Charles Close Society news
1
The British Cartographic Society
4
Medieval views of the cosmos
4
The Badley Library, Royal School of Artillery, Larkhill
Frank Prest
4
London's Transport Museum
John Davies
6
UK Hydrographic Office, Taunton
Kate Taylor
7
Uncommon boundary mereings on the OS large scale map
John Cole
8
The Willenhall Historic Map Gallery
David Kimber
10
One-inch Seventh Series maps – surveying the covers
K S Andrews and R C Wheeler
11
Off the map
Peter Warburton
22
The use of one-inch maps by a railway promoter
R C Wheeler
26
Dealer's diary - Spring 2004
Roly Hann
28
Map bargains
32
The Charles Close Society expedition to Dublin, 2004
37
But for the grace of God…!
Langdon Rowe
44
The Ordnance Survey Act of 1841
46
Book reviews
52
Kerry musings
David Archer
55
Letters
57
New maps
John Risby
63
Charles Close Society news

Roger Hellyer and Richard Oliver’s latest book, *Military maps: the one-inch series of Great Britain and Ireland* is currently being prepared for press. This A4 hardback runs to approximately 300 pages and includes 16 colour plates. It covers the separate one-inch military map series for Great Britain and Ireland, including the War Revision and Second War Revision mapping also authorised for civilian sale. The new book follows the pattern of several of the Society’s other recent publications with a full descriptive text by Richard Oliver followed by Roger Hellyer’s comprehensive cartobibliographies of each series.

Publication is expected in the autumn, in time for members’ Christmas present lists, and will be announced, together with price and ordering details, on the Society’s website, in the *ordnancemaps* discussion group and in the next issue of *Sheetlines*.

Autumn publication is also scheduled for the new edition of Richard Oliver’s invaluable A5 monograph, *A guide to the Ordnance Survey one-inch Seventh Series*, currently out of print. This too is almost ready to go to press and will, we hope, shortly be followed by a new edition of Richard’s *Ordnance Survey maps: a concise guide for historians*. Longer term work has also started on a guide to the Ordnance Survey half-inch map series.
Forthcoming meetings

This issue of *Sheetlines* contains reports of several of the very successful visits that Gerry Jarvis has arranged during the year. Details of the season’s programme appeared in the last issue, including information on the three forthcoming events: in Lincoln on 16 October, at Shap Wells on the weekend of 23-24 October and at OS Headquarters on 17 November.

Places on visits are usually limited to a maximum of twelve, and are allocated on a ‘first come’ basis. Contact Gerry Jarvis, Rulow House, Buxton Old Road, Macclesfield, SK11 0AG, telephone 01625 611594, or email visits@charlesclosesociety.org.uk. We still have places for the visit to Lincoln, and what should prove an excellent weekend at Shap in the Lake District, but the visit to Ordnance Survey at Southampton is fully subscribed.

The Midlands Group of the Charles Close Society will hold an open discussion meeting at the Voluntary Services Centre, Union Street Car Park, Union Street, Burton upon Trent (SK 246229) on Thursday, 9 September 2004 at 19:00. More information from Lez Watson at 54 King Street, Burton upon Trent, DE14 3AF, (01283) 541303.

The 2004 AGM

Rodney Leary not only found a spacious and convenient venue for the AGM on 15 May, at the Harley Centre in the centre of his home town of Ludlow, but also managed to lay on brilliant sunny weather for the occasion: Ludlow was looking at its best.

This year, rather than having a single invited speaker, three members of the Society ‘volunteered’ to give short talks on their particular interests. Chris Bull was attracted by ‘unusual maps’, particularly maps of 1890 - 1940 folded in covers. His examples took us through map cover art; personalised maps; those, such as the Eclipse Map, with an intentional short lifespan; maps to accompany publications and military manoeuvre maps. He likened himself to a stamp collector in his search for oddities such as old maps in new covers or vice-versa and declared his favourites to be six-inch coloured town maps and those on Place’s waterproof paper. Having seen Chris’s slides of town maps his audience was left in full agreement over their desirability and most, no doubt, began to speculate as to what would be available at that afternoon’s map market.

John King’s theme was ‘a sense of place’. He had been introduced to maps through his father’s collection and had developed his own particular interest in maps of the New Forest, his home area. This talk was a useful corrective for those of us who tend to be acquisitive collectors of maps merely as artefacts. John described his maps as being for use, rather than being particularly rare or fantastic examples. He talked about the content of the map and ably demonstrated the wealth of historical evidence available and also his use of maps to show changes in the physical landscape.

Chris Board, standing in for David Challis who was not able to be present, completed this section of the meeting by showing examples of German mapping of the Second World War. As a national serviceman in Germany, Chris had been given the task of sorting out his battery’s map collection and a number of superseded sheets had somehow found their way into his possession. Some of these reappeared amongst his other exhibits at the AGM, not as examples of GSGS mapping of 1945 vintage, but because they were printed on the backs of cancelled German maps of the UK, captured as allied forces had advanced through Europe.
and overrun enemy map depots. Thus we were able to see examples of the mapping described by Rob Wheeler\(^1\) and John Cruickshank\(^2\) in recent issues of *Sheetlines*. Chris’s exhibits included both Ordnance Survey one-inch mapping, enlarged by the Germans to 1:50,000, as well as totally redrawn 1:200,000 mapping of 1942/43.

After this trio of fascinating and varied talks it was down to the business of the AGM. The formal minutes of the meeting and the annual accounts will be found in the *Almanack* accompanying this issue of *Sheetlines*, but the overall impression left by the officers’ reports was of a thriving society in good heart. Chris Board, as Chairman, reported that we now had just over 500 members, of whom 90 were present at the meeting. He thanked the Committee and others who had been busy about the Society’s business and noted the continual need for more volunteers to help with our various activities. Chris stressed the importance of the Society’s website and commented on the work in hand to bring it up to date. Two-thirds of new membership applications now came on forms that had been downloaded from the Web.

Chris, and also Rob Wheeler in the Secretary’s report, referred to a reorganisation of the Society’s sub-committee structure. Although Richard Oliver and others were still very active in answering queries in the online *ordnancemaps* discussion group and research activities were being successfully co-ordinated informally, it was felt that there was no longer a need for an ‘Information and Research Sub-committee’ as such, and this had been wound up. On the other hand, given the increasing value of the Society’s archive at Cambridge, the possibility of making appropriate additional acquisitions from time to time and the desirability of recording and preserving unique material elsewhere, it had been decided to set up a new Archive Sub-committee, chaired by Roger Hellyer.

Nick Krebs, Treasurer, reported on the healthy accounts detailed in the *Almanack*. He noted that major spending on publications had been offset by strong sales and outlined the further expenditure that would be necessary to fund the busy publications programme. The overall excess of income over expenditure amounted to £3253, although this surplus would be exhausted by the budgeted costs of printing the Society’s latest book.

Rodney Leary broke off from his multiple tasks in organising the meeting and preparing lunch to provide his report as Membership Secretary. Membership had risen from 480 on 1 March 2003 to 508 a year later, and had now climbed to 527.

David Parsons then reported on the work of the Publications Sub-committee, expressing particular thanks to Lionel Hooper, for the recently issued cumulative index to *Sheetlines*, and to the others, such as Steve Braim, and Chris and Cathy Bull, who do so much valuable background work for the Society. David noted that our publications were now prepared for press in digital form and announced forthcoming publications as previewed above.

With lunch approaching, Gerry Jarvis took us speedily through the very active and well-received programme of visits that he had arranged and which have been fully reported in *Sheetlines*. The existing Committee was rapidly re-elected, with the addition of Roger Hellyer and Steve Braim, and thanks were expressed to Tony Meatyard who had agreed to continue auditing the accounts despite not having been well this year.

We then broke up to eat delicious pie and salad prepared by Rodney and Gill and explore the local pubs and bookshops before forming a (fairly) orderly queue for the well-stocked map market. Altogether this was a most successful event and, while we look forward to the AGM at OS Headquarters next year, Ludlow certainly merits a return visit in the future.

\(^1\) *Sheetlines* 68, 26.

\(^2\) *Sheetlines* 69, 15.
The 41st annual symposium and map curator’s workshop will be held at the University of Durham from 9 - 12 September and will consist of a mixture of informative lectures, workshops and social events. The symposium subjects cover children and cartography, education in cartography, mapping boundaries, historical military mapping, contemporary military mapping, and cartographic generalization.

The Map Curators Group will hold a session with the theme ‘Acquisition’ plus an excursion to local sites. There will also be a strategic session on influencing the future direction of British cartography, an exhibition and the annual dinner and awards ceremony.

For any specific queries please contact:
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Medieval views of the cosmos:
mapping earth and sky at the time of the 'Book of Curiosities'

The Bodleian Library summer / autumn exhibition 2004, supported by the Heritage Lottery Fund, provides a rare opportunity to see a stunning display of medieval maps, terrestrial and celestial, in the Bodleian Library Exhibition Room, Old Schools Quadrangle, Broad Street, Oxford. Open Monday to Friday 09.30-16.45; Saturday 09.30-12.30, until 30 October 2004.

This major exhibition on the cartographic traditions of medieval Europe and the Islamic World centres upon a unique eleventh-century Arabic treatise, the anonymous Book of Curiosities of the Sciences and Marvels for the Eyes acquired by the Bodleian Library in 2002, its 400th anniversary year. Most of the illustrated pages of the Book of Curiosities are displayed in public for the first time, alongside many Western and Islamic manuscripts and artefacts from Oxford collections.

Coming soon: Medieval views of the Cosmos by Evelyn Edson and Emilie Savage-Smith. 128pp; over 50 colour illustrations; 250 × 180mm paperback, £14.95 plus £2.00 UK postage (£3.50 overseas) per book. Orders from: Bodleian Library, Communications and Publishing Office, Broad Street, Oxford, OX1 3BG, (01865) 277291, publishing@bodley.ox.ac.uk

The Badley Library, Royal School of Artillery, Larkhill
Frank Prest

On 7 April 2004, a fine sunny day, six members met at the reception area to visit this library. Most of the group had some previous experience or interest in military matters in addition to their map interests, and for two members it was a return to the place where they had spent most of their National Service in the 1950s. To them, the most notable changes were the extensive rebuilding and expansion of the base and, not unexpectedly, the much tighter
security with constant warnings of armed patrols. Gone were the days when the public bus service between Salisbury and Larkhill was routed through the camp at peak hours to serve the civilian workforce, giving any passenger a good view of guided missiles and other military hardware. Our party was duly recorded, photographed, issued with passes and welcomed by Amanda Young, one of the librarians, who showed us to the Badley Library and Information Centre. Here we met Chris Jones, another librarian, and the artillery officer in charge of training.

The Badley Library was opened in 1978 and named after the Commandant of that period. It contains a collection of books and periodicals, both technical and historical, for the staff and students, provides Internet access and participates in the interlibrary loans system. The map section does not claim to provide a comprehensive record of all maps ever produced for the Salisbury Plain Training Area, or for any other military area, but the librarians have built up a collection of maps mainly of areas outside the UK which have seen British military activity. The maps are placed in suspended files with each section indexed. There were about 25 files with up to about twenty maps in each. The majority of maps were from the 1950-1970 period but some did date from the early 1900s or the inter-war period. Most maps were of British origin, with about a quarter relating to the UK. The Salisbury Plain section included maps showing the growth of military ownership from the core areas to the last major expansion to the west, which included the well-known village of Imber. There were maps at various scales including half-inch, one-inch, two, and two and a half inches. The latest editions were not included. In the overseas sections the earliest maps included one of Malta based on a nineteenth century survey and several of the Suez Canal Zone and Iraq/Iran from the 1920-40 period. Most of the other maps of areas such as Malaya, Belize, Aden, Vietnam, Rhodesia and Nyasaland were from 1950-1960.

During the day the group studied the maps taking notes, photographs or entering details on to a laptop computer. Several members consulted the books, many of which were of a historical or political nature. Finally the regular association of an interest in maps with that of railways received reinforcement from the library staff who showed us unpublished material about the Larkhill Military Railway. This standard gauge railway operated between 1914 and about 1928 and at its peak not only served Larkhill but also extended to within a mile of Stonehenge.

Most of the group stayed until nearly closing time; many expressing a wish to revisit Larkhill. Our thanks to Gerry Jarvis for organising the visit and arranging for a very pleasant lunch at the nearby Stonehenge Inn, and to Chris Jones and Amanda Young, who provided us with space to work and helped to answer many questions during the day. The web page at www.rsa.mod.uk/atrac/rsa/Information/Reference_Centre/Badley_Library_index.htm gives further details of the Library. Further information about the Larkhill area can found in Gunners at Larkhill by N D G James, which is a history of the RSA published in 1983. A report, Stonehenge Military Installations, commissioned by English Heritage and produced by Wessex Archaeology in 1998, is a study of the military land use patterns within the Stonehenge World Heritage Site and its immediate environs (which includes Larkhill and Bulford). Unfortunately this report was never published for general sale but copies are available for consultation in the Badley Library, Wessex Archaeology (Salisbury) and some record offices. Finally, in 2002 English Heritage produced a book entitled The Field Archaeology of the Salisbury Plain Training Area which contains many maps and aerial photographs (often in colour) in 182 pages.
As only a fraction of London’s Transport Museum collection can be shown at the public gallery at Covent Garden, the rest is housed at the Depot at Acton Town. Here some 370,000 items are stored in a purpose-built, environmentally controlled building where they are being restored, catalogued, protected and preserved and made available for viewing on occasional public open days and by special arrangements.

The depot collection is in four sections: large items (such as buses and trains), small items (such as models and uniforms), posters and drawings, each with a dedicated custodian. The items date back roughly as far as the start of the twentieth century, having originated with the various predecessors of Transport for London. These include the independent railway and bus companies as well as the tramways and the highways departments of borough councils and LCC.

Two major themes emerge as a thread linking the exhibits. The first is the political, social, economic and technological history of London. In 1902 the competing underground lines were grouped into a single company; similarly the bus companies in 1908. 1912 saw the merging of the bus and underground companies with bus manufacturing hived off. Steam power was soon abandoned in the underground. In the 1920’s fierce competition by the ‘pirates’ (small independent bus companies formed by discharged WW1 soldiers) led to regulation and eventually in 1933 to the formation of the London Passenger Transport Board. After the turmoil of WW2 came the demise of the trams (and their renaissance half a century later); trolley-buses first appeared in the thirties and disappeared 40 years later. The country area buses and Green Line coaches were hived off in the sixties, one-person operation of buses and trains was gradually introduced in the seventies and eighties and privatised buses made a reappearance in the nineties. More recently, the formation of TfL has brought street management, parking, taxis and congestion charge under the same banner. All these changes and developments are reflected in the depot collection.

The other theme that is evident throughout the collection is the emergence of the corporate image with strong branding, elegant design and high quality construction. From the familiar roundel and the ubiquitous Johnson typeface to the architecture of the stations and the choice of livery, the influence of Frank Pick and Charles Holden (commercial manager and architect respectively) can be seen.

In the ‘large objects’ section are examples of buses and trains which were a familiar sight on the roads and rails of London throughout the twentieth century, restored to their original colours and condition, together with less-commonly seen items such as a sleet-clearing locomotive, an overhead-cable repair tower wagon, a one-man air-raid shelter and a section of tunnel liner. Also represented are some experimental vehicles such as a rear-engined Routemaster. Amongst the earliest items is a 1902 De Dion bus chassis; the most futuristic a mock-up of the proposed CrossRail stock. A large collection of enamel signs illustrates the evolution of style and colour conventions.

The ‘small objects’ section houses a vast selection of miscellaneous items, as diverse as models, decorative wall tiles, ticket machines, tickets, destination boards, moquette, bus stop plates, monogrammed cups and saucers, trophies, signal flags and much more.

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1 The Charles Close Society visited the Acton Depot on 4 June 2004. See also the photographs on page 33.
In the poster section can be seen the development of the underground map from the original geographic layout of the lines to an early attempt at diagrammatic representation (1933) and many versions of the famous Harry Beck map. Some show never-opened lines such as the Northern line to Alexandra Palace and the Bakerloo to Camberwell. Frank Pick commissioned many artists from 1908 onwards to create advertising posters, to dramatic and lasting effect. One oddity is that few posters ever depicted buses or trains, preferring views of destinations or abstract images.

The drawings section contains some 200,000 blueprints of which about 40,000 have so far been catalogued. The items have come from the drawing offices of the constituent companies and councils and portray engineering, architectural and design details of just about every physical object that contributed towards moving millions of Londoners every day during the twentieth century. Some of the gems include a drawing signed off as ‘approved under protest’ by Frank Pick and design details of such varied items as a Metropolitan Railway first class coach, a Gibson ticket machine, a station master’s house for the GER Woodford to Ilford line, and the unique Dartford Tunnel bicycle conveyance bus.

Inevitably, only a tiny part of the depot collection can be displayed and the curators are happy to allow closer inspection of stored items by arrangement. Map enthusiasts may want to consider organising a follow-up visit for in-depth exploration of the map collection.

As well as preserving the past, the museum is looking to the future. An active programme of digitising images is in progress and soon about 6000 posters and 8000 photographs will be available on the internet. The museum is also considering how best to capture and preserve today’s ‘soft’ material; items such as web pages and computerised journey planners which are increasingly replacing traditional ‘hard’ ephemera. There is also a pressing problem of storage space, which will have to be addressed as the collection expands.

Our visit was made enjoyable and informative by the friendly enthusiasm of our four guides: Ron Bristow (a volunteer ‘Friend’ of the museum), Jonathon Riddell (curator of posters), Richard Bench (depot site manager) and Peter Woods (drawings curator). They provided knowledgeable commentary with an eye for detail that drew our attention to such minor delights as Ron’s observation that the number of flights on a directional arrow on an LT signboard gradually decreased, one by one from four to none.

**UK Hydrographic Office, Taunton**

*Kate Taylor*

On 17 June the Charles Close Society paid a repeat visit to the Hydrographic Office in Taunton, Somerset. The group was small, just five of us made the trip (and three of us were from Somerset County Council, based in Taunton!) and one of the first things that impressed us was the security – being MOD, we had our photos taken and these appeared on our security passes straight away.

We spent an informative two hours being shown the new public access building by Fiona Bloor. The tour focused on the new environmentally passive building, with its state of the art fire protection equipment. The most important thing to remember seems to be that if you are caught inside the depositary during a fire they have a gas fire suppressant system in there rather than sprinklers and you might find yourself short of necessary oxygen (the rest of the
building has a standard water fire suppressant system). The depositary also has permeable walls so that any moisture in the air can be absorbed and not cause damage to the documents.

Fiona explained all the details of the new building and how it had been designed using the best bits of many other archive units around the country. The entire building is concrete based – even the ceilings, so that the risk from fire is minimised, and the floor slopes so that any water that might collect is channelled out of the building to minimise damage.

We were introduced to the conservation room with its impressive light wall to aid conservation and the conservator spent some time showing us around. His room is the only one where water and documents are both allowed, and he has a very large sink to aid in his restoration.

The Hydrographic Office now has a large public access room for viewing documents, with big tables that can accommodate many of the documents (although there are some river surveys that are too large even for this new room). Fiona explained the range of ‘products’ that they can provide, and showed us a few examples of documents they have in their archive. One of the documents that caught our attention was the extensive D-Day records they have, which include plans and charts of the French coast in preparation for the landings.

The archive at the Hydrographic Office is open to the public by appointment and has a huge amount of documents that may be of interest to CCS members.

**Uncommon boundary mereings on the OS large scale map**

*John Cole*

The word ‘uncommon’ is used in the author’s experience. An unusual mereing may through local usage be very common indeed in one particular part of the country or, for instance, in a coastal context. In spite of this *Edge of Sand* was found not at Bournemouth or Blackpool, but on the side of the River Don in Sheffield!

Throughout this account, except where a county series map number is given, all references are to Alan Godfrey reprints and all or part of the cover name is quoted. It might also be asked at the outset if, since all such reprints are largely pre 1930 and the vast majority before, or around, the turn of the century, do such mereings appear on the modern 1:1250 or 1:2500 map? The answer is certainly yes, but the very common *CR – Centre of Road* or *River*, is probably far more common than in days of old.

It will be remarked that *CR* can also refer to *Centre of Railway*, but some mystery surrounds this mereing, which according to OS application should be uncommon but in fact is not. The actual mereing implies the boundary being central to the railway property and not the metals. Thus *Centre of 6 (or 4) Foot Way* should be a common mereing but *C 6ft Way* has only been noted on *Walsall SW* whilst elsewhere on the same map, *C loop line of R* is to be found. *SR (Side of Railway)* is also thought to be rare since the side of railway property would normally be a fence or wall. There were very few unbounded (by a physical feature) railway properties (e.g. the St Combs branch in NE Scotland). In spite of this *SR* has been applied to part of a siding (Brighton) and *S Rail* to similar (Manchester NE).

As has been remarked *CR* must rank amongst the most common of mereings. *SR* (Brynmawr) indicating *Side of Road* is much less so. In this instance an unbounded sidewalk is involved and had the boundary been on the road side of the (presumed.) kerb, *EK, Edge of*
Kerb would have applied and if on the sidewalk limit away from the road, SFP, Side of Footpath. Much less common is CG, Centre of Gutter or Gully (Bristol NW). A presumed error, SC for EK, was noted on Leicester NW and an unexplained mereing CC (unless the second C is a G misprint) on one side of a Scottish road (Haddington). On Worcester NE appears CBR – Centre of Bridle Road whilst just off a Reading street appears C Yard and in the middle of a Birmingham courtyard, C Gutter.

River and stream mereings would appear to be straightforward but there can be some very complicated variations C Tk O C R (Ipswich) represents Centre of Track of Old Course of River, whilst CCCL (SX8244, Cornwall) stands for Centre of Covered Channel at Low Water where originally this was an open tidal river. CCLW is very common but on older maps (pre 1913) it is apt to be CC at LW (Norwich).

Continuing with water and associated features: SP – Side of Pond was encountered at Dudley and C Lake at London Kensington. SR – Side of River is relatively common but in Ireland ER – Edge of River was adopted (Athlone). Also noted on this map was FM which is believed (from its situation) to indicate Face of Moorings. Amongst uncommon canal mereings noted were 6ft SC – Six Feet from Side of Canal (Wednesbury) and CB – Centre of Basin (Brades Village).

Moving on to the coast CD – Centre of Dock (Bermondsey), C Float (Seacombe) and BSM – Base of Sloping Masonry (Brighton, applied to a Groyne on the beach) are all man-made features, whilst C Creek (Grimsby) is natural.

Frequently an administrative boundary is at a distance from a feature: three or four feet is probably the most common figure. Extremes noted have been 6" FW – Six inches from Face of Wall (Bristol NW), 3'9" RH – Three feet nine inches from Root of Hedge (Stockton), 32" FW (Winson Green) and 10 Links RH (Devon 13.6).

Distance need not be confined to a linear feature. Most unusual was a boundary mered Four feet from Trees (Portobello West), in this case five trees positioned but not described. Described trees falling on a boundary e.g. Ash, Elm, Oak etc. are common, but not so frequently encountered is a Thorn bush (Wincobank) and a Pear (Worcester NE) both shown by positioned tree symbols; Stump Of Tree (Newcastle-under-Lyme) and a named tree, Jabett’s Ash (Coventry).

As has been mentioned Irish large scale maps contain mereings which may, or may not, be encountered on similar English, Welsh or Scottish sheets: SH – Side of House and FB – Face of Building were both noted at Mullingar. In Ireland also, boundaries mered to ditches appear to be more common than in Great Britain.

Finally a further miscellaneous list of uncommon mereings:

STP – Side of Tow Path (Wednesbury), S Pier (SZ5992),
CDW – Centre of Double Wall (Rotherhithe), EM – Edge of Moat (SU6100),
CL – Centre of Lane (Bristol), SD – Side of Dam (SK4247),
Top Of Weir (Wincobank), SR – Side of Reservoir (SD9504),
C Gap (Seacombe), CFB – Centre of Footbridge (NS9281),
F Shed – Face of Shed (Tipton), SB – Side of Bath¹ (TG2306),
Side of Tunnel (Edge Hill), SOCR – Side of Old Course of River (TG2306),
CT – Centre of Tramway (Sheffield),² C Ave – Centre of Avenue (ST5873).

¹ In this case, a swimming bath.
² A mineral, not a street, tramway where the mereing is usually Centre of Road.
Following the feature in my local newspaper, *Express & Star*, of Monday 12 April 2004, I travelled the short distance from Wolverhampton to Walsall on Saturday 8 May to visit the new permanent exhibition at Willenhall Library. The displays are housed in the library’s Historic Maps Room and there is tight security. The room is located on the first floor and previously contained articles on the local lock industry.

On display were framed originals as well as rarities representing centuries of cartographic history. The themes are:

- old town plans, c 1700 - c 1900,
- old county maps,
- British coastal surveys,
- borough plans,
- world cities,
- world maps from c 1600.

The project is a collaboration between Walsall Metropolitan Borough Council’s Libraries and Heritage section, Walsall company Mercia Maps, Cornwall-based Historic Maps and the Coventry-based imaging company the Colab Group.

The advanced publicity implied that those attending would be able to explore and study at their leisure and have access to hundreds of rare town plans of Walsall and other areas from previous centuries. Other publicity implied that you could browse through a catalogue of around 800 historic old maps and then choose from a number of products. This was not so, as only a selection of maps were displayed and I could find no reference to an extensive catalogue. I was referred to an Internet website, www.maphisteria.com, jointly managed by Mercia Maps and Historic Maps.

I found the display both informative and educational but I came away with the view that the main aim of the exhibition is to sell reproduction copies of the historic maps. There were some local maps but the main centre for local mapping covering the Walsall area is located at the Local History Centre, Essex Street, Walsall.

I would recommend people in the West Midlands to visit the display and also if they have time, the Local History Centres of Walsall and/or Wolverhampton. I am not sure that I would recommend a visit for people living further afield. The staff at the library were very helpful and gave me details of Internet websites and other addresses to follow up my initial inquiries.

Following the recent Annual General Meeting of the Charles Close Society, I have forwarded copies of the new information leaflet to the four local authorities (Wolverhampton, Walsall, Sandwell and Dudley) that cover the former Black Country area. Neither Ordnance Survey nor the Charles Close Society were referred to in the displays.
**One-inch Seventh Series maps – surveying the covers**

**K S Andrews and R C Wheeler**

**Introduction**

From 1952, the Seventh Series one-inch OS maps of Great Britain progressively replaced the Scottish Popular and the Sixth Edition. The first cover type, designed by Stanley Phillip Reeves and referred to as H99.1, was in use until 1969, when it was replaced by H132.1.¹ The front cover H99.1 has the royal crest above letterpress above a sketch map, following the general layout of the Sixth Edition cover H96.1. The framework, however, is a stepped design of broad red bands with black lines in Art Deco style, redolent of the age of jazz and the Charleston. Its main positive attribute is distinctiveness – the questing cartophile can easily find a box of H99.1 maps in a dark corner of a second-hand bookshop. The vivid red H132.1 cover, a break with tradition, is also distinctive but fewer map collectors like it. The art content is nil; the graphic design is commonplace. A more kindly author might describe it as an unpretentious fusion of functionality and minimalism.

The cover types, when studied closely, are seen to have gone through a large number of subtle changes. Rob Wheeler reported a system of classification developed from unpublished work of Guy Messenger and Richard Oliver.² That paper described 41 variants. Taking into account the paper and cloth map options available with 29 of the variants, and the English and Scottish shield options on 28 variants, the number of different covers he described was potentially a bewildering 125. The response to this pioneering article showed that the subject was of interest to many members of CCS, and their input led to a further article by Rob Wheeler.³

We now report the results of further input from members and new detailed studies of the Seventh Series covers. Richard Oliver’s classification scheme is retained in outline but upgraded in some areas, causing some variants to be re-numbered and others to be subdivided. Of special interest is the apparent uncertainty that the index reveals concerning the sheet on which the outlying island of Foula was to be inset. The classification is supplemented with an attempt to list completely the stepwise changes between all variants. It is hoped that this list will catalyse more feedback from members, confirming the new classes and maybe proposing more new ones. There is a report on the heraldic device designers. The methods used to apply price changes after printing are described; an extension to the code system is given for their classification. The results of the feedback from members concerning the frequency of cover printings of a sheet is reported.

This article does not attempt a critique of sheet-specific information, i.e. sheet numbers, titles, publishing and revision dates and the front cover sketch maps. However, the authors note in passing that the latter would repay study. For example, they show inconsistencies in the design of insets for outlying islands (see sheets 6, 8 and 189). Several sketch maps were revised during the lifetime of the H99.1 cover, especially for Wales and London.

² *Sheetlines* 63, 43-47.
³ *Sheetlines* 65, 17-18.
**Cover H99.1**

**Dissected Covers**

The dissected version of the Seventh Series is rare and was soon discontinued. The covers used were RO1a and RO1b (see below) with the following differences.

(a) There is no printed price. A label ‘Price (Dissected) Eighteen Shillings and Sixpence Net.’ is affixed below the title or below the sketch map.

(b) The covers are 4mm wider than the Bender cover.

(c) Having no spine, the front and back covers are separate.

**Bender Covers**

The stepwise changes to this cover are listed below. As in reference 2, the paper and cloth versions have been combined in the listing of variants, as have the two national designs (i.e. England & Wales and Scotland), for the sake of simplicity of reporting. Variants RO2a to RO24c are the ones that may exist in all four versions but this has not been verified in every case.

The list of variants has been broken up into three sections, viz. the short cover, the long cover (with an accompanying table) and the laminated cover. In general, only the changes from the previous state are given. The date code ranges cover typical values that have been observed, but occasionally values outside the normal limits may be seen (e.g. sheet 25, cover RO2a dated 1.57). It is not uncommon to find covers with no date code.

 Anything which might be merely a typographical error has been excluded unless it has been found on at least two different sheet covers. Also, minor changes such as the intermittent hyphenation of Barrow-in-Furness have been left out. The changes made in the index to the sheet on which the outlying island of Foula was to be inset are sufficiently interesting to merit a few descriptive paragraphs.

**Fitting in Foula**

The sheet lines of the 190 maps in the Seventh Series are drawn so as to include mainland Britain and its islands. In some cases, individual maps unavoidably cover large areas of sea and not much land. Sheet 32, *Barra*, has approximately 15% land and sheet 44, *Coll & Tiree*, is very poor value with only 10% land. Some islands, however, do not fit within straight sheet lines but can be accommodated by printing right to the edge of the paper (as at St. David’s Head on sheets 138 and 151 in order to include South Bishop). Sheet 151 also includes The Smalls and Grassholm Island as an inset. Other remote islands are mapped as insets to appropriate coastal sheets. The Isles of Scilly are on sheet 189 and Lundy Island is put on sheet 163. The eastern tip of Anglesey and Puffin Island (mapped on sheet 107) are repeated as an inset on sheet 106, *Anglesey*, as a helpful gesture. Fair Isle is an inset on sheet 4, *Shetland Islands, South Mainland*, and so is Foula as a second inset.

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4 See note by Richard Oliver, *Sheetlines* 32, 57-58. For the description of dissected covers, the authors acknowledge personal communication from Mr A A Lee to RCW.

5 The grid on this inset is skewed, the legacy of an earlier grid system. The combined sheet 138/151 has a smaller inset, The Smalls with their lighthouse being omitted.

6 Sheet 6, *Orkney Islands*, also has two insets, Sule Skerry and Stack Skerry, the western being placed on the right of the eastern: most confusing.
However, the insertion of Foula on sheet 4 does not seem to have been a foregone conclusion, to judge from the evidence presented by the various states of the map cover index.\(^7\) When the Seventh Series sheet lines for Scotland were first shown, on RO2a in 1956, Foula was arrowed for insertion on sheet 2. This position was maintained until cover RO6a, dated from 1/60, which shows Foula destined for sheet 4. Cover RO8 dated from 4/61 shows Foula has migrated back to sheet 2. Considering that sheet 4, with Foula as an inset, was published three months later in 7/61\(^8\) this is astonishing. In 10/61, the short-lived cover RO11a has no Foula arrow. Finally, from 12/61, with cover RO1lc the index catches up with the fact that Foula was on sheet 4, published seven months previously.

The Foula inset, including its frame, measures the equivalent of 9 km × 9 km. Approximately 1 km of blank sea is usually allowed around insets, therefore a space 11 km × 11 km was required to accommodate it. This is easily available on sheet 4, above the Fair Isle inset; the map still appears spaciously laid out. Sheet 2, arguably the most attractive map in the whole series, would have been spoilt were Foula to have been squashed into the tight space available; it would have been an act of Philistinism.

\(^7\) See also Roger Hellyer, ‘Now you see it, now you don’t!’, Sheetlines 50, 33-35.
\(^8\) Richard Oliver, A Guide to the Ordnance Survey One-inch Seventh Series, CCS 1991. In his guide to the New Popular Edition, Richard Oliver reproduces its sheet lines as originally proposed in 1938-40; Foula is shown arrowed to sheet 4 but of course the Scottish sheets were never progressed. The sheet lines were followed closely for the Seventh Series.  

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**Lions, unicorns and crowns**

Royal insignia were seldom absent from the covers of OS maps until 1968. They often consisted of the coat of arms of the monarch supported by lion and unicorn, and surmounted by a crown, but the insignia range from a simple crown with the letters GR through to the large Baroque designs created by Ellis Martin. On the H99.1 covers, the heraldic devices are in a commanding position, but not over-stated, a nicely-judged reminder of the tradition of quality and the official status of the product. The covers have four devices, the approved achievements of King George VI and Queen Elizabeth II for England & Wales and for Scotland. They are all designs for which the respective monarchs showed preference.
England and Wales

The George VI device is a slightly amended form of the 1924 design for George V by Kruger Gray which was used on H8 covers. The lettering GVR and the rectangular background have been removed and the lettering and decoration on the garter is simplified to aid legibility on the smaller scale. Kruger Gray (1880-1943) was a designer of coins, seals and medals.9

The Elizabeth II device is by Reynolds Stone (1909-1979) the engraver and illustrator. It was designed for HMSO in 1955 and received royal approval in 1956. As requested by the Queen, it shows St Edward’s crown which was used at her coronation.10 It is a brilliant balance of detail and clarity in a black and white design of less than one square inch.

Scotland

The George VI device for Scotland copies the George V design as on H16 covers with the letters GR removed and slightly broader proportions for the lion rampant shield. There is no red colouring.

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The Elizabeth II device retains the lion shield but under a Scottish crown design of 1953 by Walter Pritchard and Gordon Huntly. Known as the ‘outline version with cap’, it is one of three different designs they produced. The cap in the crown is indistinct, giving the rosettes a floating appearance. It is not known why the device was not brought into use on the H99.1 cover until April 1963, a delay of 10 years.

List of stepwise changes from previous state

H99.1 – short cover

<table>
<thead>
<tr>
<th>RO</th>
<th>date codes</th>
<th>stepwise changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>-</td>
<td>Covers with square bottom corners, 196 mm long with spine 5 mm (paper) and 8 mm (cloth). Prices 4/- (paper) and 6/6 (cloth).</td>
</tr>
<tr>
<td>1b</td>
<td>-</td>
<td>Bottom corners rounded.</td>
</tr>
<tr>
<td>2a</td>
<td>-</td>
<td>In the index, the Seventh Series sheet lines are extended to Scotland, with the Scottish Popular lines now in red. Foula is arrowed NE to sheet 2. The overlap 86/92 is now red hatched, and 160 &amp; 161 moved south to overlap SW &amp; SE London. Nairn and Newton Stewart are omitted. ‘Grantown on Spey’ is on one line. Girvan is relocated closer to Ayr. ‘Berwick upon Tweed’ becomes ‘Berwick on Tweed’. Changes to name positions, particularly London, Isle of Man and in Scotland. A note in a black box explains the dual sheets in Scotland, etc. Note below the index omits sentence about mail orders. OS address omits Surbiton. The Ministry is now ‘and Food’. Scottish sheets begin publication. The Scottish heraldic device has ‘Ordnance Survey’ below the rectangle.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>9.56-12.56</th>
<th>Sheets 185, 189 and 190 now overlap.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1.57-2.58</td>
<td>The front cover for England and Wales now has the arms of QEII by Reynolds Stone. Use this classification for Scottish maps dated from 1.57.</td>
</tr>
<tr>
<td>4</td>
<td>3.58-8.58</td>
<td>Prices increased to 4/6, 7/- on 1.4.58.</td>
</tr>
<tr>
<td>5</td>
<td>8.58-2.60</td>
<td>Inside the cover, the end of the sentence above the grid changes from ‘are now replacing the figures’ to ‘have replaced the figures’.</td>
</tr>
</tbody>
</table>

H99.1 long cover – see also Table

<table>
<thead>
<tr>
<th>RO</th>
<th>stepwise changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6a</td>
<td>The cover is now 216 mm long. In the index, the heading is now two lines, with the words SEVENTH SERIES and SURVEY inserted. The Scottish Popular sheet lines are removed. Foula is arrowed SE to sheet 4. ‘Dolgelley’ becomes ‘Dolgellau’. The black note in a box on the left is replaced by a red note listing four tourist maps [using square brackets] and ‘areas:’ has a short dash. There is a red note on the right promising completion of the series in 1961. Note below the index omits the word ‘NOTE-’ and is in smaller print. ‘Crown Copyright Reserved’ becomes ‘© Crown Copyright’. ‘Printed and Published’ becomes ‘Made and published’</td>
</tr>
</tbody>
</table>

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11 D V White, Rouge Croix Pursuivant, personal communication to KSA. The assistance of Rouge Croix Pursuivant at the College of Arms and the Lyon Clerk at the Court of the Lord Lyon is gratefully acknowledged.
Revision and publication data omitted from front cover.

Revision and publication data restored. Inside the cover, the grid booklet is now 1s. 6d.

Prices increased to 5/6, 7/6 on 1.1.61.

In the index, the heading “ONE-INCH” becomes ONE INCH with no quotes. Foula arrowed NE to Sheet 2. Six tourist maps are now listed (with curved brackets), ‘based on Seventh’ etc. is now stretched for left and right justification and ‘areas:—’ has a long dash. ‘N. Uist’ becomes ‘N Uist’ and similarly for S. Uist, ‘Berwick on Tweed’ becomes ‘Berwick-upon-Tweed’, ‘Stoke on Trent’ becomes ‘Stoke-on-Trent’, ‘Southend’ becomes ‘Southend-on-Sea’. ‘Anglesey’ is printed above Holyhead. The name ‘Lyme Regis’ is moved. The sheet lines for 138 and 151 bulge around South Bishop Island. ‘© Crown Copyright’ is smaller.

The spine is printed with a thin sans serif font.

The note on the right in the index is removed. The Foula arrow is omitted.

Foula arrowed NE to sheet 2.

Foula arrowed SE to sheet 4.

In Tourist list, ‘[covers Oban to Ben Nevis]’ in square brackets, ‘areas:—’ long dash retained.

The crown is changed on the lion shield on Scottish covers. Use this classification for English and Welsh covers dated from 4.63.

On the spine, ‘1” 7th Series’ becomes ‘One-inch’.

Inside the cover, grid diagram has letters only. The sentence above is shortened to suit.

Printing on the spine is inverted.

‘Paper’ or ‘Mounted on Cloth’ and price (now in figures) are moved to the bottom of the front cover.

Now seven tourist maps listed in the index by adding Cairngorms. ‘[covers Oban to Ben Nevis]’ becomes ‘[covers Ben Nevis and Glen Coe]’. Square brackets and ‘areas:—’ long dash retained. Title changed by omitting ‘based on Seventh Series material’ and ‘also’.

Prices increased to 6/6, 8/6.

‘(covers Ben Nevis and Glen Coe)’ in round brackets.

Tourist map renamed ‘Ben Nevis and Glen Coe (includes Lorn and Lochaber)’.

‘by authority of the Ministry of Agriculture, Fisheries and Food’ omitted.

Cambridge added to tourist map list (now eight).

Tourist map list printed in black, ‘areas:—’ with long dash retained. ‘Lundy Island’ becomes ‘Lundy’.

‘areas:—’ with long dash omitted. Tourist map list justification error has been observed on sheet 154 (paper).

Revision and publication data omitted from front cover.

Note in black in index about the combination of sheets 138 and 151. ‘areas:’ is still colon only.
### Variants for H99.1 long cover

<table>
<thead>
<tr>
<th>RO</th>
<th>prices</th>
<th>date codes</th>
<th>spine</th>
<th>notes</th>
<th>principal change</th>
</tr>
</thead>
<tbody>
<tr>
<td>6a</td>
<td>4/6, 7/-</td>
<td>1.60-8.60</td>
<td>BS7</td>
<td>P4R</td>
<td>Long cover, Foula to sheet 4</td>
</tr>
<tr>
<td>6ax</td>
<td>4/6, 7/-</td>
<td>5.60</td>
<td>BS7</td>
<td>P4R</td>
<td>Revision and pub. dates omitted</td>
</tr>
<tr>
<td>6b</td>
<td>4/6, 7/-</td>
<td>6.60-11.60</td>
<td>BS7</td>
<td>P4R</td>
<td>Dates restored, grid book 1/6</td>
</tr>
<tr>
<td>7</td>
<td>5/6, 7/6</td>
<td>12.60-4.61</td>
<td>BS7</td>
<td>P4R</td>
<td>Price rise 1.1.61</td>
</tr>
<tr>
<td>8</td>
<td>5/6, 7/6</td>
<td>4.61-5.61</td>
<td>BS7</td>
<td>P6R</td>
<td>Six tourist maps, Foula to sheet 2</td>
</tr>
<tr>
<td>9</td>
<td>5/6, 7/6</td>
<td>6.61-9.61</td>
<td>BX7</td>
<td>P6R</td>
<td>Spine has sans serif font</td>
</tr>
<tr>
<td>11a</td>
<td>5/6, 7/6</td>
<td>10.61</td>
<td>BX7</td>
<td>6R</td>
<td>No completion note, no Foula arrow</td>
</tr>
<tr>
<td>11b</td>
<td>5/6, 7/6</td>
<td>9.61-1.62</td>
<td>BX7</td>
<td>6R</td>
<td>Foula to sheet 2</td>
</tr>
<tr>
<td>11c</td>
<td>5/6, 7/6</td>
<td>12.61-5.62</td>
<td>BX7</td>
<td>6R</td>
<td>Foula to sheet 4</td>
</tr>
<tr>
<td>11d</td>
<td>5/6, 7/6</td>
<td>4.62-2.63</td>
<td>BX7</td>
<td>6R</td>
<td>Square brackets in tourist list</td>
</tr>
<tr>
<td>12</td>
<td>5/6, 7/6</td>
<td>4.63-8.63</td>
<td>BX7</td>
<td>6R</td>
<td>New crown for Scotland</td>
</tr>
<tr>
<td>14a</td>
<td>5/6, 7/6</td>
<td>8.63</td>
<td>BXO</td>
<td>6R</td>
<td>One-inch on spine</td>
</tr>
<tr>
<td>14b</td>
<td>5/6, 7/6</td>
<td>8.63-12.63</td>
<td>BXO</td>
<td>6R</td>
<td>Grid is letters only</td>
</tr>
<tr>
<td>15</td>
<td>5/6, 7/6</td>
<td>10.63-2.64</td>
<td>FXO</td>
<td>6R</td>
<td>Spine printing inverted</td>
</tr>
<tr>
<td>16a</td>
<td>5/6, 7/6</td>
<td>2.64-9.64</td>
<td>FXO</td>
<td>6R</td>
<td>Price in figures</td>
</tr>
<tr>
<td>16b</td>
<td>5/6, 7/6</td>
<td>8.64-10.64</td>
<td>FXO</td>
<td>7R</td>
<td>Seven tourist maps</td>
</tr>
<tr>
<td>17a</td>
<td>6/6, 8/6</td>
<td>9.64-11.64</td>
<td>FXO</td>
<td>7R</td>
<td>Price increase</td>
</tr>
<tr>
<td>17b</td>
<td>6/6, 8/6</td>
<td>10.64-11.64</td>
<td>FXO</td>
<td>7R</td>
<td>Round brackets in tourist list</td>
</tr>
<tr>
<td>17c</td>
<td>6/6, 8/6</td>
<td>12.64-5.65</td>
<td>FXO</td>
<td>7*R</td>
<td>‘Lorn’ etc. now ‘Ben Nevis’ etc.</td>
</tr>
<tr>
<td>18</td>
<td>6/6, 8/6</td>
<td>5.65-7.65</td>
<td>FXO</td>
<td>7*R</td>
<td>No MAFF</td>
</tr>
<tr>
<td>19</td>
<td>6/6, 8/6</td>
<td>8.65-9.65</td>
<td>FXO</td>
<td>8R</td>
<td>Eight tourist maps</td>
</tr>
<tr>
<td>20a</td>
<td>6/6, 8/6</td>
<td>10.65</td>
<td>FXO</td>
<td>8B</td>
<td>Tourist list in black</td>
</tr>
<tr>
<td>20b</td>
<td>6/6, 8/6</td>
<td>11.65-1.66</td>
<td>FXO</td>
<td>8B</td>
<td>Tourist list ‘areas:’ no dash</td>
</tr>
<tr>
<td>21a</td>
<td>6/6, 8/6</td>
<td>1.66</td>
<td>FXO</td>
<td>8B</td>
<td>No revision &amp; pub. dates</td>
</tr>
<tr>
<td>21b</td>
<td>6/6, 8/6</td>
<td>1.66-3.66</td>
<td>FXO</td>
<td>8BC</td>
<td>Note for 138/151 combination</td>
</tr>
</tbody>
</table>

### Notes for Table

**Spine** has three identifiers:

- **B** or **F** printing is upright when viewed from back (B) or front (F),
- **S** or **X** the font is serif (S) or sans serif (X),
- **7** or **O** title is ‘1” 7th Series’ (7) or ‘One-inch’ (O).

**Notes on the index map:**

- **P** note in red promising completion of the Seventh Series in 1961,
- **4 etc.** number of tourist maps listed. 7* refers to the renaming of ‘Lorn and Lochaber’ as ‘Ben Nevis and Glen Coe’. There were many changes to this map name and its brackets,
- **R** or **B** notes are printed in red (R) or black (B),
- **C** note west of Lundy describing the combination of sheets 138 and 151.
H99.1 laminated cover

RO    date codes   stepwise changes
22    4.66-6.66   As RO21b but ‘Lundy’ becomes ‘Lundy Island’, the notes are in red and the cover has a shiny waterproof coating.
24a   6.66-10.66  In tourist map list, ‘areas:–’ with long dash and New Forest is inserted, to make nine maps. Inside the cover, the grid booklet now costs 2s 0d from a new address in High Holborn.
24b   10.66-11.66 Red hatching removed from overlap of 138 and 151.
24c   11.66-2.68  Map renumbered 138/151 on the index and sheet lines redrawn to suit. ‘Lundy Island’ becomes ‘Lundy’.

Cover H132.1

The later cover style H132.1 was current from 1969. Throughout its life, the front and spine remained unchanged in design and detail except for pricing. With Scottish maps having no distinguishing feature and cloth maps discontinued, the maps present an image of unusual uniformity! As readers may have anticipated, however, the back covers and inside were subject to changes, some obvious and some subtle. Variant RO28 described in reference 2 has been subdivided to reflect changes in place names in the index, an instance of Teesside and Torbay having something in common. To avoid confusion, all price changes on covers are identified using price change suffixes.

RO    printed price stepwise changes
26    6/6       Spine as RO25, all else recast. National Grid information inside. Snowdonia National Park tourist map listed. Index has red land and white sea; solidus omitted from 138/151.
27    8/-       New price from 1.1.70.
28a   8/- [40p]  Pre-decimalisation dual pricing.
28b   8/- [40p]  In the index, ‘Berwick-upon-Tweed’ is now hyphenated and we have Teesside and Torbay. The © symbol is omitted.
29    40p       Decimalisation on 15.2.71.
30    40p       The index now has white land and pink sea.
32    44p       New price from 1.1.72.
33    44p       Inside the cover, the National Grid information is replaced by map information beginning ‘One-Inch Series…’ and the upper page ends ‘and the Marches at the quarter-inch scale.’
34a   44p       The list of tourist maps in the index is in a new typeface and Cambridge is omitted. Sentence ‘These maps are obtainable…’ is omitted.
The original printed price is 50p (see below).

As RO34a but inside information now ends ‘…Peak District around Kinder Scout is also published.’ on upper page. On the lower page, the rule above ‘Archaeological and Historical Maps’ is omitted.

New price from 1.12.74.

New inside information starts ‘One-Inch and 1:50 000 Series…’

The price ‘50p’ is printed over the lamination (see below).

Cover price modification

The Seventh Series was current from 1952 to 1978, a period when the UK economy was suffering seriously from inflation, which led to six map price increases. For example, the cover price of the paper version of the map increased from 4/- in 1957 to 50p in 1975, a rise of 150% in 18 years. This led to the need to re-price unsold maps, a job performed more than once on maps of areas that were slow to sell. The method used to change the cover price was altered each time from the first price rise on 1.4.58 to the last on 1.12.74. The authors here attempt to describe the principal methods used in each case but many exceptions exist due to re-pricing of maps caught at various stages of the supply chain.

From 1.4.58, paper maps increased in price from 4/- to 4/6 and cloth maps from 6/6 to 7/-. The increase was indicated on old stock using a rectangular cream paper sticker ‘Price Four Shillings & Sixpence Net’ or ‘Price Seven Shillings Net’ over the original price and also concealing the paper/cloth statement.

From 1.1.61, the prices were 5/6 and 7/6, and the change was shown using a rubber stamp. The impression is often with indigo ink and says ‘Revised Price 5/6 net.’ in a rectangle (similar for 7/6). The use of a rubber stamp does not hide the original price or the paper/cloth statement. Exceptionally, a rubber stamp ‘REVISED PRICE 5/6’ (or ‘7/6’) in a rectangle was used. Other rubber stampings have been seen.

From 1964, prices were 6/6 and 8/6, and the maps to be re-priced were of two types. Those with the price in figures had the original price covered with an adhesive red disc with ‘6/6 net’ or ‘8/6 net’. Older stock with the price in words was updated with a rectangular white paper sticker ‘Price (Paper) Six Shillings & Sixpence Net’ and similar for cloth. In all these cases, the original price was hidden but the maps were still stated to be paper or cloth. Exceptionally, a rectangular white paper sticker ‘REVISED PRICE 6/6 net’ was used to cover the original price in words but usually not the section ‘Price (Paper)’. Various rubber stampings have been seen, some clearly of official OS origin. The red disc method has also been used on covers bearing the price in words, to produce a startling effect.

At the next price rise, on 1.1.70, cover H132.1 had become established, with H99.1 covers withdrawn from stock. The price rise was from 6/6 to 8/- (there were by now no cloth maps). This change was made with a rectangular red sticker ‘8/-’ covering the original price. Decimalisation was heralded with a dual printed price ‘8/- [40p]’ and then just ‘40p’ but no adjustments to old stock were necessary.

The authors acknowledge personal communication from Mr A A Lee to RCW for details of some price modification examples, particularly on H132.1 covers. Note that the edition C of sheet 87, Isle of Man, has tourist features and a tourist price, putting it beyond the scope of this article.
The price rise to 44p on 1.1.72 was fudged by covering the old price with a blank red sticker, with a larger one being used for maps dual priced at 8/- [40p] than for those priced at 40p. Many maps, usually RO30, were re-priced using the better method of a red sticker printed with the official OS logo and ‘44p’.

Some covers, in other respects like RO34a, were printed with the price 50p, probably in anticipation of a price increase that was then delayed, and are coded RO34ax. Of these, some were laminated and set aside for future use when the price increase was belatedly implemented, by which time only covers for sheets north of the Lancaster parallel were needed. Others were printed, over the lamination (OL), with 44p and a black rectangle to obscure the 50p. A third category is those which were overprinted 44p and a black rectangle under the lamination (UL) and then laminated. Printing OL is distinctively matt, recessed into the card and inexact in location, where there is no price to be blacked out. A manual feed device was probably used.

On 1.12.74 the price rose to 50p. Much old stock had the price covered with a white 50p sticker, usually with 50p printed OL on its left (belt and braces approach). Some were overprinted UL or OL with 50p and a black rectangle.

The last variant, RO38, had no price printed UL and the printed price 50p was added after assembly. Thus covered maps could be stored for pricing as required. This laborious but otherwise ideal pricing method had been found at the eleventh hour when the Seventh Series had almost run its course. ‘Priceless’ copies of RO38 are likely to be from the OS bicentenary re-issue of 1991.

When the Seventh Series was replaced by 1:50 000, a large circular sticker was affixed ‘ORDNANCE SURVEY/ NON NET/ SUPERSEDED STOCK’, the OS equivalent of a Death Certificate.

Classification of Maps with Price Modifications

Using the RO system, it is important that maps are classified using the original printed price. In cases where it is not visible, it can often be inferred from other distinguishing features and the method of price modification. To catalogue individual maps in a collection, the following scheme is proposed for the additional recording of price changes.

To take a map at random, the code string

7S-110-B/*-cloth-RO16a-RD8/6

describes a Seventh Series sheet 110, Stoke-on-Trent, edition B/*, mounted on cloth, cover RO16a with a red disc increasing the price to ‘8/6 net’.

It is recommended that other methods of cover price modification are coded like the following examples:

RD6/6 similar to RD8/6 above.
RS5/6 impression from a rubber stamp (often indigo) ‘Revised Price 5/6 net.’ in a rectangle. Also RS6/6, RS7/6.
PS7/- a rectangular cream paper sticker ‘Price Seven Shillings Net’ with no reference to paper or cloth. Also PS4/6.
PS(C)8/6 a rectangular white paper sticker ‘Price (Cloth) Eight Shillings & Sixpence Net’. Also PS(P)6/6.
RR8/- a rectangular red sticker ‘8/-’.
**OS44p**  a rectangular red sticker with the OS logo and ‘44p’.

**BLS**  a blank rectangular red sticker.

**UL44pBR**  44p and a black rectangle printed under the lamination (UL). Also **UL50pBR**.

**OL50pWS50p**  50p printed over lamination (OL) and a white 50p sticker. Other UL and OL price changes should be coded in a similar manner e.g. **OL44pBR**.

**OSNNSS**  a large circular sticker ‘ORDNANCE SURVEY/NON NET/SUPERSEDED STOCK’

Double price changes can be coded as e.g. **RO5-RS5/6-PS(P)6/6**.

**Frequency of printing**

Sheetlines 65 contained a list of 22 H99.1 covers found on the paper version of sheet 120, together with twelve found on the cloth version. Intervals between successive printings were often four to six months and it was suggested that this was the usual interval between printings. To confirm this, an appeal was made for details of covers for the cloth version in members’ collections. Out of seven returns, there were three additions to the list of covers.

The sample, though small, is consistent with the five month assumption. Certainly it gave no grounds for believing that the gaps in the list could be attributed to the occasional production of very large stocks of covers.

The implication is that the cover date should normally indicate to within, say, a year the date when a particular sheet left OS premises. How long it spent on a retailer’s shelves can only be deduced from the number of successive price-change stickers it accumulated or from the happy instances when a purchaser wrote the date, as well as his name, on a newly-acquired sheet.

**Conclusion**

During its lifetime, 1952 to 1978, the one-inch Seventh Series map had two cover designs, H99.1 and H132.1. Detailed study, however, shows a profusion of cover classes. Many of them had different shields for Scotland and many had paper and cloth versions as well. Profusion becomes superabundance.

In summary, the main causes of the changes were as follows:

- to lengthen the cover so as to avoid underfolding the map key,
- to phase out the Sixth Edition and Scottish Popular maps on the index,
- to change the OS shields from George VI to Elizabeth II design,
- to revise the prices,
- to facilitate display in shops by changes to the spine and to modernise the appearance,
- to keep the Tourist Map list up-to-date,
- to give the cover a waterproof finish,
- to merge sheets 138 and 151.

Whereas the owner of a collection of Seventh Series maps may have thought that they were literally covered in confusion, the authors trust to have mapped the path of purposeful evolution.
Off the map

Peter Warburton

In the beginning what lay beyond the neat line and the piano keys was dragon country. The later addition of adjoining sheet numbers was hardly a significant concession to customers’ convenience so that the one-map traveller who strayed beyond the boundaries of that single sheet remained alone in terra incognita throughout the decades of the Old Series. This neglect ran counter to established practice and must have been a deliberate act of policy. Before OS publication began the convention had been for county maps and town plans to provide off-map directions on a generous scale. This practice was maintained into the OS era by most of the Survey’s competitors.

The first change came with the publication of the New Series in England and Wales and, somewhat later, the appearance in Scotland of the Second Edition in 1896.¹ The illustration, taken from an 1887 copy of sheet 97, Runcorn, shows the title instead of (later, in addition to) the number of the adjoining sheet, county names at county boundaries and, the major innovation, off-sheet directions. These were restricted, in England and Wales to turnpike and main roads and in Scotland to ‘metalled roads, first class’ and, as mileage was omitted, the information remained needlessly inadequate. The curious aspect is that the OS chose to give a new lease of life to that fading institution the marginal preposition and to deploy them in accordance with strict rules of their own devising. Destinations off the eastern margin were prefaced ‘to’ and those on the western side were designated as being ‘from’. The mixture of prepositions along the northern and southern edges suggests at first sight a flaw in the system but here too the choice was determined by the same basic rules. The deciding factor was not the position of the destination in relation to the point of departure from the sheet but the immediate compass direction taken by the off-sheet road. This is well seen in the extract from Scottish Third Edition sheet 4; what is depicted is not a pioneer gyratory system to relieve traffic congestion in Whithorn.

¹ This is the edition published by Caledonian Books as ‘reprints of the first edition, revised to 1896’.
The layout of the lettering to indicate the line of the roads adds a touch of elegance not matched by competitors.

The purpose of the preposition is not apparent and the decision to use two is puzzling. A tenuous case can be advanced for ‘to’ on the analogy of its occasional use on contemporary fingerposts and it does have a certain positive ring which is lacking in ‘from’. A limited survey of maps and plans of the immediate pre-OS period reveals a random selection from the place name alone, name plus preposition, in each case with or without distance, to the full statement ‘Road from a to b, x miles’. Examination of a sample of county maps of 1777-1831 showed the expected preponderance (75:19) of ‘to’ over ‘from’. A set of eight town plans (Baines, 1824) hints at a possible halfhearted association of preposition with direction, but ‘to’ still predominates, 27:15. Perhaps the OS were seeking to revive and rationalise an endangered tradition, although one does not readily associate them with such a quixotic mission. No one else seems to have taken up the cause with the partial exception of Gall and Inglis who did not adopt the more complicated aspects of OS practice. On their half-inch sheets ‘to’ was used on northern and eastern edges and ‘from’ to the south and west. Meanwhile most other map publishers were dispensing altogether with the preposition and ‘from’, in particular, was becoming a rarity.

The Revised New Series brought only a change in the nomenclature of qualifying routes to ‘Metalled roads; First Class’, the ‘with preposition, without distance’ formula being retained, as it was on Third Edition Small Sheet Series maps. Substantial change came in about 1907 on the Large Sheet version of the Third Edition. The marginal preposition was at last made redundant and, in an overdue reform, distances were added. These changes brought the OS into line with Bartholomews, except that the OS did not record fractions of the mile. Additional marginal data about railways also featured on the Large Sheet Series, not universally but usually for lines not identified on a nearby part of the map. Even jointly owned lines were fully described, sometimes, as in the Chorley example from sheet 34, at the risk of overcrowding. By the time (1908) the new road formula was applied to the Third Edition map of Scotland, 41 of the 98 sheets had been published in to and from style. As seven of these (2, 3, 4, 5, 12, 28, 38) were never reissued, prepositions held their place and distances were missing in these few instances until the publication of their Popular Edition replacements in 1924/27.\(^2\) Positively the last one-inch sheets on sale in the old style however were those of the outline version of the Third Edition Small Sheet Series which remained

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available into the 1930s to meet a demand for maps marking parish boundaries, which had been dropped from the Popular Edition.  

Only Yolande Hodson and Messrs Hellyer and Oliver could possibly be expected to know what happened on the eight published sheets of the abandoned Fourth Edition: the assumption made here is that it was not of a sensational nature. The next full edition, the Popular, left well alone as far as off-sheet directions were concerned. A few minor amendments such as ‘Bettws-y-Coed 20 miles’ in place of ‘Tremadoc 47 miles’ showed that an eye was kept on detail. Fractions of a mile were still not countenanced. Categoric statements of that kind need to be challenged. An excursion up this research cul-de-sac yielded four exceptions to the rule, all in the Midlands – on sheet 60 there is ‘Bishop’s Castle 6½ miles’, on sheet 45 ‘Eckington 2½ miles’, also ‘Alfreton ½ mile’ but, on the Cheltenham Tourist Sheet of 1931 is the jewel of the collection (illustrated), ‘Ledbury ¼ mile’. Regrettably, it is beyond the reach of research to establish whether these infringements of the code were acts of insubordination that passed unnoticed, or merely the fruits of ignorance.

The enthusiastic marginal naming of railways proved short lived. Those examples that survived on first printings tended to be dropped from subsequent states, presumably judged superfluous in the light of the grouping of companies carried out under the Railways Act of 1921. Tourist and District sheets of the period followed the style of their Popular source material with rare exceptions such as the Huddersfield and District map of 1930 which had no marginal directions of any sort, no alphanumeric squaring or border, and no latitude or longitude markings; the only guidance offered to navigators was the magnetic needle.

From 1914 the OS faced competition from the Michelin Tyre Co. Ltd whose 1:200,000 sheets were aimed at the motoring segment of the OS one-inch market. The original Michelin Small Sheet Series provided full off-sheet data for roads classified as through routes, both wide and narrow, with inconspicuous arrows as preposition substitutes. Perversely, the replacement Large Sheet Series introduced c1922 withdrew marginal distances, only to reinstate them c1930. The illustration, from sheet

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4 Not a distance record, but ‘Newcastle upon Tyne 54 miles’ on Third Edition sheet 9 is better justified.

The later history of OS road directions too is chequered. There have been periods when a doctrinaire either/or policy to the provision of road classification/mileage data has prevailed. This was first evident on Fifth Edition sheets which generalised the introduction of Ministry of Transport classifications to the map and to the margin (from 1935 Popular sheets had recognised ‘A’ roads in the legend and distinguished them on the map but had not identified them by number either on or off the sheet). Where appropriate, two off-sheet destinations were noted, Bartholomews fashion, for the same road. This may have been the justification for the omission of distances but, as witness later editions, they could well have been accommodated without risk of overfilling the available space. The matter had clearly been considered at the highest level as there is a Winterbotham minute referring to the wider Fifth Edition border as giving ‘enough space to give boldly the destination and transport numbers of the important roads’. As the Fifth was an incomplete edition, it was only parts of Southern England that suffered mileage deprivation.

Miles returned to the great majority of War Revision sheets. This was to be expected on sheets headed ‘Popular’ or ‘Popular Edition Style’ but most of those described as ‘Fifth Edition Style’ also adopted the destination and distance formula of Popular maps with only a few adhering to the style of the Fifth Edition. Perhaps the removal or obliteration of road signs to confound the Hun had left our own gallant lads in need of all the help they could get from their maps. In view of their complex, hybrid origins, surprise is an inappropriate reaction to anything about the War Revision or Sixth, New Popular editions. In the New Popular case, despite the fact that a majority of sheets were based on Popular rather than Fifth Edition source material, distances again disappeared and Fifth Edition style of destination and road classification only prevailed. Since Scotland was not included in the coverage of the Fifth or Sixth Editions, Scottish one-inch mapping was spared these vagaries and, with the exceptions already noted, has included destination distances without interruption since 1908.

Publication of the Seventh Series brought the final come back of mileage to England and Wales one-inch maps, comfortably accommodated along with road classifications in a border of unchanged width. Their metric successors at the 1:50,000 scale have all given precedence to km distances while retaining imperial alternatives.

Provisional and First Series 1:25,000 sheets freely quote distance in miles to fractions as small as ¼ but otherwise follow contemporary, i.e. Seventh Series, practice with the exception of a tendency towards secretiveness with regard to B roads. The explanation for this idiosyncrasy lies in a ruling that directions for B roads were to be added only where an A road does not appear in the same margin. This evidently proved an onerous regime for its practitioners and mistaken additions and omissions are too frequent to be called discoveries. A favourite is the very rough hill track over the Berwyns hand picked for attention (SJ 03 – illustrated). A corresponding entry ‘Cynwyd 4¼ Miles’ appears on SJ 13, suggesting the work of subversive elements with a cause at heart. Pathfinders and Explorers are apparently not subject to any ruling or convention. Marginal A and B road numbers are normally noted but the inclusion or not of destination and distance is an entirely random matter. Taking two

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6 Hodson, op. cit., 79.
adjoining double sided *Explorers* as an example, the ratio of with to without destination and distance is 6:39 on sheet 266 but 29:13 on number 257. Careless errors are easily found – on sheet 21 there is a ‘5km or 3 miles’ entry and another of ‘6km or 2½ miles’ and on sheet 213 miles are shown before km. It ill becomes a professing civilian to regret the days of good order and military discipline, but the temptation is strong.

It was on the six-inch map that the marginal preposition survived the longest. When the Second Edition was first issued they were still in vogue and they held their places, unaffected by frequent revisions to the mapped area, until the replacement of the six-inch by the 1:10,000 scale in 1969, over eighty years after their OS debut. Now only buyers of ‘previously owned’ maps are left to speculate as to why prepositions were ever thought necessary and to ponder the metaphysical problem as to why travellers were deemed to arrive from the west and depart eastwards. On the other hand it may be that nobody gives a second thought to the phenomenon of the marginal preposition.

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**The use of one-inch maps by a railway promoter**

*R C Wheeler*

We know little enough about who purchased Ordnance maps in the first half of the nineteenth century. The evidence is scattered and usually encountered by chance, so I hope readers will be tolerant if I offer another fragment of evidence from Lincolnshire. The user (or intended user) in this case was W C Calthrop, the Secretary of the implausibly-named Lincoln, Wainfleet Haven and Boston Railway, which was established in 1845, withdrew its

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9 The reason could not have been sensitivity to the figurative form ‘gone west’, for which the earliest OED reference is 1915.
proposals from the 1846 Parliamentary session, almost wound itself up in May 1846, but continued to exist as a legal entity for another twelve years.¹

The company offices were at Spilsby, Lincolnshire. Its engineer, Thomas Page, was based in Middle Scotland Yard, Whitehall. Its London solicitors were Messrs Scott & Tahourdin of 25 Lincoln’s Inn Fields. The Spilsby office managed without a map until the end of 1845. By then, gloomy rumours were circulating that the project was chimerical, and shareholder relations were at the forefront of the Secretary’s mind. He wrote to Page on 31 December:

…Can you spare some of the Ordnance Maps, if so, send down two complete, with the line [of railway] marked in – if you please.

The following day, he explained himself more clearly:

Please send the Ordnance Maps as requested with the line marked on. If you could get them bound fast, the Nottingham portion included to make the square, it would be better.

The proposed railway extended from sheet 83, through sheet 84 and into sheet 69. The ‘Nottingham portion’ must be a reference to sheet 70, which includes a little of Nottinghamshire. Clearly Calthrop wanted a square map but he probably had not taken account of the size of four full sheets joined together. The subject was still on his mind when he wrote to Page yet again on 2 January 1846:

Please don’t forget the Ordnance Maps – people thro’ whose property the line passes come here to look at the map and it appears foolish not to have one and the ordnance shows more fully than your map the relative position of various plans.

The plans referred to will be the ones required for legal deposit showing each parcel of land through which the line was to pass, out to the limits of deviation.

A few days later, the engineer sent his report on the practicability of a harbour at Wainfleet to a Directors’ meeting. Calthrop’s confidence returned and the maps slipped from his mind. As much as anything, he seems to have needed a solid ink line on an official map to convince himself, as well as others, that the project was real.

The subject was forgotten until April 1846 when Calthrop was putting the accounts together and collecting in the Company’s property. James Wyld, of Charing Cross, submitted an account for Ordnance Maps supplied. Calthrop wrote to Scott & Tahourdin (as also to Wyld):

Do you know for whom they were ordered, as I do not know what has become of them.

Clearly Calthrop had never received his map of the line. It is interesting that used Ordnance maps were considered sufficiently valuable to be worth chasing in this manner. Wyld’s shop would be the most convenient source for Page to obtain his maps from; is this the earliest reference to this firm which would come to be the principal London agency?

So, when contemplating an Old Series sheet with just a single railway inked in, spare a thought for Calthrop. It may be that your sheet was the sole tool that some distraught Secretary had to convince his neighbours and shareholders that the project he represented was real.

¹ Its minutes and the Secretary’s out-letter book are in Lincolnshire Archives, Misc Don 588/7.
March

Just a few days before the Winchester Book Fair there was a message on the answerphone from a friend and fellow map collector offering to bring to the book fair some of the finery specially made for the OS 1991 Bicentennial exhibition at the Tower of London. Hence I am now the slightly bemused owner of a 7' pennant and a 6' flag both celebrating the 200 years of the OS from 1791 - 1991. The choice of colours was white and bright red, possibly as a tribute to Southampton Football Club; the style very much Twentieth Century Perpendicular. There was also a line of dreadful plastic bunting which I did not want, but neither did my friend and it passed between us until the music stopped. I lost. The style of the bunting is best described as Twentieth Century Fairground Tacky! I suppose I could use either the flag or the pennant as my tablecloth at the May map market.

I bought just a few maps from other dealers but tragically was struck down once again by the BOOMITA syndrome. For those of you who missed Part One of this diary the letters stand for Box Of Old Maps In The Attic. A lady had telephoned to ask if any of the dealers at the book fair would be interested in buying some books, mostly first editions, as she was clearing her godfather’s house. She arrived during the morning with her books and saw my trays of maps and announced that she had a BOOMITA.

So on Sunday morning I drove to her house in a nearby small market town. No matter how much the sensible part of your brain tells you this is likely to be a wasted journey there always seems to be a tingle of expectation and excitement before the box is opened, or in this instance a small suitcase.

Well, they were not Esso 1950s road maps: they were Shell. The token pre-1940 OS map was not a scruffy one-inch Tunbridge Wells but a very tatty half-inch S. W. Cornwall and Scilly Isles. Sitting and chatting in the lady’s lounge and drinking her coffee I could not bring myself to walk away without buying. Then the real body blow; she insisted on the offer being rounded up!

Just as the book fair closed at 4.00 p.m. an elderly chap arrived and seemed a bit indignant that we should all be packing up. I invited him in and he wandered around trying not to get in the way. On his way out he saw my maps and said he wanted maps showing sites of antiquity. He explained that his son was keen on metal detecting and had just had a find confirmed by the British Museum as a coin dated 200 B.C. Apparently the coin, smaller than a 5p, is valued at between £300 and £400. I showed him Ancient Britain North and South and a copy of Southern Britain in the Iron Age, all in excellent condition. He wanted them all, but with a discount. The total price was £32.00, so I offered to knock off a fiver. He said he only wanted to pay £25.00. Bearing in mind I had started packing up and other dealers were rushing past with trolleys piled high with boxes of books, I was a bit miffed but did not have enough energy to haggle so I said ‘OK’. Well, he only had £20.00 in his wallet and a few coins. He was now embarrassed and I suggested that he paid me the £20.00, took the maps and then send me a cheque for £5.00. In Monday’s post there was cheque for £7.00!

At the mid-March Farnham Book Fair selling was brisk but there was very little for me to buy. I sold quite a few maps, some OS booklets and another copy of Yo’s book. My only
significant purchase was a copy of the indexes for the 1:2500 and six-inch maps published about 100 years ago.

So far this year the maps sold far outnumber the maps bought and some of the map trays are half empty. In the past I have placed a small advert in the weekly county newspaper for pre-1940 OS maps, with variable results. As this is now the season for spring-cleaning I have decided to run an advert for three consecutive weeks. Watch this space – but don’t hold your breath!

It would be comforting if I could erase from memory my efforts during the last weekend in March. On Saturday a fruitless visit to an antique fair at the fog-bound Salisbury racecourse followed by a brief and useless stop at Stockbridge Town Hall on the way home. To be fair, no visit to Stockbridge is a waste of time. It might be a one street town, but what a street! On Sunday a visit to Wickham was another luckless trip and guess how many phone calls I received from the first newspaper advert. Think of a round number!

April

Eureka! At last I have bought my first 1927 Eclipse map. This success somewhat overshadows my other purchases of the weekend. (There must be a joke there somewhere.) I shall cherish it for a few weeks and then take it to the map market next month. Apart from that map, the London Book Fair was disappointing, although I did buy a couple of Fifth Editions, a Third, and two non-OS maps of London, hand coloured and late nineteenth century.

The first response to my newspaper advert was a ‘good news / bad news’ result. The good news was that it was to a house about a mile from where I live, the bad news was that the maps were all too recent, even though the advert clearly states only pre-1940 maps.

The second response to the advert was at the start of the Easter weekend and was both successful and interesting. The caller invited me to his mill house on the River Test near Stockbridge. Just alongside the front door was a stone plaque on the wall commemorating the departure from the house of H W Tilman in 1977, to start the voyage that was to result in his disappearance. The mill house was the home of Simon Richardson, the young captain of the En Avant which vanished mysteriously in the South Atlantic en route to Antarctica in 1977.

In fact Simon’s sister was the wife of the chap who telephoned about the maps. Having been an admirer of H W Tilman and his writing I felt proud and pleased to have visited the place where his final journey commenced. The book describing how Tilman and Shipton, in the 1930s, discovered a route to enable an ascent of Nanda Devi in the Himalayas is a classic and a ‘must’ for all armchair explorers.

What about the maps? Well, setting aside the twenty or so Bartholomews, I left with a few pre-1914 half-inch maps and a sprinkling of predictable art covers. But it was a very nice interlude, a cup of tea and a chat in very pleasant surroundings.

Soon after 9.00 a.m. on Easter Day I was driving south through the New Forest to visit two antique fairs. The roads are quiet but just outside Brockenhurst, partially hidden by the trees, are several hundred holiday tents and caravans. Camping in the New Forest is very strictly controlled so at peak holiday times the camp and caravan sites resemble tourist ghettos. A fairly long journey for me but well worth it with one OS six-inch Town Map (expensive) and three MOT Road Maps (cheap). Two of the road maps are in good condition.
but the third one seems to have been left in the sun for a few years, its cover now a pale imitation of its former self.

The final antique fair of the Easter weekend was on Monday on my home patch in Winchester. A huge sports hall with well over 100 dealers, just one of whom had old OS maps. Apart from a couple of Welsh ‘Pops’ I purchased a 1920 one-inch Lake District, but it was the rare outline road edition and a 1907 Fisher Unwin presentation copy of Sheet 9. I’m feeling rather pleased with my good fortune over the last few days so can easily forget the miles travelled and hours sat behind the wheel of my car.

Now I have a dilemma. Either sell some of the maps through the post to collectors whose ‘wants’ lists I have, or keep them for the Charles Close Map Market. At this time of the year with the map market so close it has to be the latter.

The following weekend I drove to the north of Hampshire to one of the regular village book sales. As usual, if the organiser has any maps, he allows me to be first in the pecking order. I ended up with four Scottish Pops, a few post-war tourist maps and two Description of OS Maps booklets from the 1930s. Both of these are in fairly good condition but rather carelessly someone in the past has inked ‘70p’ on the front covers. This is not what I paid for them but when I come to sell them I can already see the quizzical glance of the prospective purchaser looking at me and thinking, “Hmm, healthy profit being made here”. I shall probably feel guilty as one does when walking through Customs with nothing to declare and an officer gives you a long hard look.

The last weekend of April was very warm and sunny so a drive through part of the New Forest on Saturday morning was no hardship. A brief delivery stop to a business acquaintance who lives on the edge of the forest then potter along one of the winding lanes towards Lyndhurst. There were idyllic scenes in all directions. The sort of views normally seen on top of chocolate boxes or the subject of framed prints one gives to grandparents at Christmas.

There were familiar faces at the Lyndhurst Book Fair as some of the dealers are regulars at Winchester. Among my purchases were three three-inch OS maps of London (NE was the missing map), a fairly rare Fifth Edition, and some interesting non-OS maps which included a Kelly’s Post Office street map of London dated 1902. So I am now well equipped to find my way around the London of Holmes and Watson.

May

Bank holiday weekend and another rash of antique fairs to visit. On Sunday morning a drive through the New Forest to Brockenhurst where I bought successfully last month, but not this time. On one stall there was a small pile of maps, Bartholomews on top with an OS map at the bottom. It was a Lake District art cover which I picked up. The lady dealer was there in a flash saying “All the maps are £2.00 each”, and she looked at me pleadingly with cocker spaniel eyes. It must have been a slow day for her. In truth I need another Lake District art cover like the Queen needs elocution lessons, but dutifully handed over my two pounds almost in a trance.

A phone message from a friend, who is a book and bric-a-brac dealer, was to say that he had obtained a large roll of military maps and would be in the big Bank Holiday antique fair at Winchester on Monday. As I expected, the roll consisted of several GSGS one-inch maps.

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1 I’m not sure why I bought these!
with the Cassini Grid and little else. But I did buy a few maps from other stalls, although nothing to increase my pulse rate.

The May Winchester Book Fair was the weekend before the Map Market and I suppose my last opportunity to find new stock for Ludlow. One of my colleagues had an item of OS ephemera from the 1920s and some old maps ‘not in especially good condition’ he said. ‘Scruffy’ is the word I tend to use, but 1910 manoeuvre maps are not that common, neither are ‘brown roads’, and the maps were not expensive.

During the morning one of my map collecting friends arrived and announced that he was extending the scope of his collection and gave me a list. He said that he was very keen to obtain an Eclipse Map because it was produced the day before he was born. This plucked at my heartstrings and I confessed that I had a copy to take to Ludlow. He implied that he was prepared to grovel. So there will now be a small gap in my display.

One is almost speechless with admiration for the committee, who not only chose a splendid venue for the AGM, but organised some very agreeable weather as well.

I think that I will gloss over Chris Bull’s hurtful comments, during his talk, about the Wessex Hotel (built 1964) being included on my map of Ancient Winchester. Perhaps I should add that the annotation was executed very tastefully in blue biro.

The afternoon map market is a brief but enjoyable controlled frenzy, with some members outwardly cool and placid but inwardly whizzing from table to table. It is probably the only opportunity for dealers to gather and chat and buy and sell. A very pleasant occasion. Even though I was unable to add to my own collection, I sold well. The talks in the morning and the chats with members were for me both very informative and so my OS learning curve continues to ascend.

A lack of forward planning resulted in my attendance at the Farnham Book Fair the day after the AGM. The first small pile of OS maps that I rummaged through on a colleague’s table included Popular sheets 33 and 34, both priced well above £10.00 each. Obviously OS learning curves are ascending elsewhere! I bought the 33 at a price far above any other that I have paid for a Popular map. I left the 34 as it had a badly creased cover, although I really should have bought it as well.

Other purchases included a few Third Editions and several non-OS maps. To my surprise my maps sold well, even after the dent made in my stock the day before.

I was astonished to see a CCS member at my table in Farnham on Sunday morning, who in Ludlow had told me that he would be on top of Snowdon on Sunday. He also confessed to me that he had forgotten to take his ‘wants’ lists to the map market. Never mind Keith, your secret is safe with me!

June

The giant antique fair at the Leisure Centre in Winchester is only held four or five times a year but it is a short drive and some of the dealers know that I am asking for maps and usually one or two of them turn up with something. Not this time. I completed my circuit of all the likely tables and drew a blank. In the small side room one of the regulars is a fellow book dealer and I always stop by for a chat. Across the room in amongst the silverware, vases and jewellery I noticed two piles of maps. The prices were a bit scary, but there were a few unusual maps and I ended up with two maps of the New Forest, both in early red cloth covers, a Salisbury Plain one-inch with WD property marked and a 1911 six-inch sheet of
part of the Isle of Wight in a neat OS cover (price 3 shillings!). It could be that antique dealers are allergic to low prices.

The next weekend and an early Sunday morning drive up the M3 to Kempton Book Fair and I am comfortable with the knowledge that I am just visiting and will not have to spend a long hot day watching the covers of my books and maps curl and fade as the sun blasts through the large windows of the room. The journey is partly a favour for a friend to dispose of over 200 (mostly modern) maps to a fellow dealer who specialises in ‘cheap and cheerful’ map displays on his market stall. Just two purchases helped pay for the petrol, a 1914 Training Map and an OS road map of Winchester and Southampton in the dreadful orange blotting paper covers.

In the afternoon of the next day it was even hotter as I drove to Southampton to visit a fellow CCS member who had telephoned me a few days earlier. Among his interesting selection of maps for sale were some OS based maps produced by the German military machine. Most of them were dated 1940. There were some small scale road maps and some larger scale six-inch maps reduced to 1:25,000. All the evidence seems to be that the Nazi Administration was meticulously planning for the invasion of Britain while Chamberlain was waving his piece of paper declaring ‘Peace in our time’, and the appeasers were confidently reassuring everyone that Hitler had no intention of annexing Britain. If only they had been aware of the preparation of the maps!

We had an interesting chat and I bought some of the maps including a copy of XVII Century England, a Lower Strathspey art cover and some of the German maps.

The following weekend was mapless and the weekend after that I was heavily involved in wedding celebrations including looking after house guests, being C-in-C BBQ and serving endless drinks. I was placed under a Three Line Whip not to melt away at any time on a map buying spree. I rather felt some sympathy with all grounded teenagers. “It’s so unfair.”

A few days after the wedding I and most of the family are off to the Loire Valley for a relaxing holiday wining, dining, walking and sightseeing. I just hope that when I return in July I am not told by one of my book dealer friends that he has been trying to contact me about a Burns’ Country map, but he has sold it because I was away!

**Map bargains**

As we go to press, branches of Waterstone’s are offering three OS maps for the price of two, while W H Smith has responded with a ‘buy one, get one half-price’ offer. Meanwhile, Peter Haigh notes an entry in the latest catalogue from Shapero’s, the London rare book dealers:

MUDGE, Lieutenant Colonel (later Major General) William; COLBY, Major Thomas; BAKER, Benjamin and others. [Ordnance Survey – Old Series: Sheets 1–88]
... each dissected and mounted on linen, edged in light blue silk, ... housed within eleven contemporary dark blue tooled morocco pull-off cases, decorated in gilt with the arms of ‘Honble. Geo. Anson’, gilt edges ... A splendid presentation set ... given to the Honourable General George Anson MP (1797–1857), Storekeeper and, later, Clerk of the Ordnance at the time of the passing of the 1841 Ordnance Survey Act. ... £15,000.

Interested members will find the set also advertised on [www.shapero.com](http://www.shapero.com) at only £13,130.
Spring visits

Members of the Society (above) admiring the maps on display in the Badley Library at the School of Artillery, Larkhill, on 7 April. Many CCS members are also interested in transport matters and found much to fascinate them at London’s Transport Museum Depot in Acton in June. (There were also some maps to see!) The changing flights on the arrows (left) are referred to in the report on the visit by John Davies on page 5. Pictures on this page by David Webb.
Images of Dublin

Frances McGee (above) displays early Ordnance Survey maps at the National Archives while (below) our Irish members are seen at Phoenix Park. Bob Lynch (on the right) chats to Paul Ferguson.
More from Phoenix Park: at the start of Malachy McVeigh’s (above left) introductory talk, we were privileged to be welcomed by the Chief Executive, Richard Kirwan (above right).

The OSI van is even more impressive in full colour, while the photograph below shows the whole group with their generous ‘goody bags’.
We were introduced to the nineteenth century architectural splendour and the cartographic treasures of the Royal Irish Academy (below) by the Librarian, Siobhan Fitzpatrick (on the left) and Angela Murphy of the Irish Historic Towns Atlas project.

The images of Dublin were taken by Bill Batchelor, Gerry Jarvis and David Webb.
The Charles Close Society expedition to Dublin, 2004

‘Expedition’? Well, ‘visit’ is too insubstantial for Gerry Jarvis’s most ambitious and successful venture yet. Sixteen members of the Society travelled to Dublin for a fascinating and very enjoyable programme kindly arranged by Paul Ferguson. Irish hospitality is legendary, but the welcome that we received at each of the institutions we visited went far beyond anything that we could have expected: Paul’s own generosity extending to giving us sticky chocolate biscuits in the midst of his treasures at Trinity College! With his usual efficiency, Gerry has persuaded a number of the participants to write about the visits. I am also grateful to David Webb, Bill Batchelor and Gerry himself for photographs. Note the ‘2004’ carefully included in the title of this report. I’m not the only member already angling for a return trip. – CJH.

The National Archives of Ireland, Thursday 10 June
Bill Batchelor

2:30 on Thursday, saw the Charles Close Society members gathering at the National Archives of Ireland in Bishop Street, for the first of what was to be three memorable days of visits to the various institutions that have historical connections with the Ordnance Survey of Ireland.

We were greeted by Frances McGee, who gave us a brief history of the building that once housed the Jacobs biscuit factory and of the evolution of the National Archives map department. After being shown the public readers’ room, we were taken down to the basement (why are maps always down in the basement?) where Frances had laid out some of the Ordnance Survey related treasures that are held at the National Archives. I will only give a brief description of the items that we were shown, as there are detailed accounts...
published elsewhere of what is available.¹

Frances dealt with items chronologically, and started with the archive of Boundary survey material.

**Boundary survey sketch maps**

The first items that we were shown were the Boundary Sketch maps of 1826-41(Ref OS 36). These manuscript maps were created under the direction of Richard Griffiths. They are not full topographical maps, as they only show detail close to the boundaries of the townland, or parish. They are important in that they pre-date the published OS mapping.

**Six-inch survey, (scale 1:10,560) published 1833-44**

We then moved on to the Ordnance Survey maps, starting with the six-inch to one mile scale mapping. We were taken through this series in stages, starting with the *content field books* (Ref OS 58). These are the original surveyors notebooks, and cover each parish; they have a written description of the boundary, along with the survey sketch map, and were used to create the *content plots*.

Next came the *content plots* (Ref OS 104), which are skeletal manuscript maps that show the measured triangles, and taped distances. These plots are frequently used by researchers in conjunction with the *content field books* above.

We were then shown some of the *fair plans* (Ref OS 105). These are beautiful coloured manuscript drawings, with buildings, and spot heights drawn in red, water in blue, and all names added.

**Printed five-foot (or 1:1,056) plans (1847)**

The next items to be seen were examples of the *large scale town plans*. We were shown Dublin at a scale of five feet to a mile. As with the six-inch manuscript maps, these were beautiful coloured drawings, with tremendous detail being shown, right down to lamp posts, and the layout of garden paths. Unfortunately, the drawings


had been ‘preserved’ at the OS in the past, by lamination them in a clear plastic, which is now causing problems for long-term conservation. The printed versions of the maps were unfortunately only in black and white, but were still impressive to look at (as are all maps, I suppose). It was pointed out that Alan Godfrey has published the sheet covering Dublin Castle.

As well as the printed version of the maps, we also saw some examples of the 
*manuscript revisions of printed town plans* (Ref OS 146/11) for the period 1882-87 with the changes drawn in red ink, and with written comments in the map borders.

*Example of manuscript revision, OS 146/11/69.2*

**Placename books**

Another of the treasures saved at the National Archives are the *placenames* books. These cover the parishes, and are about seven inches by three inches in size. They contain the placename in the original Irish language, and all anglicised versions, and have proved to be very important research documents. There are boxes and boxes of these books.

Yet again, on a Charles Close Society visit, we have been privileged to be shown treasures; finely produced, beautiful works of art, created by highly skilled people. We are fortunate that so much has been preserved.

Members dispersed from the National Archives around 4:30. Some people filled in time dodging rain showers, until we all met up again at 6:30 for an evening meal at Fado Restaurant – another splendid event that had been arranged by Paul Ferguson. It had been a wonderful day, and we still had two more yet to come.

*The photographs accompanying this report were taken by the author during the visit and are reproduced by kind permission of Dr David Craig, Director of the National Archives of Ireland.*
Ordnance Survey Ireland, Phoenix Park, Friday 11 June

Philip Fry

The buildings in which they work may be old, but the technology used by those working for the Irish Ordnance Survey in Phoenix Park is very modern. This fact was obvious to CCS members fortunate enough to be in the party visiting on 11 June.

We had been welcomed by Malachy McVeigh, the manager of the Historical and Tourist Products department. Richard Kirwan, Chief Executive of OSI also gave us a few words, saying how glad he was to welcome a party of people who had such an interest in their work. We learnt that while the OS had worked continuously at this location for the past 175 years, they were planning to re-locate to purpose built premises at Dungarvan, County Waterford. I was rather surprised to hear that many of the staff were not happy about this planned move.

News was also imparted that plans were being made for an exhibition relating to the history of the Ordnance Survey in Ireland; it appears that the hope is that this will be permanent, as the initial plans are that it should last for ten years at least. The idea is that this should be ready to open in November 2005. As a matter of interest, when visiting Derry a few days later, I found out that another historical display relating to the Ordnance Survey in Ireland will be on view in that city from March of next year, when the refurbishment of the Tower Museum is completed.

Our party was then initiated into the methods used by OSI for modern day mapping. A main base of this work is the use of aerial photography. Film cameras are used, flown at 5,000 feet, two pictures taken so as to give a 60 per cent overlap. After developing, these photos are scanned into digital form, so they can be set onto computers. The fact that two are used from any given spot means they can be viewed in a stereoscopic manner when looking at the screen using special spectacles. It was interesting to note that the software employed could make use of this stereo method to calculate spot heights, and even to show the height of treetops.

Although not having direct involvement themselves, we were given to understand from our escorts, that the aircraft used for this work are based at Shannon, with contracted private planes, though operated by OS personnel. Two are in use – obviously needed I am sure, because this work is very weather dependent, and we all know what Irish weather can be like!

Our party had to be split while viewing the results on the workstations. I am sure we were all impressed with the good natured manner with which the operatives demonstrated the
job they were doing. Gerry Hamilton was working on aerial photos taken over Blessington Reservoir. To aid screen viewing, the room light is restricted, Gerry explained that they were supposed to work at the screens for no longer than fifty minutes, and then take a ten minute break. This method can replace much work formerly carried out on the ground. On our travel through the northern areas of this country later on though, we did come across several OSI vehicles out in ‘the field’. It appears some were working on Tory Island when we visited. It is good to see how active OSI is nowadays.

On this score we were told that the plan now is to update each map in the 1:50,000 series at least once every five years, more often in fast-growing districts such as Dublin. It is very impressive to one familiar with OSI maps as they used to be, just how active they have now become in the publishing field – in fact in regard to such as the ‘Ireland Series’ one wonders if they have not gone just a little over the top, this list includes the following titles: Ireland Touring Map, Ireland Driving Map, Ireland Leisure Map, Ireland Tourist Map, and Tourism Ireland Map. Rather too much choice for my liking!

From the most modern maps to those very much older. I was interested to learn that so many of these are still at Phoenix Park. Many arrived from the Electricity Supply Board, said to number 1,900. Six inch first, second, and third editions are deposited here. These are being scanned at 500 DPI, then will be filed and stored. Perhaps a prime section of the planned exhibition already mentioned. No doubt also given a special place will be an old copper plate printer, which still works, though I gathered finding operatives to continue to demonstrate the machine might be difficult.

I could never emphasise enough how grateful we should be to Ordnance Survey Ireland, for their welcome and way they looked after us. A special mention to Bob Lynch who escorted us round the departments, and looked after us so excellently.

Not only did we obtain the most interesting and enjoyable tour, but each of us was given a wallet crammed full of the best OSI publications. These included a spiral bound Complete Road Atlas of Ireland, this at a scale of 1:210,000. Also a Dublin City and District Street Guide. Another goody in the pack was an Ireland Culture Map. This generosity was completed with the inclusion of a weatherproof 1:25,000 map of Macgillicuddy’s Reeks in County Kerry.

The Royal Irish Academy
Rodney O’Leary

In the afternoon we were welcomed to the Royal Irish Academy by the Librarian, Siobhan Fitzpatrick.

The Royal Irish Academy was founded in 1785 on the initiative of Lord Charlemont and members of the Dublin society, to promote study in the antiquities, pure and social sciences and humanities in Ireland.

In its early years meetings were held in Navigation House, Grafton Street, and in 1852 moved to 19 Dawson Street, where they still reside today. In 1854 the Academy constructed a much needed new library incorporating a meeting room and reading room, which today are still very much as they were a hundred and fifty years ago.

During its early years the Academy acquired a large collection of artefacts, early manuscripts and books. In 1890 the Academy transferred to the government its collection of
antiquities, which now form part of the core collection of the National Museum of Ireland: this freed up much needed space for the Academy’s library.

The Library with its unique collection of early printed books and manuscripts, including the oldest surviving Irish manuscript, the Cathach, or Psalter of St Columba, dated to AD 600; it also has a wealth of Ordnance Survey material, much of which we were to hear about and see for ourselves.

The Ordnance Survey under Colonel Thomas Colby opened up a whole new range of field studies, including antiquities, when it began its mapping in the 1820s. In 1833 the Academy received a presentation set of the six-inch to the mile sheets of Londonderry; other counties followed, until the completion in 1846. These large volumes of six-inch county maps, which are one of the treasures of the library, lie on open shelves in the reading room.

In 1860 the Academy received a very valuable manuscript deposit from the government, 103 volumes containing material relating to local history collected all over Ireland by the Ordnance Survey. By the early 1830s both Col. Thomas Colby and Thomas Larcom determined that the surveyors’ field notes should be expanded, so that the maps could be accompanied by memoirs giving as much information as possible, including physical and human geography and economics. These memoirs, which in the event were never published, except for Londonderry, are preserved at the Academy, as are what are referred to as the Ordnance Survey Letters. John O’Donovan, and later Eugene Curry and others, travelled the country collecting the ancient and current forms of place names, during which time they sent back to Larcom in Dublin a remarkable series of letters. These letters and the memoirs are a much-prized source of information on Ireland before the Great Famine.

Then there are the Ordnance Survey Drawings, including those by the artist and archaeologist George Petri who was employed by the Ordnance Survey between 1835 and 1842. In fact many of the officers of the Ordnance Survey appear to have been members of the Academy.

As if we had not had enough to absorb, Angela Murphy then introduced us to the Irish Historic Towns Atlas project. Established in 1981, the aim is to record the topographic development of a selection of Irish Towns. Each atlas/folder focuses on a particular town or city and comprises a variety of maps, an essay on the historical development and topographical information; so far thirteen towns have been published. This project is linked to a much wider European scheme, with broadly similar atlases being produced in a number of countries.

This project along with the publishing of academic journals, monographs and books is continuing what, almost from its inception, the academy set out to do, publishing the results of academic research from archaeology to zoology.

The Royal Irish Academy receives funding from both public and private sources, but remains a private academic body, still covering the whole of Ireland.

Trinity College Dublin’s Glucksman Map Library, Saturday 12 June
Brian Biddiscombe

On our final morning at Trinity College baggage was much in evidence, kindly looked after by the Berkeley Library’s reception office. Paul Ferguson and Simon Fernandez welcomed us to their home ground, the Glucksman Map Library in the extraordinarily well-lit basement of the new James Ussher Building. The collection of over half a million maps was
established in 1987 and moved to this purpose-built location in early 2003. It was largely financed by the generosity of Mr and Mrs Glucksman, American philanthropists with a lifelong interest in maps and charts recalled by a wall sculpture based on a 1686 map of Ireland.

Paul explained that the collection is part of Trinity College’s ‘legal deposit library’ which is entitled to a copy of all material published in the British Isles; they are proud never to say “no” to appropriate printed maps. The Library’s primary purpose is to serve the educational function of the University, but it is also ready to assist the general public. Architects, surveyors and archaeologists are the main external customers, but Paul was delighted with our group’s “interest in the maps themselves and not just the information they happen to hold!”

He took particular pride in a presentation set of the first edition of Ireland’s six inch map, surveyed between 1833 and 1846 and thus depicting the country before the Potato Famine when its population was at its highest. An example from New Ross in County Wexford showed that each county had its own projection and did not normally extend over the boundary with its neighbouring counties. The earliest surveys in Ulster did not show field boundaries and these areas were resurveyed for uniformity at the end of the project. The taxation needs of the Land Valuation Office had dominated the exercise, but commercial publication soon followed with the addition of the growing railway system. Town plans at 1:1056 scale were derived by pantograph enlargement and we saw some beautiful hand-coloured specimens of this series.

Spread out in the purpose-designed reading room was a comprehensive selection of Phoenix Park products which Paul used to illustrate the Irish Survey’s history. These included a splendid series of 25-inch maps of County Dublin from the 1860s and various index books which included one for the 1861 population census. It was interesting to see how the one-inch outline maps were used as a base for an early geological overprint and also for the gradual development of hill-shading techniques. These ideas foreshadowed the layering and contour era and we were also shown some remarkably early uses of diagramatic overprints to illustrate, for example, population statistics and traffic flows. Unusual items also emerged like a military series of half-inch maps produced for the Irish Army in 1942 (which included Northern Ireland!) and a trial sheet at 1:20,000 scale of the Fermoy area which, sadly, was never taken further.

In addition to its holdings of pre- and post-1922 material from Phoenix Park, the Library contains examples of all mapping produced by the Ordnance Survey of Northern Ireland since partition; it also enjoys good co-operation with the British Ordnance Survey and Hydrographic Office. All small-scale British OS maps are held dating back to 1805 and coverage at larger scales is currently being made available to readers in microform. There is a less comprehensive collection from the rest of the world as well as atlases, reference books and periodicals, but manuscript and early printed maps are the responsibility of other Library departments.

Our visit concluded with coffee and particularly warm votes of thanks to Paul and Simon for their efforts throughout our three days – they responded with queue-busting complimentary tickets to view the College’s greatest treasure, the eighth century Book of Kells! We then went our separate ways, some straight home and others to add-on Irish holidays or to join that weekend’s celebrations in Dublin of the centenary of James Joyce’s ‘Bloomsday’. 
In the 1960s the Ordnance Survey had embarked on a programme known as the ‘Overhaul’. It entailed revising the 1:2500 County Series maps in a new format. The old maps were recompiled in the office into a suitable size for updating in the field by a surveyor. The document size was 400 × 400 mm and represented 1 km square of ground.

Long before I actually visited an area I would see a particular map of an area in the drawer and would be curious to find out what the features depicted on the plan were going to look like on the ground. The names and annotations also intrigued me: one plan that I had noticed months before working in the area contained the name ‘Tatchbury Mount (Colony)’ – an unusual annotation I thought.

I was eventually assigned to the plan that had intrigued me and was surprised to find that the colony was in fact a mental hospital and that none of the other surveyors wanted to work there. For several days I tried to figure out ways of not having to work in such a hospital. The thoughts went through my mind; should I say outright that I did not want to work there, alternatively should I go ‘sick’. I had been no stranger to depression and anxiety neurosis and even agoraphobia (fear of open spaces), which was a potential nightmare for a land surveyor.

I decided, after a few restless nights, that I had to face the challenge and accept the job. My first task was to get permission from the senior doctor of the hospital. He was a kind, understanding person who assured me that I would come to no harm either mentally or physically.

I set about revising the map by doing a reconnaissance of the hospital grounds. My first encounter with the patients came when I met the groundsman in the sports field. He was a helpful character of about sixty, quietly spoken and intelligent. He walked around with me and pointed out the boundaries of the hospital’s grounds, including the kitchen garden where all the establishment’s vegetables were grown. I did not know at first that this gentleman was a patient, he seemed as normal as any of my colleagues!

When I spoke to the doctor later, I asked him if the groundsman was an employee of the hospital authority. “Oh no”, he said, “he is a patient and has been here for years”. “What is wrong with him?”, I asked. “He was brought here because he killed his mother for no apparent reason, but he has not caused any trouble since he has been here at Tatchbury”.

On his ‘rounds’ with me the groundsman had introduced me to a smartly dressed, good looking young man of about twenty. He took over from the groundsman and became my guide from then on. He arranged for me to have a cup of tea in a small tea station away from the main buildings. The people who made the tea all seemed quite normal, but a bit withdrawn. Next, my new guide said “If you want to see some real ‘nutters’ [his words] come with me”. He took me to what I can only describe as a large cage, just like a lion or monkey cage seen at a zoo.

I shall never forget the sight that met my eyes on that morning. There must have been a dozen tormented human beings, running, crawling and making hideous noises like tortured animals. Not content with showing me this Dante-like spectacle my guide said, “See what you think of this one” and called to a character who had his back to us. The hunched-up

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1 The author spent 36 years in the Ordnance Survey as a draughtsman and a field surveyor working on 1:2500 and 1:1250 mapping. He completed his service as Chief Surveyor of South Yorkshire, based in Sheffield.
human ‘creature’ turned around and with a scream threw himself at the bars in front of me. He had a terrifying expression on his face and his eyes turned up showing only the whites. He would not stop screaming and pounding the bars until he was forcibly removed by two male nurses who took him to a padded room, where I could hear his screams and raving for at least an hour after the encounter. No sedation was used in those days. For weeks after the incident I felt responsible for the poor being’s distress on that day.

After the cage experience my ‘guide’ showed me around all the other outbuildings before letting me get on with the business of survey. As I walked round checking the old buildings against those shown on the map I was approached and spoken to by many of the patients. One chap asked me if I could get him a job in the Ordnance Survey; I promised to enquire so that I could get on with my work. Another chap spent the whole day running all round the buildings, only stopping to throw a few punches directed at me, from a short distance, just like a boxer in training. He stopped near me on several occasions and threw his punches a few feet from my face. I just smiled and he ran off on his circuit again.

I had completed some measuring in the hospital garden and was sitting down plotting on the map when I became aware of someone next to me. I looked up and there was a large patient standing over me, holding a garden fork; he had a strange grin on his face! My immediate thought was that I had no bars between the patient and me on this occasion. But to my surprise and relief a soft voice said, “Can I help you sir?” He was the same person who wanted me to get him a job. I let him hold the end of my tape for me a couple of times and he seemed very grateful for the confidence I had in him.

Some of the characters that stopped to talk to me said that they were cruelly treated and even beaten, especially if they wet themselves. I never found out if this was true. The day before I completed the survey of the establishment and its grounds I was surprised when I returned to my car, which was parked near the hospital’s main entrance, to find several large shrubs propped against the vehicle’s door.

I immediately went into the hospital to see the doctor in charge and told him of my discovery. It was just as well, because the shrubs had been taken from his particular part of the garden in front of his office window. I found out later, from my helper and ‘would be’ Ordnance Survey employee, that he and some of his mates had dug the shrubs out of the doctor’s garden because they didn’t like him, but wanted to give me a present!

On completion of the survey, before leaving Tatchbury Mount I had a long conversation with the senior doctor and he was able to explain a few things about the hospital and the way it functioned. I was surprised to find out that my erstwhile ‘guide’ who introduced me to the ‘cage’ was in Tatchbury because he suffered from diminished responsibility. I hadn’t realised that he was in fact a patient, in spite of him telling me that he had good connections in Portsmouth and could fix me up with a woman at short notice! On reflection the only strange thing about him was his bright blue, staring eyes which had a mesmerising effect. I found out that all the ‘staff’ to whom I had been talking, were in fact, patients.

The doctor recounted the day a patient was asked to dig the kitchen garden ready for planting potatoes. Instead of digging progressive spits, he dug a hole until it was so deep that he couldn’t get out!

I found most of the patients to be cheerful and child-like, quite happy with their lot in life. The days I spent at Tatchbury Mount ‘Colony’ taught me a great deal about human nature and it was an experience that I would not have missed. I benefited from the visit because it improved my empathy for other human beings.
The Ordnance Survey Act of 1841

The Act is here reproduced from a copy kindly provided by Rodney Leary, who points out that previously surveyors were unprotected by any specific Parliamentary sanction. With the change to a survey scale of six inches to the mile legislation was also needed to ensure that the work could proceed quickly and smoothly. Despite the extensive powers enacted, note the care to ensure that the survey could neither alter boundaries nor affect land ownership. While not everyone will want to peruse the whole text, anyone who has struggled with the wording of a modern Act will find the language refreshing and agree with Rodney’s assertion that this is ‘a good read’.

ANNO QUARTO & QUINTO
VICTORIÆ REGINÆ
CAP. XXX.

An Act to authorize and facilitate the Completion of a Survey of Great Britain, Berwick upon Tweed, and the Isle of Man. [21st June 1841.]

WHEREAS several Counties in that Part of the United Kingdom called England have been surveyed by Officers appointed by the Master General and Board of Ordnance, and it is expedient that general Surveys and Maps of England, Scotland, Berwick upon Tweed, and of the Isle of Man, should be made and completed by Officers in like Manner appointed; and that the Boundaries of the several Counties in England and Scotland, and of Berwick upon Tweed and of the Isle of Man, should be ascertained and marked out: Be it therefore enacted, by the Queen’s most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That from and after the passing of this Act, for the Purpose of enabling the Master General and Board of Ordnance to make and complete such Surveys and Maps of England, Scotland, Berwick upon Tweed, and the Isle of Man, in manner aforesaid, it shall and may be lawful for any Person appointed as aforesaid in examining, ascertaining, and marking out the reputed Boundaries of each County, City, Borough, Town, Parish, Burghs Royal, Parliamentary Burghs, Burghs of Regality and Barony, extraparochial and other Places, Districts, and Divisions, in England, Scotland, Berwick upon Tweed, and the Isle of Man; and such Person shall from Time to Time act under and obey such Directions as he shall receive from the Officer or other Person appointed by the Master General and Board of Ordnance to make such Surveys and Maps as aforesaid: Provided always, that if any Person shall produce any false, forged, untrue, or fabricated Appointment, every such Person shall forfeit and pay the Sum of Fifty Pounds.

II. And be it enacted, That for the Execution of the Purposes of this Act it shall and may be lawful for any Person appointed by the Justices as aforesaid, and for any other Person acting in aid and under the Orders of such Person, and for any Officer or Person appointed by or acting under the Orders of the Master General and Board of Ordnance for the Purposes of this Act, such Application to be transmitted to the Clerk of the Peace Fourteen Days at the least before the holding of the Court at which such Application shall be considered, who shall cause Notice of such

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Body Politic or Corporate, Ecclesiastical or Civil, or into and upon any Land, Ground, or Heritages of any Person or Persons whatsoever, for the Purpose of making and carrying on any Survey authorized by this Act, or by the Order of the Master General and Board of Ordnance, and for the Purpose of fixing any Mark or Object to be used in the Survey, or any Post, Stone, or Boundary Mark whatsoever, and to fix and place any such Object, Post, Stone, or Boundary Mark in any such Estate or Property, Land or Ground, or Heritages, and to dig up any Ground, for the Purpose of fixing any such Object, Post, Stone, or Boundary Mark, for such Object or Purpose, and also to enter upon any Estates or Property, Lands, Grounds, or Heritages, through which any such Person appointed by the Justices as aforesaid, and any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, shall deem it necessary and proper to carry any Boundary Line for the Purposes of this Act at any reasonable Time in the Day, until the surveying, ascertaining, and marking out of any reputed Boundary Line shall be completed according to the Directions of this Act: Provided always, that in every Case in which it shall be necessary to any Person appointed by the Justices as aforesaid, for any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, or his or their Assistant or Assistants, to fix any such Object, Post, Stone, or Boundary Mark within any walled Garden, Orchard, or Pleasure Ground, such Person appointed by the Justices aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, or his or their Assistant or Assistants, shall give Three Days Notice to the Occupier of such Garden, Orchard, or Pleasure Ground, of his Intention so to do, and it shall be lawful for such Occupier to employ any Person whom he may think fit to fix such Object, Post, Stone, or Boundary Mark within such Garden, Orchard, or Pleasure Ground, at such Time, in such Place or Places, and in such Manner as such Person appointed by the Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, or his or their Assistant or Assistants, shall direct: Provided also, that such Person appointed by the Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, or his or their Assistant or Assistants, and Workmen, shall do as little Damage as may be in the Execution of the several Powers to them granted by this Act, and shall make Satisfaction to the Owners or Occupiers (as the Case may require) of such Lands, Grounds, and Heritages, or Owners of Trees, (as the Case may require,) which shall be any way hurt, damaged, or injured, for all Damages to be by them sustained in or by the Execution of all or any Powers of this Act, in case the same shall be demanded: Provided always, that in case of Dispute between the said Person appointed by the Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, on the one hand, and the Owner or Occupier (as the Case may be), on the other hand, as to the Amount of Damage sustained, the same shall be ascertained and determined by any Two or more Justices in Petty Sessions assembled of the County in which the Lands, Grounds, Heritages, or Trees may be situate: Provided always, that any Owner or Occupier as aforesaid, who shall think himself aggrieved by the Decision of the Justices, may appeal against such Decision to the Justices of the said County in Quarter Sessions assembled, who shall hear and determine such Appeal, and shall increase or diminish the Amount of Damages awarded by the Justices in Petty Sessions, and shall award Costs for or against the Appellant, as the Justice of the Case shall seem to them to require: Provided always, that such Appeal shall be prosecuted at such Quarter Sessions as shall be holden not less than Twenty-one Days nor more than Four Calendar Months after the Decision, of the Justices in Petty Sessions: Provided further, that any Person so appealing shall give Notice to the Clerk of the said Justices in Petty Sessions, within Seven Days of their Decision, of his Intention to appeal against their Decision, and shall enter into sufficient Recognizance to prosecute, such Appeal.

III. And be it enacted, That the Amount of the Damages for which Compensation is provided under this Act shall, in Scotland, be ascertained and determined by the Sheriff or Steward of the County or Stewartry, whose Decision in the Matter shall be final and conclusive, and not subject to Review, by Suspension, Advocation, Reduction, or otherwise.

IV. And be it enacted, That the Clerk of the Peace of each and every County shall, within
Twenty-one Days after he shall be thereunto required in Writing by any Person appointed by the Justices as aforesaid, or by any Officer or other Person appointed by and acting under the Master General and Board of Ordnance, prepare and deliver to such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, a List containing the Names and Descriptions of the several Hundreds, Cities, Boroughs, Burghs, Towns, Parishes, or other Places within such County; and each such Clerk of the Peace shall be paid by the said Board adequate Remuneration for his Trouble, and for any Expences incurred by him in pursuance of such Requisition; and if any Clerk of the Peace shall refuse or neglect or omit to make or deliver such List, in compliance with the Request of such Surveyor, every such Clerk of the Peace so offending shall forfeit a Sum not exceeding Ten Pounds and not less than Two Pounds, in the Discretion of the Justice or other Judge, Officer, or Court before whom such Offender shall be convicted.

V. And be it enacted, That for the Purpose of surveying, ascertaining, and marking out the reputed Boundaries of any such County, it shall be lawful for any such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance within such County, and such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, is hereby authorized and empowered, by Notice in Writing signed with his Name, and directed and delivered to any such Clerk of the Peace, to require the Attendance of any and every such Clerk of the Peace in or for any and every such County, or in or for any adjoining County, either in the same or any adjoining County, at such Time (not being less than Twenty-one Days after the Date of such Notice) and at such Place as shall be specified in such Notice, and to produce to such Person appointed by such Justices as aforesaid, or such Officer or other Person appointed by and acting under the Master General and Board of Ordnance, any Books, Maps, Papers, or other Documents, in his Custody or Possession as such Clerk of the Peace, which such Person may require for the Purpose of carrying this Act into execution, at which Time and Place every such Clerk of the Peace shall and he is hereby required to attend upon such Person accordingly, and to aid and assist such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, in the Execution of this Act; and in case it shall happen that there shall not be any Clerk of the Peace for any such County or adjoining County, or being such any such Officer shall omit or neglect to attend at the Time and Place mentioned in any such Notice, then and in such Case it shall be lawful for any such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, by like Notice, to require any Two or more Inhabitants of any such County to attend in the Place and Stead of such Clerk of the Peace; and every such Inhabitant to whom any such Notice shall be directed and delivered shall and he and they is and are hereby required to attend upon such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, according to the Discretion of the Justice or other Judge, Officer, or Court before whom such Offender shall be convicted.

VI. And be it enacted, That it shall be lawful for any such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, in the Execution of the Purposes of this Act: Provided always, that no Clerk of the Peace shall be obliged to attend as herein directed at such Time or at such Place or in such Manner as shall interfere with the proper Discharge of his ordinary Duties as Clerk of the Peace, nor shall he be called upon to produce any Books, Maps, Papers, or other Documents the Production of which can in any way injuriously affect the Interests of each such County.
Peace, and other Persons, is and are hereby authorized and required to perambulate the Boundaries of such County, for the Purpose of surveying, ascertaining, and marking the same, according to the best of their Power and Information; and for that Purpose it shall be lawful for such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, Clerk of the Peace, and other Persons, to call on any Inhabitant of any such Counties to assist them in so doing; and when it shall appear to such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, that the reputed Boundaries of any such County are sufficiently ascertained, such Boundaries shall be marked out by such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, in such Manner as maybe necessary, by the putting down of any Posts, Blocks, or Bolts of Wood, Metal, or Stone, or by the affixing of any Marks on or against any Church, Chapel, Bridge, House, or other public or private Building or Post, and with such distinguishing Letters or Figures as such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, shall think fit and proper for the Occasion.

VII. And be it enacted, That if any Person not duly authorized shall take away, remove, or displace, or alter the Situation of any Boundary Stone, Post, Block, Bolt, or Mark which shall be set up and placed for the Purposes of this Act, or shall wilfully deface, mutilate, break, or destroy any such Boundary Stone, Post, Block, Bolt, or Mark, every Person so offending shall forfeit and pay a Sum not exceeding Ten Pounds and not less than Two Pounds, in the Discretion of the Justice, or other Judge, Officer, or Court before whom such Offender shall be convicted.

VIII. And be it enacted, That if any Person shall wilfully obstruct or hinder any Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, in the Execution of his Duty in or about the ascertaining and marking out of the Boundaries of any County under the Provisions of this Act, or shall in any way resist such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, in the Performance of his Duty under this Act, or shall obstruct, hinder, assault, or resist any Clerk of the Peace, or any Workman or other Person acting in aid of any such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, in the Execution of this Act, every Person so offending shall forfeit and pay a Sum not exceeding Ten Pounds and not less than Two Pounds, in the Discretion of the Justice or other Judge or Officer before whom such Offender shall be convicted.

IX. And be it enacted, That every Person who shall, in pursuance of Notice from any Person appointed by such Justices as aforesaid or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, attend and accompany any other Person appointed by such Justices as aforesaid, or any Officer or any other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, shall think fit and proper for the Occasion.

X. And be it enacted, That the Amount of Damage sustained by the Occupiers of Grounds, Lands, Heritages, or Owners of Trees, as aforesaid, and the Allowance to be made to the said Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, and to such other Persons as
aforesaid, shall be paid by the Board of Ordnance out of the Aids granted to such Board by Parliament.

XI. And be it enacted, That if any Clerk of the Peace, or other Person, who shall be summoned or required in manner hereinbefore directed, by any Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, to attend such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, in the Execution of this Act, shall refuse or neglect to attend such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, or shall refuse or neglect to attend such Person appointed by such Justices as aforesaid, or any Officer or other Person appointed by and acting under the Orders of the Master General and Board of Ordnance, the Boundaries of any County, or shall wilfully make any false Statement or Mis-statement with respect to any such Boundaries, or shall wilfully refuse or neglect or omit to give any Information in the Power of such Clerk of the Peace or other Person to give or afford with respect to any such Boundaries, every such Clerk of the Peace or other Person so offending shall forfeit and pay a Sum not exceeding Ten Pounds and not less than Two Pounds, in the Discretion of the Justices, or other Judge, Officer, or Court before whom such Offender shall be convicted.

XII. And be it enacted, That this present Act, or any Clause, Matter, or Thing herein contained, shall not extend, or be deemed or construed to extend, to ascertain, define, alter, enlarge, increase or decrease, nor in any way to affect, any Boundary or Boundaries of any County, City, Borough, Town, Parish, Burghs Royal, Parliamentary Burghs, Burghs of Regality and Barony, extra-parochial and other Places, Districts, and Divisions, by whatsoever Denomination the same shall be respectively known or called, nor the Boundary or Boundaries of any Land or Property, with relation to any Owner or Owners, or Claimant or Claimants of any such Land respectively, nor to affect the Title of any such Owner or Owners, or Claimant or Claimants respectively, in or to or with respect to any such Lands or Property, but that all Right and Title of any Owner or Claimant of any Land or Property whatever within any Hundred, Parish, or other Division or Place whatever, shall remain to all Intents and Purposes in like State and Condition as if this Act had not been passed; any Description of any such Land, with reference to any such Hundred, Parish, or other Division or Place whatever, or otherwise, or any thing in this Act contained, or any Law, Custom, or Usage, to the contrary in anywise notwithstanding.

XIII. And be it enacted, That all Penalties and Forfeitures inflict or imposed by this Act shall and may be recovered in a summary Way by the Order and Adjudication of any Two Justices of the Peace for the County or Place, or of the Sheriff or Court of Deemsters, in which such Penalty shall be incurred, on Complaint to them for that Purpose exhibited, and shall afterwards be levied, as well as the Costs of such Proceedings, in case of Nonpayment, by Distress, Poinding, or other legal Process, and Sale of the Goods and Chattels of the Offender or Offenders, or Person or Persons liable to pay the same, by Warrant under the Hand and Seal of such Justices and of such Sheriff, or Hand and Seal of the Court of Deemsters, or other legal Process; and such Justices, Sheriff, and Court respectively are hereby authorized and required to summon before them any Witness or Witnesses, and to examine such Witness or Witnesses upon Oath (or Affirmation), of and concerning all Offences, Penalties, and Forfeitures inflicted or imposed by this Act, and to hear and determine the same; and the Overplus (if any) of the Money so levied or recovered, after discharging the Fine, Penalty, or Forfeiture for which such Warrant or other legal Process shall be issued, and the Costs and Expenses of recovering and levying the same, shall be returned, upon Demand, to the Owner or Owners of the Goods or Chattels so seized or distrained; and in case such Penalties or Forfeitures shall not be forthwith paid upon Conviction, then it shall be lawful for such Justices, Sheriff, or Court respectively to order the Offender or Offenders so convicted to be detained and kept in safe Custody until Return can be conveniently made to such Warrant of Distress or Poinding, or other legal Process, unless the Offender or Offenders shall give sufficient Security, to the Satisfaction of such Justices, Sheriff, or Deemsters, for his or their Appearance before such Justices, Sheriff, or
other proper Officers, on such Day or Days as shall be appointed for the Return of such Warrant of Distress or Poinding, or other legal Process, such Day or Days not being more than Seven Days from the Time of taking any such Security, and which Security the said Justices, Sheriff, or Deemsters respectively are hereby empowered to take by way of Recognizance, Caution, or otherwise; but if upon Return of such Warrant it shall appear that no sufficient Distress can be had thereupon, then it shall be lawful for such Justice, or any Two Justices of the Peace for such County or Place as aforesaid, or for such Sheriff or Deemsters, and they are hereby authorized and required, by Warrant under their Hand and Seal, or under the Hand of such Sheriff, or other legal Process, to cause such Offender or Offenders to be committed to the Gaol of such County or Place, there to remain, without Bail or Mainprize, for any Term not exceeding Two Calendar Months, unless such Penalties or Forfeitures respectively, and all reasonable Charges, shall be sooner paid and satisfied; and such Penalties and Forfeitures, when so levied, shall be paid and applied to the Use of any Infirmary or charitable Institution in the said County in which such Offence shall be committed, in such Manner as such Justices, Sheriff, or Deemsters respectively shall direct and appoint.

XIV. And be it enacted, That if any Person shall be sued or prosecuted for any thing done or executed in pursuance of this Act, or of any Clause, Matter, or Thing herein contained, such Person may plead the General Issue, and give the special Matter in Evidence, for his Defence.

XV. And be it enacted, That in construing this Act the Word “County” shall be taken to include Hundred, City, Borough, Town, Parish, Burghs Royal, Parliamentary Burghs, Burghs of Regality and Barony, extra-parochial and other Places, Districts, and Divisions, by whatsoever Denomination the same respectively shall be known or called; and that the Words “Clerk of the Peace” shall be taken to include any Person executing the Duties of Clerk of the Peace, Sheriff Clerk, Sheriff Clerk Depute, and Steward Clerk Depute, Churchwarden, parochial or any public Officer, of any County, Ward, Parish, Hundred, Wapentake, Division, or Districts in England, Scotland, or Berwick upon Tweed, and Setting Quest and Moars of any Parish and the Great Inquest of every Sheading in the Isle of Man; and that every Word importing the Singular Number shall, when necessary to give full Effect to the Enactments herein contained, be deemed to extend and be applied to several Persons or Things as well as one Person or Thing; and that every Word importing the Masculine Gender shall, when necessary, extend and be applied to a Female as well as a Male.

XVI. And be it enacted, That in Scotland the Sheriff Clerk shall, instead of the Clerk of the Peace, perform the Duties hereby imposed upon the Clerk of the Peace in reference to England of furnishing the Lists of Burghs, Cities, Towns, Parishes, Wards, Districts, Divisions, and Places within any County, and shall be liable in the Penalties hereby imposed in case of Neglect or Refusal so to do.

XVII. And be it enacted, That in Scotland the Sheriff shall, as regards the Boundaries of the County, and the Wards, Districts, Parishes, and other Divisions thereof, upon Application made to him by the Officer appointed by the Master General and Board of Ordnance for that Purpose, appoint a fit and proper Person or Persons to attend him for the Purposes aforesaid; and if any of the Persons appointed by the Master General and Board of Ordnance, to point out such Boundaries, and aid him in the Execution of this Act: Provided always, that as regards the Boundaries of any Royal or Parliamentary Burgh, City, or Town, the Magistrates and Council thereof shall, upon Application made to them by the Officer appointed by the Master General and Board of Ordnance, to point out such Boundaries, and aid him in the Execution of this Act in the Manner herein required, such Persons shall be liable in the Penalties hereby imposed upon the Clerk of the Peace or other Person neglecting or refusing so to do in England.

XVIII. And be it enacted, That all the Powers in this Act contained shall cease and determine on the Thirty-first Day of December One thousand eight hundred and forty-six.

XIX. And be it enacted, That this Act may be amended or repealed by any Act to be passed in this Session of Parliament.
Book reviews

The railways of Great Britain: a historical atlas, Colonel M H Cobb (Late RE) FRICS, MA, distributed by Ian Allan Publishing Ltd\textsuperscript{1}, 2003. Two volumes, 699 pp, in a slipcase, 12 by 13.6 inches, weight 14 lbs. £100.

This is an Atlas, indeed. Whereas all railway atlases that I have encountered previously have been line drawings, albeit to scale, that has been their extent – a depiction of the railway network on a plain background. What makes this atlas outstanding is that it uses OS Seventh Series one-inch mapping, complete with National Grid, as the background which puts the railways into the landscape. Admittedly the mapping is muted grey, but the detail is there and this enables the position of closed lines and stations to be located, even if there is no longer any physical trace. With the inclusion of the National Grid it is possible to locate features on modern mapping.

The maps are reproduced at the original one-inch scale, laid out in a double page spread, 23¼ by 13 miles, which is almost half of the standard Seventh Series sheet, and which accounts for the book’s size. Areas where no railway existed within a double page spread have been omitted, and this only occurs in parts of Scotland. In total there are 323 double spread pages of mapping with railway.

Turning to the railway depiction, the following information is given adjacent to the line concerned: date of line opening with owning company name, change of ownership (with date), date of closure; station name with date of opening, name change, location change (with date) and date of closure. Dates of closure are printed in red. Colours of the lines are primarily shown as in the ownership of the 1923 grouping companies, but the constituent companies are shown in varying shades of the main colours so that differentiation can be seen where they meet. Lines not included in the four groups are drawn in black. Post nationalisation construction is also shown in black, even to the inclusion of the most recent lines for the Channel Tunnel. Other information which makes this publication attractive to the railway devotee includes names of tunnels, water troughs, inclines and summits.

Volume two includes an appendix showing the family trees of all the constituent companies, a list of companies which had received Acts for opening but which were absorbed by another company before opening to public traffic, a list of minor independent companies and a bibliography (total of 16 pages). This is followed by an index of railway companies giving the family tree in which they appear as well as a map reference. Finally there are indexes of stations, junctions, tunnels, water troughs, inclines and miscellaneous items such as sidings (31 pages).

With a book of this magnitude there are minor errors, but it comes with a printed sheet of addenda and corrigenda: even so, with no disrespect to the author, there are possibly others and such finds can be communicated to the author through the offices of Ian Allan.

By my calculation, on the mapping alone, this is excellent value for money: approximately 31 pence for each double spread, which must work out at about 75 pence per full size map even if it is printed entirely in muted grey.

\textsuperscript{1} Ian Allan Mail Order Department, 4 Watling Drive, Hinckley, Leicestershire LE10 3EY. Price includes UK postage and packing.
(Now, all I want to see is an atlas of proposed railways that were never built! But that would be another labour of love, and, I expect, would produce a greater number coloured lines on each page!)

Lionel Hooper


The Edwardian map buyer, in the market for one-inch sheets in colour, had a choice between the Revised New Series which by 1904 covered the whole of England and Wales in a 360 sheet layout, the Third Edition Small Sheet Series (SSS) which began publication in November 1903, also in a planned 360 sheets of the same size (18 × 12 inches) and the Third Edition Large Sheet Series (LSS) covering England and Wales, in 152 sheets of 27 × 18 inches, issued between December 1906 and December 1913, and Scotland in 98 sheets beginning in March 1905. Messrs Hellyer and Oliver, that formidably erudite duo, deal comprehensively and readably with Third Edition SSS and LSS coloured mapping, including District and Tourist maps, those produced for military men, amateur and professional, also the small number of Ireland maps.

The best buy would clearly have been the LSS, not least because publication of the SSS ended in 1907 with only 96 sheets in print. Did the OS give decent notice of their decision to halt production and was that forthcoming attraction, the Fourth Edition, born 1911, died 1912, given an introductory fanfare? The excellent chronology in Appendix 9 lists no such events, so probably not. Marketing was not one of the strengths of the OS at the time. In 1906 they had ended the cumbersome system of selling maps through head post offices and appointed T Fisher Unwin as their wholesale agent for small scale maps. Unwin put the folded sheets into bright orange coloured paper bags printed with a full reproduction of the white map cover with location index (H.4). Despite sustained bullying by Col Close, Unwin’s efforts failed to produce satisfactory sales figures as the public preferred the more presentable products of Bartholomews and others. It was not until 1919 that the OS made a serious attempt to gain the commercial initiative with the introduction of Ellis Martin covers.

One advantage of the Third Edition over its immediate predecessor was that it incorporated recent revision. The work of the second revisionists was not confined to urban developments – a sample comparison of a small area of Revised New Series 94/106 of 1903 with Third LSS 42 of 1909 shows that Tryfan had been identified and that Llyn Idwal and Llyn Bochlwyd had acquired spot heights (why were all lake spot heights expunged from the Seventh Series?). The most obvious innovation was the greening of woods but implementation of the railway changes was wayward: the new, inconspicuous station symbol appeared in some places with the name deleted and in others with the name replaced in larger lettering. Hachures seemed prettier than ever but there were too many, giving a sometimes deceptive impression of lowland areas. The retention of the inadequate contour interval schedule of 1865 (50, 100 × 100 - 1000 x 250 - 4250 ft) was disappointing. For these and other reasons
the Third Edition soon came to be regarded as obsolescent and its life would have been shorter had it not been for the need to concentrate resources on large-scale mapping to meet the needs of the Finance Act, 1910. It was never the OS purpose to provide future local historians with a socio-economic picture of a period but the Third Edition, for all its weaknesses, fulfils that function quite well, notably in the meticulous identification of industrial establishments.

The authors everywhere acknowledge their indebtedness to the pioneering work of Guy Messenger but for practical reasons have had to omit from the cartobibliography the topographical and cover detail that so fascinated Messenger. However, as Hellyer points out, all is not lost since both subjects are well covered in Oliver’s historical essay. In a slightly uneasy compromise the catalogue tables include a column of references to Messenger’s state and substate codes as listed in his two monographs, one of which has long been out of print.

Consideration of the curious Black Outline Edition of 1918/19 is included as the England and Wales sheets derived from Third Edition LSS colour plates. Readers will be agreeably bemused by the illustration (Figure 3) which, in contradiction of the caption and the contourless intention of this Edition, features several surviving contour numbers and fragments of line, including the full range from 700 to 1500ft above Elan Village. Although the Scotland sheets of this Edition were based on engraved, not coloured, material they are listed in Appendix 1. This latitude is not extended to the Tourist and District sheets derived from engraved plates of which the Bodleian map list includes fifteen or so titles.

The complicated and incompletely documented history of price changes is examined. What must have irked customers was the blatant way in which prices across the counter were raised. Price stickers for the cover are quite common but narrow gummed amendment slips for the map margin are much rarer so that the buyer could find that the 4/- dissected copy was priced at 3/- or even 2/6 on the map. The removal of all price data from the margin in 1920 would have ended grounds for complaint.

If there are points on which individual readers’ curiosity remains unsatisfied after they have digested the text and re-examined their collections, they will be matters of inconsequential detail. This reader still lives in hope of coming across something in print about the Gaelic glossaries that were firmly pasted to the inside front covers of selected Scotland sheets as well to their half-inch contemporaries and Popular successors. There was also a Welsh glossary which seems never to have been given away like this, but could be had for sixpence. There is no section in the book on map material and indeed little to be said on the subject, but there is one unexpected style to be found in which the map surface is covered with thin plastic film as if it were an early waterproofing experiment by Subaltern Place (e.g. Scotland 71,9.20, dissected).

What else? There is no index but the catalogue is laid out spaciously in reader friendly tabular form, the six main index pages are outstandingly clear and the whole is stoutly bound in a pleasing shade of Higley Mustard. The dedication is to Guy Messenger. He would surely have joined in the applause and approval with which this volume deserves to be received.

Peter Warburton
Kerry musings

David Archer

Having read an excellent article on how to spring clean a home computer, I decided that the same principle could apply to a collection of Ordnance Survey maps. Anything that is used, added to and stored for a long time will benefit from a spring clean of sorts, if not annually, then certainly every couple of years. And given the right approach it can be fun, and quite beneficial for the collection.

The first step is to clean the collection, as maps kept open to the air collect dust. Even in the most hospital-like home, maps on shelves or in open boxes will attract dust, so a light vacuum using the soft brush attachment is in order. Benderfold maps such as Seventh Series get dusty along the spines and way down between the maps, whilst closely packed maps will be dusty along the top edges. Don’t forget the bit of shelf behind. Even if kept in sealed boxes under the bed or on top of a wardrobe, dust and the dreaded fluff must be dealt with. Small spiders seem to love dying amongst maps, but from observation, not large ones. If you keep flat sheets in wooden plan chests, pull each drawer out and vacuum down the sides of the maps to remove the very fine wood dust produced by drawers rubbing on the runners. A quick squirt of silicon is wonderful for obtaining smooth running drawers. Make sure that you have not slipped into bad habits storing your maps. Remember to keep them away from direct sunlight and high temperatures (radiators). Similarly, moisture and dust. No map has ever complained to me of being cold, but too long in a very dry or moist atmosphere causes no end of problems. Keep maps free of additives: old brittle rubber bands stick to covers whilst paper clips rust and leave marks on the maps, as do the staples on the glossaries in early Scottish folded maps.

Although not really part of a spring clean, you might want to brighten up dirty flat sheets which were not dealt with on receipt. I once tried a technique that I had often seen mentioned, involving sliced white bread, even the suggestion of which is known to give conservators nightmares. Buy a bag of really soft white bread, the sort that sticks to the top of your mouth when you have a sausage sandwich from a roadside snack bar. Mother’s Pride was always considered the best. Remove the crusts from a couple of pieces and squeeze the middle into a ball. Methodically rub a very dusty flat sheet with the bread ball. The dark dust is removed, the paper sparkles and fine grey breadcrumbs are left to be swept off the map. I only ever tried it on a couple of sheets but it really did work, no doubt leaving a fine coating of organic matter to produce rampant foxing and other fungal growth in years to come. John Henry prefers to use a dead hamster to remove dust from his treasures. This is a small, rectangular bag filled with archival approved talc of some sort, which oozes out as the bag is rubbed over the map, leaving a trail of grey dust similar to bread crumbs. Hold one of these and you will appreciate where the name comes from.

I am frequently asked whether maps should be stored in boxes, drawers, or on open shelves. As long as they are away from direct sunlight, high temperatures, dust and moisture it really does not matter, in my opinion. In the average house, I would keep them on show and take pride in the hard work that has gone into putting the collection together. I cannot see any fun in keeping them stored away in boxes, as I do. A nice glass-fronted bookcase can really set them off and be a feature of any room. If they get a little dusty or bleached, why
worry? Live for the present. Most of our maps will be represented in other collections should they eventually disintegrate.

Having done a bit of housework, the next thing is to tidy the collection and make sure the maps are in order within each series. Over the course of a year some maps are bound to be replaced incorrectly. We have all spent hours searching for a particular map, only to find it in the wrong place, or that in the five years since it was last seen, its appearance has changed totally. Tidying is probably the most enjoyable part of the whole exercise as one re-discovers long forgotten items and re-lives the thrill of successful map hunts or bargains found long ago. Added to which, we all need to look at our maps periodically to familiarise ourselves with what we have, and prevent buying duplicates. So many collectors just keep adding new acquisitions to the maps on the shelf and never really appreciate what they have achieved. They never look at the whole collection, just each map as acquired. Spending a day playing with tidying your maps is even greater fun if you invite another collector to help. Whenever I feel that things are slowing down, nothing interesting is appearing and my enthusiasm is low, I have a good sprut (as they say around here when rummaging), and bingo, maps are great again.

When everything is clean, tidy, in order and you know exactly what you have, sit back and think about the collection, what you use it for, what you want to collect and the direction in which you would like to see it develop over the next couple of years. Having done this, go back and see if any items can be disposed of. Weed them, casting out individual maps or sections that do not fit in with how you see the collection developing. There is nothing wrong in deciding that you no longer want maps you paid good money for or were so excited to have found. Time passes and things change. None of us can resist a bargain or a curiosity, even if they do not fit in with our interests. These are prime candidates for weeding as it will make you feel ruthless to have wielded the pruning knife. As our interests change, some sections become dead wood, so get rid of them. Again, everyone would like more space for new arrivals, and possibly some cash or swaps from the weedings. The residue benefits by becoming more focused and relevant to your interests. Brownie points are always gained by reporting that maps have left the house.

The final task is to identify what your collection is lacking. Get your wants lists out and check that they are up to date. More importantly, make sure that you understand them. Anyone who has had a stall selling books or maps will have seen a true look of horror from a potential customer. I have seen two or maybe three. Standing behind your stall, as the public mill about in the hall, you suddenly become aware of someone moving slightly faster than the flow and ending up in front of you. Whilst fumbling in their pockets, they usually say something to the effect that they had not expected to see Ordnance Survey maps today. They pull out a well-worn, creased piece of paper with minute writing on it, and study it for a long time. Then they look you in the eye, look at the maps on the table, look at their list and return to you with that look in both eyes. The second time I witnessed this I said, “You don’t know whether it’s a list of what you’ve got or what you need, do you?” “No.” One chats, but all the time they look at the maps on offer and imagine every one to be on their wants list. However, all ends well, as at the next event, they are the first through the door and bound up to you with a large piece of paper clearly marked ‘Maps wanted’.
Letters

A candidate for the source of the Popular and Fifth Edition cover design?

At the bottom of page 76 in *Map cover art*, John Paddy Browne writes of these two covers ‘Many who have bought the one-inch map featuring the cyclist/hiker cover have striven to identify the spot (Derbyshire, or Cornwall, or Lancashire?) which the artist used for his cover picture’.

The modern *Peak District* cover, illustrated with a photograph of Monsal Dale seems so familiar. The viaduct emerging from and disappearing into trees, the position and sharp slope of the hill, and the distant horizon. Lots of trees in the foreground. With a postcard showing a similar view and a little artistic licence, Ellis Martin could easily have produced what he did.

Derbyshire, Cornwall and Lancashire have been suggested as the inspiration for the classic OS cover design and I offer Monsal Dale as a Derbyshire suggestion. Does anybody have any others?

David Archer

Illustration courtesy of Ordnance Survey
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Leith Hill

Walter Paterson inquires (*Sheetlines* 69, 48) about the tower on Leith Hill. Hull’s Tower was built in 1765/66 for Richard Hull of Leith Hill House with the permission of the landowner, Sir John Evelyn of Wotton.

Self-aggrandisement was the usual aim of tower builders but Hull’s motive seems to have been self indulgent philanthropy. He left the tower open so that the public could share
his pleasure in the view from the top (two hundred years later entrance cost twopence). The 1000ft level was not the initial aim and in fact the original square structure did not quite reach that height. Hull died in 1772 and was buried under his tower.

A few years later the tower became ‘a harbour for smugglers and gypsies’ and the local gentry clubbed together to fill the interior with concrete and rubble and brick up all windows and doors. When it was decided to reopen the tower in 1864 it proved impossible to remove the filling and the solution was to build the abutting octagonal stair turret. This overtops the viewing platform of the original square tower and raised the height to 1000ft.

Leith Hill is generally described as the highest point in south-east England but, if Berkshire is allowed to be in the south east, then the title would go to Walbury Hill (974ft, 297m). It has no tower but is the site of a univallate Iron Age fort of the Ordnance Survey’s largest size category (enclosed area over fifteen acres).

Peter Warburton

*Why two trig points?*

In response to Bill Batchelor’s query in *Sheetlines 69*, page 20, the pillar at Therfield was a primary trig point in the retriangulation and had a 103 foot steel Bilby tower erected over it for the primary observations taken in 1938. The Bilby towers were necessary in more wooded places to complete the primary triangulation, particularly in areas like East Anglia.

Ten years later in 1948 when the secondary blocks of triangulation were taken up, the water tower had been built near to the pillar. So to save the time and expense of erecting a Bilby tower again, a station was established on the water tower, coordinated (fixed on National Grid) from the pillar and used as an already fixed secondary trig as part of the control for the secondary block. The water tower, at 67 feet high was an excellent alternative. Although both trigs were coordinated, it is probable that one was omitted on the 1:10,000 map for clarity. I am told that the water tower would not be visited by OS surveyors now because of the radiation from the array of masts etc. on top.

The situation at Therfield was not unique in the retriangulation. In 1951 I was on trig reconnaissance in Suffolk, which was typically flat and where it wasn’t flat, it was covered in trees. Not ideal trig country. We visited almost every church tower and any other high place that we could find in an effort to devise a secondary network of the required density. Inevitably there were one or two gaps which meant we had reluctantly to consider recommending Bilby towers. Once the decision was made, we measured the vertical angles to any possible obstruction along each ray and calculated the minimum height required for the steel tower. This could be 64, 77, 90 or the maximum of 103 feet high, depending how many sections of the tower were erected.

We tried to avoid the use of these towers as they were expensive and time consuming both for the tower team who had to dig out substantial concrete footings before erecting the tower and also for the observing party. Their problem was to get good observations from a station which in fair weather slowly twisted if the sun shone, due to uneven expansion of the steel, and in anything more than a moderate wind would vibrate so that the observer could
only see a dancing light on the point he was trying to bisect for an accurate angular reading. Their use was however inevitable sometimes.

We sited a secondary station with a steel tower in an area south of Diss and it all went through. The pillar was erected the following year, but when the observing party arrived another year later, Rodney Stone, the observer, found that a new water tower had been built close by. In this case he ascertained that all the necessary directions were clear from an alternative site on the tower and used it instead of having a Bilby tower erected over the pillar.

At the end of the season, chatting to Rodney to find out if all our recce had been OK, as one did, he told me of the new water tower point and said there was just one small problem with a tree blocking one ray, but he obtained permission from the owner to trim it. Unfortunately the blockage was larger than he expected and when the owner saw the result he was furious and said he had never seen a tree so mutilated before. Rodney however, as well as being a good surveyor, had a most charming manner and was eventually able to placate the owner and avoid an official complaint to HQ.

The photograph of the Bilby tower shows the inner tower which supported the theodolite and the outer tower with the observer's platform which was quite independent of the inner instrument tower. The little top platform was for setting up a beacon lamp on the top if necessary. The outer tower was guyed on its three sides and the climbing rungs, consisting of small steel loops ran all the way up the outside of the far corner. Great fun climbing with a geodetic theodolite on one’s back!

Health and Safety regulations banned these towers for OS use some years later; fortunately it was when the retriangulation was virtually completed.

"Phil Broomfield"
Following on from Bill Batchelor’s double trig point in Hertfordshire, can anyone explain why two trigs points were built on the water reservoir at Best Beech Hill west of Wadhurst, Kent? Only one is shown on Landranger 188 and Explorer 136. The grid reference is TQ602315. On the ground there are two of them about 10m apart. One seems perfectly normal with a spider on top and flush bracket number S1827 on one side. The other does not appear to have ever had a spider and there are no visible sight holes down the middle or through the sides. It has a neat impression where a flush bracket would normally be but does not appear to have ever had a flush bracket attached. When I visited in March 2003 both trigs seemed to be of the same vintage.

_Barbara Jones_

**Bench marks**

I found David Archer’s article on bench marks (December 2003) very interesting, as during my thirty-odd years with the Ordnance Survey I spent some years in the Triangulation and Levelling branch and used a few thousand bench marks in that time.

The first levelling of the country was carried out between 1841 and 1859 and was based on a datum using mean sea level at Liverpool. Later the datum was based on readings of sea level at Newlyn tide gauge. Many bench marks dating from this first levelling can still be found, mainly on churches and older buildings – they are slightly larger than later ones and often have a small lead bolt at the apex of the arrow.

Relevelling of the country was carried out over the years, the Third Geodetic for instance in the 1950s. A programme of cyclic relevelling was started in 1956. Normal areas were to be releveled every twenty years and mountain areas every forty years.
Primary or Geodetic levelling connected fundamental bench marks (shown as FBM on maps), which are bolts in underground chambers enclosed by iron railings, and was subdivided into blocks of Secondary levelling, which were again subdivided into blocks of Tertiary levelling. Geodetic and Secondary lines were levelled forward and back and Tertiary lines one way only.

On lines of Tertiary levelling bench marks were spaced ideally at a density of four to the linear mile in rural areas (with a maximum distance apart of 2000 feet) and eight to the mile in towns. The maximum distance between the levelling instrument and the staff was about 200 feet, but 150-180 feet was more conducive to accuracy (yes, we measured in feet!). A surveyor would take about six hours to level a distance of two miles, including readings to eight bench marks, but less time in flat terrain and longer in hilly areas. As he progressed he would plot some of the staff positions on a 1:1250 or 1:2500 sheet for publication as spot heights. Spot heights at the top and bottom of slopes were always recorded.

In answer to David’s query about ‘botched’ marks, staff-holders used a template to mark the outline of the bench mark so very rarely made a mistake. When a bench mark was found to be unusable (e.g. on a rickety gatepost) it had to be defaced by extending the arrows to form a cross (with the owner’s permission of course!).

The most northerly bench mark I ever used was at Saxa Vord on the island of Unst, the most northerly of the Shetlands. The densest proliferation of bench marks, if my memory serves me right, was on and around St Paul’s cathedral in London (note to embryo bench mark spotters – start there!).

For the history of levelling see W A Seymour: A History of the Ordnance Survey, Dawson (1980). There are many references to bench marks.

John Barton

Let consistency be the goal!

My enlightened local library followed up last year’s securing of complete 1:10,000 mapping coverage (updated to March 2000) for the whole of Cornwall and the Isles of Scilly by obtaining 1:50,000 coverage for the whole country as at April 2003 (and not to mention the odd B edition Explorer).

This enabled me to conduct a far more leisurely examination of the principal station situation\(^1\) in the course of which my eye was drawn to football stadia / grounds starting with the East London sheet 177 (Edition E1, published 2003). Here the football stadiums of Arsenal, Tottenham and West Ham are annotated and moreover undershaded in blue indicating them to be ‘selected places of tourist interest’. But not found on the same sheet were Charlton, Crystal Palace and Millwall. The grounds of the first two may not be far from the places names which appear on the map. But Millwall moved south of the Thames in the 1930s.

I will not spoil the enjoyment of those who may like to conduct a search by listing what I found on thirty or so maps, but the following Scottish examples may shock or even offend

\(^1\) There are a few more doubtfuls in the north.
some people. On sheet 64, (D 2003) Glasgow Rangers and Celtic’s stadiums are annotated — but only that of Glasgow Celtic is underlined in blue (!) indicating that Rangers are not worth the tourist’s attention — perhaps rightly, this season anyway. Seven other grounds on this map (only one a Premiership club) get no mention, but Hampden Park, the location for internationals and cup finals besides being the home ground of the lowly Queen’s Park club, gets blue shading. No other Scottish club of those seen so far merits blue shading, apparently, but Aberdeen, Heart Of Midlothian, Hibernian and Livingston all have their stadium or ground annotated, and more remarkably on sheet 54 (B1, 2003), apart from Dundee and Dundee United, so do such lesser lights as Arbroath, Forfar and Montrose.

Rugby (Union or League) does not appear to be worth the tourist’s time, at least in OS eyes. Only Murrayfield (Edinburgh) and Twickenham (London) are named or annotated and blue shaded. Cardiff’s Millennium Stadium gets the blue treatment and I seem to remember noticing a cricket ground somewhere…. .

Is there scope for a few more tourist symbols?

John Cole

Authentic Map Directories

May I add to the interesting correspondence about Geographia’s Authentic Map Directories.

In my copy of the Lancashire book, the key on the page showing administrative areas includes a footnote, thus: ‘* May 1934 Charter of Inc. applied for’. An admittedly brief search of the map has not revealed which local government area the asterisk applied to but the comment must give a pretty good clue as to the production date of the book.

The 1938 publication date for the Yorkshire book would fit quite well with this as three years or so of Lancashire sales would enable the demand to be assessed. The retrograde move (from an appearance point of view) to only one colour was presumably to keep production costs down, so did Geographia not have much confidence in sales or had the Lancashire book been under-costed? There is no cover price on the Yorkshire book. Is it known whether it also sold for 50/-?

Peter Jaques

Hold your (gas) fire!

As a youngster I remember getting into hot water for insisting on ‘gasholder’ (the container that went up and down), rather than the more commonplace but inaccurate ‘gasometer’ (strictly a measuring device).

I now find that the inappropriate ‘gasometer’ goes back many years on OS maps and wonder if anybody can suggest when it was first so-used, its origin and if OS is the guilty party?

David Higgins
New maps
Jon Risby

This list covers small scale maps published between 17 March and 16 July 2004. 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 30 November 2004 (in order of their proposed publication).

After the list of OS maps is a résumé of maps published by Alan Godfrey between March and July 2004.

OSGB

Landranger – new editions

<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>Title</th>
<th>Edition</th>
<th>Copyright date</th>
<th>Full revision date</th>
<th>Latest revision date</th>
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<tbody>
<tr>
<td>40</td>
<td>Mallaig &amp; Glenfinnan, Loch Shiel</td>
<td>C1</td>
<td>2004</td>
<td>2000</td>
<td>2004</td>
<td>01/06/04</td>
</tr>
<tr>
<td>66</td>
<td>Edinburgh, Penicuik &amp; North Berwick</td>
<td>C2</td>
<td>2004</td>
<td>1998</td>
<td>2004</td>
<td>19/05/04</td>
</tr>
<tr>
<td>81</td>
<td>Alnwick &amp; Morpeth, Rothbury &amp; Amble</td>
<td>B2</td>
<td>2004</td>
<td>1999</td>
<td>2004</td>
<td>10/06/04</td>
</tr>
<tr>
<td>127</td>
<td>Stafford &amp; Telford, Ironbridge</td>
<td>D1</td>
<td>2004</td>
<td>2000</td>
<td>2004</td>
<td>28/04/04</td>
</tr>
<tr>
<td>139</td>
<td>Birmingham &amp; Wolverhampton</td>
<td>C3</td>
<td>2004</td>
<td>1995-97</td>
<td>2004</td>
<td>03/06/04</td>
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<tr>
<td>141</td>
<td>Kettering &amp; Corby</td>
<td>C2</td>
<td>2004</td>
<td>1999</td>
<td>2004</td>
<td>03/06/04</td>
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<tr>
<td>159</td>
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<td>2004</td>
<td>1995-96</td>
<td>2004</td>
<td>20/05/04</td>
</tr>
<tr>
<td>167</td>
<td>Chelmsford, Harlow &amp; Bishop’s Stortford</td>
<td>C2</td>
<td>2004</td>
<td>1997</td>
<td>2004</td>
<td>12/05/04</td>
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<td>180</td>
<td>Barnstaple &amp; Ilfracombe, Lynton &amp; Bideford</td>
<td>D</td>
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<td>2003-04</td>
<td>-</td>
<td>20/05/04</td>
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<td>181</td>
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<td>2004</td>
<td>2003</td>
<td>-</td>
<td>17/03/04</td>
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<td>190</td>
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<td>D</td>
<td>2004</td>
<td>2003-04</td>
<td>-</td>
<td>26/05/04</td>
</tr>
<tr>
<td>191</td>
<td>Okehampton &amp; North Dartmoor</td>
<td>D</td>
<td>2004</td>
<td>2003-04</td>
<td>-</td>
<td>28/04/04</td>
</tr>
<tr>
<td>192</td>
<td>Exeter &amp; Sidmouth, Exmouth &amp; Teignmouth</td>
<td>C3</td>
<td>2004</td>
<td>1997</td>
<td>2004</td>
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Explorer – new editions

These are all noted as ‘Revised for significant change 2003 or 2004’ (see column 6). No full revision date is given.

<table>
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<th>Sheet No.</th>
<th>Title</th>
<th>Edition</th>
<th>Copyright date</th>
<th>Full revision date</th>
<th>Latest revision date</th>
<th>Date of publication</th>
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<td>Exmoor</td>
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<td>2004</td>
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<td>23/04/04</td>
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<td>B</td>
<td>2004</td>
<td>-</td>
<td>2003</td>
<td>11/05/04</td>
</tr>
<tr>
<td>OL22</td>
<td>New Forest</td>
<td>B</td>
<td>2004</td>
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<td>23/04/04</td>
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<td>B</td>
<td>2004</td>
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<td>B</td>
<td>2004</td>
<td>-</td>
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</tr>
<tr>
<td>117</td>
<td>Cerne Abbas &amp; Bere Regis</td>
<td>B</td>
<td>2004</td>
<td>-</td>
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<td>20/05/04</td>
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<td>120</td>
<td>Chichester, South Harting &amp; Selsey</td>
<td>B</td>
<td>2004</td>
<td>-</td>
<td>2004</td>
<td>02/06/04</td>
</tr>
<tr>
<td>129</td>
<td>Yeovil &amp; Sherborne</td>
<td>B</td>
<td>2004</td>
<td>-</td>
<td>2004</td>
<td>10/06/04</td>
</tr>
<tr>
<td>133</td>
<td>Haslemere &amp; Petersfield</td>
<td>B</td>
<td>2004</td>
<td>-</td>
<td>2004</td>
<td>26/05/04</td>
</tr>
<tr>
<td>142</td>
<td>Shepton Mallet &amp; Mendip Hills East</td>
<td>B1</td>
<td>2004</td>
<td>1997</td>
<td>2004</td>
<td>17/06/04</td>
</tr>
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<td>143</td>
<td>Warminster &amp; Trowbridge</td>
<td>B</td>
<td>2004</td>
<td>-</td>
<td>2004</td>
<td>26/05/04</td>
</tr>
<tr>
<td>144</td>
<td>Basingstoke, Alton &amp; Whitchurch</td>
<td>B</td>
<td>2004</td>
<td>-</td>
<td>2004</td>
<td>20/05/04</td>
</tr>
<tr>
<td>153</td>
<td>Weston-super-Mare &amp; Bleadon Hill</td>
<td>B</td>
<td>2004</td>
<td>-</td>
<td>2004</td>
<td>10/06/04</td>
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1 Revised for significant change 1997; Revised for selected change 2004.
Tour Map series – new publication

These maps are shown as revised for significant change in 2003 or 2004 (see column 5). No full revision date is given.

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<th>A</th>
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<th>-</th>
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</table>

Tour Map series – new editions

|-----------------------------------|---|------|---|------|----------|--------------------------------|---|------|---|------|----------|

Irish maps

Maps, atlases and guides – new editions

<table>
<thead>
<tr>
<th>Map Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bord Failte Tourist Map</td>
<td>March 2004</td>
</tr>
<tr>
<td>Ireland Touring Map</td>
<td>March 2004</td>
</tr>
<tr>
<td>Ireland Leisure Map</td>
<td>April 2004</td>
</tr>
<tr>
<td>Ireland Driving Map</td>
<td>April 2004</td>
</tr>
<tr>
<td>Ireland Culture Map</td>
<td>April 2004</td>
</tr>
<tr>
<td>Ireland Tourist Map</td>
<td>June 2004</td>
</tr>
<tr>
<td>Complete Road Atlas of Ireland</td>
<td>June 2004</td>
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</table>

Discovery maps – new editions

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<thead>
<tr>
<th>Location</th>
<th>Edition</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>34 Cavan, Leitrim, Longford, Meath &amp; Westmeath</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>42 Meath, Westmeath</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>46 Galway</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>48 Offaly, Westmeath</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>52 Clare, Galway</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>54 Laois, Offaly, Tipperary</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>58 Clare, Limerick, Tipperary</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>59 Clare, Offaly, Tipperary</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>79 Cork, Kerry</td>
<td>2nd edition</td>
<td>April 2004</td>
</tr>
<tr>
<td>80 Cork</td>
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<td>April 2004</td>
</tr>
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Street maps – new editions

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
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<tr>
<td>Galway</td>
<td>April 2004</td>
</tr>
<tr>
<td>Waterford</td>
<td>April 2004</td>
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</tbody>
</table>

Forthcoming OSGB Maps

The following maps have been announced for publication.

Landranger – new editions

<table>
<thead>
<tr>
<th>Location</th>
<th>Edition</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>89 West Cumbria, Cockermouth &amp; Wast Water</td>
<td>C2</td>
<td>29/07/04</td>
</tr>
<tr>
<td>193 Taunton &amp; Lyme Regis, Chard &amp; Bridport</td>
<td>D</td>
<td>29/07/04</td>
</tr>
<tr>
<td>195 Bournemouth &amp; Purbeck, Wimborne Warminster &amp; Ringwood</td>
<td>D2</td>
<td>29/07/04</td>
</tr>
<tr>
<td>196 The Solent &amp; the Isle of Wight, Southampton &amp; Portsmouth</td>
<td>D2</td>
<td>29/07/04</td>
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</tr>
<tr>
<td>------</td>
<td>--------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>124</td>
<td>Derby &amp; Burton upon Trent</td>
<td>D2</td>
</tr>
<tr>
<td>28</td>
<td>West Pennine Moors, Blackburn, Darwen &amp; Accrington</td>
<td>A1</td>
</tr>
<tr>
<td>140</td>
<td>Quantock Hills &amp; Bridgwater</td>
<td>B</td>
</tr>
<tr>
<td>9</td>
<td>Dorset, Somerset East, Bath &amp; Bristol</td>
<td>B</td>
</tr>
<tr>
<td>15</td>
<td>London including the M25</td>
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</tr>
<tr>
<td>16</td>
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<td>B</td>
</tr>
<tr>
<td>17</td>
<td>Essex &amp; NE London</td>
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**Explorer – new editions**

<table>
<thead>
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<th>Code</th>
<th>Name of Area</th>
<th>Edition</th>
<th>Date</th>
</tr>
</thead>
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<tr>
<td>131</td>
<td>Romsey, Andover &amp; Test Valley</td>
<td>B</td>
<td>08/07/04</td>
</tr>
<tr>
<td>132</td>
<td>Winchester, New Alresford &amp; East Meon</td>
<td>B</td>
<td>08/07/04</td>
</tr>
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<td>245</td>
<td>The National Forest</td>
<td>A1</td>
<td>15/07/04</td>
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<td>South Devon</td>
<td>B</td>
<td>19/08/04</td>
</tr>
<tr>
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<td>The Peak District, Dark Peak area</td>
<td>A1</td>
<td>19/09/04</td>
</tr>
<tr>
<td>0L21</td>
<td>South Pennines</td>
<td>A1</td>
<td>19/09/04</td>
</tr>
<tr>
<td>0L24</td>
<td>The Peak District, White Peak area</td>
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<td>19/09/04</td>
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<tr>
<td>0L41</td>
<td>Forest of Bowland &amp; Ribblesdale</td>
<td>A1</td>
<td>19/09/04</td>
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<td>Arundel &amp; Pulborough</td>
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<tr>
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</tr>
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**Tour Map series**

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Maps reprinted with minor corrections

In the past I have not listed Landranger or Explorer maps which are shown by OSGB as being reprinted with minor change (i.e. those with an underline under the edition, such as D1). This was on the grounds that, based on my admittedly limited research, they usually appeared to reflect minor alterations to tourist information, such as the opening or closing of a car park or picnic area. However, recently I have found two examples that suggest that maps issued as reprinted with corrections, reflect in fact fairly significant changes. The examples are as follows. On Landranger 189, Ashford & Romney Marsh, which was issued as edition D1 in June 2004, the updates were changes to the layout of the railway and a motorway sliproad on to the M20 in connection with the completion and opening of the Channel Tunnel Rail Link. The other example is perhaps even more significant. Explorer maps 220, Birmingham; 221, Coventry and 244, Cannock Chase were reissued (220 and 221 as editions A, 244 as edition B) in June 2004 to include the M6 toll motorway (a fairly significant change!) I have therefore listed below all the small scale maps currently published as reprinted with minor corrections as at July 2004, and will include such maps in future ‘New maps’.

Landranger maps

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Tour map

Scotland

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/. Maps may now be ordered directly from the website.

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

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**D-day maps**

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**England and Wales one-inch**

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<td>Winchelsea, Hastings &amp; Dungeness <em>(includes map of Winchelsea)</em></td>
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***Stop press***

On the day that we go to press Richard Oliver draws attention to a news release from OS, [http://www.ordnancesurvey.co.uk/oswebsite/media/news/2004/july/accessonexplorers.html](http://www.ordnancesurvey.co.uk/oswebsite/media/news/2004/july/accessonexplorers.html), issued yesterday, 29 July 2004. This confirms that the 32 Explorer sheets scheduled for republication on Sunday, 19 September are to provide complete coverage of the new access rights under the CRoW Act. These rights become available on that day for the first two areas in England, in the south-east and the ‘lower north-west’ (including the Peak District).

The website offers an enlarged extract of the new mapping. To quote Richard: “access land is yellow with orange edging, national parks are magenta dashes: the latter sounds awful but, as one sceptical about National Parks both in reality and on maps, I am obliged to say that it looks like the very best of a bad job! The remainder of the mapping will be the current Explorer material, i.e. ex-Second Series/Pathfinder material, dating back to the later 1960s in some cases.” All access areas will be depicted in a unified manner, ownership by, for example, National Trust or Forestry Commission will no longer be specifically marked.