



# *Sheetlines*

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

This edition of *Sheetlines* was published in 2001 and the articles may have been superseded by later research.

Please check the index at  
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Published by  
THE CHARLES CLOSE SOCIETY  
for the Study of Ordnance Survey Maps  
[www.CharlesCloseSociety.org](http://www.CharlesCloseSociety.org)

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

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

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# Sheetlines

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

Sheetlines 61

August 2001

## *21 Glorious Years*

Interest in Ordnance Survey maps has grown considerably in the last few years, and has now reached a point where it is thought that the formation of an 'interest group' would provide a valuable forum for those who wish to share their interest and become better informed about the Ordnance Survey and its products.

Several ideas have been expressed as to the form such a group should take, and in order to discuss these further it is planned to hold an all-day meeting at the British Library Map Library on Saturday 8th November 1980, beginning at 11.00 a.m.

So wrote the then Yolande O'Donoghue, twenty-one years ago, to a number of those known to be interested in Ordnance Survey matters. Fifteen people gathered at the British Library for an open discussion and to hear a talk by Peter Clark, the other convener of the meeting, on 'The OS ½" maps: a framework for collectors'.

The minutes record that Yo 'explained that the idea of forming an Ordnance Survey 'interest/study/collectors' group had originated independently among several people during the last few years'. It was considered that there would be sufficient support to justify the formation of a small group whose aim would be to draw together the many strands of interest in OS in order to increase their knowledge and give some structure to the collection of information on OS material. The title of the group should in no way imply any connection with the Ordnance Survey itself, of which the group was entirely independent. It was decided that the long association of the name of Col. Sir Charles Close (Director General of the Ordnance Survey 1911-22, and later Col. Sir Charles Arden-Close) with the study of the history of the Ordnance Survey would make it an appropriate choice for inclusion in the title.

It was therefore resolved that the group should be called 'The Charles Close Society for the Study of Ordnance Survey Maps' and that it should be considered founded by this meeting of 8 November 1980.

A letter sent to those who expressed interest, but had not attended the initial meeting, contains a sentence which has continued to be a guide: 'Although the role of serious study in the Society's activities is emphasised, do not be put off by this if your concern is of a more relaxed nature – the curiosity of the casual collector is most welcome for it often prompts the unanswerable question for someone else to work on!'

In June 1981, Yo, now Mrs Hodson, wrote to the founder members, 'I am now in the process of drafting the first Newsletter. Chris Board has already produced a 'working note' on the 3rd edition of the Quarter-Inch map'.

Chris, himself, takes up the story in a recent letter to the current editor: 'You will see that Yo acted as secretary, treasurer and editor at the beginning: all that with a new baby. I suspect that my note was one of the catalysts for setting up the interest group. By September 1981, Yo reported that we had 40 members. By the end of 1981 there were 63.

'I believe I was the first to suggest a study meeting which took place at my home on 12 December 1981 after a spectacular snowfall. This has become a typical approach and follows a model I encountered in the philatelic world. Indeed the Society resembles one of the many interest groups in that sphere, many of which are called Study Circles. I had thought that the market for OS maps would gradually change as networks built up, knowledge expanded, and collecting became more organised, once the parameters became better known. Despite the existence of Seymour's *History...*, the fragmentary nature of the OS records has enhanced the importance of the published output of maps. This increases the significance of collecting, and collections both public and private. It was foreseen that the interest group model would enable members to be better prepared to cope with such scattered material.

'*Sheetlines* and the booklets which followed are amazingly successful and of course the *Concise Guide for Historians...* has made us more widely known. My other notes indicate that we avoided giving the impression that we were a group of collectors. Having said that, as in philately, it is not at all easy to disentangle collecting from research, the serious business.

'Yo also reported in September 1981 that she had all the material she needed for the first newsletter. It is clear from the minutes of the inaugural meeting that publications were regarded as risky and expensive. Authors were to be expected to publish in existing learned journals. The transformation of *Sheetlines* from a newsletter to a mini-journal and the development of a specialised publication list, begun as a "kitchen table" exercise, are manifestations of the increasing maturity of the Society. *Sheetlines* was called the newsletter of the Society until 1990, when the new Editor, Richard Oliver, recognised the fact that we had outgrown our original estimate of membership, and had included research as well as review, commentary, correspondence and notices in the newsletter. See Richard's letter **from** the Editor in *Sheetlines* 28, September 1990, and note that he does not call it an Editorial. Incidentally this same issue contains the second of the CCS working papers – by Richard Oliver - on steeples and spires.

'Meanwhile the map market after annual general meetings, which grew informally as a service to members, almost seems to have a life of its own now. It was set up experimentally in 1985 and has become a regular attraction wherever the annual meeting is held. Woe betide us if we overlook, or appear to overlook, the requirements of the increasingly professional dealers wishing to attend. Although it originally seems to have been seen as a way in which members might swap maps, the members with large stocks for sale now dominate.

'*Sheetlines* has occasionally featured discussions about ourselves rather than about maps. See Alan Godfrey's 1983 article 'Where are we going?' in *Sheetlines* 8, p9. Membership was then 111 but an increasingly small proportion of members were active, a thought picked up by Brian Garvan the incoming membership secretary.

'Looking through the first ten years of our existence as recorded by committee and AGM minutes I get the feeling that the 1990s have been rather different. Before then we were essentially running an outfit which relied on typed or handwritten notes and letters.

Computerisation was limited. The earliest index for *Sheetlines* was typed into a word-processor package from record cards. Membership records were not yet computer-based. Before communication between us was speeded by e-mail most tasks took that much longer to complete. Now for a similar effort we can deal with more members.'

This is perhaps as well for a Society that still relies on voluntary effort. The 'small group' has grown to well over four hundred members, whose continued lively interest in, and desire to be better informed about, Ordnance Survey maps is clear from the pages of this and every issue of *Sheetlines*. It is a remarkable tribute to the long-term appeal of the subject that, a quarter of a century after the first meeting, fourteen of the original fifteen founder members are still on our books.

### **Charles Close Society - Publications - Special Offers**

#### **LIMITED NUMBERS for a LIMITED TIME**

#### **The "Ten Mile" maps of the Ordnance Surveys.**

Normally **£17.95**. On sale at **£7.50** inc. UK postage and packing.

#### **The maps of the Ordnance Survey: a mid-Victorian view by Captain H Riall Sankey, RE**

Normally **£5.00**. On sale at **£2.50** inc. UK postage and packing.

**From 1st September, for a limited period, the Society is making available to members, limited numbers of these publications at 'bargain' prices.**

**This offer closes on 28 February 2002 and is unlikely to be repeated.**

#### **The "Ten Mile" maps of the Ordnance Surveys**

This 212 page, A4, softback book by Roger Hellyer has been described as "The definitive text on this complex subject including much valuable information on Irish OS involvement. Tremendous value".

#### **The maps of the Ordnance Survey: a mid-Victorian view by Captain H Riall Sankey, RE**

This 36 page, illustrated, A4, softback, with an introduction by Ian Mumford, has been described as "a must for anyone interested in OS maps, printing or technology generally".

Send orders to: Publications Manager, The Charles Close Society,  
11 Riverdale, WETHERBY, Yorkshire, LS22 6RP, United Kingdom.

Please make cheques payable in **sterling** to: "**The Charles Close Society**". UK Postage and packing included in sale prices. For orders of more than one of each book and/or overseas orders, contact Publications Manager for details. Please allow 28 days for delivery. No publications sent "On Approval".

## *Dealers in second-hand OS maps*

### *A possible new information service for members*

Over recent months I have received several unsolicited enquiries asking whether the Society maintains a list of dealers in second-hand OS maps. Because of these enquiries, the Publications Sub Committee have accepted an offer I have made to compile an informal list of dealers which would be made available on paper and, in due course, on the Society's website. As a start to compiling this list I would like to invite those amongst our membership who already deal in second-hand OS maps to submit their details for inclusion.

**Any listings produced will be factual only and will not indicate any Charles Close Society 'seal of approval', endorsement or rating system.**

Could I therefore ask members who would like their details included to supply me with the following information by letter, fax or e-mail – preferably e-mail so that I only have to edit, not re-enter, details.

Name

Business name – whether an individual or a company

Shop or private premises

Full address and post code

Telephone number(s)

Fax number(s)

E-mail address

Web URL address (if relevant )<sup>1</sup>.

Are personal visits to your premises possible?

Stock areas: a (one-inch Old Series), b (one-inch New Series to 5th Edition),  
c (one-inch 6th & 7th Series), d (half-inch & quarter-inch),  
e (tourist & district), f (Scottish), g (Irish), h (1:25,000), i (large scales).

Normal stock size: 1 (1-100), 2 (101-250), 3 (251-500), 4 (501-1000), 5 (1001-3000),  
6 (3001-5000), 7 (over 5000).

*Ideally please combine the above – e.g. a1, c3, e1 etc.*

Preferred contact method for ordering

Are catalogues issued?

Are discounts available to Charles Close Society members?

Payment methods acceptable - cash, cheques, credit cards

Other specialisms - e.g. OS related books/publications, areas covered etc.

If you believe that other straightforward information might be usefully included please let me know. Current plans are to have the first listing available in printed form to go out with the December 2001 issue of *Sheetlines*, followed, possibly, by inclusion in the Almanack, and on the website.

Contact details: Professor David J Parsons, Chairman, Publications Sub Committee, Charles Close Society, 1 Kent Drive, Congleton, Cheshire, CW12 1SD, United Kingdom.

Phone: +44 (0) 1260 271 596; fax: +44 (0) 1260 270 875; mobile: 07802 709193;  
*dparsons@attc.demon.co.uk*

*David Parsons*

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<sup>1</sup> We plan at some point to include the list on the Society's website – so please also indicate whether you would wish to have your details included there.

## *Database for exchanging maps*

There has been an excellent response to my note in *Sheetlines 60* regarding a database for the buying and selling of OS maps. I have made several attempts to produce a formal structure based on editions, but have ended up simply reproducing individuals lists as submitted to me. This seems best to reflect each person's needs.

At the moment the database is to be found under 'index' on my own website <http://you.genie.co.uk/forbescr/> but I hope it will merit its own site. If you have had a look already and been put off by gobbledegook, please try again as we seem to have sorted out the problems of different browsers. Do have a think about participating as we have already had successful matches. Please contact me before you make up your lists – e-mail [forbescr@u.genie.co.uk](mailto:forbescr@u.genie.co.uk) to discuss the form you want.

*Forbes Robertson*

## *Visit to the Public Record Office, Kew, 24 March 2001*

*John King*

A small group of seventeen members gathered at 11 am for coffee, before being welcomed to the PRO by Sarah Tyacke, Keeper of Public Records.

Yo Hodson treated us to a slide presentation and talk, ostensibly on Captain Mudge's map of Kent (since it was the 200th anniversary of its publication) but, in fact, on the wider background, placing the map firmly in its military context and period. Yo, as ever, demonstrated her tremendous breadth of knowledge.

Under the supervision of the PRO staff, we were allowed to look at the maps of the period – and what a wealth was presented to us. The 1786 military survey of Plymouth at the six-inch scale (of which we saw only the central section) comprised one part in outline only, a second part showing land use and a final part (around Plymouth) showing land use and hachures. We were also shown maps of Jersey, Guernsey and one of Norfolk/Suffolk, which included a military road classification system. Finally, we were shown a copy of the original survey of Kent with a high level of road, bridge, fence, etc. detail. And all that time, Yo was passing comments and answering our questions!

Brian Adams then produced his copy of the Mudge map of Kent (an early state) and proceeded to show us how the latitude on the map was wrong! By this time, we had already over-run by half an hour, due to intensive academic discussion about the maps.

After a hurried lunch, we returned for a talk from Geraldine Beech of the PRO on the PROCAT system of reference and means of searching for maps. Again, this prompted many questions and much discussion.

We were then taken to the Training Room where a display of maps and drawings had been laid out for us. The display was largely on coastal defences and included maps of Romney Marsh, (the earliest being from 1536), the Royal Military Canal, drawings and photographs of Martello Towers and a map of the Romney, Hythe and Dymchurch Railway showing the extension in the late 1920s. Also included was a selection of railway ephemera and postcards relating to the RHDR (of great interest to this railway buff!).

Other material laid out for our inspection included the OS map of the Survey of Jerusalem, the 1791 Trigonometrical Survey of S.E. England (and related documents) and a “Ridings” map of Surrey/Berkshire. The latter had only been recently ‘discovered’ and looked like a trig. map but had been originally wrongly described and dated. (Geraldine Beech was very glad of the input from the CCS members!) This map needs further investigation.

Various reports had been laid out including a survey of a coastline in preparation for invasion. The PRO date on the document was 1756 but Yo asked permission to take a sheet and, holding it up to the light, discovered the watermark date of 1796! Further reading of the document revealed that it probably related to the Norfolk/Suffolk map, which Yo had been talking about earlier – a real find. Again, further investigation is required.

All too soon the day was drawing to a close (with tea and biscuits provided by the PRO). Dave Watt gave Yo and the PRO Team a vote of thanks. We must thank Yo Hodson for her talk and insights into the many maps, and also Brian Adams. We are very grateful to the PRO for their hospitality, the well-appointed lecture room and all the effort that had gone into preparing the display, particularly to Geraldine Beech, Rose Mitchell and Meryl Foster. Finally, thanks are due to Gerry Jarvis for all the organisation that went into the day. As a schoolmaster, I know only too well how much work a trip like this takes and the CCS members should be grateful for his time and effort.

### *Confession time?*

*I wouldn't mind betting that not a single person in this carriage holds a first class ticket.*



*I wouldn't mind betting that not a single person in this carriage holds a first class ticket.*

Spotted by David Archer on the back of a one-inch Fifth Edition St. Albans District Map. Similar examples of curious manuscript annotations are very welcome.

## *Lie of the Land: the secret life of maps*

### *New exhibition at the British Library*

Can you rely on a map to tell you where you are? What we see on a map is rarely the same as the land under our feet. Some maps deliberately set out to deceive. Many show a selective view and reflect only the interests of the people who made them. Stunning maps from ancient to modern reveal a secret world for you to discover. In every case there is more than meets the eye.

Highlights include:

- World War II escape maps, made under the noses of the enemy
- Paradise found! The Garden of Eden and the Tower of Babel discovered in the Middle East
- A huge China dwarfs a tiny America in 1644 – the shape of things to come?
- Roman Britain mapped out – forgery which fooled academics for over 100 years

**27 July 2001 to 7 April 2002, in the British Library's Pearson Gallery. Admission free.**

## *The Countryside and Rights of Way Act – an update*

*Richard Evans*

*Sheetlines 60* contained a short introduction to the consequences for OS maps of the Countryside and Rights of Way Act 2000.<sup>1</sup> This article updates readers on current developments to the end of June. A number of final decisions have yet to be made and there will certainly be a need for further updates, as well as the possibility of review articles on the products.

There are essentially two elements to the mapping process. The provision of statutory maps, and the consequences of the legislation on published small scale maps in the *Explorer* and *Landranger* series.

On statutory mapping, the Countryside Agency (CA) has now published leaflets for wide distribution: *Drawing the Boundaries* summarises the mapping and consultation process, and *New Rights, New Responsibilities* provides a simple explanation of the new countryside access arrangements.<sup>2</sup> This article will not attempt to reproduce or summarise them but will concentrate on the consequences for Ordnance Survey.

After publication by the Government of its conclusions following consultation on how to secure more and better access to the countryside, the Countryside Agency initiated a pilot mapping exercise, undertaken by the GeoData Institute at the University of Southampton. At a meeting of the National Countryside Access Forum in November 1999, the Institute explained the work it had done to identify the scope and utility of using existing datasets for mapping open access land.

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<sup>1</sup> 2000 Chapter 37.

<sup>2</sup> Obtainable from Countryside Agency Publications, (0970) 120 6466.

The final contract for the mapping was awarded in late 2000 to Binnie Black Veatch (BBV), specialists in environmental consultancy mapping, who have been consulting interested bodies on the mapping methodology: this has been developed from the assessment undertaken by the GeoData Institute.<sup>3</sup> Section 11 of the CRoW Act provides for Regulations relating to map production with respect of the scale on which maps are to be prepared and the manner and form in which they are to be prepared and issued. These Regulations are still awaited and therefore work by BBV remains subject to the requirements to be specified in regulations.

BBV's methodology and procedures are based on the use of OS digital base-mapping. The Act allows for the production of the maps in electronic format with Geographic Information Systems (GIS) being used to construct the draft, provisional and conclusive maps. GIS and web based mapping will be used as well as paper maps for consultation.

BBV will be using the best available datasets, with these being validated by aerial photography. Where datasets are inadequate, aerial photography will be the primary source of information with field surveys being used for validation.

Nevertheless the results of the pilot and other factors mean that the methodology is dictated by available topographic mapping. The mapping will therefore be based on the OS's new Digital National Framework (DNF). These data define geographic areas known as polygons based on land parcel boundaries such as walls, fences and hedges. Each parcel has a unique number, its topographic identifier known as a TOID which can be used to associate any information specific to that parcel of land. The 'attribute data' text may include information on whether the parcel qualifies as open country, and on any current restrictions in force (eg military land). DNF data are based on OS's National Topographic Database (NTD); the scale for which is the largest available: 1:10,000 for mountains and moors; 1:2500 in rural areas and 1:1250 in towns and cities. The mapping process, is therefore based on selecting land parcels and attributing them with information relevant to the CRoW Act. The use of DNF will give access authorities a powerful tool to manage restrictions and closures.

Although BBV will be working on the largest scale available, I understand that, for copyright reasons, those accessing draft maps at the consultation stage via the Internet will be provided with a map at 1:25,000, which can be enlarged, but with a consequent lack of definition. Paper maps available for consultation in local authority offices etc are likely to be at the scale most appropriate to the purpose, according to local conditions.

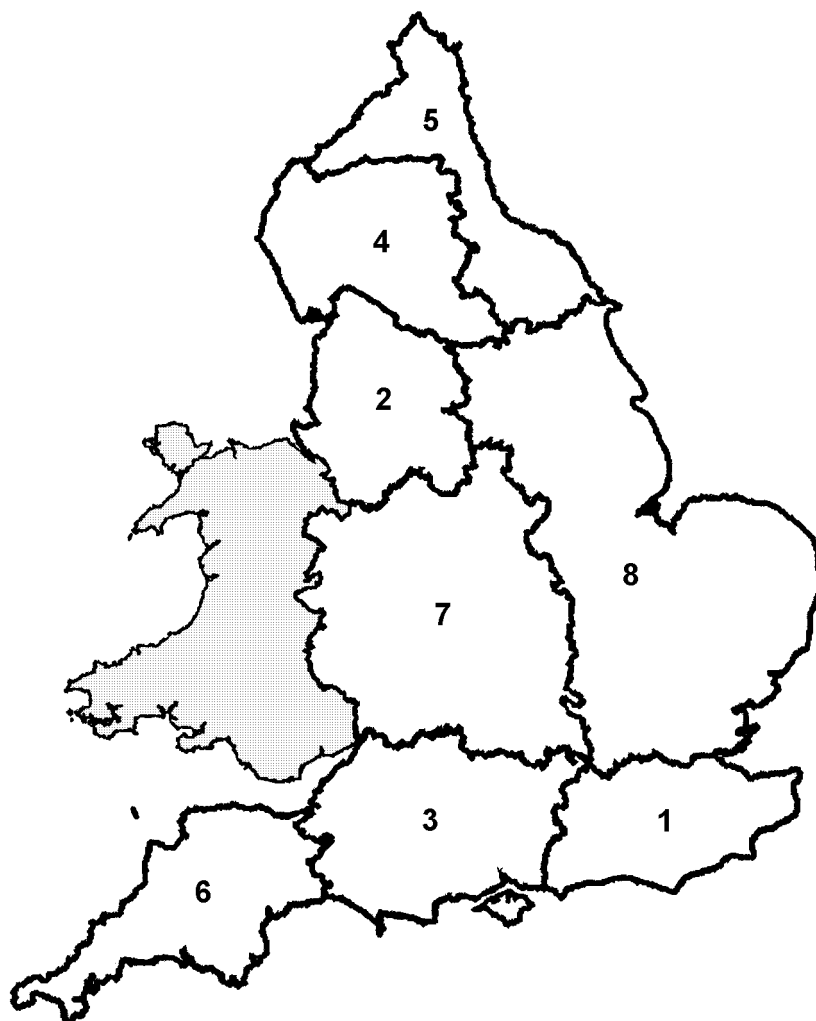
OS will deliver DNF later this year. In the meantime, in the two lead areas, BBV will be using an enhanced form of earlier data, but these will be transferred to DNF as soon as it becomes available. Overall the use of DNF will mean BBV having maps and datasets of the same high quality as OS's own NTD.

So far as published small scale maps - *Explorers* and *Landrangers* – are concerned, the latest news from OS<sup>4</sup> is that it is still undertaking trials, but so far, their favoured depiction is for all access land to be shown by a yellow infill with a darker yellow border. OS's overall aim is to show Access Land to an appropriate level of detail in a way which is clear and simple to users. As OS's letter is headed "Small Scales Mapping Reviews" it seems that the CRoW Act consequences are now a key part of those reviews.

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<sup>3</sup> The description of methodology is based on a draft prepared by BBV for the Countryside Agency, Spring 2001.

<sup>4</sup> Letter from Mrs Cockshaw to author, 25 June 2001.



*CROW Act Mapping Areas*

The timetable is set out in the table below:

<i>Mapping Area</i>	<i>Mapping starts</i>	<i>Draft map produced</i>	<i>Provisional map produced</i>	<i>Conclusive map produced</i>
1	April 2001	Nov 2001	April 2002	Nov 2002
2	April 2001	Nov 2001	April 2002	Nov 2002
3	Nov 2001	June 2002	Dec 2002	Aug 2003
4	Feb 2002	Sept 2002	Mar 2003	Nov 2003
5	May 2002	Dec 2002	June 2003	Feb 2004
6	Aug 2002	Mar 2002	Sept 2003	May 2004
7	Nov 2002	June 2003	Dec 2003	July 2004
8	Jan 2003	Aug 2003	Aug 2003	Sept 2004

The exact boundaries of the mapping areas in England may be seen on the Countryside Agency website at <http://www.countryside.gov.uk/access/mapping/default.htm>.

The Countryside Council for Wales aims to have the first draft maps, of the Berwyn area, available for consultation in January 2002 and to complete draft mapping for Wales in 2003.

## *Ordnance Survey targets*

An OS news release of 28 June announces that Sally Keeble, the Minister now responsible for Britain's national mapping agency, has set 'challenging' new targets:

- to raise income of £85.6 million through sales, licensing and other activities;
- to achieve an efficiency gain of 3% in 2001-02;
- to despatch 93% of orders for small-scale products within two working days;
- to increase the number of users of OS websites by 50%;
- to ensure that 99.5% of 'significant real-world features', such as new buildings, are included in the OS database within six months of completion;
- to reduce carbon emissions from the head office building by at least 1% per year.

## *A new Land Use map*

*John King*

### **Brighton & Hove 1996. 1:25,000 (TQ20/30)**

This map is a product of the Geographical Association's Land Use - UK Project of 1996<sup>1</sup> which mapped over 1500 one square kilometre areas of the United Kingdom in a stratified sample based on land-type classification developed by the Institute of Terrestrial Ecology. Twenty-four categories were used with a significant number of sub-divisions of urban categories. It was decided that at least one area covered by the second Land Use Survey (1960s)<sup>2</sup> should be mapped and published. The Brighton & Hove area was chosen thus allowing a comparison of land use change over sixty years from the first LUS of the 1930s<sup>3</sup>.

The area was surveyed by committee members of the Brighton Branch of the Geographical Association and by first-year undergraduates of the University of Sussex under the direction of Dr J A Binns. The map, at a scale of 1:25,000, covers an area of 10 × 20 km (TQ20/30) and provides a direct comparison with the second LUS Sheet 77 published in 1968. The map was drawn in the University of Sussex's Cartographic Design Unit by Susan Rowland. It was created from a digital base provided by Ordnance Survey and uses the latest computerised techniques to ensure both accuracy and graphic elegance. It is an attractive map and aesthetically pleasing. One Sussex geography teacher said "It's striking, it's informative and it's beautiful, what more could you want?"<sup>4</sup>

The map is available from Latitude, 27-28 The Service Road, Potters Bar, Hertfordshire, EN6 1QA (tel: 01707 663090). A single copy with a teacher's guide costs £10, whilst a copy of the 1967 land use map and the 1996 map together cost £14.

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<sup>1</sup> The operation and results for Land Use – UK 1996 are reported in R Walford, 'LAND-USE UK, a survey for the 21st Century', Geographical Association, 1997.

<sup>2</sup> The conclusions of the second LUS are discussed in A Coleman, 'Land-use planning; success or failure?', Architects' Journal, 19 January 1977, pp 94-134.

<sup>3</sup> The comprehensive summary of the work of the first LUS is in L D Stamp, 'The Land of Britain; its use and misuse', London, Longman, 1948.

<sup>4</sup> Quoted in R Walford, 'New Land use map is valuable addition to geography classrooms', Ordnance Survey mapping news, issue 19, Winter 2000, pp 10-12. This also includes a comparison in colour of a part of the three land use maps.

## *New Ordnance Survey Road Maps at 1:250,000*

*Chris Board*

### **A review of Road Map 8, *South East England including London*, with some comments on Road Map 1, *Northern Scotland Orkney and Shetland*.**

The expected repackaging of the *Travelmaster* series as a set of road maps, now in a distinctive green cover, has produced little more than a new cover, a single major change in content and a few changes in the detailed information. At first glance the cover is basically a tasteful green rather than the rather brash cyan of the *Travelmaster* series. It shows a representative picture, now of the Royal Pavilion Brighton, but adds a section of the mapping itself (South East England including London). As before the diagram of all the sheets in the series appears on the back cover along with a sketch map of places on this map. Opening up the map with the picture upright, once more there are a table of distances between major points shown on a small accompanying map and an index of places in South East England, using an alpha-numeric system to identify  $10 \times 10$  km squares of the National Grid. When examining the face of the maps sent for review it looks very much like those they replace.

On the whole it appears that the changes are principally cosmetic and hardly justify the rebranding of the series as new, starting with the A edition in the current year. Each sheet costs £3.95. A chance visit to a National Trust property early in April revealed on sale a new Motoring Atlas for £2.99 also in a cover of “traditional British racing green”<sup>1</sup> but evidently containing the new mapping. Even so, there is no complete break between the *Travelmasters* and the Road Maps, because some of the changes described below were being introduced in the latest editions of the former series.

Well, how new is the mapping? Very disappointingly, the layer coloured relief still uses imperial contours and spot heights. The lowest layer is now white rather than very pale yellow. Isn't it time that the map is metricated, excepting of course the distances which have to be in miles? It seems that our continental visitors are being fobbed off with old-style mapping, mollifying them by translating some of the legend into French and German. Hill shading (not translated) appears in the legend as it did in 1999. But hill shading is really inappropriate at this scale in the more closely settled areas of Britain and its appearance in the South Downs in small patches can be confused with woodland. It would be best to omit it altogether. In the Scottish mountains the hill shading helps you to pick out the main relief elements. However, on balance hill shading adds little to the value of a road map.

In general terms the “new” road map covers the same areas on each sheet, with the same format and uses the same mapping as the *Travelmaster*<sup>2</sup>. Some of the errors resulting from the introduction of new-style lettering introduced on later editions of the *Routemaster* series<sup>3</sup> have still not been made good.

There are, however some useful changes, several of which had occurred on the C edition of the *Travelmaster*. The sizes of tourist symbols (except that for ‘Information’) have been reduced, but they remain legible. Camping and caravan sites and Park and Ride schemes are now shown, but Ancient Monuments have gone. Some of the latter, such as Stonehenge,

<sup>1</sup> Quotation from the OS Press Release 17/01, issued 30 March 2001.

<sup>2</sup> Reviewed in *Sheetlines* 42, 44-48.

<sup>3</sup> For example the omission of the E-W road through Woolbeding near Midhurst.

were already classified as Landmarks, a very broad category of place. The advantage of showing these is that they are clearly located with a small black square, as are the telephone kiosks. Ancient features are depicted in a kind of Old English font, while more modern ones of some note are in the same font as used for minor place names. These include country houses or mansions, nineteenth century forts, a monastery, a monument to Tennyson. However “Native forts”, usually of prehistoric origin, are marked by an earthwork symbol and sometimes named as at Luddington Castle or Uffington Castle. The nearby White Horse is recognised as a landmark. I wonder whether very new landmarks such as Canary Wharf will ever qualify. The trouble with landmarks is that not everybody agrees on what is a landmark. Thus it is reasonable to expect “any conspicuous object on land marking a locality or serving as a guide”<sup>4</sup> to reflect the interests of motorists and general tourists. Country houses such as Acrise Place, which does not rate a blue symbol, ought not to qualify, but RUTUPIAE at Richborough surely does. They are both in East Kent.

In passing, only one of the radio or TV masts on the Crystal Palace ridge are shown and without a symbol locating it. These features could be used by visiting motorists – they are obvious enough from many parts of South London. Such symbols should be placed with greater care. Some effort has been made to place the blue tourist symbols where the facilities actually are. Unfortunately quite a few other tourist features serve to indicate sometimes very important sites, such as Runnymede and Magna Carta Island above Staines. With its associations for American visitors and the English-speaking world there is space to add the name Runnymede. It is a pity that the launch of a new map has not taken advantage of re-examining the tourist symbols.

Positively there are some new features – Long Distance Path 16, the Cotswold Way, and the Croydon Tramlink, which warrants a new symbol for ‘Track Rapid Transit’ rather than the longer title ‘Light Rapid Transit System’ of the *Explorer* series. Turning to the roads, a distinction is now made within C and unclassified roads between those generally more than four metres wide (now shown in yellow) and those generally less than four metres wide. This helpful differentiation first appeared on the 1:100,000 experimental tourist maps of Cornwall and Devon. Being incorporated in the mapping used for them, it also appears on the various motoring atlases for 2001. On the Scottish sheet poor registration makes it harder to see the yellow in these roads, especially where it overlaps woodland. Because the colour fill for these roads is so narrow it needs to be a brighter yellow to be easily seen.

As for minor changes in detail, we see that there are some adjustments in the extent of the minor roads. On Salisbury Plain the village of Imber has finally been removed, as have the roads leading to it. What was before the Second World War a normal settlement, had then become a setting for training and now of no significance in the rural life of Wiltshire – removed from the map as definitively as Old Winchelsea had been obliterated by the encroaching sea in medieval times.

Closer inspection reveals several instances of changes in the minor road pattern, or the repositioning of place names the better to describe and name settlements. Some new names have appeared since the last *Travelmaster* was published in 1999, e.g. Holt Heath near Wimborne Minster, but this is a reflection of the progressively modification of place names and settlements from edition to edition. Some minor place names have been repositioned, but Roudham (W1, north of Bridgham) is still unnamed as it was on the *Travelmasters*.

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<sup>4</sup> Definition from Chambers Dictionary (1993).

As expected, the major road pattern and its numbering has been updated with the addition of B1043 running parallel with the A1(M) north of Peterborough. More information is provided on motorways, previously found only in the atlases. Restricted junctions are now described in detail in a panel south of the Strait of Dover. More road numbers are given than on the *Travelmasters* and the service areas on them and the primary roads are now indicated in black. This allows their easier identification irrespective of the category of road they happen to be on.

Regional names have a little more prominence on the new map. Cotswold Hills is larger and bolder than it was on the *Travelmasters*, but it still does not stretch, as it should, in a single line across the area between Birdlip and Chipping Campden. The Weald is now divided into the Low Weald and the High Weald. There is no practical solution other than to put Low Weald in three of the areas where the name applies. Vales come in smaller italic capitals, but why is the Vale of the White Horse in smaller lettering than the Vale of Pewsey?

If this Road map is but a stop-gap product, it might not be too fanciful to foresee a road map where the traditional double-lined symbol is replaced by bands of colour of different widths marking each category. This would make the resulting graphic product much lighter and just as informative as now. Perhaps the newly announced design centre should take this on board. OS has frequently experimented in the past and should not be afraid to do so again.

## *‘Mapping Galloway’: an exhibition review*

*Jack Kirby*

‘Mapping Galloway’ was an exhibition mounted by Dumfries and Galloway Museum Service and displayed at Stranraer Museum and the Stewartry Museum at Kirkcudbright earlier this year.<sup>1</sup> The exhibition was aimed at the general public, and provided an introduction to the history of cartography in Galloway. The chief interest for the specialist visitor was seeing the selection of maps on display together, including some from private collections that would not normally be available for public viewing. The value for students of Ordnance Survey was seeing OS mapping set in its historical and cartographic contexts. In this review, I will summarise the exhibition, with a particular focus on those areas most likely to interest *Sheetlines* readers.

The exhibition started with a text panel exploring some of the reasons for making maps, and a definition of Galloway: “Scotland’s south-west corner”. Galloway was formed by the amalgamation of Wigtownshire and Kirkcudbrightshire, and these were the units used by Ordnance Survey for its original County Series mapping of the area. The text went on to give definitions taken from Collins Concise Dictionary for the words map, mapping, chart and cartography, which may seem rather basic to the specialist visitor, but helped to fix the subject in the minds of those new to it.

The text explained that the first true maps of Scotland were made in the second half of the sixteenth century. The atlas published in 1595 produced by Gerard Mercator (better known for his map projection) became a standard work. The period was represented in the display by John Speed’s map of Scotland of 1610.

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<sup>1</sup> The exhibition was shown at Stranraer from 20 January to 3 March 2001, and at the Stewartry Museum from 24 March to 19 May. This review is of the version of the exhibition displayed at the Stewartry Museum.

After the first maps of the country, a number of maps were produced covering counties. Timothy Pont's maps were compiled between 1583 and 1601, and published in Joannis Blaeu's atlas of 1654. So publishers were reusing old survey data as long as four centuries ago – a precedent for some modern mapmakers?! Blaeu's atlas was, however, the first reasonably accurate large-scale survey. The sheet entitled 'The Stewartrie of Kirkcubright' (sic) was on display, and is notable for being oriented with north on the right-hand side of the map.

The seventeenth century saw the development of a commercial market for maps, and new surveys such as that published by Herman Moll in 1725, a copy of which was on display. A particularly talented and productive surveyor was John Ainslie, who, like Ordnance Survey later, mapped at one inch to the mile (1:63,360). Ainslie's map of Wigtownshire was published in 1782, with the Stewartry of Kirkcudbright following in 1796. Ainslie followed the fashion of the time for decorative cartouches with cultural references: the north-east section of the Kirkcudbrightshire map has a cartouche featuring cows, sheep – and a crate of China tea apparently representing smuggling on the Solway Firth!

The section of the exhibition on Ordnance Survey detailed its antecedents in the military survey of Scotland carried out after the Jacobite rebellion of 1745-6. A facsimile of a local part of William Roy's military survey, covering Minnigaff, Cairnsmore and Ferrytoun of Cree, was on display. The text then went on to mention the decision to map at six inches to the mile (1:10,560) and the Survey Act of 1841. There was a succinct explanation of the rationale behind the choice of the largest scales in the area after 1887: cultivated land was mapped at 25 inches to the mile (1:2500), while towns with a population of over 4,000 were covered by the "remarkably large" scale of around ten feet to one mile (1:500). However, the text does not note that in predominantly rural Galloway, only Kirkcudbright and Wigtown qualified for this scale of mapping.

Wigtownshire and Kirkcudbrightshire were two of the 'replotted counties' for which 1:2500 maps were produced by replotting 1:10,560 data. Apart from giving the date of 1887, when replotting was started, the text did not refer to the complexities of maps of the replotted counties, and students of OS would also have missed any references to the 'Battle of the Scales', or to early town mapping in Galloway at 1:1056 scale. However, selectivity is inevitable in any exhibition, and in any case the intention was to provide an introduction rather than a comprehensive history. Also, most general visitors would probably have been bored or confused by bombardment with dates and scales in the text. The panel on OS concluded by explaining that the organisation continues to map the country, and referred to the latest series (by which it means the 1:2500 National Grid series) having been started in 1948 and completed in the 1980s.

There were relatively few Ordnance Survey maps on display at the Stewartry Museum. Those chosen were a selection of small-scale inter-war maps. At Stranraer Museum (where a bigger gallery meant that the exhibition was larger) I have been told that large scale plans from around the turn of the last century were on display. It was a pity that there was no space for these at the Stewartry Museum, as so much of the text about Ordnance Survey referred to the larger scales.

For those interested, the OS maps displayed, folded, at the Stewartry Museum were as follows:

Map of Scotland, Popular Edition, sheets 82, *Ailsa Craig and Girvan*, and 83, *Loch Doon*.  
Road Map, hill-shaded edition, sheet 30, *Ayr*.

One-inch coloured edition, sheets 14, *Ayr and District*, and 8, *Carrick and District*.

The remainder of the exhibition consisted of two thematic sections. The first was on estate maps, produced during the eighteenth century when there was considerable enclosure and replanning of the Scottish agricultural landscape. Several of the plans on display were large scale ones made by John Gillone, described as “one of the most skilled surveyors in Galloway”. Large scale estate plans continued for a different reason in the nineteenth century: the exhibition included a plan of an estate at Castle Douglas produced for an early estate agent’s brochure. This showed not only the fields surrounding the house at the centre of the estate, but a plan of the house interior. The advent of Ordnance Survey maps did not, then, totally remove the need for private surveys.

The final section looked at marine and Admiralty charts, which were naturally important in this coastal region. South-west Scotland was first mapped in the 1770s by the surveyor Murdoch Mackenzie; his 1775 chart of the Bay of Luce and north coast of the Isle of Man was on display. John Gillone was again represented by a map of the River Dee at Kirkcudbright, made with John Brown. This map is notable for its detailed representation of the yairs (fish traps) characteristic of the area.

Two other examples of types of map were displayed without detailed explanation. The first was an eighteenth century road map showing (in strips) the route from Dumfries to Portpatrick. The second was a geological map of Wigtown on an Ordnance Survey base map (a reprint dating from 1964 of a 1925 edition). Displaying these two maps made a good addition to the overall range of mapping represented in the exhibition: it was sensible to represent the major types of map whilst not trying to achieve complete coverage in a small space.

The new OS Explorers covering Galloway were not published until after the exhibition opened, otherwise they would have made a good finishing point, bringing the story up to date. Had there been more space for the exhibition, it would have been interesting to see examples of modern developments, such as digital mapping. I also wondered whether a few suggestions for further reading could have been made; the exhibition could easily have stimulated some visitors to want to find out more about cartography.

Overall, the exhibition contained an excellent selection of local maps. The maps were generally well-chosen examples of their types, and it was possible to appreciate why the different types of map had developed at different times. It was particularly interesting to see Ordnance Survey maps in the context of Scottish mapping generally. Indeed, through the maps on display, visitors were introduced to many of the key points in Scottish cartographic history. It would be good if more local museums mounted exhibitions of this type, for maps can engage the general visitor and specialist alike.

## *The missing Seventh Series maps*

*Alan Young*

The maps reproduced with this article are part of a batch of one-inch Seventh Series maps never previously published. They belong to an unnamed, fictitious territory of 21,500

square miles, somewhere between the size of Wales and Scotland, that I have been constructing for about thirty-five years.

I find map drawing the ultimate form of relaxation (apart from sleep!) and have always been fascinated by landscapes, city layouts, place-names, and railways. To me the natural outcome of these interests is to invent and draw landscapes and to present them in my favourite style and scale.

The series of maps I have produced began in 1966 when, aged fifteen, I drew 100 square miles of landscape at 1:63,360 reminiscent of Bedfordshire or Northamptonshire. Having completed this, I added another map continuing the landscape northwards, then westwards, and so on. The first map I acquired was sheet 78 *Newcastle upon Tyne* (my local sheet), then as I obtained more Seventh Series Ordnance Survey maps I was able to appreciate the differing characteristics of British landscapes; so my own maps had areas reminiscent of Cornwall, Caithness, South Wales valleys, the Yorkshire Wolds, Rutland, or whatever area had most recently captured my interest. A journey I made from Bergen to Oslo through the Scandinavian mountains had a major impact on one map!

Although there was no real aim in drawing these maps, they did eventually prove their worth when I took a portfolio of them to my interview at Fitzwilliam College, Cambridge, where I had applied to read geography. Conversation at the interview did not progress far beyond the maps, and I was offered a place! As a geography teacher, one of my first tasks with Year 7 pupils<sup>1</sup> is to teach them to draw maps, so I use my own to show what can be done without resorting to tracing, transferable lettering, photocopying, or scanning.

Until 1970 I drew the maps with medium ballpoint pen, and pencil crayon shading. I then graduated to *Rotring* pens, using a 1 mm point with black ink for single-track railways and sidings, road cases and other outlines; 2 mm with black ink for lettering; 3 mm with blue ink for water features; and 3 mm, with an orange/brown ink that I mixed myself, for contours. I continued to use black medium ballpoint for multiple track railways. More recently I have used *Pilot* 1 mm to 3 mm pigment ink fibre-tip pens which are much easier and cleaner to use. However I have yet to find a fibre-tip pen to draw contours in an authentic colour, and my most recent map – several years in the making – has been marred by internal variation in contour colours. To ensure that lettering is approximately horizontal it is printed on pencil lines, which are then erased.

I have used A2 cartridge paper for most of the more recent maps. I begin a new one by abutting one or more edges to existing sheets to draw in a fragment of the detail (contours, roads etc.) that continues from them. I sketch the main river systems, and possibly coastline, very lightly in pencil onto the paper; this gives me an idea of the location of major settlements and transport routes that the map will contain. I then draw the map in rectangles of 10 to 20 square inches, starting with the contours. The contour pattern and drainage system should be plausible, reflecting my limited grasp of geology! I usually have a general landscape character in mind when a new map is started, but it is unlikely to go according to plan. On one map, for example, I decided some way into drawing it to add a dormant volcano about 6,000 feet high with a genteel coastal resort reminiscent of Bournemouth at its foot. The landscapes are rarely as dramatic as this.

Much of the character of the map is given by the place-names, and I try to have in mind some kind of cultural background to the region that would produce, for example, Celtic,

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<sup>1</sup> First Form, for the benefit of traditionalists!





Anglo-Saxon, Danish, or Norse names, or a mixture of them. Somehow I have no difficulty in devising names, and a typical map will need over a thousand for natural features and for settlements from farms to cities. I have no hesitation in using frequently occurring names from the British Isles such as Newton, Kingston, and Hutton, but I enjoy creating plausible, non-existent ones.

People who have examined my maps have commented that the country is over-populated, over-provided with railways, and lacking in canals. They are probably right, though the maps contain several substantial coalfields and plenty of productive farmland to provide a resource base for a dense population. A notional date of 1952-62 allows me to justify the dense system of open railways (and the shortage of motorways), and the network is supposed to show the results of intense competition by nineteenth century railway companies. However, I must be honest here. The maps have enabled me to create a vast 'model railway' layout, albeit without trains. Does anyone want to produce a timetable for it? As for the scarcity of canals, I can blame myself for coming from Tyneside, where there are none; we had railways instead!

Here are some questions I have been asked about the maps:

*Is it possible to make a mistake on imaginary maps?*

Yes. Impossible contour configurations can be created, and rivers can be shown to flow uphill! I hope that such errors are absent. On another level, content can be so unlikely as to be absurd, such as major towns lacking transport access or motorways attempting 1 in 5 gradients.

*Have you ever spilt coffee over a map?*

Yes. Several square miles of the country were destroyed by a coffee spillage! The damaged section of map was guillotined and replaced with a different and more satisfying landscape. An unexpected discharge of black ink was obscured by pasting an area of woodland over it.

*Have you made any deliberate mistakes?*

Yes. Some closed stations have been named, and STA is omitted from the name of a few junction stations, in imitation of errors on some Seventh Series maps.<sup>2</sup> Following Ordnance Survey practice,<sup>3</sup> a naval dockyard is implied but omitted on one map.

*Does the country have a name and a government?*

It has not yet been named. A Malaysian student at the University of East Anglia has applied to become president of the country!

*When will the country be completed?*

I don't know whether the country will ever be finished. To some extent it depends upon having reasonably good eyesight and a steady hand, which, thankfully, I possess. Perhaps when I find a fibre-tip pen with Seventh Series contour-coloured ink I might make more progress!

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<sup>2</sup> See: Alan Young, 'The representation of railway stations on one-inch Seventh Series maps', *Sheetlines* 54, 26-34.

<sup>3</sup> For information on security treatment involving the omission of information of potential use to enemies, or insertion of bogus information to confuse them, see article by Viator [*sic*] 'Not to be shown', *Sheetlines* 34, 22-23.

## *An introduction to the old 'Town Series' maps*

*John Cole*

This article seeks to stimulate interest in the series of 1:500, 1:528 and 1:1056 scale maps by a brief outline of history, followed by description of map content in examples.

The reasons why such scales were settled upon are detailed in various histories of the Ordnance Survey and for the purposes of this introduction only the significant dates are quoted. These must be treated with caution in some cases as a certain amount of conflict has been found amongst official records.

Ordnance Survey large scale mapping had its roots during the six inch to one mile survey of Ireland, which had commenced in 1824, and from 1833 manuscript (i.e. unpublished) maps at a scale of five feet to one mile (1:1056) in the northern part of the country. One of these maps for the city of Dublin was printed and put on sale in 1840 'for motives of professional pride'. Printing in earnest commenced in 1847. Meanwhile six inch to one mile mapping had spread to Lancashire and it was here at Manchester that 1:1056 mapping commenced in 1843. In 1848 a survey for military purposes took place at Devonport. For two years it remained unutilised but then appeared in manuscript map form at a scale of ten feet to one mile (1:528) for Board of Health purposes. This was rather a curious chapter in the Survey's history, whereby some thirty towns were surveyed at that scale on a repayment basis and the majority of the local authorities were distinctly unhappy about the final costs.

1:1056 manuscript maps had also appeared in the mid 1840s at Windsor (for the benefit of the Commissioners of Woods and Forests) and Southampton (for the local authority), whilst in London a skeleton survey had taken place in 1848-50 at that scale.

From 1855 onwards, mapping at 1:500 was undertaken for all towns with a population in excess of four thousand in England, Scotland and Wales; Ireland following in 1859. The British exercise took thirty-two years and the Irish spanned thirty-five. At the end of this period the majority of the towns originally mapped at 1:1056 were upgraded to 1:500 by the expedient of replotting from the original survey books: an idea which had a drawback (mentioned in *Sheetlines* 48). The mapping of London at 1:1056 scale had also been completed during 1862-72.

By the 1890s many maps were in need of revision, but from 1894 onwards the Ordnance Survey was relieved of the obligation to do so unless the local authority paid the extra cost. Some did, the last being Leeds in 1909-10. London was an exception. Revision of the 1:1056 effectively ceased in 1906 but complications involving overlapping Land Registry surveys resulted in a resumption of OS responsibility from 1923 up to 1939.

The total number of English, Scottish and Welsh towns mapped at 1:500 scale was 453; this included 58 originally surveyed for 1:1056 mapping. A further fourteen towns appear to have retained the 1:1056 scale (including London and environs), whilst sixteen were at 1:528. In Ireland the totals were 65 towns at 1:500 and 51 at 1:1056. Many of these Irish towns had originally been covered by the manuscript 1:1056 survey. In England all but Knighton and Sandgate involved in the Board of Health surveys were eventually published at either 1:500 or 1:528 scales.

Many libraries, local authorities and other bodies have complete or partial collections of these maps, and private collections or single maps will occasionally turn up second-hand. For those unable to obtain access to such, but for whom this article has sparked interest, an

excellent source for examples is Alan Godfrey. His reductions, losing little in clarity, include batches of 1:1056 for London and Manchester, together with single sheets for Dublin, Edinburgh and Kingston upon Hull. The complete 1:500 mapping (eleven sheets) for the Scottish town of Cupar is contained in two Godfrey publications. Finally, some 1:2500 enlargements to 1:1056 are available for the Irish towns of Bessbrook, Crossmaglen, Enniskillen, Keady, Limavady and Strabane.

The following is a brief description of map content of various Alan Godfrey sheets.

*Dublin: The Castle sheet, 1843*

*1:1056 reduced to 1:1760*

The 'original' published large scale Ordnance Survey map surveyed in 1838 and corrected to 1843. A footnote indicates that it was 'surveyed by Captains Bordes and Tucker. Engraved under the direction of Captain Larcom by Sergeant West. The ornament by George Muir. The writing by William Couper. Colonel Colby Superintendent'. A further note adds that it was tinted and ruled by a machine invented and constructed by V Dalglish. By far the most striking features are the interior details of major edifices such as the Castle, Trinity College and the Bank of Ireland, plus a dozen or so of lesser size. Flower-beds in private gardens and vegetation such as trees and shrubs (complete with shadows) are also of note. Unlike later 1:1056 maps there is very little in the way of street furniture and other minor detail. Gratings appear to be shown by a dot but the only other minor features are pumps. Administrative boundaries are shown but not described, and indeed the River Liffey itself is not named on the map. House numbering appears but, unlike the 1:1250 of nearly one hundred years later, on the outside of buildings along the street frontage. Of particular interest is 21 College Green, also annotated 'Map Agency Office', where the map was published and sold for Her Majesty's Government by Messrs Hodges and Smith. A feature of the buildings themselves is the very high incidence of incomplete property divisions. This may have been due to difficulty in tracing and surveying such inside buildings. Those with wooden roofs are indicated by finely drawn parallel lines. Levelling is confined to spot heights at street corners and the entrances to some of the major buildings or their courtyards. A number of antiquity sites are indicated. Finally on the short length of the River Liffey shown, no less than twenty-four sewer outfalls are annotated.

*Manchester City Centre (sheet 28) 1849*

*1:1056 reduced to 1:1760*

Amongst the similarities with the Dublin sheet are: no descriptions for administrative boundaries, gratings shown (now by a small rectangle) but not annotated, and 'credits' shown at the foot of the map, though not in such detail. The main difference is the vast increase in street furniture and other minor detail shown and annotated. Naming of premises is increased, notably public houses and inns (absent from Dublin!). Bench marks are shown in addition to spot heights and the distribution of the latter is considerably altered. Finally a price of two shillings and sixpence is displayed at the foot of the map.

*Hull Old Town (sheet 12 and also part of sheet 13) 1853*

*1:1056 reduced to 1:1760*

Gratings are now indicated by 'G'. The majority of boundary mereings are shown except in areas of complexity. The mereing CS, Centre of Street, was dropped in later years in favour of Centre of Road. There is a curious omission on the eastern edge of sheet 12 whereby the

low water tide line has not been carried over from sheet 13. No price appears on sheet 12 but on 13 'two shillings' is printed with 'and sixpence' added by hand!

*London: Bank and the City (sheet 7.66) 1873*

*1:1056 reduced to 1:1760*

A drawback to this sheet is that buildings are unstippled but with a certain amount of detective work it is possible to clarify most of the map. It is thought that not all London sheets are in this condition. Boundary mereings are absent but due to the number and complexity of administrative boundaries this is hardly surprising. There is not a great deal of vegetation on such a densely built-up map, but in several cases where it is shown, the ornament obscures annotations.

*Edinburgh Castle (sheet 35) 1877*

*1:1056 reduced to 1:1836*

Like Dublin (but unlike the other three maps) incomplete property divisions in buildings are perceived. There is a strong probability that these are stairways from the front entrances. Where George IV Bridge crosses Cowgate and Merchant Street, an arch symbol has been used (diagonal pecked lines). This is not done in the case of King's Bridge, though the latter admittedly is more in the form of a tunnel.

The railway tunnel at The Mound is not indicated, as in later years, by pecked lines but the entrances are annotated. The ornament on this map is very pleasing in the case of the cliff feature surrounding the castle. Amongst the more unusual annotations are certain grave descriptions in Greyfriars churchyard. This map is a revision of the original 1:1056 of 1854, while on the reverse is 1:500 sheet III.7.20 showing the Lawn and Grassmarket areas. Ironically this has been reduced to 1:1056, because the original was a replot from the survey books for that scale of map in 1894. Unlike some parts of urban Lancashire and Yorkshire, where demolition and rebuilding in the intervening years had been widespread, this would not have affected accuracy. Indeed this appears to be the case when a comparison is made with modern control points on the 1947 1:1250 map. Interior ground floor layout of public buildings had markedly decreased in depiction compared with the 1:1056, and indeed from other 1:500 maps since the 1880s, so that the details of only St Giles's Cathedral are shown.

*Cupar: complete coverage of eleven maps, 1894*

*1:500 reduced to 1:1667*

Again, this is a replot from the 1:1056 field survey books of 1854 and, as in the single Edinburgh sheet, it is not thought that any accuracy weaknesses exist as in some Lancashire and Yorkshire town centres. 1:500 map content is not manifestly different from the 1:1056.

*Enniskillen and Strabane*

Three 1:1056 maps for each town reduced to a scale of 1:2640, having originally been **enlarged** (but not replotted) from the 1:2500. Five of the six were published at the Phoenix Park, Dublin, Ordnance Survey office in 1907 and bear the warning 'This map has been enlarged from that on a scale of 1/2500 and must not be expected to give measurements to a degree of accuracy greater than that to be expected from the smaller scale'. The sixth map (of Enniskillen) was published in 1925 at the Antrim Road Ordnance Survey office, Belfast, and the warning reads: 'Enlarged from Sheet XXII.9.10.SE & Co Fermanagh 1/2500 scale. Accuracy not guaranteed.'

Enlarging the 1:2500 was also practised in Great Britain, but in this case to 1:1250 scale. Examples seen by the author have a very coarse appearance due to no redrawing having taken place. In this respect the two Irish examples inspire more confidence. Vegetation and other symbols appropriate to the larger scale were used and are, as a consequence of reduction back to 1:2640, quite minute. Map content is as the 1:2500, except that acreages are not shown. Boundary mereings are also omitted, but such were not shown on the Irish 1:2500 between 1899 and about 1910.

A 1:528 example is to be found on the reverse of the North Woolwich 1869 sheet. It is of particular interest in that it is a commercial lithographed version of the manuscript survey of Woolwich carried out for the Board of Health in 1853. For the Alan Godfrey edition it has been reduced to a scale of 1:1056. The survey was completed under the Director Generalship of Brevet Colonel L A Hall who was quoted (in 1849) as describing the 1:528 scale as 'preposterous'! Woolwich appears to have been one of the few towns paying the estimated Ordnance Survey cost which may have something to do with it being one of (or probably the) last to be surveyed. The characteristics of this particular sheet are: House numbers, wooden-roofed buildings, outside privies denoted by small circle in structure, other buildings annotated as to purpose,<sup>1</sup> gratings not shown, but other minor features such as lamp posts, lamps attached to buildings, stop cocks, wells and pumps etc. appear. Levels are not shown inside buildings as is to be observed on certain other 1:528 maps.

The numbering of these very large scale maps is apt to be confusing. Those of Dublin, Edinburgh, Hull, Manchester and Woolwich were on local meridians and the numbering would have been to the total number of sheets for the town, 32, 66, 16, 49 and 28, respectively. London was on the Middlesex county meridian of St. Paul's and the numbering of the 1:2500, let alone the 1:1056, was most complex. The example covered in this article falls in 1:2500 sheet 36 (shown in the bottom left hand corner as XXXVI), but is also numbered 66 out of the one hundred 1:1056 maps constituting all four quadrants of the parent six inch to one mile map.

For anyone thinking of collecting, there are over twelve thousand 1:500 maps for England, Scotland and Wales, and probably more than five hundred for the whole of Ireland. A recent second-hand asking price noted was £10 for a not particularly interesting or even well-filled sheet in less than pristine condition. Ordnance Survey can provide chart paper originals for £20. Sizes are 37.47 × 25.34 inches for 1:500. The 1:1056 and 1:528 are an inch or so smaller, and with only 1500 and 400 English, Scottish and Welsh maps respectively.

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<sup>1</sup> either in full or abbreviated, e.g. 'St' (store), 'WH' (wash house).

*William Mudge's 'Account ... of a Trigonometrical Survey ...'*

*Peter Haigh*

AN  
ACCOUNT  
OF THE  
OPERATIONS  
CARRIED ON FOR ACCOMPLISHING  
A TRIGONOMETRICAL SURVEY  
OF  
ENGLAND AND WALES;  
FROM THE COMMENCEMENT, IN THE YEAR 1784,  
TO THE END OF THE YEAR 1796.  
BEGUN UNDER THE DIRECTION OF  
THE ROYAL SOCIETY,  
AND CONTINUED BY ORDER OF  
THE HONOURABLE BOARD OF ORDNANCE.  
FIRST PUBLISHED IN, AND NOW REVISED FROM,  
THE PHILOSOPHICAL TRANSACTIONS,  
BY  
CAPTAIN WILLIAM MUDGE, F.R.S.  
AND  
MR. ISAAC DALBY.  
VOL. I.  
ILLUSTRATED WITH XXII. COPPER-PLATES.  
LONDON:  
PRINTED BY W. BULMER AND CO.  
FOR W. FADEN, GEOGRAPHER TO HIS MAJESTY, AND TO  
HIS ROYAL HIGHNESS THE PRINCE OF WALES,  
CHARING-CROSS.  
1799.

I recently responded to an enquiry to the Society concerning William Mudge's *Account of a.... Trigonometrical Survey ...*. The illustration shows the title page of volume 1 and is typical of the verbose style of the period. The three volumes of this *Account* narrate the key part of the early history of the Survey. However, in responding to this enquiry, a preliminary glance at the references in the secondary literature did not alert me to the complications which would arise when I consulted the original publications. This paper is an endeavour to clarify the matter for future readers of the publications of the period.

Prior to the formation of the Ordnance Survey proper, survey work was undertaken by the military; William Roy was the officer mainly responsible in the 1780s. Roy had been elected a fellow of the Royal Society in 1767.<sup>1</sup> He reported the progress of his later surveying work in the *Philosophical Transactions*, or to give it its fuller and more correct title, *The Philosophical Transactions of the Royal Society of London*. After his death, and following the formation of the Survey in 1791, further reports of the Survey's work were published in the *Philosophical Transactions* (see below) by Edward Williams, William Mudge and Isaac Dalby. In 1798, Williams died, Mudge was placed in charge of the Survey operations and he was also elected as a fellow of the Royal Society.<sup>2</sup> Mudge then drew together work which had been previously published in the *Philosophical Transactions* and republished this as his *Account*. For the modern reader, copies of Mudge's *Account* are to be found in few libraries. Copies of the *Philosophical Transactions*, whilst still limited, are however likely to be more widely available but I know of no cross-referencing that links these two sources. This paper endeavours to remedy that deficiency.

The third volume of the *Account*, published in 1811 during the Napoleonic wars, had not been previously published in any other form. Presumably because of security (not to mention financial) considerations, the Military Commissioners, having heard about this matter, allowed the work already at the press to proceed but abruptly forbade any further publication.<sup>3</sup> (The maps also were proscribed at this period.) Thus Volume III of the *Account* turned out to be the last written publication from the Survey for many years.

The *Philosophical Transactions* papers concerned are as follows:-

Roy William, 'An Account of the Measurement of a Base on Hounslow Heath', *Phil Trans*, 1785, **75**, pp385-480 [i.e. 96 pages] including five plates [Tab XVI-XX, all also as p480].

Roy William, 'An Account of the Mode proposed to be followed in the determining the relative Situation of the Royal Observatories of Greenwich and Paris' *Phil Trans*, 1787, **77**, pp188-228, [i.e. 41 pages] including one plate [Tab IX, also as p228].

The Royal Society had ordered the great theodolite in 1784 but it still had not been delivered by early 1787. Roy had identified all the stations that he wished to use for the triangulation and made some observations with lower grade instruments. This was a holding paper to the Royal Society detailing planned work and perhaps meant as a spur to Ramsden to complete the theodolite. None of this paper was subsequently reused in Mudge's work.

Roy William, 'An Account of the Trigonometrical Operation, whereby the Distance between the Meridians of the Royal Observatories of Greenwich and Paris has been determined', *Phil Trans*, 1790, **80**, pp111-270 [i.e. 160 pages] including eleven plates [Tab V-XV all as p272].

This paper was delivered to the Royal Society at a meeting in February 1790. Roy was not in good health at this time and made severe criticism of Jesse Ramsden, a fellow member of the Royal Society. Ramsden protested to the Council of the Society and the offending

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<sup>1</sup> C F Close, *The Early years of the Ordnance Survey*, Institution of Royal Engineers, 1926, reprinted 1969, by David and Charles. p 5.

<sup>2</sup> *ibid*, p 40.

<sup>3</sup> *ibid*, p 59.

passages were removed from the paper before publication. The original documents from this dispute are held in the manuscript archives of the Royal Society.<sup>4</sup> Roy died whilst correcting the final proof pages of this paper and it was published posthumously.

Williams Edward, Mudge William and Dalby Isaac, ‘An Account of the Trigonometrical Survey carried on in the Years 1791, 1792, 1793 and 1794’, *Phil Trans*, 1795, pp414-591 [i.e. 178 pages] including four plates [Tab XLIII-XLVI, all as p592].

This reference is frequently cited as just being by Williams and Mudge; the full citation is ‘By Lieut. Col. Edward Williams, and Capt. William Mudge of the Royal Artillery; and Mr Isaac Dalby’.

Williams Edward, Mudge William and Dalby Isaac, ‘An Account of the Trigonometrical Survey carried on in the Years 1795 and 1796’. *Phil Trans*, 1797, pp432-542 [i.e. 111 pages] including two plates [Tab XI-XII, both as p542].

Mudge William and Dalby Isaac, ‘An Account of the Trigonometrical Survey carried on in the Years 1797, 1798 and 1799’ *Phil Trans*, 1800, pp 539-728 [i.e. 190 pages] including seven plates [Plate XXVII-XXXIII, all as p728].

Mudge William, ‘An Account of the Measurement of an Arc of the Meridian, extending from Dunnose, ... To Clifton,...’ *Phil Trans*, 1803, pp383-508 [i.e. 126 pages] including nine plates [Plate IX-XVII, all also as p 508].

The volumes of Mudge’s Account (see figure) are as follows:-

*An account of the operations carried on for accomplishing a trigonometrical survey of England and Wales.* Published by W Faden, London.

Volume I. From the commencement in the year 1784, to the end of the year 1796. By Captain William Mudge, FRS and Mr Isaac Dalby. Published in 1799. xx, 437, Pl I-XXII.

Volume II. Continued from the year 1797, to the end of the year 1799. By Captain William Mudge, of the Royal Artillery, FRS. Published in 1801. x, 190, Pl XXVII-XXXIII.

This text appears to be complete in itself. It contains no mention of the fact that it was to be followed three years later by

*An Account of the Measurement of an Arc of the Meridian, extending from Dunnose in the Isle of Wight, To Clifton in Yorkshire, in the course of the operations carried on for the Trigonometrical Survey of England, in the years 1800, 1801, and 1802.* By Major William Mudge, of the Royal Artillery, FRS. Intended as the second part of volume II. Published in 1804. vi, 128, Pl IX-XVII.

Volume III. In the years 1800, 1801, 1803, 1804, 1805, 1806, 1807, 1808, 1809. By Lieutenant-Colonel William Mudge, of the Royal Artillery, FRS, and Captain Thomas Colby, of the Royal Engineers. Published in 1811. xvi, 384, Pl I-XIV.

This text was printed here for the first time, as a single narrative, covering the years stated. There was no prior publication in the *Philosophical Transactions*.

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<sup>4</sup> The references can be found in Y O’Donoghue, *William Roy 1726 - 1790*, British Museum Publications Ltd., 1977, p49.

The correlation between the *Philosophical Transactions* articles and Mudge's *Account* is as follows:-

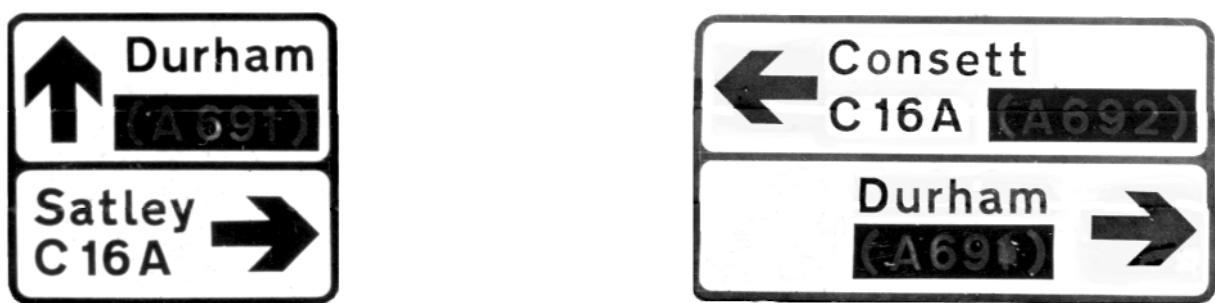
Volume 1. The 96 pages of the 1785 article are completely reset as pages 1-88 of volume I. Tab XVI-XX are renumbered as Pl I-V. The 160 pages of the 1790 article have some minor revision and are completely reset as pages 89-199 [i.e. 112pp] of volume I (which has a much larger page size). I have not done a detailed textual analysis but the changes to the text do not appear to be related to the Roy/Ramsden dispute. (There was also some reworking of the calculations.<sup>5</sup>) Tab V-XV are renumbered Pl VI-XVI. The 178 pages of the 1795 article are revised and completely reset as pages 205-354 [i.e. 150pp] of volume I; the greatest saving in space here is the resetting of some tables. Tab XLIII-XLVI are renumbered Pl XVII-XX. The 111 pages of the 1797 article are revised and reset as pages 357-437 [i.e. 81pp] of volume I; here again the resetting of tables is most significant in saving space. Tab XI-XII are renumbered Pl XXI-XXII.

Volume II. The 190 pages of the 1800 article (539-728) are renumbered as pages 1-190 of volume II; there is no resetting of the text, merely repagination. The plates retain their original plate numbers. Likewise for the 1803 article, the 126 pages (383-508) are renumbered as pages 3-128 of volume II part 2, with the retention of the original plate numbers.

## *C-roads in County Durham*

*Brian Hunt*

I have discovered a road sign only a few miles from my home, which I had never noticed before reading the article in *Sheetlines* 59.<sup>6</sup>



*Road signs at NZ123490 (Landranger 88)*

The road is a little used country lane and, in reply to my request to the County Council for more information, Paddy Melvin, of the Traffic Section, writes:

<sup>5</sup> W A Seymour, *A History of the Ordnance Survey*, Dawson, 1980, p35.

<sup>6</sup> Richard Oliver, 'C-roads on signposts and maps', *Sheetlines* 59, 40.

*Road C16a, Delves Lane, Consett*

'I confirm that it is very unusual to have numbered Class III roads identified on traffic signs. Class III roads do not officially have numbers in the same way as higher class roads. However, highway authorities, like Durham County Council, do find a numbering system useful for administrative purposes. For example this letter will be filed under the C16a and that is why it appears first on the subject title. Special Ordnance Survey maps of the County at 1:63,360 scale (originally printed by Cook, Hammond and Kell Ltd) show the County and District Council boundaries as well as the roads with their classification and numbers. All Class III roads and many important unclassified roads are numbered on this special map. These maps (A0 size) are to be found on the walls of most County Council offices.

'The person who some twenty years ago designed the signs referred to in your letter did so after referring to the special map. I would assume that it was not realised that such maps were not widely available. I understand that the mistake was spotted soon after the signs were erected. However, signs are expensive and a decision was made that the cost of replacing them could not be justified at the time. As the signs are now nearing the end of their useful life it is likely they will be replaced as part of routine maintenance in the near future.'

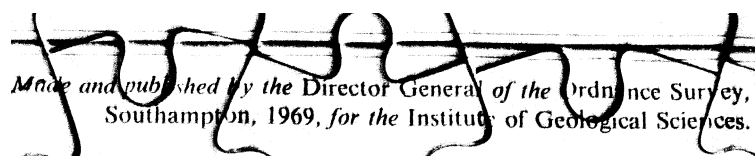
*Putting the country together*

*T C Bleasdale*



As a map and jigsaw enthusiast, I was recently lent a 900 piece jigsaw version of the 25 mile Geological Map of the British Isles with the comment "You should have hours of fun with this as there is no picture".

Well, I did have hours of fun and, having finished it, decided to take some photographs. I don't imagine that there have been too many jigsaw versions of OS maps.



## *Book reviews*

*Triangulation* by Phil Whitaker, London: Phoenix House, 1999.

I was given the first Harry Potter book last Christmas. I read it and thought that my fiction reading was completed for the year 2001. When *Triangulation* was brought to my attention, I glanced at the blurb on the back, thought it sounded a bit heavy but bought it in order to do my duty to the society and publicise its existence.

In the end I read it, thoroughly enjoyed it and would recommend it to anyone with an interest in mapping and maps.

I prefer novels to be true fiction, light, and preferably with a happy ending such as one can always rely on with P G Wodehouse. If based on real events, I like the introduction to say something to the effect that all events and dates are correct. Thus I was not a little wary of even starting this book when, after giving the credits for help received, the author notes "I have, of course, selected and distorted material to suit my fictional purposes. In particular, I have adapted details of surveying, cartographic and record-keeping techniques. Any errors are quite probably deliberate".

Essentially, this is the story of three young people starting careers in the Directorate of Overseas Surveys, based in Tolworth, in the late 1950s. Knowing very little of the DOS and the finer points of cartographic practices I did not want to read things which I had no way of knowing were wrong; technical detail and such. So, I was very wary with the first few pages, looking for possible errors of fact. This was soon forgotten and I was gripped by the story. Whatever the errors, I did not spot any. I now feel that I have a pretty good idea of what it must have been like working in this area of the civil service at that period. I also know more about map making.

Having recommended the book, I cannot go into it further without making it sound dull, which it is not. The main character is on a train journey and reads a file of correspondence dating from when he first joined the DOS to when he retired from the International Section of the Ordnance Survey at the end of 1996. Each document triggers an episode in the past. History and bang up to date comments on the Ordnance Survey and modern OS maps.

Get a copy and read it. You'll enjoy it. And if anyone can tell me whether the Christmas parties were really like that, I would be most grateful.

*David Archer*

*Infinite Perspectives – Two Thousand Years of Three-Dimensional Map-Making* by B M and J R Ambroziak, Princeton Architectural Press, 1999, 109pp, 32 × 36cm, \$75 / £55.

This book tries to fulfil three aims: a historical account of the ways in which relief has been depicted, a coffee-table book with lots of reproductions of old maps, and a plug for a new method of presenting stereo images. It should not be criticised for this: colour printing needs a substantial print run to be viable. What matters is whether it achieves at least some of its aims.

The historical account suffers initially from the need to live up to the two thousand years of the title: there is not a lot that can be said until Leonardo da Vinci comes on the scene. There then follows a useful five pages covering Gyger's amazingly advanced *Züricher Kantonskarte* of 1667, on to Lehmann's systematic hachures and the Swiss *Dufourkarte*. At

that point, one expects an account of methods of depicting relief that use more than hachures alone: the French 1:50,000 'Type 1900' and of course the OS Fifth Relief. One is disappointed: the twentieth century receives just half a page, most of which is taken up by the psychological argument about whether hilltops should be light or dark.

Next comes the coffee-table section: 58 pages of reproductions of maps through the ages, all of which show at least some relief but are by no means tightly bound to the theme of the book. Gems include Clark's *Map of part of the Continent of North America* (1810) and the National Geographic 1:50,000 of Everest (1991) produced jointly with the Swiss. The OS is poorly treated, with an Old Series composite of Cornwall, excessively reduced, and a non-relief(!) Fifth Edition sheet 146 of the same area, equally over-reduced. The caption to the latter states that 'this map is evidence of the Ordnance Survey's dramatic shift in the middle of the nineteenth century away from the method of hachure'. Really?

The final section is devoted to a series of maps in the 'Ambroziak Infinite Perspective Projection', stereo anaglyphs that need to be viewed through red/cyan spectacles (provided). These prove a source of delight, even to visitors who are not cartographically-minded, but the image is not really able to take the names and detail that are an essential part of a proper map. Nor does the reviewer fancy using one in a gale on a Scottish hill.

To sum up, readers may wish to buy the book to grace the coffee table or to amuse the grandchildren but if they have been waiting for a serious history of relief depiction this will not satisfy them.

*R C Wheeler*

### *Brief reviews*

In *Sheetlines* 36 I reviewed the second edition of John Riddall and John Trevelyan's *Rights of Way: a guide to law and practice*. Hard on the heels of the Countryside and Rights of Way (CRoW) Act 2000 comes a third edition of this useful work, which combines readability and extensive quotation from statutes and other documents, and is essential reading for all interested in these matters.<sup>1</sup> (A full review may appear in these pages later.)

In *Sheetlines* 47 I published an article on commercial small-scale topographic maps of Britain from the later nineteenth century onwards, partly so as to serve as historical background for those of us promoting the cause of an Ordnance Survey national 1:100,000 or 1:125,000 series, but also in the hope that it would stimulate more thorough research by others. Whether the forum on cycling maps held at Ordnance Survey on 6 July will produce anything worthwhile remains to be seen (but there is more willingness on the part of OS than I have ever known): meanwhile Tim Nicholson has published two articles which go a considerable way towards supply what has hitherto been a deficiency (although Eugene Burden's brief contribution in these pages should not be overlooked).<sup>2</sup> The more substantial is that on the history of the Bartholomew half-inch (1:126,720) map to 1903; less substantial is an article on road maps published by George Philip to 1939. The relative substance has nothing to do with the author's zeal or competence, which hardly need recommendation in

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<sup>1</sup> John Riddall and John Trevelyan, *Rights of Way: a guide to law and practice*, Open Spaces Society and Ramblers Association, 2001, paperback, £20, ISBN 1-901184-45-5.

<sup>2</sup> Eugene Burden, 'Early issues of Bartholomew's Reduced Ordnance Survey of England and Wales Scale 2 miles to an inch', *Sheetlines* 56 (1999), 22-6.

these pages: it is simply that there is an extensive Bartholomew written archive in the National Library of Scotland which supplements a vast map collection, whereas for George Philip there is really nothing other than the published maps. Those whose interest goes beyond OS matters can do worse than seek out these articles.<sup>3</sup> Meanwhile, a study of the Bartholomew half-inch after 1903 would be most welcome.

Milestones and mileposts can be seen as either an alternative or a substitute for maps. What is claimed to be the first history of them comes at a time when a Milestone Society is in the process of being formed. Carol Haines draws attention to the extraordinary variety of them, with the assistance of 63 illustrations, and gives examples of the varied background to their setting-up and subsequent maintenance, or neglect. Although not perfect (the use of '1974' counties will irk some), this well-produced self-published book should not be neglected by anyone with even a tangential interest.<sup>4</sup>

The last book to be noticed is possibly the most specialised, and it is also the one with which your reviewer has had most to do, being joint author. About five years ago it became apparent to Roger Kain and myself that the growing interest in the historical applications of Geographic Information Systems (GIS) made it at least desirable that there should be an electronic map of parish and lesser division boundaries. We were in a position to do something about it, as we could use the considerable volume of boundary data which we had accumulated at Exeter in the course of our work on tithe and enclosure maps. Five years later, we have our map: boundaries are notionally as they were in the first half of the nineteenth century, using the 1851 population census returns as a checklist. The electronic map is on the History Data Service website, with an electronic gazetteer: a hard-copy gazetteer has also been published, which is of use for locating parishes on the electronic mapping (based on the OS 1:63,360 New Popular Edition, for copyright reasons), as a source-book for parishes and smaller divisions in relation to 'historic' counties (as they were between 1844 and 1888, i.e. as they appear on the first edition of the 1:10,560), and as a gazetteer of such places usable in conjunction with the 1:63,360 New Popular Edition or Seventh Series.<sup>5</sup>

*Richard Oliver*

## *Kerry musings*

*David Archer*

I've joined another society. On the Saturday after our own AGM about eighty people met for the formal establishment of The Milestone Society. At an open meeting last autumn, a steering committee was appointed, charged with the founding of a society for anyone interested in milestones and other waymarkers. This was the outcome, a meeting at the Black

<sup>3</sup> Tim Nicholson, 'Bartholomew and the half-inch layer coloured map 1883-1903', *Cartographic Journal* 37 (2000), 123-145; Tim Nicholson, 'Major Philip road maps c.1855-1939', Parts I and II, *IMCoS Journal* 84 and 85 (Spring and Summer 2001), 17-25, 19-30.

<sup>4</sup> Carol Haines, *Marking the miles: a history of English milestones*, published by the author, 2000, paperback, £12, ISBN 0-9538885-0-9.

<sup>5</sup> For the electronic version, go to URL <http://hds.essex.ac.uk>. The hardcopy gazetteer is: Roger J P Kain and Richard R Oliver, *Historic parishes of England & Wales*, Colchester, History Data Service, 2001, paperback, £12.95, ISBN 0-9540032-0-9.

Country Museum in Dudley, which formally established the society. As the day progressed, I appreciated just how far our own society has come since 1980 and how much we have achieved.

A lot of work had been done in preparation for the day, but there was still much talk of whether to have a journal or both a journal and newsletter. What about membership cards and a logo? Not to mention a website. Consistency in research records was considered desirable, and a database would be essential. The subscription had been set at £10 and £12 for families, but no, they had not considered corporate membership (let alone possible overseas members).

I felt there was a great similarity with the CCS in the age of members, and their enthusiasm, both for milestones and the OS maps they used, of which they were very knowledgeable. As opposed to collecting milestones (though some do), these people take photographs and had magnificent albums detailing the sequences of milestones along various roads. If you think about it, milestones between towns A and B are self-numbering and gaps are easily spotted. Missing stones,<sup>1</sup> if they exist, are often not far away, usually in the nearest pub garden.

Differences also became evident as the day passed. Each milestone is unique, even if of a standard style or a replacement for an earlier version. Theft is a problem, and we were shown a photograph of a magnificent stolen item whose list of places included St. Andrews. This, it was assumed, was destined for a golfing theme bar in America. Ordnance Survey maps usually exist as multiple copies and are not sitting beside the public highway, liable to theft or interference by building works. We have no real need for a rapid reaction force to protect the objects of our interest.<sup>2</sup>

Maybe I am now out of touch or have just become self-sufficient, but I was surprised at the number of times the word sponsorship was used: for the journal, for the cost of scanning photographs, for conserving stones etc. Without a membership, nobody knew what individuals could or would contribute. Our own society has a pretty good idea of the talents of many members and can call on them. We also have an enviable bank balance. But it was not always like this and it is a sign of maturity that we do know a lot about each other over and above our map interests. Many members have become good friends through the society.

I think that we have achieved much in the first twenty-one years. Over 700 people have sampled, and over 400 are currently members. We have a very strong journal/newsletter, which we keep in print, showing the value of contributions in every issue. The publications list is excellent and growing. Peter Stubbs is forever adding to the website and many members enjoy the *ordnancemaps* e-group. Above all, the Charles Close Society has a very high reputation within the map community. The way we run our affairs, our publications and the knowledge and abilities of members give class to the society. We have an authoritative stature when it comes to Ordnance Survey maps.

In considering the first twenty-one years, there are lots of things that we have not done: a meeting in Ireland, an AGM in Wales, monographs on half-inch or quarter-inch maps or even a good basic guide to Ordnance Survey maps. We have never had a meeting for beginners, introducing OS maps in general. Nor do we have any formal links to other societies by way of a subscription. No other society is a corporate member of the CCS. I would have thought that by now we might have had formal contacts with the likes of the Railway and Canal

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<sup>1</sup> I use milestone to mean both milestone and milepost, either spelt as one or two words.

<sup>2</sup> Though a contingency plan would be most useful, should the Ordnance Survey announce that it is to abandon the Record Map Library.

Historical Society,<sup>3</sup> the English Place Names Society, or even bodies connected with the history of printing.

Perhaps the Milestone Society<sup>4</sup> will be the first with which we have a working relationship, as they are certainly very keen on OS maps for the detail they show on their subject.<sup>5</sup> They will certainly turn up information on milestones that will reflect on the accuracy of milestone information on maps. Until now, such studies might have been undertaken by one of our members with an interest in milestones, but now it will probably be seen as a Milestone Society venture, appearing in their publications first. Similarly, odd pieces have appeared in *Sheetlines* about railway detail on OS maps, but I feel a vast amount appears in other journals, and, I assume, some very knowledgeable railway authors know nothing of us. Similar interest groups which exist for other map details such as post offices, bridges, windmills, troughs, canals etc, might also be unaware of The Charles Close Society and might be publishing articles which would fit quite nicely in *Sheetlines*.

In a similar vein, there are hundreds of people working on Rights of Way matters who use OS maps to argue their case. Whether the self-taught amateur, the knowledgeable academic, the local authority officer, the expert witness or the lawyer, they all approach Ordnance Survey maps from a different angle and tease out detail of interest to our members. Perhaps we should attempt to make greater contacts with other groups who use OS maps in order to have access to their researches.

So, after twenty-one years we are established. What now? I think that there are two areas that we might start to consider. The first is that of membership numbers, not now, but in the future. When we had two hundred members, I would suggest that about fifty per cent were under forty years of age. Now, with over four hundred members, less than ten per cent might be under forty. Unless we can attract more young people to take an interest in OS maps, the society might have a membership problem in the future.

The other possible weakness, about which I am less certain, is that of dilution of effort or interest in our society through members becoming active in other map related societies and areas of interest. For a very long time, the CCS has had a near monopoly as the only map society catering for those with an interest in easily obtained and less expensive maps. However, in recent years we have seen a society founded for road and oil company maps and a French society for Michelin maps. More than enough interest exists for the establishment of a railway map society, for railway maps and railways on maps. Perhaps consideration is already being given to a grouping of those using OS maps for legal purposes. In January 2001 a meeting was held in Greenwich for anyone interested in military mapping. One can well imagine a future call for a separate society for such maps and the effect this would have on our own activities, so interconnected are matters OS and GSGS. Such activities, especially if Ordnance Survey related, could drain enthusiasm for the CCS and contributions to *Sheetlines*. The Charles Close Society, I am positive will always be dominant, but could be weakened.

For the moment, however, let us give ourselves a pat on the back, and thank those who met at the British Library on 8 November 1980 to found The Charles Close Society.

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<sup>3</sup> Though we did undertake a reciprocal publicity mailing a while ago.

<sup>4</sup> Contact Terry Keegan, The Oxleys, Tenbury Road, Clows Top, Kidderminster DY14 9HE.

<sup>5</sup> At Dudley I was asked whether it was true that the OS archive held every nineteenth century surveyor's notebook, amongst other questions.

## *Listed bits*

Nearly fifty users have now registered with the *ordnancemaps* Internet discussion group. Discussions have varied from the erudite to the insane.

Forbes Robertson enquired about the significance of tables of 'Levels of parallel roads' on, for example, Scottish third edition one-inch maps. Richard Oliver replied:

'The 'parallel roads' are relics of glaciation, and their indication seems to have been an enthusiasm of Sir Henry James (DGOS 1854-75), as he published a monograph on the subject, illustrated with the two standard one-inch sheets of the district, in about 1870, which seems to be how these features got on the one-inch in the first place. They stayed on, right through to the post-1945 issue of the Scotland Popular with National Grid, but were omitted from the 7th Series. The levels may have been thought useful to someone as supplementary contour/levelling data!'

A discussion on whether the name 'Ordnance Survey' was still relevant for the organisation's modern activities led Richard Oliver to point out it had been rather a poor description when the OS was passed from War Office to Office of Works ministerial control in 1870, having been obsolete since the Board of Ordnance was abolished in 1855! The discussion then degenerated towards insanity with Lawrence Morris suggesting that, as OS is moving away from producing printed paper maps towards digital images, it should be renamed 'Mappin'n'web'; to which Forbes Robertson riposted with a proposal to rename the discussion group 'Close Encounters'!

John Risby noticed that his local branch of W H Smith was selling all OS small scale maps at a fixed price of £5.99 each. Jeremy Stokes, Marketing Manager, Leisure, from Ordnance Survey, provided the explanation:

'You are quite right in your observation which is part of a national initiative by WHS. They have unilaterally changed the prices of our products to a single point for OLM/Explore/Pathfinder and Landranger. They believe that in doing so it will make purchasing less complicated for the buyer and so increase sales. You are correct in that this does make all the maps more expensive bar OLM, but WHS must be hoping that customers do not shop around before making a purchase.

'We are watching to see what happens as are many other stores. With the demise of the Net Book Agreement, OS has no control over the price our maps are sold at, so we cannot intervene.'

As we went to press, W H Smith's in Cardiff were still selling all folded OS maps at £5.99, while Waterstone's and Blackwell's were sticking to the list price.<sup>1</sup> Peter Stubbs points out that the online retailer *amazon.co.uk* supplies OS maps at 20% discount to list price, but delivery charges mean that you have to buy several maps at one time to see any benefit. The moral seems to be to buy your *Outdoor Leisure* maps at W H Smith and shop around for everything else!

Other discussions have ranged from the depiction of elevated motorways to the Ordnance Survey staff dress code. If you have access to the Internet, and have not yet registered for this discussion group, go to <http://www.egroups.co.uk/group/ordnancemaps> and see what you are missing.

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<sup>1</sup> *Landranger*, £5.25; *Explorer*, £5.75; *Outdoor Leisure*, £6.75.

## *Letters*

### *Canal tunnels*

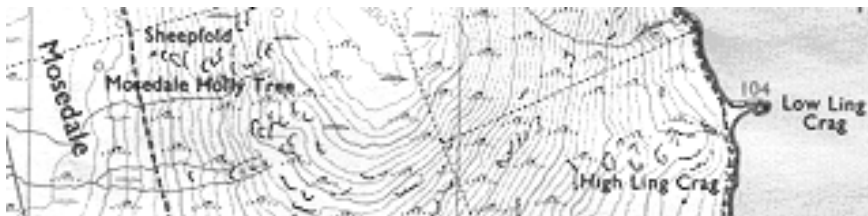
I write to add a little to John Cole's interesting article on tunnels in *Sheetlines* 60.

Standedge Canal Tunnel is the longest canal tunnel in Britain and is currently under restoration (due to re-open Spring 2001). It is 5698 yards long and took seventeen years to build. It was opened in 1811 and closed in 1944. It is currently a part of one the biggest canal restoration projects in Britain with a budget of £30 million from the Millennium Commission, English Partnerships and other sources. The length of Huddersfield Narrow Canal including Standedge (or Stanedge) Tunnel is 23 miles. Perhaps when it is opened again the name will reappear!

Lapal (or Lappal) Tunnel, on the Dudley No.2 Canal, was the fourth longest canal tunnel in Britain, being 3795 yards long. It opened in 1789 and was always subject to repairs and roof falls. It finally closed in 1917, which may account for its absence from the maps. It is not named, nor even is the route shown, on the latest Explorer maps, though both Dudley and Netherton Tunnels are named. The Lapal Canal Trust has a long term ambition to see the reopening of the route, including a rebuilt Lapal Tunnel, which would open up another canal cruising route in the southern West Midlands.

*Phil Clayton*

### *A tree in the Lake District...*



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A couple of years ago, when walking from Buttermere to Ennerdale in the Lake District, I sat at the head of Mosedale for coffee and, as always, studied the map and the surrounding topographic detail. There was only one tree in sight, about 800 metres down Mosedale at GR NY142184 and, to my surprise, it was clearly marked on my 1989 edition Outdoor Leisure map as the Mosedale Holly Tree. Even my Wainwright guidebook gives this tree a brief mention on his route up Mellbreak from Ennerdale. Interestingly though, the 1982 edition of the same map does not show this tree at all, while the 1974 edition shows the tree but does not name it. Had this chronology been reversed the OS could be forgiven for not showing a mere sapling in '74, indicating a small tree in '82 and only when the tree attained its full height did it get its named status in 1989. But this was not so, and in any case the Mosedale Holly tree looks to be 100 years old if it is a day. I have not studied earlier 1:25,000 maps to see how long the Mosedale Holly Tree has been a feature but it certainly does not get a mention at one-inch and 1:50,000 scales.

*Malcolm McIvor*

*... and further afield*

Gordon's tree stands, or probably stood, some four miles south of Khartoum on the bank of the White Nile. During his first Governor-Generalship of the Sudan (1877-80), Gordon frequently rode out from Khartoum and knelt here to pray for guidance. It is tempting to visualise him arriving on camelback. In fact, his mount was a horse, colour unrecorded, but somehow more appropriate transport for a latter-day crusader.



1:2,000,000, North East Sudan  
Sudan Survey Dept., Khartoum, Jan 1950, Topo No S 832-50.

Winston Churchill is plausibly said to have gone there, either in 1898 after the battle of Omdurman or during the African tour he made in 1907 as Under Secretary for the Colonies. Documentary confirmation of a specific occasion has proved elusive but in *My African Journey* (1908) he records a near sighting as he sailed northwards on a Nile steamer: 'At length a solitary majestic tree, beneath whose spacious branches and luxuriant foliage a hundred persons might have found shelter from the relentless sun – Gordon's Tree – advertised us of the proximity of Khartoum'.

A 1914 photograph shows the tree to have been an elderly acacia, not quite measuring up to Churchill's prose but still a prominent landmark in an otherwise treeless scene. 'Acacia' is an imprecise identification: the Arabic for this particular variety is *surt* whereas the acacias tapped for gum Arabic are *verek* and *seyal* trees.

In later years the tree suffered lightning damage, reducing its height and greatly diminishing its presence, but the remains survived to become a familiar sight to travellers arriving by the flying boats of Imperial Airways, which touched down nearby. A previously unrecorded 1953 visitor, mounted on a village policeman type Humber bicycle, was future CCS member 723,

*Peter Warburton*

*Pencil marks*

If the pencil marks in the bottom right-hand corner of dissected sheets represent a quality check, the checkers were less than perfect: I have a Popular sheet 120 with two of the panels interchanged, one of the offending pair being less than four inches from the pencilled 'O'.

My dissected New Populars have a wider range of initials than Peter Warburton has observed, including a '3' and a 'PE', the latter letters being so aligned that they genuinely appear to have been written together.

*Rob Wheeler*

### *Boring maps*

I scrutinised the map of Colorado<sup>1</sup> for some minutes extracting every last bit of information from it. Having travelled through the state last summer I can assure readers that there is more to it than this particular map would suggest.

The question as regards the most boring area in the country is one on which I have previously dwelt. A blank grid square will normally reflect a landscape in which there are no topographical features worthy of note (or at least those represented by standard OS symbols). It must occupy flat ground and so not be crossed by any contour lines (although see below), and must be fortunate enough not to be crossed by any administrative or 'access land' boundary. The presence of spot heights or place names can ruin an otherwise perfect square. The *Landranger* or one-inch map is more likely to achieve blankness than the 1:25,000 map insofar as it doesn't portray fence or hedge lines. Interestingly it is theoretically possible that a square might be topographically interesting but remain blank. An example would be the presence on site of a large military establishment or prison where detail would be omitted by OS. I am unaware of any examples, past or present.

Some years ago *The Angry Corrie* – 'Scotland's Munroists fanzine' ran a competition to find the most boring grid squares in the country, both in Caledonia and around 'Albion's Plain', as they put it. Contributions arrived at the office of *TAC*'s editor from all quarters of the UK. Candidate squares emerged not only from such obvious regions as the Cambridgeshire Fens and the Trent and Ouse lowlands of Yorkshire but from a number of smaller coastal plains dotted around the country. I cannot recall any completely blank squares emerging from the *Landranger* series but one or two did emerge from earlier times. I identified several virtually blank squares on sheets 28 (Great Driffeld and Bridlington) and 32 (Goole and Pontefract) of the Second War Revision (Popular Edition style) which use the War Office Cassini Grid. Square 5971 near Frodingham comes closest with just the merest hint of a contour in one corner whilst 1438, 1837 and 1937 between Goole and Thorne give it a close run with the tiniest section of track and part of a name, a spot height and a part of a name and a vegetation symbol and part of a name depicted in turn. The modern equivalents of these squares are infested with contours, tracks, recent administrative boundaries and peat extraction rail lines.

The Irish *Discovery* series provides more fertile ground for blank squares. Sheet 53 for example contains three which have but spot heights alone (0916, 1014 and 0906). Sheet 41 contains 3769 which has but the letter 'y' written in it. Pride of place must go to sheets 48 and 49 which contain 5140 and 5927 respectively, neither of which are sullied by any detail whatsoever. The pedantic might counter that all of the Irish squares are not blank but coloured a certain shade of green, reflecting the fact that according to Ordnance Survey of Ireland practice, each of these squares falls on land below the 100m contour.

Back in the UK, there is an example on the newly published *Explorer* 335, Lanark and Tinto Hills, of a near miss. Opencast workings portrayed in the centre of the sheet result in the appearance of a kilometre square in which there is no detail whatsoever. Unfortunately the square doesn't quite coincide with a grid square. One could always ask the operators of the pit if they could extend their boundaries a little so as to provide the necessary match with the National Grid but this might be seen as a little extreme. Ordnance Survey would in any

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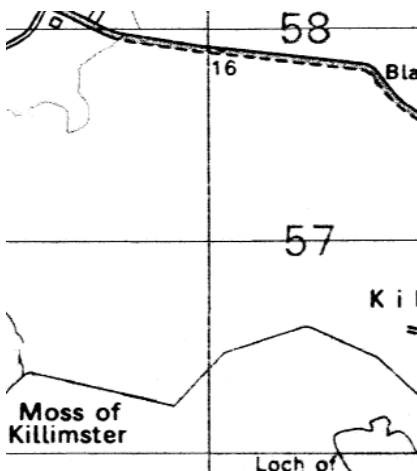
<sup>1</sup> *Sheetlines* 60, 5.

case need to relocate the words 'Opencast Workings' to a more opportune location in order to achieve a complete 'white-out'.

The question as to whether these blank squares are indeed boring is, I suggest, subjective. I suspect that the peatland habitats which will characterise at least some of the blank squares will harbour plants and wildlife of considerable interest to many a botanist or zoologist. And if the cartophile finds them so interesting as to devote this many words to them then perhaps they are not boring at all!

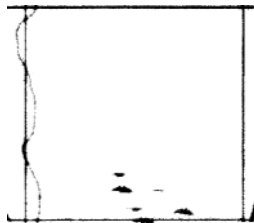
Whilst researching the boring squares problem I came across another interesting phenomenon which I pose as a question of my own. Where on a one-inch map of the UK will you find a 1 km grid square containing both the summit of a 3000' mountain and no contours?<sup>2</sup> There may be other curiosities of this nature. I'd be interested to know of any.

*Alan Bowring*



I have not located an entirely blank one kilometre square on the British 1:50,000. I have, however, located a blank square kilometre, centred at ND300572 on sheet 11 (also on sheet 12). There are several other squares on this map that are pretty boring – square ND2649, below, is a typical example.

*Peter Haigh*



The note in *Sheetlines 60* reminded me of other almost blank maps I have come across, though normally because a lot of sea was involved. In the University of Reading Department of Geography map collection I can recommend:

Geological Survey of Ireland 1:63,360 Sheet 72, which is completely blank (i.e. sea) except for about 0.1 per cent land cover, and some interesting annotations about the coastal geology;

Ordnance Survey 1:2500 Plan NX 9516, which shows 97 of the hundred 100 m<sup>2</sup> as empty (i.e. sea) apart from the words 'Saltom Bay'.

<sup>2</sup> The answer is: NG4519, Sgurr nan Eag (3037'), Cuillin Hills, Isle of Skye, one-inch Seventh Series sheet 34, *South Skye & Arisaig*.

Moving further afield, we have the Australian 1:100,000 Topographic Survey Sheet 1855, Brewis, featuring about 714 km<sup>2</sup> of the Indian Ocean and one square kilometre of Thevenard Island.

I am sure that there are many other similar challenges to Lewis Carroll's Bellman's map.

*Bob Parry*

Unfortunately, no one will ever be able to answer the question of which is the most boring area in the country. The very identification of a possible contender immediately makes it become quite interesting.

No doubt if it were possible to identify the most boring area, there would be a visitor centre and tearoom there by now.

*Tony Meatyard*

*The Editor is gratified at the response generated by the original note which was, of course, only written to avoid a similarly boring blank space in Sheetlines 60 – CJH.*

### *Not just another guidepost*

With reference to Rob Wheeler's note 'Just another guide post'<sup>1</sup>, Rob has chanced upon one of the many delightful guide stoops, to be found dotted about northern Derbyshire, all dating from the early eighteenth century.

Howard Smith has identified thirty-seven of these, so far, in his book *The Guide Stoops of Derbyshire* (1996)<sup>2</sup> – fascinating reading for anyone interested in the history of this area. He notes an excellent use of OS mapping in connection with the stoop that Rob discovered on Beeley Moor, which 'was buried in 1940, and located over half a century later by Ron Entwistle, a noted local historian, and Jim McAllister of the Holymoorside History Society. Using detective work based on a 1914 photograph, an early OS map, careful surveying techniques and prodding with a steel rod, they uncovered the old stoop lying 6 to 9 inches (15-23 cm) below the surface of bracken-covered ground.' It was re-erected in 1995.

I am sorry that Rob felt that no one would want to visit these stoops for their own sake. My wife and I have been gradually seeking them all out, and I am unashamedly ticking them off Howard Smith's list as we go. Regrettably, not one is marked on the present 1:25,000, even as a 'GP'.

*Tony Meatyard*

### *Europaths*

Now that footpaths are open again, it may be worth remarking that the January 2001 *Mapping Index* includes the "European Long Distance Path" E2 from Dover to Stranraer, with an alternative (E2 *bis*?) starting at Harwich. The latter would appear to pass through

<sup>1</sup> *Sheetlines* 58, 27.

<sup>2</sup> Published by the author, ISBN 0 9521541 1 0. He has also published a companion book, *The Guide Stoops of the Dark Peak* (1999), covering South Yorkshire, ISBN 0 9521541 3 7.

Harmston, though no one had troubled to inform our Parish Council. To launch the new path, I am happy to offer a pint of the Thorold Arms' excellent beer to the first dozen members who arrive having walked either from Stranraer or from Harwich.

More seriously, who could have thought it a sensible idea to encourage Dutch ramblers to join the madding crowds on the Pennine Way – but only after meandering round East Anglia first?

*Rob Wheeler*

### *Nominative Determinism*

How about the late Brig. E R L Peake, Deputy Director of the OS in 1943? Pity B D Drewitt (Miss) was a civil servant and only the Sales Manager for the OS, 1966.

I believe that there is a cartographer (OS?), Brig. Lewis Harris.

*Barbara Jones*

There was also Stuart Trigg, until recently the Manager of Photogrammetric and Specialist Surveys at OS, Southampton.

*David Andrews*

### *Roaming in the gloaming with my romer by my side?*

In his article 'Map grids on 1:100,000 scale maps' (*Sheetlines* 60) David Forrest says that to obtain an accurate grid reference to a point on a map a 'roamer' may be used. This device has nothing to do with roaming and, in fact, the correct spelling is 'romer' or 'Romer'.

The Oxford English Dictionary says that it is named after its inventor, the British barrister Carroll Romer (1883-1951). Is any more known about Mr Romer and his invention? The earliest example of the use of the word given in the Dictionary is from 1933.

*Michael Holroyd*

*What is this life, without a map  
We would be lost and in a flap.*

*No time to view the Peakes around  
From a Trigg point high off the ground.*

*No time to wander over land  
Or Ro(a)m 'er map, from Drewitt's hand.*

*No time to check and then convey  
Vital facts on Ordnance Survey.*

*No time for folk of either gender  
To fold a map like Major Bender.*

*No time to chat with cup of tea  
At the Charles Close Society.*

*A poor life this – were pages bare  
With no Sheetlines for us to share.*

– Anon.

## *New Maps*

*Jon Risby*

This list covers all small scale maps published between 1 March 2001 and 21 July 2001. 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 2001 (in order of their proposed publication). After the list of OS maps is a resumé of maps published by Alan Godfrey between April and July 2001.

### Landranger

44	Ballater & Glen Clova	C	2001	2000	-	28/03/01
46	Coll & Tiree	C	2001	2000	-	16/05/01
56	Loch Lomond & Inveraray	C	2001	2000	2001	12/07/01
65	Falkirk & Linlithgow, Dunfermline	D	2001	2000	2001	13/06/01
67	Duns, Dunbar & Eyemouth	B	2001	2000	-	25/04/01
68	South Kintyre & Campbeltown	B	2001	2000	-	09/05/01
69	Isle of Arran	C	2001	2000	-	16/05/01
80	Cheviot Hills & Kielder Water	C	2001	2000	2001	30/05/01
88	Newcastle upon Tyne, Durham & Sunderland	D	2001	1999	2000	28/03/01
113	Grimsby, Louth & Market Rasen	D	2001	1999-2000	-	18/04/01
118	Stoke-on-Trent & Macclesfield	C1	2001	1998	2000	28/03/01
126	Shrewsbury & Oswestry	B	2001	2000	-	14/03/01
139	Birmingham & Wolverhampton	C1	2001	1995-7	2000	02/05/01
140	Leicester, Coventry & Rugby	C	2001	1999-2000	-	09/05/01
147	Elan Valley & Builth Wells	C	2001	1999-2000	-	18/04/01
155	Bury St Edmunds, Sudbury & Stowmarket	D	2001	2000	2001	05/07/01
171	Cardiff & Newport, Pontypool	C	2001	2000	2001	25/04/01
176	West London, Rickmansworth & Staines	D1	2001	1996-98	2000	09/05/01
177	East London, Billericay & Gravesend	E	2001	1999-2000	-	28/03/01
178	The Thames Estuary, Rochester & Southend-on-Sea	D	2001	2000	2001	11/07/01
195	Bournemouth & Purbeck, Wimborne, Minster & Ringwood	D	2001	2000-1	-	12/07/01
196	The Solent & Isle of Wight, Southampton & Portsmouth	D	2001	2000	-	11/07/01

### Explorer – new publications

277	Manchester & Salford, Oldham, Rochdale & Stockport	A	2001	2001	-	04/04/01
309	Stranraer & The Rhinns	A	2001	2000	-	28/04/01
310	Glenluce & Kirkcowan	A	2001	2000	-	28/02/01
311	Wigtown, Whithorn & The Machars	A	2001	2001	-	06/04/01
312	Kirkcudbright & Castle Douglas, Gatehouse of Fleet	A	2001	2000	-	14/03/01
326	Ayr & Troon, Girvan & Maybole	A	2001	2000	-	21/03/01
327	Cumnock & Dalmellington, Mauchline & Patna	A	2001	2000	-	21/03/01
329	Lowther Hills, Sanquhar & Leadhills, Wanlockhead & Crawford	A	2001	2001	-	28/03/01
330	Moffat & St Mary's Loch, Megget Reservoir	A	2001	2001	-	04/04/01
331	Teviotdale South, Hawick	A	2001	2000	-	21/03/01
333	Kilmarnock & Irvine, Stewarton & Beith	A	2001	2000	-	14/03/01
334	East Kilbride, Galston & Darvel, Loudoun Hill & Whitlee Forest	A	2001	2000	-	21/03/01
335	Lanark & Tinto Hills, Lesmahagow & Douglas	A	2001	2000	-	04/04/01

336	Biggar & Broughton, Culter Fell & Dollar Law	A	2001	2000	-	28/03/01
341	Greenock, Largs & Millport, Clyde Muirshiel Regional Park	A	2000	2000	-	21/03/01
342	Glasgow, Paisley, Rutherglen & Kirkintilloch	A	2001	2000	-	04/04/01
343	Motherwell & Coatbridge, Whitburn & Carluke	A	2001	2001	-	04/04/01
344	Pentland Hills, Penicuik & West Linton	A	2001	2001	-	28/03/01
345	Lammermuir Hills, Dalkeith, Bonnyrigg & Gifford	A	2001	2000	-	04/04/01
348	Campsie Hills, Kilsyth, Strathblane & Fintry	A	2001	2001	-	28/03/01
349	Falkirk, Cumbernauld & Livingston, Linlithgow, Bathgate & Kilsyth	A	2001	2001	-	04/04/01
350	Edinburgh, Musselburgh & Queensferry	A	2001	2000	-	04/04/01
351	Dunbar & North Berwick, Musselburgh & Haddington	A	2001	2001	-	04/04/01
352	Islay South, Port Ellen, Bowmore & Bridgend	A	2001	2000	-	03/05/01
353	Islay North, Port Askaig, Bridgend & Port Charlotte	A	2001	2001	-	03/05/01
354	Colonsay & Oronsay	A	2001	2001	-	14/06/01
356	Kintyre South, Campbeltown	A	2001	2001	-	04/04/01
362	Cowal West, Isle of Bute, Rothesay	A	2001	2001	-	21/06/01
363	Cowal East, Dunoon & Inveraray	A	2001	2001	-	21/06/01
369	Perth & Kinross, Ochill Hills East & Leven	A	2001	2001	-	30/05/01
370	Glenrothes North, Falkland & Lomond Hills, Auchtermuchty & Cupar	A	2001	2000	-	15/06/01

#### Explorer – new editions

105	Falmouth & Mevagissey	A1	2001	1997	2001	05/07/01
162	Greenwich & Gravesend, East End, Docklands, Bromley, Sidcup & Thurrock	A1	2001	1998	2001	04/04/01
164	Gower, Llanelli	A1	1996	-	2001	12/07/01
190	Malvern Hills & Bredon Hill, Tewkesbury, Ledbury, Pershore & Upton-upon-Severn	A1	2001	1996	2001	06/06/01

#### Touring maps

Lake District & Cumbria	A	2001	2/01 <sup>1</sup>	3/01 <sup>2</sup>	30/05/01
Peak District & Derbyshire	A	2001	3/01 <sup>1</sup>	4/01 <sup>2</sup>	27/06/01
Wales	A	2001	2/01 <sup>1</sup>	3/01 <sup>2</sup>	30/05/01
Yorkshire Dales	A	2001	3/01 <sup>1</sup>	4/01 <sup>2</sup>	27/06/01

#### ***OS Ireland/OS Northern Ireland***

Dublin City Centre Tourist map	6/01
Dublin Street Guide	6/01
Complete Atlas of Ireland	4/01

#### Discoverer maps

4 Coleraine	3/01
14 Lough Neagh	3/01
20 Craigavon	3/01
27 Upper Lough Erne	3/01

<sup>1</sup> These maps state that they are 'Fully revised to' these dates...

<sup>2</sup> ... and 'Motorways and selected major roads are revised to' these dates.

***Forthcoming Maps***

The following maps have been announced for publication up to 31 October 2001.

**Landranger**

166	Luton & Hertford, Hitchin & St Albans	C1	09/08/01
59	St Andrews, Kirkcaldy & Glenrothes	C	09/08/01
128	Derby & Burton upon Trent	D	09/08/01
76	Girvan, Ballantrae & Barrhill	C	09/08/01
8	Stornoway & North Lewis	C	16/08/01
13	West Lewis & North Harris	C	16/08/01
14	Tarbet & Loch Seaforth	C	16/08/01
18	Sound of Harris, North Uist, Taransay & St Kilda	B	16/08/01
22	Benbecula & South Uist	C	16/08/01
31	Barra & South Uist, Vatersay & Eriskay	C	16/08/01
114	Anglesey	B2	30/08/01
47	Tobermory & North Mull	C	30/08/01
48	Iona & West Mull, Iona	C	30/08/01
40	Mallaig & Glenfinnan, Loch Shiel	C	06/09/01
41	Ben Nevis, Fort William & Glen Coe	D	13/09/01
91	Appleby-in-Westmorland, Brough & Kirkby Stephen	C	27/09/01

**Explorer – new publications**

361	Isle of Arran	A	19/07/01
380	Dundee & Sidlaw Hills	A	26/07/01
365	The Trossachs, Callander, Aberfoyle & Lochearnhead	A	16/08/01
366	Stirling & Ochil Hills West	A	27/09/01
347	Loch Lomond South	A	27/09/01
364	Loch Lomond North	A	27/09/01
386	Pitlochry & Loch Tummel	A	27/09/01

**Explorer – revised editions**

107	St Austell & Liskeard	A1	09/08/01
115	Exmouth & Sidmouth	A1	30/08/01

The second edition of the 2001 *Mapping Index* is due for publication on 26 July.

***Alan Godfrey Maps***

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

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

Anglesey	11.02	Holyhead	1923	6/01
Cheshire	36.12	Macclesfield (South)	1897	6/01
Derbyshire	15.13	Buxton	1897	4/01
Edinburgh (Large Scale)	30	Edinburgh (Calton Hill)	1877	7/01
Glasgow & Lanarkshire	10.02	Glasgow (Queen's Park)	1910	6/01
Lancashire	86.06	Horwich (North)	1907	5/01
Lancashire	86.10	Horwich (South)	1908	3/01
Lancashire	87.10	Bolton (NE)	1908	3/01
Lancashire	92.07	Skelmersdale	1907	4/01
Lancashire	94.05	Kirkless & Hindley Hall	1907	6/01

Lancashire	95.02	Moses Gate	1908	7/01
Lancashire	95.06	Farnworth	1908	6/01
Lancashire	97.09	Oldham (SW)	1916	7/01
Lancashire	104.06	Manchester NW & Central Salford	1915	5/01
Leicestershire	25.12	Syston	1902	6/01
Leicestershire	31.15	Leicester (SE)	1902	4/01
London	64	Stepney & Limehouse	1870	3/01
London	65	Poplar & Canning Town	1867	4/01
London	89	Kennington & Walworth	1894	6/01
London	90	Old Kent Road	1871	5/01
Middlesex	14.03	Uxbridge	1895	7/01
Norfolk	78.11	Gorleston	1904	5/01
Northumberland	2.14	Berwick upon Tweed	1923	6/01
Staffordshire	71.02	Brockmoor & Bromley	1901	4/01
Suffolk	6.16	Brandon	1903	7/01
Surrey	20.14	Coulsdon Common	1895	4/01
Surrey	26.15	Reigate	1895	4/01
Surrey	26.16	Redhill	1895	5/01
Warwickshire	14.06	Birmingham (East)	1901	6/01
Yorkshire	201.16	Bradford (Bolton Woods)	1906	6/01
Yorkshire	231.13	Halifax (SE)	1905	4/01
Yorkshire	274.10	Dodworth	1904	6/01
Yorkshire	274.16	Worsborough Dale & Worsborough Bridge	1904	4/01
Yorkshire	295.07	Treeton & Orgreave Colliery	1901	6/01

### England and Wales one-inch

34	East Cleveland	1865-84	4/01
35/44	Whitby & North York Moors (E)	1891-95	3/01
72	Yorkshire Wolds (South)	1905	7/01
86	The Dark Peak	1908-13	4/01
88	Doncaster & Isle of Axholme	1894	6/01
101	North Nottinghamshire	1906	5/01
126	Nottingham & District	1906	5/01
137	Oswestry, Llanfyllin & District	1904	7/01
176	NE Suffolk	1907	3/01
183	Redditch & District	1907	3/01
187	South Huntingdonshire	1897	7/01
190	Eye, Stowmarket & District	1897	5/01
191	Saxmundham & District	1905	3/01
203	Bedford & District	1895	4/01
226/227	Milford Haven & District	1909	7/01
228	Haverfordwest & District	1909	7/01

### *Maps for MAP*

The box of odds and ends sold by Alan Mais at the AGM map market raised £20 for his regular charity, Medical Aid for Palestinians. Those members who contributed may like to know that their donations were appreciated. – *CJH*