a triangulation pillar something else?

In *Sheetlines 57* ('Give me a firm spot...') Chris Higley described briefly the Global Positioning System (GPS), and how it relates to Ordnance Survey triangulation stations. Shortly before, I noticed that what I had previously thought to be a triangulation pillar at Carlton Colville, just outside Lowestoft, Suffolk, had acquired a plaque, as in the illustration.



This particular trig. pillar had struck me before as rather singular, as it only stands about a foot (30 cm) above the ground, unlike standard pillars, which stand about three feet (a metre) or more in height, and can never have had a very extensive field of view, even were it only used for third- or fourth-order work. Until about 1970 it would have stood in a fairly open spot, but since then piecemeal earlier building has been 'infilled', and the field of view is more restricted than ever before. As, however, horizontal sighting is not important for GPS stations, and it stands well inside an area mapped at 1:1250, it may be thought to have come into its own with the advent of GPS.

The truth proves to be more remarkable. After I had prepared a first version of this note, Chris Higley noticed that the presumed 'trig. station' lacked the usual 'spider' in the top for positioning a theodolite. He also noticed that a diagram of Fundamental Bench Marks (FBMs) showed that one was located somewhere about the south-western suburbs of Lowestoft. (FBMs are the equivalent of primary triangulation stations, controlling the

levelling network as a whole.) He then discovered the National GPS Network Web Site, www.gps.gov.uk, which includes a database of GPS Network Passive Stations.

These include “Whitton Green South FBM Aux 1 H3TM5191”. The data includes that it was last visited by OS on 1 November 1999, that it is 651885.924 metres east and 291261.015 metres north of the false origin of the National Grid, (TM 51889126 for those with 1:50,000 Landranger 134 or 1:25,000 Outdoor Leisure Map 40 to hand), and stands 18.727 metres above mean sea level at Newlyn.

Richard Oliver

Points arising from Number 57

Recycled maps

Philippa Corrie has a wartime GSGS map of Dusseldorf printed on the back of a German army reproduction of an OS one-inch sheet. By 1940 the Germans had reproduced complete cover of Great Britain at 1:50,000 by blowing up the one-inch sheets (before trying to blow up the country!). For England and Wales they used all available Fifth Edition sheets, 25 in total, of which eleven covered Devon and Cornwall. At the beginning of the War the maps were reproduced in five colours with the detail in black, but later reduced to four colours with detail in sepia almost everywhere.¹ Early in the War these maps were produced to high standards by leading commercial firms using high quality paper. By the time the War ended map depots of the belligerents contained hundreds of millions of copies of unused maps. Where these depots were overrun during operations, after the usual peel-off of copies for intelligence and record purposes, the stock could be usefully employed for immediate printing, thus saving the logistical nightmare of hauling paper rather than food or ammunition.

After the War paper was still in short supply and there were additional ways of disposing of unwanted stocks, apart from the disastrous attempt in Italy to blow up tons of classified maps which had to be hand recovered from many acres of the surrounding countryside! Andrew Cook has a copy of the GSGS(India) instruction for disposing of large quantities of maps on a structure looking, as one might reasonably expect, like a Burning-Ghat. A later attempt to get rid of stock in the Far East involved steel-banding maps before sinking them at sea. Some time later the paper absorbed enough seawater to swell and burst the bundles! Attractive maps printed on fabrics such as pure silk and artificial silk (Bemberg rayon), at a time when cloth was still rationed, were sold in fashion houses such as Liberty's in Regent Street for a shilling or two, to become, in the hands of ardent DIY dressmakers, headscarves, blouses or nightdresses. Maps on paper became widely available in the late 1940s turned into envelopes. Unlike the recent proliferation of such recycled maps which have the print on the outside requiring an address label to be added, the post-war ones were white side out and required careful unravelling before you could try and guess the country and scale. I remember Peter Clark gathering as many used envelopes as he could get hold of to see if it was possible to reconstruct a sheet!

¹ Richard Oliver points out that this work was apparently in hand as late as August 1941, some time after the projected invasion in 1940 had been abandoned. The 1:50,000 map derives from the one-inch Fifth Edition, in a mid-1930s printing, as indicated by the retention of tree symbols in woods.

The German Army maps and surveys information book *Planheft Grossbritannien* appeared in a half-dozen revisions between 1940 and 1944, which can be variously consulted in the major map libraries, as can copies of most of the series described in detail in the text and indexes. The OS maps were reproduced at metric scales and with German grids and marginal information. The OS file, CR 11695/35 *Maps produced by the Germans for use during the last war derived from OS maps* is in the PRO, OS 3/93.

Early OS one-inch maps in colour

In recounting some of the pre-history of the Third Edition small sheet series Roger Hellyer briefly alludes to the fact that the hachures were until 1892 engraved on the original outline copper plate after it had been duplicated by the electrotype process, which had been in use since the 1840s. In this process electrotype casts in relief, called *matrices*, were produced which facilitated revision when detail needed to be removed before re-engraving with the new detail. Scraping of matrices was a standard job, as can be seen from the Dublin Circular of 1894 relating to the recording of work being done in the engraving department there on the plates of the revised one-inch map of England. It would be a much more economical way of creating a separate hill plate for a second printing by zincography in black or brown on a revised outline engraved impression, or as a basis for lithographic transfer to a multicolour map. A further method of printing the hills in a second impression is described by Captain Palmer in *The Ordnance Survey of the Kingdom*, (1873), p56, fn., “By an ingenious process, lately devised, the drawings of the hill features, after having been photozincographed, are printed, either in black or colours, from *separate* hill-plates, on impressions from the one-inch outline plates. Thus, maps with the hill-features are issued promptly to the public, almost as soon as the outline plates are ready, without waiting for the hills to be *engraved*. For a fuller account of this process, see *Ocean Highways*, June, 1873, p. 107.” By that time the equivalent military map of the Austrian Empire at 1:75,000 was being very rapidly produced in colours by transfers from copper plates which had been engraved photogalvanographically from drawings at 1:60,000 of the separate plates.

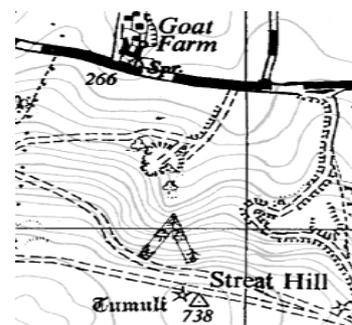
Maps of camping grounds

The need to control rampaging troops on manoeuvres outside land owned by the military could be dealt with in two ways. One of the more relaxing tasks confronting young Gunner officers under instruction was the TEWT, a tactical exercise without troops, which during the War often developed into *eggsercises* looking for remote farms willing to sell a few eggs at a time when re-constituted dried egg powder was the norm in the mess. More serious exercises over several days required quite specific instructions covering off-road stopping places, and the sets of plans noted by Mike Nolan fit into that situation. Presumably this will be reflected in the PRO records of the Lands Branch of the War Office which would have been responsible for arranging compensation terms with landowners, although mundane records of such ephemeral business probably do not survive. The earliest maps of camping grounds I came across had been safely loitering uncatalogued in the War Office Map Library until I transferred them to the PRO some years ago, I think into WO 78 pieces 5720-5726. These manuscripts dated from the years around 1800, and were of areas mainly west of Windsor, and around Colchester.

Ian Mumford

Jubilee Trees

Richard Dean's Northamptonshire example of '1883' spelt out in trees¹ can be compared with the substantial wood in the shape of a **V** on the scarp slope of the South Downs, in the parish of Streat, East Sussex (TQ348130). This was planted in 1887 to commemorate to Golden Jubilee of Queen Victoria. It has appeared on successive OS maps, including the new Explorer sheet 122, where it is precisely but not conspicuously represented.²



M J Stacey

The map extract is taken from 1:25,000 sheet TQ31 of 1947, courtesy of Richard Oliver.

C Roads

Michael Mills asks about 'C' category roads in Norfolk.³ They certainly still exist as a classification, but you do not see the numbers on signposts anymore. I moved to Norwich in 1963 and have only faint memories of seeing such signs – very much oddities even by then. I asked a fellow cyclist whose memories go back to about 1919, and he wrote in reply:

“C category roads: what can I say, they were so common, ... just part of the establishment. They don't put them on signposts anymore, what a pity. C class roads were the major routes connecting the larger villages and further afield. The numbers were painted on the end of the signpost arm, green figures on a yellow base (or was it the reverse)?”

C roads can still be seen in the plans issued in connection with public consultation regarding proposed road improvements and they are constantly referred to in the Official Notices in the *Eastern Daily Press*. Thus from a Temporary Traffic Order⁴ we can read “Alternative routes are via C136 Chequers Lane, B1077 Attleborough Road, A11, C157 Westcar Road and C136 Long Street”.

All this relates to a closure at about TM020964 or, as the Director of Law and Administration puts it: “C136 Long Street from 400 metres south of the U33138 Pen Hill Lane for a distance of approximately 180 metres southwards”. For there are 'U' roads too – 'unclassified'. I do not have a key map for Norfolk, but I do have one for East Suffolk. It is a huge grey outline one-inch map, reproduced from the OS by Cook, Hammond and Kell Ltd., Mitcham and Westminster, and dated 1968. The base maps appear to be Seventh Series, of circa 1960. Overprinted are trunk roads in purple, A roads (“class 1 roads”) in red, B roads in blue, C roads in yellow and unclassified roads in green; all with their numbers. The C roads start in the SE corner with 'C1', so presumably the numbering system is separate to each county.

¹ *Sheetlines* 57, 46.

² Malcolm Stacey's note arrived on the back of a splendid postcard of a painting in gouache 'Jubilee Trees from Streat Lane' by Rosemary Pavey. For technical and copyright reasons it is unfortunately not possible to reproduce this card.

³ *Sheetlines* 53. The Editor apologises for the delay in publishing this letter, which fell down a crack between his predecessor and himself.

⁴ 12 November 1999.

My cyclist friend, quoted above, describes ‘C’ numbers on Norfolk signposts as an inter-war phenomenon, but according to the book *The King’s Highway* by Rees Jeffreys, 1949, class III roads were first separated from unclassified roads for the financial year 1946/47 – for, as John Bentley says, the prime purpose of the system was to settle the proportion of maintenance costs which came from central funds.

Fergus Muir

Cauk and limestone

Although born in Cardiff, I lived in Buxton all my schooldays (up to 1947) and again in 1966-7, in four homes within 1½ miles of the Cauk Pits¹. In the Buxton coalfield there were not only pits but also shafts and levels. The Grin to the east of Ladmanlow (usually Ladmanlow) has been quarried for limestone “since Roman times”, but the emphasis is on quarried, and the map extract in Peter Warburton’s article shows ‘Limestone’ as well as ‘Cauk Pits’. The area of these pits is a relatively flat plateau or col. It is my recollection that the rubbish hereabouts was of a crystal nature rather than limestone rubbish.

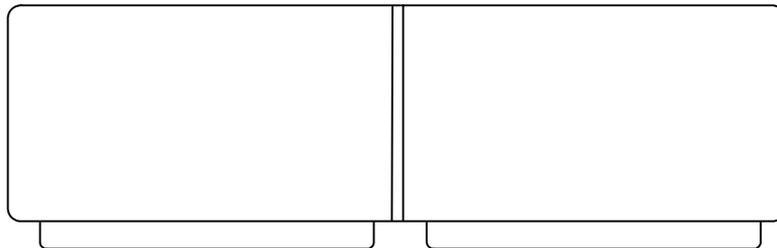
Chambers Dictionary gives: “Cauk: barytes in platy crystals. [A form of *chalk*]”, with barytes defined as “heavy spar, barium sulphate”. Limestone is calcium carbonate.

I believe that there were two separate extractive industries at Ladmanlow, with cauk nearest the gritstone.

P Justin McCarthy

A plain cover

I have found a copy of One-inch Seventh Series sheet 72, *Girvan*, edition B of 1965. Nothing exceptional about the map, but its cover, unfolded looks like this:



Apart from a previous owner’s biro sheet number and name on the spine, it is completely blank white. There is no sign of the cover having been altered or damaged. It is glued by its flaps to the map in the normal way.

Can someone explain this albino example? Was it intended for mounting in some other cover, but escaped without?

James Mackay

¹ Vox pop, *Sheetlines* 57, 20.

New Maps

Jon Risby

This list covers all small scale maps published between 15 March 2000 and 9 August 2000. 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 publication. There is also a list of those maps due for publication by OS up to 31 October. After the list of OS maps is a resumé of maps published by Alan Godfrey between April and July 2000.

Landranger

26	Inverness & Loch Ness, Strathglass	C	2000	1999	-	19/4/00
30	Fraserburgh, Peterhead & Ellon	B	2000	1999	-	31/5/00
63	Firth of Clyde, Greenock & Rothesay	B	2000	1999	-	17/5/00
78	Nithsdale & Annandale, Sanquhar & Moffat	B	2000	1999	-	12/4/00
81	Alnwick & Morpeth, Rothbury & Amble	B	2000	1999	-	24/5/00
93	Middlesbrough, Darlington & Hartlepool	C	2000	1999	2000	12/4/00
94	Whitby & Esk Dale, Robin Hood's Bay	C1	2000	1995-6	1999	12/7/00
107	Kingston upon Hull, Beverley & Driffield	C	2000	1998-9	2000	19/4/00
114	Anglesey	B1	2000	1997	1999	2/8/00
115	Snowdon, Caernarfon	C	2000	1999	2000	26/4/00
129	Nottingham & Loughborough, Melton Mowbray	C	1999	1999	-	15/3/00
134	Norwich & The Broads, Great Yarmouth	C1	2000	1996	1999	26/7/00
146	Lampeter & Llandoverly	B	2000	1999	-	28/3/00
152	Northampton & Milton Keynes, Buckingham & Daventry	D	2000	1999	2000	28/6/00
156	Saxmundham, Aldeborough & Southwold	B	2000	1999	2000	26/7/00
160	Brecon Beacons	B	2000	1999	2000	21/6/00
163	Cheltenham & Cirencester, Stow-on-the-Wold	C	2000	1999	-	19/4/00
186	Aldershot & Guildford, Camberley & Haslemere	C	2000	1999	2000	22/3/00
187	Dorking & Reigate, Crawley & Horsham	C	2000	1999	2000	12/7/00
191	Okehampton & North Dartmoor, Crediton & Bovey Tracey	C	2000	1999	2000	19/7/00
197	Chichester & the South Downs, Bognor Regis & Arundel	C1	2000	1997	1999	19/4/00
198	Brighton & Lewes, Worthing, Horsham & Haywards Heath	D	2000	1997	1999	19/4/00
199	Eastbourne & Hastings, Crowborough, Battle & Heathfield	D	2000	1999	-	29/3/00

Explorer

119	Meon Valley, Portsmouth, Gosport & Fareham	A/	1998	1997	2000 ¹	18/5/00
132	Winchester, New Alresford & East Meon	A/	1998	1997	2000 ¹	13/4/00
242	Telford, Ironbridge & The Wrekin	A	2000	2000	-	22/3/00
243	Market Drayton, Loggerheads & Eccleshall	A	2000	2000	-	5/4/00
245	The National Forest, Burton upon Trent, Swadlincote, Ashby-de-la-Zouch & Coalville	A	2000	2000	-	29/3/00
247	Grantham, Bottesford & Colsterworth	A	2000	1999	-	22/3/00
256	Wrexham & Llangollen	A	2000	2000	-	22/3/00
264	Vale of Clywd, Rhyl, Denbigh & Ruthin	A	2000	2000	-	5/4/00
265	Clwydian Range, Prestatyn, Mold & Ruthin	A	2000	2000	-	4/7/00
266	Wirral & Chester	A	2000	2000	-	4/7/00
267	Northwich & Delamere Forest, Winsford & Middlewich	A	2000	2000	-	29/3/00
275	Liverpool, St Helens, Widnes & Runcorn	A	2000	2000	-	5/4/00
278	Sheffield & Barnsley, Rotherham	A	2000	2000	-	29/3/00
280	Isle of Axholme, Scunthorpe & Gainsborough	A	2000	2000	-	5/4/00
281	Ancholme Valley, Barton-upon-Humber, Brigg, Scunthorpe & Kirton in Lindsey	A	2000	1999	-	22/3/00
284	Grimsby, Cleethorpes & Immingham, Caistor & North Thoresby	A	2000	2000	-	5/4/00
289	Leeds, Harrogate, Wetherby & Pontefract	A	2000	2000	-	29/3/00
279	Doncaster, Conisborough, Maltby and Thorne	A	2000	2000	-	20/7/00
301	Scarborough, Bridlington & Flamborough Head	A	2000	2000	-	26/7/00
300	Howardian Hills & Malton, Yorkshire Wolds North	A	2000	2000	-	26/6/00
314	Solway Firth, Wigton & Silloth	A	2000	2000	-	29/3/00
316	Newcastle upon Tyne, Gateshead, South Shields, Prudhoe, Ponteland, Cramlington & Whitley Bay	A	2000	2000	-	9/8/00
323	Eskdale & Castle o'er Forest, Langholm, Canonbie & Gretna Green	A	2000	2000	-	9/8/00
340	Holy Island & Bamburgh, Wooler, Belford & Seahouses	A	2000	2000	-	9/8/00

Outdoor Leisure

31	North Pennines, Teesdale & Weardale	B	2000	1999	-	12/4/00
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¹ Reprinted with corrections

Touring Maps

Cornwall	A	2000	11/99	5/00 ²	22/3/00
Devon	A	2000	11/99	5/00 ²	22/3/00

Forthcoming Maps

The following maps have been announced for publication up to 31 October 2000.

Landranger

71	Lanark & Upper Nithsdale	B	16/8/00
28	Elgin & Dufftown, Buckie & Keith	B	23/8/00
141	Kettering and Corby	C	30/8/00
190	Bude and Clovelly	C	6/9/00
35	Kingussie and Monadhliath Mountains	B	13/9/00
145	Cardigan & Mynydd Preseli	C	27/9/00
109	Manchester, Bolton & Warrington	C2	27/9/00
148	Presteigne & Hay-on-Wye	B	18/10/00

Explorer – New Publications

294	Market Weighton and Yorkshire Wolds Central	16/8/00
291	Goole & Gilberdyke	6/9/00
297	Lower Wharfedale and Washburn Valley ³	6/9/00
296	Lancaster, Morecambe & Fleetwood	4/10/00

OS Northern IrelandDiscover

5	Ballycastle ⁴	B	1999
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OS IrelandDiscovery

26	Lough Allen	First Edition	1999
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Alan Godfrey reprints

Full details from Alan Godfrey Maps, Prospect Business Park, Leadgate, Consett, DH8 7PW, tel. 01207 583388, fax 01207 583399, <http://www.alangodfreymaps.co.uk/>.

The table shows: County / Sheet no. / Title / Date of map / Month of issue of reprint.

Berwickshire	6.13	Eyemouth	1898	5/00
Berwickshire	16.07	Duns & Greenlaw	1898	7/00
Caernarvonshire	15.04	Caernarfon	1913	5/00
County Antrim	60.04	Belfast (Oldpark & Ligoniel)	1901	6/00

² Official publication date is 22 March, but the maps show latest revision date of May 2000!

³ I think this is simply a renumbering of existing Explorer 27, though OS are publishing conflicting information.

⁴ In the new 'digital' style.

County Antrim	60.08	Belfast (Shankhill)	1901	3/00
County Durham	6.09	Rowlands Gill	1895	7/00
County Durham	11.11	Leadgate	1895	5/00
County Durham	12.15	Craghead	1895	4/00
Lancashire	97.05	Chadderton	1907	4/00
Lancashire	97.12	Lydgate, Roaches & Quick	1906	5/00
Lancashire	99.14	Bootle (North)	1906	5/00
Lancashire	108.01	St Helens (SE)	1906	5/00
Lancashire	113.12	Garston	1905	7/00
Lancashire	116.01	Warrington	1905	6/00
Leicestershire	17.08	Loughborough	1901	3/00
Lincolnshire	19.16	Brigg	1906	6/00
Lincolnshire	22.08	Grimsby (New Clew)	1906	8/00
London	38	Kentish Town	1870	4/00
London	76	Waterloo & Southwark	1894	7/00
London	79	West India Docks & Greenwich Marshes	1894	8/00
London (Large scale)	7.42	Fitzroy Square	1870	4/00
Manchester (Large scale)	35	Upper Ardwick	1849	5/00
Manchester (Large scale)	40	Higher Ardwick	1849	5/00
Middlesex	3.13	Enfield Lock	1895	6/00
Northamptonshire	45.05	Northampton (North)	1899	8/00
Staffordshire	67.04	Bradley, Coseley & Wednesbury Oak	1913	5/00
Staffordshire	71.03	Round Oak	1901	7/00
Suffolk	70.03	Haverhill	1902	7/00
Warwickshire	14.10	Small Heath & Sparkbrook	1903	3/00
Wiltshire	66.07	Old Sarum	1906	6/00
Worcestershire	10.08	Lifford & Bournville	1903	4/00
Yorkshire	56.134	Northallerton	1911	8/00
Yorkshire	246.01	Greetland	1905	7/00
Yorkshire	246.02	Elland	1905	3/00
Yorkshire	294.06	Sheffield (Rivelin Glen)	1902	6/00

England and Wales One-inch

76	Rossendale	1895	4/00
77	Calderdale & Huddersfield	1902	7/00
78	Wakefield & District	1907	7/00
84	South Lancashire Coalfield	1907	8/00
188	Cambridge, Newmarket & District	1905	5/00
189	West Suffolk (Bury & Mildenhall)	1897	6/00
200	Vale of Evesham & Stratford	1892	5/00
240	Roding Valley & Epping Forest	1886	5/00
258	S-E Essex	1884	6/00
329	Poole Harbour & Bournemouth	1893	4/00
352	Fal Estuary & Camborne	1890	4/00