



# *Sheetlines*

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

This edition of *Sheetlines* was published in 2005 and the articles may have been superseded by later research.

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

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



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# SHEETLINES

Number 74

December 2005

**THE CHARLES CLOSE SOCIETY**  
for the Study of Ordnance Survey Maps

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# Sheetlines

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## *Society news and forthcoming events*

Visits for the first half of 2006 are shown below. Those for the remainder of the year will appear in the next *Sheetlines*, and also on our website as soon as they are arranged.

*Saturday, 25 March, 2006*

*Cheshire Maps, Macclesfield*

Some interesting OS material of the Cheshire area, plus a selection of David Parsons's superb collection of earlier Cheshire maps.

*A Tuesday (to be confirmed) in April*

*Alan Godfrey Maps, Consett, Co. Durham*

Our last visit to Durham provided us with a fascinating glimpse of Alan's production facilities, and in particular the camera with which he produces such quality material. He has kindly agreed to a further visit, but numbers will be limited.

*Saturday, 13 May*

*Charles Close Society Annual General Meeting, Ludlow*

A repeat visit to what was a very popular location a couple of years ago. Details will appear in the next issue of *Sheetlines*.

*20 - 24 June*

*Russian Maps, Riga*

John Davies provides details of this year's exciting midsummer expedition below.

To book for any of these events contact me at Rulow House, Buxton Old Road, Macclesfield, SK11 0AG, telephone 01625 611594, or email [visits@charlesclosesociety.org.uk](mailto:visits@charlesclosesociety.org.uk).

*Gerry Jarvis*

## *Midlands Group*

The informal Midlands Group of the Charles Close Society will hold meetings on Thursdays, 12 January, 11 May and 14 September, 2006 at 19:30 in the Age Concern dining room, Voluntary Services Centre, Union Street, Burton upon Trent (SK 246229). The January meeting will be a discussion evening on post-war small-scale mapping and its depiction of road construction and development. All welcome. More information from Lez Watson at 54 King Street, Burton upon Trent, DE14 3AF, [leslie@watson.as](mailto:leslie@watson.as), (01283) 541303.

*The proposed expedition to Riga, 20–24 June 2006*

The Latvian capital has a number of attractions of particular interest including Jana Seta map shop (where we will hear about discovery of the Soviet military maps and have the opportunity to purchase them), the Occupation Museum (telling the story of Nazi and Soviet occupations) and the Museum of Riga's History and Navigation, Latvia's oldest museum, founded 1773. The National Library and University of Latvia have extensive map libraries.

The city itself is interesting: at the heart is Old Riga with beautifully restored rows of seventeenth century merchants' houses. This is surrounded by the parks, boulevards and art nouveau buildings of New Riga, beyond which is the mainly Stalinist architecture of the suburbs and industrial enclaves. There is an extensive network of trams, trolley-buses and buses with a flat fare of 20p.

We shall include a visit to the nearby Baltic seaside resort of Jurmala, with wide sandy beaches, dunes, pine forests and restored nineteenth century wooden houses and sanatoriums.

Ligo, the midsummer festival is celebrated on 23 June with folk dancing and singing in the streets of the city. Special beer and cheese are made for the occasion and there are all-night open-air parties with fires. It is also John's Day, when all those called John are crowned with oak crowns.

English is widely spoken and low-cost flights are available with Air Baltic, Ryanair and SAS from various UK airports. To reserve a place on this trip, contact Gerry Jarvis, as above.

*John Davies*

*Charles Close Society twenty-fifth anniversary*

Ordnance Survey have designed a print to commemorate our anniversary, and have kindly produced sufficient copies for every member. Those who attended the event at the British Library received their copies on the day. The remainder will be mailed to members shortly afterwards.

Our grateful thanks to the Ordnance Survey for their generous gift.

*Christopher Board*

*Index to Sheetlines 69 to 73*

This supplementary index was sent to members as part of *Almanack 2005*. If you are a librarian, or other non-member subscriber to *Sheetlines*, and would like a copy of the index, please send an A5 stamped addressed envelope to the Editor at the address on the back cover.

*Erratum*

In the annual accounts, as printed on page 19 of *Almanack 2005*, the figure for the total cost of *Sheetlines* should be £2951, not £2591. The accounts presented at the AGM were correct.

## *The Ordnance Survey International Collection*

*Christopher Board*

Ordnance Survey has taken the lead in organising a launch of 'The Ordnance Survey International Collection'. On 12 October, invitees assembled in the hall of the Royal Geographical Society (with the Institute of British Geographers) where the CCS and Cambridge University Library had a joint stand. Dr Rita Gardner CBE, the Director, welcomed us to an event which celebrated the successful transfer of the collection of the former Directorate of Overseas Surveys, provided information about its current whereabouts and gave reassurance to users of the material.

Vanessa Lawrence (OS Director General) described the absorption of DOS and the gradual diminution of work outside Great Britain with Ordnance Survey remaining responsible for the accumulated library of maps, data, air photographs and books from DOS. Recognising The National Archives' (TNA's) role in preserving such public records, OS had been determined to improve public access and realise the potential of wider use of the collection. The RGS had sorted the maps and had filled gaps in its own collection, passing on duplicates to other academic libraries. The British Empire and Commonwealth Museum, Bristol, had received 1.5 million air photographs and other records; a second set of air photographs, originally destined for the University of Greenwich, had been passed to the Bodleian Library / Rhodes House collection in Oxford. Books and pamphlets were to be transferred to the University of Portsmouth, where staff are engaged in research on the history of cartography in the twentieth century for the project started by Brian Harley and David Woodward. The National Film and TV Archive had taken some cine films, one of which was shown at the launch.

OS has set up a dedicated website at [www.ordnancesurvey.co.uk/internationalcollection](http://www.ordnancesurvey.co.uk/internationalcollection) to publicise this 'virtual collection'.

Alistair MacDonald, a historian of, and long-time surveyor for, DOS, reviewed its origin and development and illustrated its work with a short film. He was followed by Geraldine Beech, map specialist at the National Archives' Research, Knowledge and Academic Services Department. She stressed the need for TNA to maintain an overall view of public records whoever had created them and spelled out TNA's remit. TNA had retained a copy of the DOS map catalogue, unique manuscript maps, survey data catalogue, international boundary records, documents on the Thirtieth Arc of the Meridian (Longitude 30° East) and a sample of maps from four different kinds of countries covered by DOS.

A break after a few questions allowed delegates to mingle and see exhibitions from the recipients of DOS material. Anne Taylor and Chris Board fielded questions on the CCS and its Archive at CUL. A striking contribution was made by Dan Brockington, a social anthropologist from the University of Manchester. He illustrated the potential use of air photographs from the DOS collection to examine environmental change in Africa. He is currently developing a website which will eventually allow users to access information on DOS maps and air photographs throughout the countries covered. Alastair MacDonald then described the use of maps and air photographs to inform claims about the course of the Nigeria / Cameroon international boundary at hearings in the International Court of Justice, The Hague.

The proceedings were summed up by Dave Lovell, Head of Public Affairs at OS, arguing that a substantial part of the collection had been preserved and that it would be increasingly open for use by the public.

The Charles Close Society is recognised as one of the recipients and it is grateful for the support of the Librarian of the University of Cambridge and Anne Taylor of the Map Section. Ian O'Brien, who ended his career as Director of DOS, gave the Society invaluable help in selecting a suitable sample of files on map production from the material that was available at OS. We are greatly in his debt as his experience and knowledge has been irreplaceable. Roger Hellyer is engaged in listing the DOS files and preparing these lists for the Society's website.

### *The Oxford Seminars in Cartography*

The following seminars, forming part of the thirteenth annual series, take place in a new venue, the University of Oxford Centre for the Environment, South Parks Road, Oxford

Thursday, 23 February, 2006, at 5pm Maja Kominko (Exeter College, Oxford)  
*Science of the flat earth: sources of the maps in the Christian topography of Cosmas Indicopleustes*

Thursday, 18 May at 5pm Jeremy Black (University of Exeter)  
*Maps and history*

A 'TOSCA' field trip to Oxfordshire Record Office, Temple Cowley, will take place on Thursday, 15 June, 2006. There is limited space for this. For further details, please contact Nick Millea, Map Librarian, Bodleian Library, Broad Street, Oxford, OX1 3BG, [nam@bodley.ox.ac.uk](mailto:nam@bodley.ox.ac.uk), 01865 287119.

### *London model*

An excellent large scale model of central London can be seen in *New London Architecture*, a new permanent exhibition at The Building Centre. The model measures about 12m by 5.6m to its extents (it is an irregular shape) and covers the area from Paddington in the west to Docklands and City Airport in the east and from Kings Cross in the north to Battersea in the south, at a scale of 1:1500.

Made by the firm of Pipers, the model comprises about 250 tiles, each 333mm square, representing a 500 metre OS grid. It is constructed from laser-cut acrylic, based on OS digital data and aerial photography, ensuring that every building is accurately represented. One of its purposes is to showcase new and proposed developments and to show how they fit in their surroundings; the use of CAD techniques allowing the rapid inclusion of new features.

The Building Centre is at 26 Store Street, WC1E 7BT and is open Monday to Saturday.

*John Davies*

## *Visit to the Badley Library, Royal School of Artillery*

*30 August 2005*

*Oliver Clutton-Brock*



*Left to right: Gerry; Oliver; Alistair; John; Nick; Frank*

The following CCS members ‘got fell in’ at Larkhill for another CCS visit to the Badley Library:<sup>1</sup> Gerry Jarvis (Cheshire), John Brennan (Suffolk), Frank Prest (Lancs), Nick Jeffery (Bucks), Alistair Graham-Kerr (Berks/Suffolk), and Oliver Clutton-Brock (Wilts). Though most were from far and wide we were all on parade by 1100 hours on a gorgeously sunny morning, though one of those present (no names) was fortunate to have been there, having been spotted asleep on Her Majesty’s land during the hours of darkness!

Our hosts at the library were Amanda Young, her delightful fourteen-week old puppy ‘Paisley’, Chris Jones and Pam Moulpride. They were kindness itself in letting us loose on their books, maps and sundry other items of interest. As there were no army personnel present in the library we were given virtually free rein.

An enjoyable lunch was taken at The Bustard Inn, an old inn on the old road from Devizes to Salisbury, where we continued to enjoy the company of our hosts for the day. Canadian General Alderson set up his headquarters there during the First World War, no doubt keeping an eye on the many Canadian troops stationed at the nearby Bustard Camp. How different are things now.

After lunch, and after some trial and error, a photograph was taken beneath the large and impressive Royal Artillery badge back at the school. Once more in the library we continued to indulge ourselves in its delights – for fuller details of what they might be please see Frank Prest’s note of the visit in aforesaid *Sheetlines*. Other books of local interest are *The Plain* (Chris Corden, published by Halsgrove, 1998) and *Wiltshire and the Great War* (T S Crawford, DPF Publishing, 1999).

Due to long distances to be travelled the members, reluctantly, began to disperse around 4 p.m., a good time having been had by all.

<sup>1</sup> see *Sheetlines* 70, August 2004, pp 4-5 for previous visit.

## *The BCS Historical Military Mapping Special Interest Group visit to RAF Duxford*

*Gerry Jarvis*

Mike Nolan produced an update on the activities of this group for the August 2005 edition of Sheetlines and I was interested by a visit described therein to Duxford Museum on 7 October. I discovered it was open to CCS members, so I applied to Christopher Hunt of the Imperial War Museum to attend.

Meeting up at Duxford for an 1100 start, I found several other members of the CCS in attendance, for what proved to be a most interesting day. The morning was spent looking at exhibits in the models store with Martin Garnett, the Senior Curator and storage manager for the Department of Exhibits and Firearms. In the afternoon we were hosted by Christopher Hunt, Head of Public Services, Department of Printed Books. Both the models and maps are housed in the old married quarters at Duxford, which is not open to the general public.

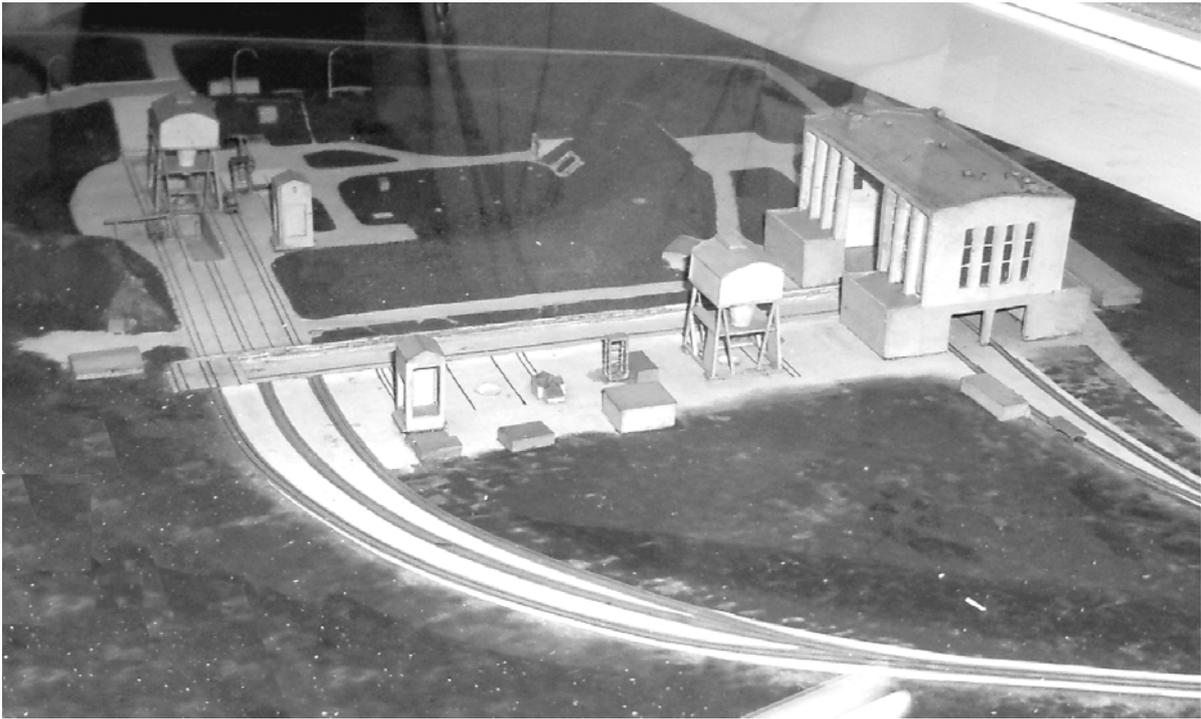
The models store is essentially that, as there is insufficient room to display all the models, and many are contained in wooden crates. Nevertheless some of these were open for our inspection, and there were a number of glass-fronted exhibits which could be viewed. Not all of the models are housed at Duxford, some being in store at Lambeth.

We first looked at the RAF briefing models. I had not appreciated that before precision bombing raids, the crew briefings would include, where possible, a model of the target area, rather than just a map. This was obviously of advantage in, say, raids on dams, where the general approach terrain could be studied, but was equally of value where a specific building was to be targeted, and it was important to study the surrounding buildings in addition to the approach, to avoid unnecessary damage and casualties. When time allowed, high quality models were constructed but there were also raids where little time was available beforehand, and simpler models were prepared.

Models for two precision raids attracted me. The Shellhaus precision raid in March 1945 was targeted to destroy a building containing Gestapo records for trials that were planned. Eighteen Mosquito bombers, with Mustang fighters for cover, undertook a completely successful daylight raid. The second raid was an attack on a building in The Hague containing the Central Population Registry, including lists of Dutchmen marked for deportation. Because of time constraints, there was only one opportunity for a raid, which had to be carried out at twelve hours notice. It was also important not to damage adjacent buildings containing Dutch people, so an accurate model was important and two models were constructed, one of the general area and an enlarged model of the actual building to be attacked. This raid was also successful.

One particularly large and accurate model was of Monte Cassino and its approaches, made for the Museum in 1950. There were a number of models in glass cases of aeroplanes and boats, and three that I admired were of HMS Sheffield, HMS Dauntless and HMS Leander. The Imperial War Museum also occasionally makes models for display, and for some years employed a model maker, who retired in the eighties, but still undertakes specific commissions.

An interesting exhibit for map enthusiasts was an example of General Haig's map collection models, which were held at his GHQ. Two map models were produced covering the



*One of several briefing models seen at Duxford: this for a precision bombing raid on a rocket launching site.*



*Detail from a Luftwaffe target map of Liverpool and Manchester, on oilcloth, with industrial and communications targets highlighted. The brighter circle indicates the need to avoid a POW camp at Prescott. Both photographs by John Davies.*

front, and there are also over one hundred on loan at Sandhurst. The models were constructed of layers of pressed board to simulate the hill contouring, with cut out strips of actual maps stuck on to the board layers to show the detail, not a quick process!

After lunch at the Museum restaurant, we returned to the maps store, with Christopher Hunt as our leader. Long before he took charge of the map collection, one of his early jobs was to provide a basic catalogue. The collection had commenced in 1917, when the value of military maps was recognized, particularly for the annotated information contained on many of them, and many GHQ and trench maps were obtained.

Until after the end of the Second World War, only First World War maps were held. The current position is that any maps from 1914 onwards which involve British or Commonwealth interests or involvement are accepted. As a result one major acquisition was the War Graves Commission collection, when the Commission ran out of storage space.

In the 1950s the collection consisted of some 22,000 working maps, including 5,000 duplicates, but the total is now some 70,000 maps. Until 2000 they relied on a simple catalogue of most of the working collection, but the need for a more detailed catalogue was recognized, so since 2000 a comprehensive re-cataloguing has commenced, with the help of volunteers from the Duxford Associates Map Group. Some of this group were in attendance for the visit; and Alan Silvester, one of their leaders, said that to date 14,600 maps have been reclassified. So they have a little more work to do to complete the exercise!

Numerous maps had been laid out for us to examine. Most covered countries other than our own, although Chris Hunt had sent us a list, prior to the event, of Ordnance Survey maps currently catalogued. These include a number with bomb damage annotations.

In the time available we were only able to view a selection of those laid out, but I have listed below some that attracted my attention, to give an idea of the breadth of coverage.

- Daily summaries from 1918 of staff maps covering the German order of battle, and similar maps for September 1944.
- Escape maps on cloth for Central Burma.
- Luftwaffe oilcloth maps, showing only locations easily visible from the air; such as roads, railway lines, rivers, built up areas. They were produced on oilcloth as the interior of Heinkel bombers became very wet because of condensation.
- A composite map of the Battle of Jutland, 31 May 1916, produced from individual ship records.
- British maps of U-boat movements, July/August 1943, produced after the German codes had been broken.
- French maps produced in 1980 from war records showing Resistance activities.
- Railway maps of military lines in the Passchendaele area.
- Drawings in 1917 by observers in balloons of activity and terrain in Salonica. This was apparently a regular activity in the First World War.

Whilst the collection officially started with the First World War, Duxford are prepared to accept any interesting military maps. They had available eight Boer War maps, which I am sure would interest our Chairman. I spoke with both Martin Garnett and Christopher Hunt about the possibility of a follow-up visit by CCS members, which they have agreed to in principle. So a Duxford visit will feature in either 2006 or 2007.

*The Group will be holding a seminar in May 2006. More information inside the back cover.*

## *Soviet military mapping*

*David Watt*

*At the meeting in Cambridge on 8 October, the author presented a personal view of the history and scope of Soviet military mapping based, in part, on his extensive private collection of these maps. This is an edited version of his talk.*

It is appropriate that Cambridge is our venue because my interest began in 1993, when Anne Taylor and I attended the International Cartographic Congress in Köln. Delegates from a little known map shop in Latvia (of which we shall hear more later) distributed an A4 leaflet advertising Soviet topographic and city plan mapping. If they really were Soviet military city plans, then these were items which four years before were so highly classified that even squaddies in the Red Army were not allowed to see them. This was what Ivan was going to invade the West on at the height of the cold war: I just had to try to get them.

Over the next four years the trail laid from Latvia into Estonia, Poland and the US, until by early 1997 I managed to amass possibly the UK's most comprehensive private collection of, firstly, town plans and then topographic maps of UK produced by the Soviets. The next step, when I retired, was to do some 'map research' on them but somebody else got in first.

What follows is very much a 'work in progress' and it is important to be aware that no catalogue is available against which to check map coverage. The views expressed, and errors and omissions made, are entirely my own and do not represent those of Defence Geospatial Intelligence or the MoD.

### ***Soviet Organisation***

What is now the Russian Military Topographic Directorate or *Voyenno Topograficheskogo Upravleniya* (VTU) has had various names over the years. VTU was established in 1812, immediately after the Siege of Moscow, so Napoleon was influential, an historical connection to the OS *raison-d'être*!

VTU has always been administered by the Army General Staff (hence *Generalnyy Shtab* as the title to all mapping). The strategic value of accurate topographic mapping has always been realized in autocratic states and Russia was, and is, no exception. Such important information must be tightly controlled at the highest level.

Up to 1917, VTU carried out military topographic surveys of strategically important areas of Russian territory. The British were able to use Russian mapping of the Crimea, but other strategic areas mapped included St Petersburg and Moscow. It also developed a comprehensive military topographic officer training programme, initially at the academy in St Petersburg. Training manuals are still held in the Lenin Library.

The Revolution added impetus to the need for good quality military mapping, ostensibly as a foundation for economic development. However such products were also useful for 'internal' purposes, firstly in the post-revolutionary state and then the Soviet Union.

An organization which could systematize and provide an independent capability in all aspects of surveying (and later satellite technology), photogrammetry, cartography and printing was required. So in March 1919 the Supreme Geodesic Directorate (VGU) was set up. Its initial mission was to survey and map the vital Donbass, Kusbass, North Caucasus, Central Asia and Greater Moscow coal, oil and gas fields. City mapping of Moscow, Leningrad and other places was also required.

Survey and mapping continued throughout the 1920s and 1930s, despite frequent re-organisations mirroring political change. However the Great Patriotic War presented the greatest challenge, specifically the need for large-scale topographic mapping from the western borders to the Volga. The effort was heroic. Mapping at 1:1,000,000 was completed for this area in less than a year. Over 80 million copies of 13,000 map sheets were printed in the first six months of the war.<sup>1</sup>

After the war two goals emerged: mapping the USSR to aid post-war redevelopment and mapping the world to spread the Revolution, of which more later.

#### *Current situation and Soviet comparison*

VTU is headed by a Lieutenant General and consists of five training academies (St Petersburg, Moscow, Novosibirsk, Khabarovsk and Tomsk); cartographic factories in Moscow, Novosibirsk, Omsk and Ekaterinburg; print factories in St Petersburg, Moscow and Saratov; map stores throughout the country; optics factories for satellite / photographic equipment; surveying equipment factories; research facilities and an archive.

Then there are the topogeodesic surveying teams themselves. I have not seen any figures for how many there were / are, or where they are based, but when you are surveying a fifth of the world's land surface with the technology available I suggest you would need a fair few.

In terms of staff, current figures are not available, at least in the English language, but in 1996 there were around 4500 cartographers in Kiev looking for work and this was just one factory and probably not the largest, which was probably in Moscow. So maybe 35,000 – 40,000 cartographers plus surveyors!

However, in many respects what we have today is a shadow of the Soviet leviathan! The organisation was headed by a Colonel General and two Lieutenant Generals. As well as the 'Russian' factories above, there were print factories in Minsk, Kiev, Riga, Tbilisi and Tashkent and cartographic factories here and in the capitals of most of the Socialist Republics. Each Republic also had its own map store, the little one in Chisinau (Moldova) being roughly the size of two Tolworth spurs: heaven knows what a central store in Moscow would look like.

Then the organization effectively administered 'contracting' of cartographic work across the eight European Soviet satellites and trained their technical staff. It also provided 'technicians' who aided development in Mongolia, Somalia, Mozambique, Yemen, Cuba, Angola, Libya and Syria, and probably a lot more nooks and crannies! So in terms of global reach they were probably the most comprehensive mapping organisation in the world.

#### *World mapping programme*

It is useful to distinguish between three types of mapping: topographical, cadastral and city plans. The Russians define 'topographical' as mapping between 1:25,000 and 1:1,000,000, although contoured mapping is produced at 1:10,000.<sup>2</sup> Cadastral mapping is produced at scales from 1:500 to 1:25,000. City plans are at 1:10,000 or 1:25,000.

It may also be useful to remember that at the height of its paper production the OS had an inventory of around 230,000 sheets.

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<sup>1</sup> This compares to around sixty million copies under direct GSGS control for the whole war, and around 315,000,000 by all printers between January 1943 and December 1945.

<sup>2</sup> Scales smaller than 1:1,000,000 are classified as planning maps.

*Russia: topographic*

Dr Vereshchaka's book<sup>3</sup> states that there is complete topographic cover of the Soviet Union at 1:250,000,<sup>4</sup> 1:100,000, 1:50,000 and 1:25,000. A conservative estimate of the combined total for these is around 380,000 sheets.

It has also been reported that around 25% of the country (the agriculturally productive part) is covered at 1:10,000, although there is a plan to complete the cover.<sup>5</sup> That would make about another 440,000 sheets.

*Cadastral*

Soviet cities were each covered by cadastral sheets at 1:500, 1:1000, 1:2000 and 1:5000. I can find no data either on how many cities were covered but as a pure guess, say this could be another 20,000 sheets.

*City plans*

Finally consider the city plans proper at either 1:10,000 or 1:25,000 depending on the geographic extent of the city. No examples covering cities within the Russian Federation have been acquired by UK collectors (despite some energetic searches at times) but given the size of some of the towns covered in the UK, this could be another 3000 sheets.

Highly approximately that brings us up to around 840,000 sheets, to be compiled and maintained.

*The rest of the world: topographic*

It is highly likely that the world (with the possible exception of Antarctica) was mapped completely at 1:1,000,000, 1:500,000 and 1:200,000. Experience counting patchy 1:250,000 NATO standard cover suggests that 1:200,000 cover might be around 20,000 - 25,000 sheets, with 1:500,000 and 1:1,000,000 contributing another 4000 or so between them. So that might be another 24,000 - 29,000 sheets, taking the grand total to say 870,000 sheets.

Topographic mapping at 1:100,000 and/or 1:50,000 has also been released, or believed to exist, over the whole of Europe, the Middle East, North and Central America, large areas of South America, the Indian subcontinent, south-east Asia, China and the populated areas of Africa. If there was 50% cover, then, between both series, that might be another 200,000 sheets. And we're now up to 1,070,000 sheets.

*Cadastral*

We are now in the realms of pure conjecture, but as I have seen sheets at 1:5000 over Luanda in the classic Soviet cadastral specification, it would imply that cadastral mapping could have been produced over virtually anywhere where they had their fingers in the pie! Say another 50,000 sheets?

*City plans*

Nearly eighty of these have been released over UK alone (although one could argue that as their 'number two enemy' in the Cold War the Soviets had an especially unhealthy interest in us).

---

<sup>3</sup> *Topographic Mapping, a Scientific Basis*, Moscow State University of Geodesy and Cartography, 2002.

<sup>4</sup> An odd scale to quote as the Soviets mapped at 1:200,000.

<sup>5</sup> The programme began in mid 1960s and is still going on.

UK collections are aware of city plans over all western European capitals, most major cities and a number of much smaller ones. If this is extrapolated worldwide then we could be looking at between say 2000 to 3000 settlements: so possibly 10,000 sheets.

In other words, an extremely approximate estimate would put their inventory at around 1,130,000 sheets, of which over 300,000 sheets are of 'foreign parts', and this does not include mapping produced for internal consumption to their own specifications by Soviet satellites and to which the Soviet Union would have had direct access. How many sheets of this there were is anyone's guess.

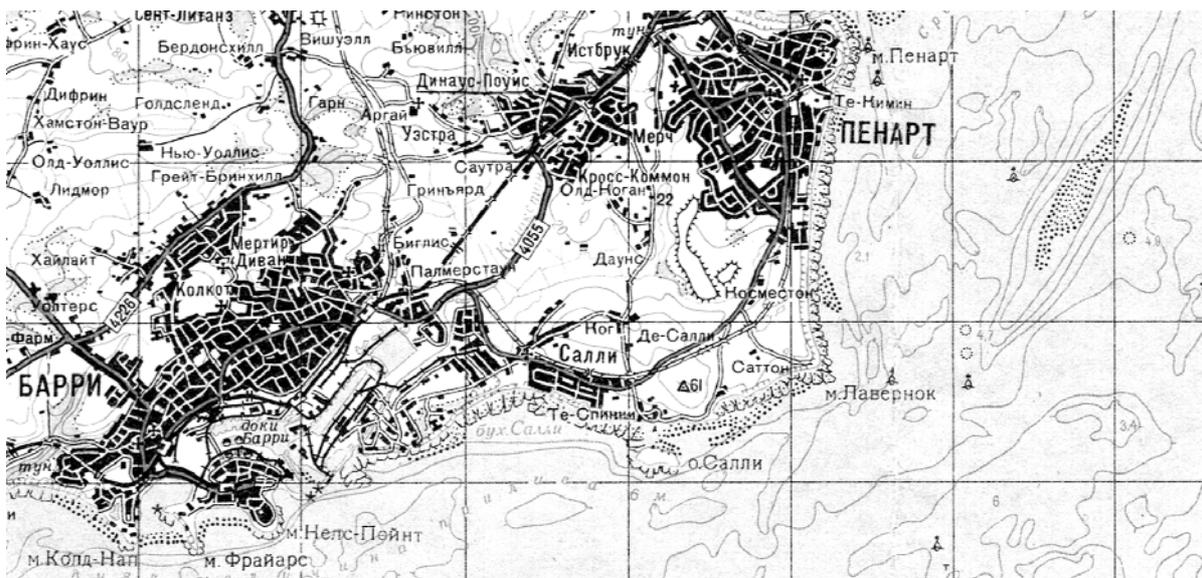
Bear in mind also that VTU had to organise the cartography, printing, storage and distribution of all these sheets, and that production, printing and storage of mapping over the Soviet Union also had a political element in that, for instance, maps covering Latvia would be produced, printed and stored well away from Latvia so that insurgents raiding the map store could not use the Soviet maps against the Red Army.

### *How the maps were produced*

As John Davies is about to give us his thoughts on this over UK, I will not go into too much detail. Suffice to say that before 1962 and the first photographic satellite, the best sources would have been the host country's own mapping<sup>6</sup> plus any 'other information' which could be gleaned. (Although I did hear someone say that the Russians did not use Ordnance Survey mapping because it was merely capitalist government propaganda, which it was of course!)

After 1962, progressive satellite systems, beginning with Zenit, were and are used. Interestingly though, the technology was photographic, not imagery based, with cameras having focal lengths of up to 3.5m. (Your average 35mm camera focal length is somewhat shorter!)

### *A Soviet view of Barry and Penarth*



*From 1:100,000 map M-30-18, 1984, reduced. The editorial offices are not marked. For a German view of the same area see Sheetlines 69, 19 and for the British view, Roger Hellyer and Richard Oliver, Military Maps, Charles Close Society, 2004, p70.*

<sup>6</sup> Shades of the Germans buying UK mapping before WWII.

## *Soviet military mapping of Britain study day*

*John Davies*

A study day was held at Cambridge University Library on 8 October as a follow-up to the recent *Sheetlines* stories on the subject. The purpose of the event was to explore the content of the maps and the context in which they were produced. Several examples of Soviet small scale topographic maps and large scale town plans were displayed alongside contemporary OS maps, together with examples from territory where Soviets had unrestricted access and some of the maps available to their own civilian population.

Three speakers, David Watt, Henry Dodds and John Davies, gave presentations and many of the audience contributed opinions and information. David Watt's talk on the history and global reach of the Soviet mapping agency appears above. Below are the main points which emerged from the other speakers, the open forum session and the exhibition.

### ***Strategic importance during Cold War era***

Henry Dodds was editor of *Jane's Soviet Intelligence* during 1988-92, with previous experience in the Royal Engineers and the Intelligence Corps. He illustrated the Soviet superiority in terms of fire power during the period 1987-8 using these statistics:

- Number of battle-ready tanks available to USA, UK, Germany and all other western forces combined, 21,000;
- number available to USSR, 51,000.

However, if there were to be an invasion of UK then the number that could be landed during a first sea lift would be crucial. This would amount to only about 300 tanks and crew and about 7,000 men. Assuming normal deployment of allied forces, this would be insufficient.

Imagine, though, the following 'wildly speculative' scenario. Suppose the Cuban missile crisis had escalated; suppose a stand-off had occurred between US and Soviet tanks in Germany and shooting had started; a period of extreme tension develops in Europe; British forces in Germany are reinforced causing reduced defence of UK; Scandinavian countries declare neutrality. Result would be the possibility that the first sea lift would in fact be sufficient and Soviet forces take command of Britain.

The intriguing question is: was there a Soviet attack plan of which the maps were an important component, or were the cartographers just making maps anyway, which military commanders could use as and when necessary. In the context of the history of the Russian Military Topographic Directorate outlined by David Watt, it would be reasonable to suppose that the maps and the military strategy have independent existences, although the purpose of the maps would be to facilitate any proposed invasion, occupation and subsequent command and control of any territory in UK, Europe or world-wide.

### ***Sources of content***

John Davies concentrated on an examination of specific details on selected town plans to demonstrate a hypothesis about how these maps were compiled.

The known town plans at scales of 1:10,000 and 1:25,000 date from 1950s to 1990, with about eighty examples of British and Irish towns and cities. Several examples exist of places which were mapped more than once and many instances can be suggested of places which

are apparently un-mapped but would be expected to have been (eg Derby, Dundee, Hull, Reading, Slough, Stirling etc) when others such as Gainsborough and Kilmarnock were.

This seems somewhat random and John suggested the following set of assumptions:

- If the Crewe map (1957) on display is typical, then the town plans of 1950s were derived almost entirely from pre-war six-inch OS maps supplemented with recent developments from contemporary two-and-a-half inch OS maps.
- It is likely that most towns and cities were in fact mapped at that time and that an on-going programme of revision was in force; the fact that relatively few examples are available is probably due to the circumstances of discovery after the collapse of USSR.
- From the time that satellite and high-altitude ‘spy-planes’ became available (say the mid-sixties) the revisions have been based on aerial images.
- Considerable additional information has been gathered by investigation and the acquisition of published street atlases, trade directories, etc, supplemented by local knowledge.
- Some errors have crept in during copying from one edition to the next.<sup>1</sup>
- The maps show more recent developments than contemporary OS maps; latest developments are almost always un-named but generally names are derived from commercial town plans and not OS maps.
- The net effect is that for the town plans of 1970s onwards, the only information that can be seen to be derived from OS material is the spot heights, which are largely as the original six-inch maps (typically dating from 1910s and 1920s).
- Railways are an anomaly as they generally continue to be shown as early layouts despite closures which would be apparent from aerial views.

### *Questions of copyright*

The open forum following John’s presentation discussed the matter of copyright and in particular the OS statement to the British Cartographic Society in 1997 claiming that the Soviet maps contravened Crown Copyright. The main points arising were:

- Copyright in OS maps lapses after fifty years.
- Examination of the OS statement reveals that it may not necessarily refer to the Soviet town plans, as it specifically refers to ‘small-scale mapping’ but also refers to scale of 1:25,000.
- USSR was not a signatory to Berne Convention, but the Russian Federation later was and now claims retrospective copyright over the maps: this has not been tested.
- The effect of the OS statement was to prevent UK-based dealers from handling the maps and forcing libraries such as BL to obtain them at much higher prices from US-based dealers.
- When considering copyright, the courts apply the test of whether the copied content is ‘significant’ (although this term is not defined).

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<sup>1</sup> See Brownsea Island on the Bournemouth and Poole maps of 1974 and 1991 for vivid examples.

- In the context of the likely sources and dates described above, whether or not the copied content is ‘significant’ and within the time limit would be a matter of contention.
- At the time that the OS issued the statement they had recently launched proceedings against AA for breach of copyright which resulted in a settlement worth £20 million in 2001.
- The purpose of the OS statement was to prevent map publishers from using the Soviet material to produce commercial maps free from royalties and in this they were successful.
- In view of the above, whether or not the OS would now pursue a claim against anyone reproducing the maps today is an open question.

The full text of the OS Statement can be seen at [www.Jomidav.com](http://www.Jomidav.com).

### ***Other topics discussed***

- Place names – the Soviet maps generally display transliterations of the ‘official’ pronunciation of place names in accordance with standard conventions, but some anomalies are seen, such as Wymondham in Norfolk which is rendered (on 1:500,000 map) as, УИНДЕМ, the equivalent of ‘Wyndem’ but Milngavie near Glasgow is rendered as spelt although the Scottish pronunciation is ‘Mullguy’.
- Photogrammetry – it was noted that no tests have been applied to determine whether the positioning of aerial images is exactly as OS.
- What is not shown – several examples were suggested of installations which the Soviets must have known about but which are not identified on the maps (eg MI5 HQ, Cambridge Regional Seat of Government). The known maps are labelled ‘Secret’ and it is speculated that another level of mapping ‘Top Secret’ may have existed showing more sensitive information.
- ‘Reserves’ – the maps identify National Trust property with the label ‘Reserve’ and it was suggested that this word implies a ‘secret or special’ place.
- Descriptions of localities – the town plans contain detailed description of the locality and the 1:200,000 maps generally contain detailed description of the wider area. Translations of those for Cambridge city and Cambridgeshire by Charles Aylmer were available and it was noted how comprehensive and how (generally) accurate they are. A collection of these would constitute a formidable research document.
- Hydrography – it was noted that the undersea depths do not generally correspond to UKHO Admiralty charts and it was suggested that ‘Notices to Mariners’ may have been used to derive information such as channels annotated as ‘Dredged to x metres, 19yy’.
- Chinese maps – Charles Aylmer has used the Soviet maps of China extensively and reported that they represent the best or only topographic maps available of much of the country, but that the veracity of some place names is questionable. Tony Baggs mentioned Chinese maps of Malaya (copied from British maps), which he has presented to CUL.

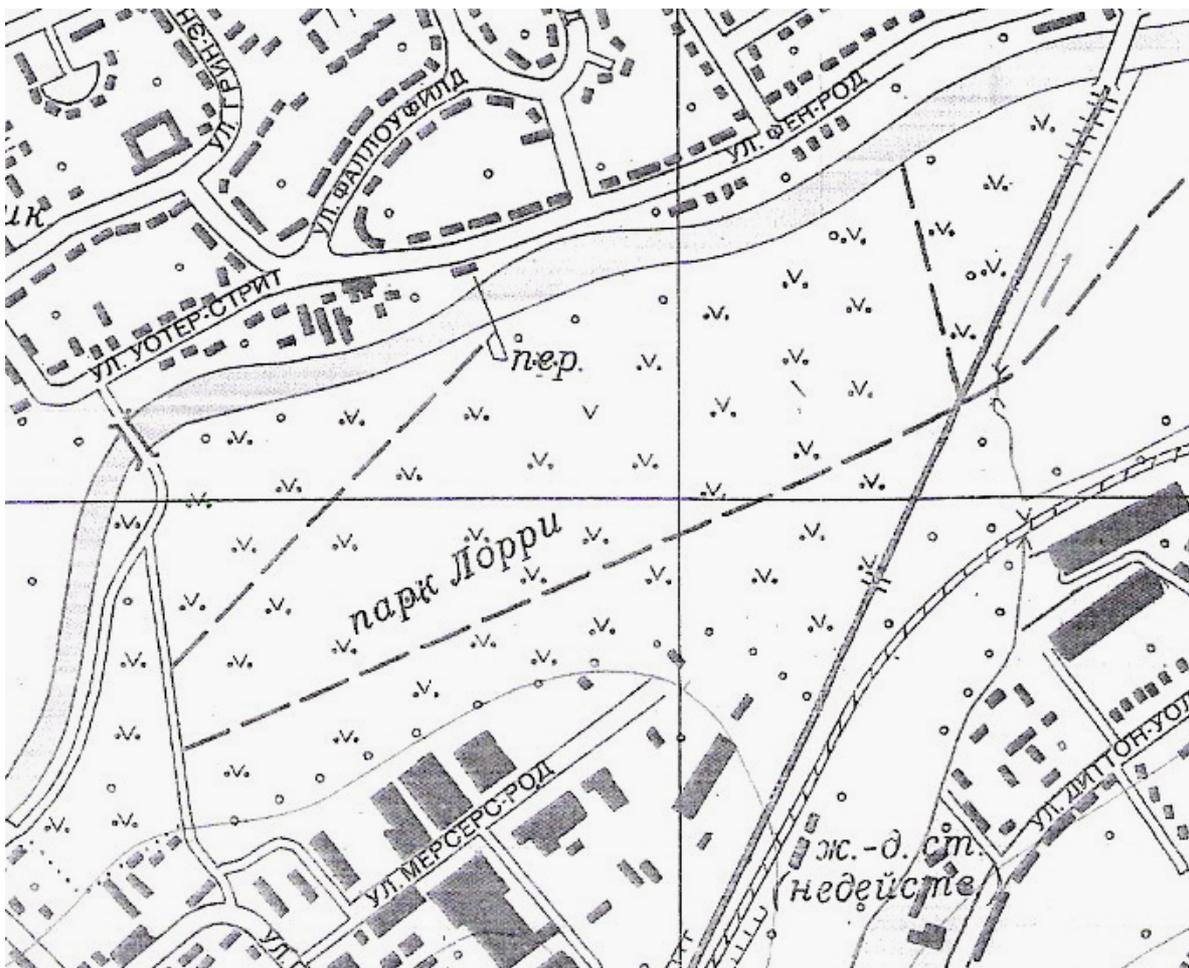
### *Exhibition*

The accompanying exhibition demonstrated three themes:

- The range of dates and range of scales of the mapping with examples from 1938 to 1990 of all seven scales, mostly concentrating on Cambridge and East Anglia.
- Specific examples of British town plans showing particular details in comparison with contemporary OS and other material and also picking up discrepancies and errors in the maps.
- Examples of military and civilian mapping of cities where the compilers had unrestricted access, showing the depth of detail of the former and the vagueness of the latter.

The illustrated Exhibition Guide is available for download at [www.Jomidav.com](http://www.Jomidav.com).

### *Where to park your lorry in Cambridge*



*This extract from the 1989 Soviet 1:10,000 town plan of Cambridge shows a public park known as Stourbridge Common to the east of the city by the River Cam. The name shown translates as 'Park Lorry', which rather suggests that a visiting agent has misunderstood a nearby sign. Incidentally, the street just below is shown as Mercers Road, but this is named on local maps as Mercers Row.*

## *The spread of Welsh on Seventh Series one-inch maps*

*Ymlediad y Cymry ar fapiau un modfedd (Cyfres Saith) <sup>1</sup>*

*K S Andrews*

A map is not just a paper landscape. When the Ordnance Survey depicted mountainous Wales on flat paper the sheets were covered with place-names. The spellings of those names, recorded by Victorian surveyors as best they could, were absorbed into local life. A head of steam built up over the accuracy of some of them and this article is a record of what happened to Welsh place-names during the lifetime of the Seventh Series one-inch maps.

### *Introduction*

The one-inch Seventh Series maps of Wales and Monmouthshire were first published in 1952/3 and the last revised edition published was B/\* of sheet 128, *Montgomery and Llandrindod Wells*, in March 1973.<sup>2</sup> The series therefore spans a period when interest in the Welsh language was heightened, even controversial. The Welsh Language Society (Cymdeithas yr Iaith Gymraeg) was founded in August 1962 as a pressure group campaigning for the future of Welsh. Over a thousand of its members have been taken to court and many have been imprisoned. Hotheads were daubing monoglot signage with paint and bilingual road signs appeared as an official reaction to prevent this, more than to guide lost Welsh travellers. The approach of the Ordnance Survey remained unchanged, namely that the names of places and geographical features on the maps were to be those in predominant current use in the locality. Thus *Cardiff* appeared together with its Welsh name, *Caerdydd*, on road signs, a name that was not likely to appear on OS maps.

The OS principle of ‘predominant current use’ referred to both pronunciation and spelling. The principle was rational in simple instances such as *Cardiff* but in the case of the local norms of place-name spelling the approach was flawed because the spelling used locally derived from that written on maps and signs, which in turn came from early surveyors’ interpretations of local information, some of it verbal. The spelling they had adopted did not always conform to pronunciation from a Welsh point of view. To break free from the circular argument of OS using local usage derived from OS, the Board of Celtic Studies at the University of Wales was used as a consultative body. The outcome was that spelling was standardised where acceptable to the local community, leading to the many changes observed during this study.<sup>3</sup> The Welsh Language Board’s Place-Names Standardisation Panel is now consulted. Among those serving on this panel are an OS representative (the Wales regional officer) and Professor Hywel Wyn Owen, the Director of the Place-Name Research Centre, University of Wales, Bangor, to whom the author is

<sup>1</sup> All translations kindly provided by Peter and Anne Watkins.

<sup>2</sup> Richard Oliver, *A Guide to the Ordnance Survey One-inch Seventh Series*, second edition, Charles Close Society, 2004.

<sup>3</sup> It should be borne in mind that the written Welsh language as a whole was in need of standardisation. The Board of Celtic Studies published rules for standardisation of Welsh spelling in 1928 but their application to place-names was often resisted locally. In 1957, they published Elwyn Davies’ *Gazetteer of Welsh place-names: a standard guide to the orthography of Welsh place-names*, University of Wales Press, republished 1975, to which the interested reader is referred. See Archif Melville Richards at [www.e-gymraeg.co.uk/enwaulleoedd/amr/history.html](http://www.e-gymraeg.co.uk/enwaulleoedd/amr/history.html) for a searchable database of historic place-names. See also Richard Oliver, *Ordnance Survey maps: a concise guide for historians*, Charles Close Society, second edition, 2005, 93-94 for an outline of place-name policy.

indebted for much in this article concerning the rationale of Welsh orthography (and to whom mistakes should not be attributed).

It was thought that, by inspecting the various editions of the Seventh Series maps, changes to names could be listed and studied as a means of tracking Welsh language usage across the Principality in that era. This led to the present record of the application of standard orthography to the correction of surveyors' interpretations of local data. It was in this calm academic way that the OS responded to the strong feelings generated by the Welsh Language Society. The article highlights the increased respect of the Welsh for their linguistic heritage.

### *Procedure*

The nineteen sheets covering Wales were issued in a total of 93 editions. They were all scanned by eye with the aim of noting the following:

- bilingual names, e.g. *Aberdovey (Aberdyfi)*,
- change of language, e.g. *River Tywi* to *Afon Tywi*,
- changes of spelling, which were later subdivided:
  - changes to return to Sixth Edition spelling,
  - changes to accord with standard Welsh usage, e.g. *Llanelly* to *Llanelli*.

The sketch maps on the covers were considered as one source of name changes. It was found, however, that there were dangers to this approach. For example, there were spelling variants on the sketches that never appeared on the sheets, e.g. *Cerrigydrudion* was shown as *Cerrig-y-Druidion* on all H99.1 covers of sheet 108, *Denbigh*. On sheet 107, *Snowdon*, *PENMAEN-MAWR* was changed to *PENMAENMAWR* in 1961 but the sketch changed *Penmaen Mawr* to *Penmaen mawr* then at last to *Penmaenmawr* in 1969. This example also shows the potential pitfalls encountered when upper case on the sheet is transposed to lower case on the sketch; the upper case versions generate a total of five lower case possibilities, including the hyphenated options *Penmaen-Mawr* and *Penmaen-mawr*. It was concluded that quality control correlation of sketch with sheet was an infrequent occurrence and proof reading was poor. Sketch maps were therefore ignored as evidence for the purposes of this article.

As regards overlaps, name changes in areas of Wales mapped on more than one sheet have been recorded once only unless the changes differ. There is just one instance of this; sheet 106, edition 4024 and sheet 107, edition 4014 have *Red Wharf Bay or Traeth Côch* which is changed to *Red Wharf Bay or Traeth-coch* on sheet 106, edition A/ (1956) but to *Red Wharf Bay or Traeth coch* on sheet 107, edition A/ (1957). Diversity was retained until the demise of the Seventh Series but only the hyphenated version is used on 1:50,000 sheets 114 and 115.

One procedural conundrum faced at the outset was how to define Wales. From 1956 a national boundary was shown on sheets that straddled it, with adjacent counties being dubbed (*England*) or (*Wales*) in the margin. *Monmouthshire (England)*, having many Welsh place-names, is included in this study.

### *Bilingual names on sea*

There are several bilingual names around Anglesey and towards Llandudno, mainly of islands, with the Welsh name in smaller print in brackets. *Ynys Seiriol* means *Puffin Island*

but it should be noted that the Welsh is not always a translation of the English; *West Mouse* (*Maen y Bugael*) translates to *Shepherd's Rock*, *Middle Mouse* (*Ynys Badrig*) means *Patrick's Island*, *East Mouse* (*Ynys Amlwch*) – *Amlwch Island*. Near Llandudno we have *Great Ormes Head* (*Pen Gogarth*). Moving south, we note *Bardsey Island* (*Ynys Enlli*), then *Porth Neigwl* or *Hell's Mouth*, an instance of the rare phenomenon of Welsh preceding English. West of Pembrokeshire, *Em-sger* or *South Bishop* retains a foreign name in first place. Nearby are *St David's Head* (*Penmaen Dewi*), *Whitesand Bay* or *Porth Mawr* and on the Gower peninsula, *Worms Head* (*Penrhyn-gŵyr*). The sole bilingual settlement printed on sea is *Aberdovey* (*Aberdyfi*).

For names in the style *X* or *Y*, *X* and *Y* are in the same size of type, which would imply that both forms have equal prominence in the locality. For names in the other style, *X* (*Y*), *Y* is always in smaller print, presumably to denote less frequent use than *X* and added because space was available. All such names are unchanged throughout the Seventh Series.

#### *Bilingual names on land*

*Holy Island* (*Ynys Gybi*), *River Dee* (*Afon Dyfrdwy*) and *R. Dovey* (*Afon Dyfi*) remain bilingual throughout the series, *Riv. Usk* or *Wysg* became English only and *Rhondda Fawr River* became *Rhondda River* (*Afon Rhondda Fawr*). The name given to a river near its source is not necessarily given in the same form throughout its route to the sea. *Ogmore* (*Ogwr*) *Valley* is one of a few semi-translations. *Plynlimon Fawr* became *Pumlumon Fawr* on the way to *Plynlimon* (*Pumlumon Fawr*). Bilingual settlements are few, including *Henry's Moat* (*Castell Hendre*), *St Asaph* (*Llanelwy*) and *Welshpool* (*Trallwm*), the latter being respelt as *Welshpool* (*Trallwng*) in 1962. *Llyn Tegid* or *Bala Lake* is the only other instance detected of the Welsh name going first.

In conclusion, these and other examples not cited show that the extent of bilingual names is not greatly changed. Rivers are an exception to the print size rule described above; river names printed on land in the form *X* (*Y*) have *X* and *Y* printed in the same size font; the estuary of the *River Dovey*, however, being sea, has (*Afon Dyfi*) in a smaller font.

#### *Change of language*

The first editions of the maps were issued with many antiquities described as **Carn** or **Carnedd** and the plural versions **Carnau** or **Carneddau**, changed on first revision to **Cairn** and **Cairns**.<sup>4</sup> **Tomen** at SH 506430 on sheet 107, *Snowdon*, was changed to **Castle Mound**. The incorrect use of Welsh may have dawned during the early preparation of the Seventh Series because adjacent cairns on the first editions were sometimes, apparently indiscriminately, labelled in English or Welsh.<sup>5</sup> This highlights an important principle, namely that English was to be used for generic terms on OS maps throughout Great Britain; there was no reason for descriptions of sites of antiquities to be an exception. This decision brought them into line with terms such as *Airfield*, *Artillery Range* and *Reservoir*. Nevertheless a scattering of rogue terms persisted to the bitter end, e.g. **Castell** on sheet 138/151, edition C/.

In Carmarthenshire, *River Taf*, *River Tywi* and *Vale of Tywi* were changed to *Afon Taf*, *Afon Tywi* and *Dyffryn Tywi* respectively. In the Swansea Valley, the settlements *Upper*

<sup>4</sup> Old English Text font is used here as an approximation to Lutheran. Courier New italic is used for parish names.

<sup>5</sup> Diversity of language for cairns was apparent in the New Popular Edition. See also *Sheetlines* 57, 32 where Rob Wheeler reported the change from English to Welsh in the 1940s on New Popular sheet 107, *Snowdon*.

*Cwmtwrch* and *Lower Cwmtwrch* were translated to *Cwmtwrch-uchaf* and *Cwmtwrch-isaf*, but, further north, near Llandeilo, *Llanfihangel-Aberbythych* became *Golden Grove*. In deepest Montgomeryshire, *Wynnstay* became *Llanbrynmair*, which was the name of the railway station. The mining valleys of Glamorgan became slightly more Welsh, with *Rhondda Valley* changed to *Rhondda Fawr* and *Rhondda Fach River* to *Afon Rhondda Fach*. In summary, there is no evidence of a significant increase in the use of the Welsh language, probably because place-names in rural Wales were overwhelmingly Welsh.

#### *Changes to return to Sixth Edition usage*

A systematic comparison of names between the Sixth Edition and the Seventh Series has not been attempted but, in a few cases, a spelling change made on first revision aroused the suspicion that a transcription error had been made on the first issue. These were checked against Sixth Edition sheets and the changes listed in Table 1 were noted as a return to the former spelling. The change of *Heol-las* to *Heol-lâs* on sheet 141, though made as late as 1966, aroused suspicion that it should be on this list because it was the sole instance seen of the addition of a circumflex accent, the trend being to remove them. On *Landranger* it is *Heol-las Fm*, making it just one of several instances of what looks like forward or reverse gear being selected at random.

| <i>Sheet No.</i> | <i>Sheet Name</i> | <i>Edition</i>                  | <i>Grid Ref.</i> | <i>Spelling</i>                                  |
|------------------|-------------------|---------------------------------|------------------|--|
| 107              | Snowdon           | 4014<br>A/ of 1957              | 7942             | Cefngawr<br>Cefngarw                             |
| 116              | Dolgelley         | 4023<br>A/ of 1957              | 8635             | Taly-y-bont<br>Tal-y-bont                        |
| 141              | Brecon            | 4008 to A///<br>B of 1966       | 1423             | Heol-las<br>Heol-lâs                             |
| 155              | Bristol & Newport | 4020<br>A/ of 1957<br>B of 1967 | 3194             | Llanfrecha Grange<br>Llanfrechfa Grange<br>Hospl |

*Table 1: changes to return to Sixth Edition usage*

#### *Standardisation of spelling*

The instances of spelling changes as a result of the standardisation of Welsh orthography are too numerous to list individually. A careful inspection of the sheets has revealed 154 changes but this number may be an underestimate. Changes to well-known places and examples of typical changes are listed in the Table 2, which also includes some changes which developed through one or more intermediate spellings, not all of them explicable. *Llanddewi Ystradenni* deserves a special mention, having the distinction of changing on all five editions of sheet 128. Incredibly, stability was still elusive - the 1:50,000 First Series used yet another version, *Llanddewi Ystradenny* and *Landranger* edition 3 returned to *Llanddewi Ystradenni*. It is doubted whether all these versions were as a result of recommendations by local authorities, leading to a bonanza for road sign manufacturers.

There are a few English spelling changes to record in order to avoid a charge of racial bias in this article. West of the dramatically beautiful Pembrokeshire coast, *Grassholm Island*

| <i>Sheet No.</i> | <i>Sheet Name</i>                   | <i>Edition</i>  | <i>Grid Ref.</i>  | <i>Spelling</i>   |
|------------------|-------------------------------------|---|-------------------|---|
| 107              | Snowdon                             | 4014<br>A/ of 1957  | 6672              | <i>Flaes y Gaer</i><br><i>Flaes - y - Gaer</i>  |
|                  |                                     | 4014 to A/<br>B of 1961                                       | 7076              | <i>PENMAEN-MAWR</i><br><i>PENMAENMAWR</i>   |
|                  |                                     | 4014 to A/<br>B of 1961                                       | 7045              | <i>BLAENAU-FFESTINIOG</i><br><i>BLAENAU FFESTINIOG</i>  |
| 116              | Dolgelley<br>Dolgellau              | 4023 to A/<br>A// of 1960                                     | 7317              | <i>DOLGELLEY</i><br><i>DOLGELLAU</i>  |
| 117              | Bala & Welshpool                    | 4015<br>A/ of 1956<br>A// of 1960<br>B of 1962                | 1226              | Llanrhaidr-ym-Mochnant<br>Llanrhaeadr yn Mochnant<br>Llanrhaeadr-yn-Mochnant<br>Llanrhaeadr-ym-Mochnant           |
| 127              | Aberystwyth                         | 4016 to B<br>B/ of 1969                                       | 5900              | <i>TOWYN</i><br><i>TYWYN</i>  |
| 128              | Montgomery &<br>Llandrindod Wells   | 4017<br>A/ of 1955<br>A// of 1961<br>B of 1966<br>B/* of 1972 | 1168              | Llanddewi-Ystradenny<br>Llandewi-Ystradenny<br>Llandewi Ystradenny<br>Llandewi-Ystradenny<br>Llanddewi Ystradenni |
| 140              | Llandovery                          | 4005<br>B of 1955<br>B/ of 1960                               | 7057<br>(parish)  | <i>CARON ÎS CLAWDD</i><br><i>CARON IS CLAWDD</i><br><i>CARON-IS-CLAWDD</i>  |
|                  |                                     | 4005 to B<br>B/ of 1960                                       | 6322              | <i>LLANDILO</i><br><i>LLANDEILO</i>   |
| 141              | Brecon                              | 4008<br>A/ of 1955<br>A// of 1959                             | 1445<br>(parish)  | <i>LANDDEWI-FACH</i><br><i>LANDEWIFACH</i><br><i>LLANDEWIFACH</i>   |
| 151<br>138/151   | Pembroke<br>Fishguard &<br>Pembroke | 4009 to A/<br>C of 1965                                       | 0010<br>(estuary) | <i>DEUGLEDDYF</i><br><i>DAUCLEDDAU</i>  |
| 153              | Swansea                             | 4011 to B/*<br>C of 1965<br>D of 1972                         | 4884              | Port-Eynon Bay<br>Porteynon Bay<br>Port Eynon Bay   |
|                  |                                     | 4011 to C<br>D of 1972  | 5299              | <i>LLANELLY</i><br><i>LLANELLI</i>  |
| 154              | Cardiff                             | 4004 to B<br>B/ of 1961<br>D of 1972                          | 8877              | Merthyr Mawr<br>Merthymawr<br>Merthyr Mawr  |
|                  |                                     | 4004 to B/<br>C of 1965                                       | 0481              | Pont-y-clun<br>Pontyclun  |
|                  |                                     | 4004 to C/*<br>D of 1972                                      | 0565              | Font-y-gary Bay<br>Ffontygari Bay   |
|                  |                                     | 4004 to C/*<br>D of 1972                                      | 1571              | Dinas-Powis<br>Dinas Powis  |

*Table 2: Spelling changes towards standardisation*

became *Grassholme Island* in 1965. In the heart of the verdant Vale of Glamorgan, *Sigingstone* changed to *Sigginston* also in 1965, but at the next revision in 1972 *Sigingstone* was back in vogue. Also, on the 1965 edition of sheet 154, in the Taff Vale between Pontypridd and Cardiff, towards the gorge, the mining community *Taff's-well* became *Taffs Well*. Presumably the intermediate option, *Taff's Well*, was rejected as reading like a medical report.

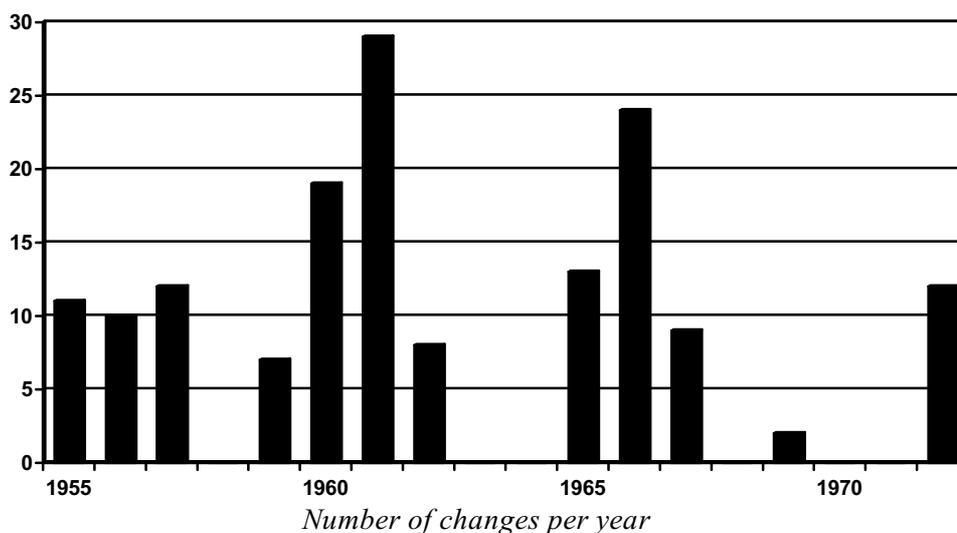
### *Some notes on Welsh orthography*

The pronunciation and spelling of Welsh place-names are well described on the OS website but a few points on stress and hyphens are noted here for convenience.<sup>6</sup>

In spoken Welsh the penultimate syllable of a word is usually stressed but there is also a rule that stress follows a hyphen. *Brynmawr* would sound different from *Bryn-mawr*, where the hyphen indicates that *mawr* is stressed instead of *Bryn*. *Tan-y-grisiau*, a name well known to fans of the Ffestiniog narrow gauge steam railway and of hydro-electric power stations, is an example of a name with redundant hyphens, since the element *grisiau* has two syllables with the stress naturally correct; the standardised form *Tanygrisiau* was adopted in 1961. Thus it can be seen that changing *Merthyr Mawr* to *Merthyrmawr* in 1961 incorrectly indicated stress on *Merthyr*, so reverse gear was selected in 1972.

Two-word names such as *Traeth Côch* on sheet 106 are naturally spelt with two capital letters. When this name was hyphenated in 1956 and lost its nineteenth-century circumflex accent, which indicated stress, it became *Traeth-coch*; *coch* (red), not being a proper name, did not qualify for a capital letter following the hyphen. The version *Traeth coch* on the overlap sheet 107 is therefore clearly a mistake, because there should be either a hyphen or a capital C, not neither and not both. *Traethcoch*, *Traeth-coch* and *Traeth Coch* would indicate three different pronunciations, with the emphasis in turn on *Traeth*, then, for the hyphenated form, on *coch* and, as two monosyllabic words, with no particular stress indicated.

### *Timing of changes*



<sup>6</sup> See the introduction to *Guide to Welsh origins of place names in Britain*, more like hard study than free fun, at [www.ordnancesurvey.co.uk/oswebsite/freefun/didyouknow/placenames/Welsh\\_guide.pdf](http://www.ordnancesurvey.co.uk/oswebsite/freefun/didyouknow/placenames/Welsh_guide.pdf)

The year of sheet revision on which each change was apparent was recorded and the bar chart shows the incidence of changes on a year-by-year basis. The changes made in 1972 are all on sheets 153, *Swansea*, and 154, *Cardiff*, except for the much-altered *Llanddewi Ystradenni* as noted above. The major rural part of the Principality was therefore revised for spelling of names from 1955 to 1967. It should be noted that these changes were limited to what was acceptable in each locality at that time.

#### *Incidental observations*

Close perusal of all these maps of Wales revealed some other points to mention in passing.

On some of the first editions, reservoirs had names and owners, for example *Taf Fechan Reservoir (Taf Fechan W.S.B.)* near the Brecon Beacons on sheet 141. The ownership of reservoirs was removed on the A/ editions from the mid-1950s and later many became just anonymous expanses of blue until just the names were reinstated late in the 1960s. In north and central Wales, however, some reservoir names were retained on all editions. East of Snowdonia, *Llyn Cowlyd Reservoir* became *Llyn Cowlyd*, then *Reservoir* was replaced; other reservoirs nearby were treated in a similar vacillating manner. *Lake Vyrnwy* near Bala was initially described as *Reservoir* in tiny lettering but this was lost never to return.<sup>7</sup>

Beware edition B/\* of sheet 107, *Snowdon*, which has an interesting array of public footpaths through the new reservoir *Llyn Celyn*. Hikers preferring dry land are advised to use edition B/\*/ or sheet 116 B/\*.

#### *Concluding remarks*

It is interesting to note that the actual number of name changes from English to Welsh is very small, being mainly confined to rivers and mountains in areas where Welsh is spoken. Spelling standardisation emerges as the predominant theme of the study of name changes on Seventh Series one-inch maps. It is interesting to see the extent to which this was done. Research by an expert on the Welsh language is needed to identify localities that resisted the call for standardisation of the orthography of their place-names.

Since standardisation is an on-going process, a systematic comparison of the Seventh Series with 1:50,000 editions would also be a useful way forward; a cursory glance found *Caernarfon* and *Conwy* which were adopted early in the new series as the sole correct form for those places.

Nowadays, in accordance with the OS response to the Welsh Language Act 1993, Welsh is everywhere on *Landranger* map and cover, though less familiar Welsh names are in parenthesis. For example in south-east Wales, we have *Barry (Barri)*, *Caerphilly (Caerffili)* and *Pontypool (Pontypwl)*. The second form is the logical standardisation of the spelling of the vocal form, so perhaps they too will one day be adopted as the sole form. *Cardiff*, capital of Wales, has the appendage (*Caerdydd*) and *Newport* has (*Casnewydd*), but these forms are likely to remain in parentheses as long as the OS maintains the policy of capturing in print the voice of the people.

*Study of the 93 maps of Wales would have been incomplete without the access kindly provided by Anne Taylor and her staff to the collections at Cambridge University Library Map Room.*

<sup>7</sup> For security alterations to reservoirs noted by Christopher Moss on sheet 110, *Stoke on Trent*, later *Stoke-on-Trent*, see *Sheetlines* 33, 52, where it is reported that the names were removed and not replaced.

## *Ruins, ridges and reservoirs*

### *Notes on some 1:50,000 First Series 'bar' reprints*

*Bill Henwood*

Previous notes in *Sheetlines* have mentioned a few of the changes made to *Landranger* 1:50,000 sheets when reprinted with minor changes or corrections.<sup>1</sup> When the definitive cartobibliography of the 1:50,000 series is produced, it will include at least 230 'bar' reprints, those identified by a line as in A (though away from the map this is often conventionally shown as A/). These reprints are variously noted on the map as having 'minor change', 'minor changes', 'corrections' or 'minor corrections'. A few have a more specific description, but others lack any explanatory note. About twenty of these reprints were of First Series sheets, produced between 1974 and 1983, and the following notes are concerned with a selection of these.<sup>2</sup>

While listing such reprints in a cartobibliography helps the student and the collector to answer the question 'what?' it does not address the question 'why?'.<sup>3</sup> A little digging can reveal some surprising results. In any event, when a bar reprint makes only one or two small changes to the map, it is helpful to record these when found. There is nothing more frustrating than being unable to recall or find the reason for the reprint!

Some bar reprints of 1:50,000 First Series sheets are relatively well known, with easily identified changes. Finding the changes on others requires good eyesight and not a little perseverance.

For example on **Sheet 37** First Series edition A/, first printed in March 1980<sup>4</sup> and 'Reprinted with minor changes', the only apparent change from edition A is at NO 556988 where a spot height '580' is altered to '177'. On one-inch Seventh Series sheet 39 this spot height was printed in italics as '580' as it had not been surveyed by levelling. On the 1:50,000 map such spot heights are not differentiated and '580' was altered to upright type, but the conversion from feet to metres was overlooked.<sup>5</sup>

The reasons for most such adjustments and corrections can be easily guessed, but there are other examples that merit closer investigation and some background research.

On **Sheet 47** the only change found on the map between First Series editions A and A/, the latter being 'Reprinted with minor changes' and printed in June 1982, is the amendment of the name 'Drimnacroish (ruin)' to plain 'Drimnacroish' at NM 452494. This isolated building on a by-road in the sparsely populated north west of Mull is still, however, shown in

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<sup>1</sup> Bill Henwood, 'Landranger sheet 149 editions A3 and A3/', *Sheetlines* 45, 47, and 'When is a National Park not a National Park?', *Sheetlines* 73, 23.

<sup>2</sup> There were minor changes to the legends of southern block 1:50,000 sheets (102-204, first published in March 1974) on almost all 'facsimile' printings of First Series edition A made after about May 1974. In the Public Rights of Way section the label 'Road used as a public path or byway open to all traffic' was shortened to 'Road used as a public path' and in the boundaries section the note 'NTS (in red or blue) National Trust for Scotland' was added. Some of the earliest bar reprints coincide with these changes but they are not the reason for their bar status.

<sup>3</sup> The notable exception was the late K G Messenger's monograph, *The Ordnance Survey One-inch Map of England and Wales, Third Edition, Large Sheet Series*, Charles Close Society, 1988. Here were listed the changes to the maps made between different printings.

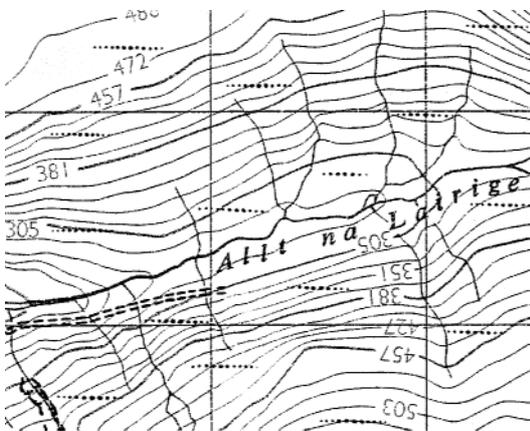
<sup>4</sup> All printing dates are taken from Dr Richard Oliver's notes on the 1:50,000 First Series job files.

<sup>5</sup> It was not alone. On sheet 91, First Series, editions A and A/\* there was a spot height 771 (feet) at NY 664051, unaltered from the one-inch Seventh Series sheet 83, while on all Second Series editions of sheet 27, including the current C/, a spot height 130 at NH 840504 will be found close to a 40m contour line.

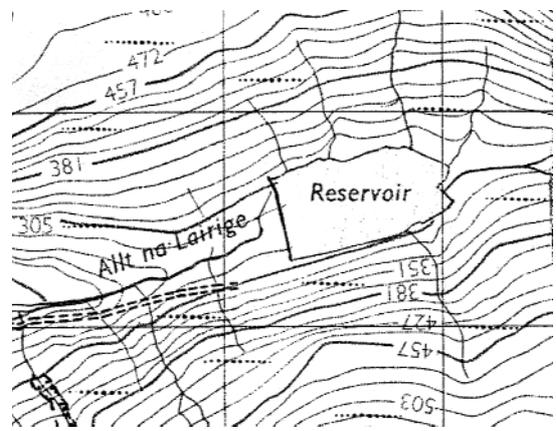
outline. Other buildings described as ‘ruins’ on edition A are unchanged on edition A/, and the reason for the change at Drimnacroish only becomes evident when one compares earlier and later maps of the area.

On sheet 53 of the one-inch Scottish Popular and Popular with National Grid series, revised in 1924, Drimnacroish is named and depicted as a standing building with black infill. But, by the time that the revision for the one-inch Seventh Series sheet 45 was carried out in 1954, the building was depicted in outline only, and named on editions A and A/ as ‘Drimnacroish (Ruin)’. This 1954 revision was used as the base for 1:50,000 First Series edition A, published in 1976.

The key to the mystery is on 1:50,000 First Series edition A//\*, which was ‘Reprinted with major changes’ and published in 1984. Here the name is further amended to ‘Drimnacroish (Hotel)’ and orange infill is added to the building. A tourist guide to Mull from the late 1970s describes ‘... the new hotel of Druimnacroish [sic], which was a gaunt ruin up to a year or two ago, now transformed into a comfortable modern hotel with an excellent cuisine’.<sup>6</sup> An advertisement in the same guide extols the virtues of the Druimnacroish Country House Hotel, offering genuine Highland hospitality in very comfortable surroundings, and with stalking and fishing available by arrangement. One can imagine that the proprietors, having lovingly rebuilt Druimnacroish as a hotel, were less than happy to find it still being described as a ruin on the 1:50,000 map, not something likely to encourage passing trade. No doubt contact with the Ordnance Survey followed, and resulted in the change being made when sheet 47 was reprinted.



Extract from 1:50,000 sheet 50, First Series, edition A (1976) showing site access track previously added to one-inch Seventh Series sheet 53 edition A (1956).



Extract from 1:50,000 sheet 50, First Series, edition A/ (1979) with reservoir added.

[SW corner of both is at NN 240165]

**Sheet 50**, First Series, edition A/, printed in June 1979, is helpfully described as ‘Reprinted with the addition of reservoir’. The changes from First Series edition A are the addition of an expanse of water and the label ‘Reservoir’ at NN 256176 and the moving of the name ‘Allt na Lairige’ to make space. Such a change may seem unspectacular, but its timing holds the key to the mystery of the forgotten reservoir.

<sup>6</sup> P A MacNab, *Highways and byways in Mull*, West Kilbride: published by the author, 1978, third edition 1984.

The relevant portion of sheet 50, First Series, was based on one-inch Seventh Series sheet 53, revised in 1954 and first published in 1956. Between Loch Lomond and Loch Awe are several of the pioneering schemes undertaken by the North of Scotland Hydro-Electric Board. The first, at Loch Sloy (dam at NN 288110 - 290111), was built between 1946 and 1950 and is shown together with associated pipeline and power station on Seventh Series sheet 53 edition A. Also shown on this edition are access roads to three other dam sites, at Sronmor / Shira and at Allt-na-Lairige. The Sronmor and Shira dams (NN 160191 - 164192 and NN 162203 - 167199) were completed in 1956 and 1959 respectively and were added to one-inch sheet 53 on edition A/\*\*, published in 1965. Meanwhile the Allt-na-Lairige scheme also proceeded: work on its dam beginning in 1953, with completion in the autumn of 1956, the reservoir being full by the end of that year.<sup>7</sup> But it was never added to one-inch sheet 53, nor to contemporary printings of the one-inch *Tourist Map of Loch Lomond and The Trossachs*. Neither was it added to 1:50,000 sheet 50 on first publication in 1976.

The existence of the reservoir, 1000 feet up in a remote valley above Glen Fyne, only seems to have been 'discovered' when the area was surveyed at 1:10,000 in the mid 1970s. The relevant sheet, NN 21 NE, was published in December 1976, but as 1:50,000 sheet 50 was first published 'Revised for major roads and other significant changes 1974' the new survey material must have been just too late for inclusion on it. Not until edition A/ did the Allt-na-Lairige reservoir first appear at 1:50,000 scale, 23 years after its completion.<sup>8</sup>

**Sheet 51**, First Series, edition A/, 'Reprinted with minor changes' in October 1980, is one of several other 1:50,000 sheets on which bar reprints appear to have introduced changes deriving from new 1:10,000 survey material as an interim measure pending full revision and conversion to Second Series specification. Apart from the correction of the name 'Loch Tummel' from black to blue type in the east margin next to NN 800591, the main changes are to contours and spot heights. Thirteen spot heights are altered, all but one being increased in value. In four cases, an additional contour is added. The greatest gain in height is at Meall nan Oighreag, where the spot height '818' at NN 705340 is replaced by '833' at NN 706341 and an 823m contour is added.<sup>9</sup> Conversely on Caisteal Corrach the spot height '609' at NN 467250 is reduced to '590', and the 594m contour is deleted.<sup>10</sup> 1:10,000 mapping of this area was published in 1977-78. The new information will no doubt have highlighted shortcomings in the original survey, and led to amendments without waiting for the adoption of fully metricated contours on the 1:50,000 sheet in 1986. But this must presumably have involved a curious process: the interpolation of imperial contour levels from the new metric survey and then the application of metric labels to these.

The same thing happened on **Sheet 135**, First Series, edition A/, printed in October 1979. This reprint cannot readily be identified from the map as both the bar under the edition letter A and 'Reprinted with minor changes' were omitted. That it is printed in four colours, however, differentiates it from the A edition which was printed twice, both times in six.<sup>11</sup>

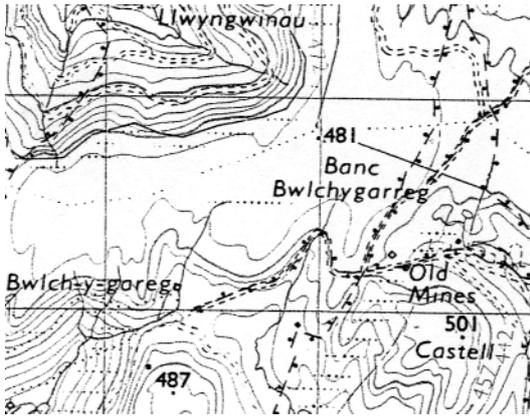
<sup>7</sup> Sources of dates are Peter L Payne, *The hydro*, Aberdeen University Press, 1988, pp.100, 174-85 and James Miller, *The dam builders*, Edinburgh: Birlinn Ltd, 2002, pp.31, 254.

<sup>8</sup> It was finally added to the *Loch Lomond and The Trossachs* one-inch Tourist Map on edition B/\*\*/\*\*, published in August 1980, though without the label 'Reservoir'.

<sup>9</sup> The spot height is one of three also changed on the overlapping portion of sheet 52, First Series, edition A/\*\*, published July 1982, but the contour is not added.

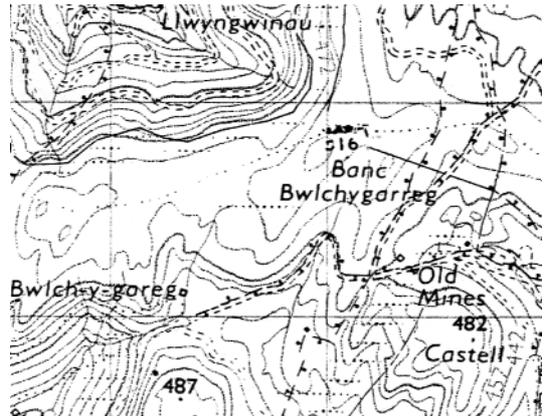
<sup>10</sup> Such changes continue. On sheet 12, Second Series, edition C1/, published June 2005, a spot height 81 is altered to 76 at ND 397714 (Hill of Crogodale) and the 80 metre contour between ND 398714 and ND 398712 is deleted.

<sup>11</sup> Details in letter from OS to author dated 28 August 1981.



Extract from 1:50,000 sheet 135, First Series, edition A (1974) with spot heights 501 at Castell and 481 at Banc Bwlchgarreg.

[SW corner of both is at SN 715905]



Extract from 1:50,000 sheet 135 First Series edition A/ (1979) with spot heights 482 at Castell and 516 at Banc Bwlchgarreg, and additional contours.

Changes on the map include the addition of contours and changes to spot heights around Banc Bwlchgarreg. East of Moel y Llyn, around SN 718915, unlabelled 488m and 503m contours are added. East of Banc Bwlchgarreg, around SN 736918, the unlabelled 472m contour is extended eastwards and an unlabelled 488m contour is added. At Banc Bwlchgarreg, around SN 730919, unlabelled 488m and 503m contours are added, and the spot height '481' at SN 730919 is altered to '516', though the new figure is indistinct. Finally at Castell, the spot height '501' at SN 737909 is altered to '482'. The contours hereabouts are unaltered so that '482' sits uncomfortably above the 488m contour.

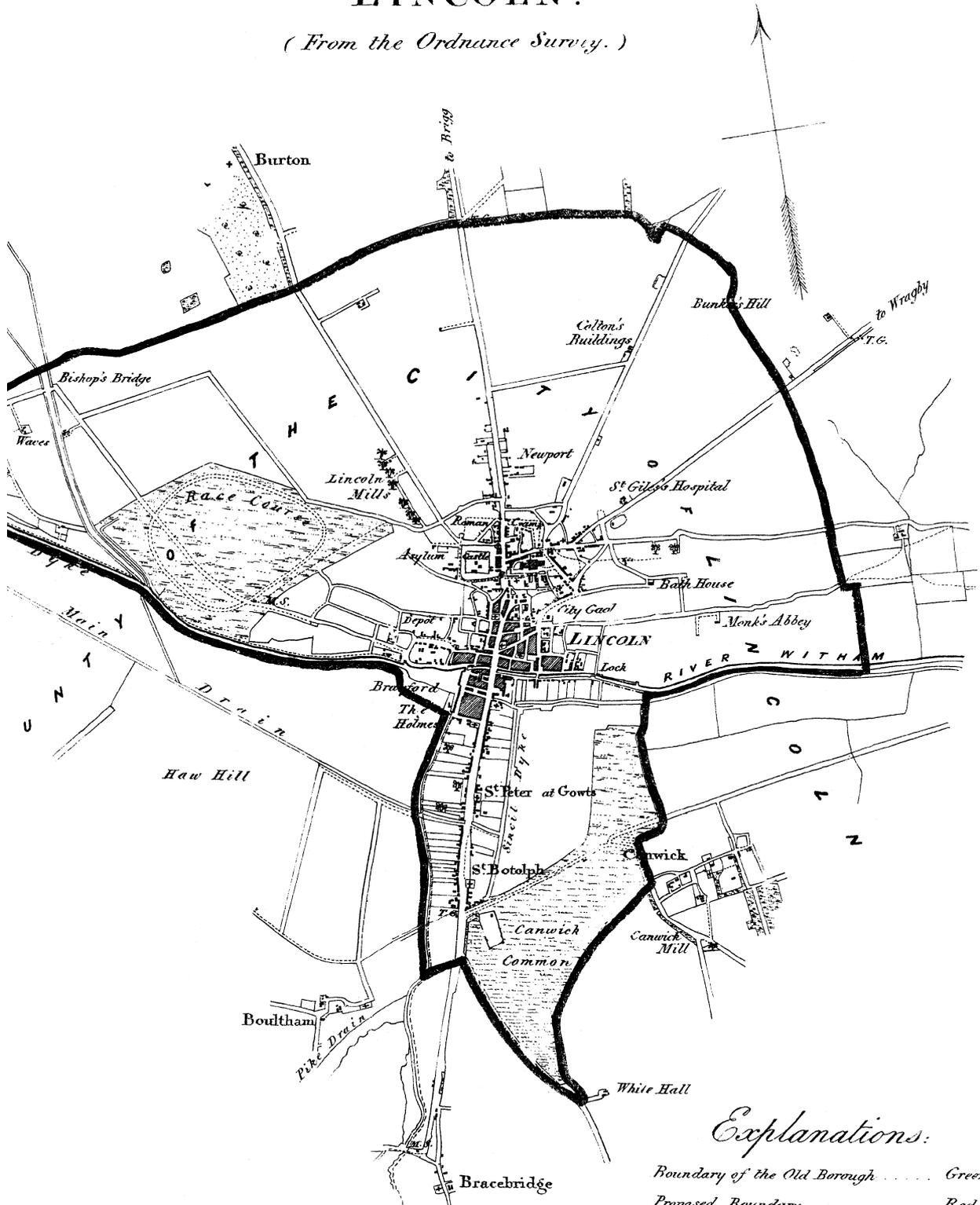
The reasons for these changes may be surmised. On the predecessor one-inch maps the spot heights at Banc Bwlchgarreg and Castell are at 1578 and 1645 feet respectively. Shortcomings in the portrayal of the area's relief may lie with the original contouring. On one-inch Third Edition (Large Sheet Series) sheet 69, contours above 1000 feet were portrayed at 250 foot vertical interval, so none above 1500 feet is shown in the affected area. The inaccurate spot heights at Banc Bwlchgarreg and Castell, which are present on the Third Edition sheet, probably resulted either from a mistake in the survey documents, or an unsuccessful attempt to explain the relief in a relatively featureless area lying between the 1500 and 1750 feet contours. Interpolated contours at 50 foot vertical interval were later added on the Popular Edition, and these were also used on the later one-inch series.

1:10,000 sheet SN 79 SW which covers the area was first published in March 1980, less than six months after 1:50,000 First Series edition A/ was printed. It seems likely that during the 1:10,000 survey for metric contours in the late 1970s it was realised that Banc Bwlchgarreg is higher than Castell (the revised spot heights of 516 and 482 equate to about 1690 and 1580 feet respectively). The result was the application of a 'patch' on First Series edition A/.

There are, no doubt, many other stories waiting to be told about how such reprints came to be published.

# LINCOLN.

(From the Ordnance Survey.)



8 7 6 5 4 3 2 1 0 1 Mile.

Scale, 2 Inches to 1 Mile.

Lithographed by J. Netherstitt, 54, Leicester Sq.

### Explanations:

- Boundary of the Old Borough . . . . . Green
- Proposed Boundary . . . . . Red.
- Boundaries of Parishes or Townships . . . . . Brown
- Rivers . . . . . Blue.
- The Bail & Close are coloured . . . . . Pink.

Robt R. Dawson  
Lieut. R. E.

Figure 1: 1832 Reform Act plan of Lincoln (courtesy of Lincolnshire County Libraries)

## *What is a Place?*

*R C Wheeler*

Ordnance Survey's view of the hierarchy of settlements was derived from the English county map: there were market towns, parish towns, and hamlets. The distinction between the first two categories left scope for argument; the division between hamlets and villages that constituted (or gave their name to) parishes was more rigid.

The system worked well in rural areas that had nucleated villages. Elsewhere, the Ordnance Survey could be led astray. Figure 1 shows Lincoln from the Old Series (actually from the lithographed Reform Act plan but the differences are not pertinent here). St Peter at Gowts and St Botolph are shown as parish towns. Administratively, their status was no different from that of the other twelve parishes that together made up the borough. We do not know why the OS chose to single them out in this way but because they are not named on Henry Stevens's original drawing or on the early proofs of the engraved map,<sup>1</sup> we must assume they were added at Colby's direction.



Figure 2: Extract from Revised New Series sheet 314

Figure 2 shows part of Revised New Series sheet 314. North Charford was a long, thin parish, stretching 4 miles west to east across the Avon valley. The erstwhile manor house, now the Agricultural College, had been treated as the parish town on the Old Series but now the name was placed by the greatest concentration of houses, right at the eastern extremity of the parish. That group of houses continued to be shown as North Charford as late as the 1:50,000, even though the parish had long ceased to exist. In fact, the hamlet there was known locally as Hale Green, never as North Charford.<sup>2</sup> OS had a system of 'name books' to record their authorities for the form of names, but I am not aware that they were ever used to address the question of whether a parish name might properly be used to designate a place.

Within this scheme of things, roads were incidental. It was very much a view of the country conditioned by owners and occupiers of land and the professions that served them.

An entirely different approach might be taken by the traveller, in particular by the early motorist, in which the roads were what mattered and places were merely nodes on the road

<sup>1</sup> British Library – Hill drawings.

<sup>2</sup> Information from an uncle who was sub-postmaster of an adjoining hamlet for some thirty years.



Figure 3: Extract from Bartholomew's map of Southern Scotland and England and Wales

network. A Bartholomew 1:1,000,000 map of the 1920s<sup>3</sup> (Fig. 3) is a good example of this: villages not on a main road are omitted, whilst the most insignificant group of houses can be named if it marks a road junction. The A15 (as it now is) north and south of Lincoln provides some good examples. Caenby Corner had merely an inn, but marked an important fork and the name is still widely used. Hare Park, on the other hand, was the former Green Man inn, once the first stop of the London stagecoach after Lincoln, but long since converted to a farm. The Bartholomew map probably shows it because it stands at the junction of the road to Navenby, even though that road does not appear on the map.

From the idea of places as nodes on a road network, one can progress to the idea of co-equal nodes such that a road is deemed to be 'going to' its next node. Such a network of 'primary towns' was of course defined by the Ministry of Transport in the 1960s. 'Co-equal' is a notion that needed to be stretched somewhat: the Editor pointed out that Llangurig as a primary town is slightly ludicrous. In fact, the scheme was moderated by the designation of 'super primary towns', including (inevitably) London but also less likely candidates such as Brighton

and Hull. Despite its strains, the system has served the motorist well for forty years.

The matter of where a road was 'going to' before the introduction of primary towns was often a matter of universal agreement, even though there is no convenient record that one could refer to at the time, or can look back at now. In some cases, the naming was entirely obvious; in other cases, it could be a source of perplexity to strangers. Thus, the A50 heading SE from Leicester was 'the Welford road' and appeared on the old generation of road signs as 'A50 / Welford', causing incredulity in the minds of some motorists that so great a road should be signed as for so insignificant a village.<sup>4</sup> Part of the explanation here was that, although the A50 continued to Northampton (and indeed London), travellers could also

<sup>3</sup> *Southern Scotland and England and Wales*. The dating of this map is discussed later.

<sup>4</sup> Another uncle was so perplexed (despite having found Welford on his map) that he took the A50 in the opposite direction from that which he wished to follow.

proceed to Northampton via Market Harborough and for a long period this was the better road. Indeed, Thomas Roberts's 1741 plan of Leicester calls these two roads the '*London Road by Welford*' and the '*London Road by Harborow*'. Another part of the explanation was that the County authorities tended to regard main roads as going to the County boundary, after which they were someone else's problem; Welford is just over the boundary with Northamptonshire. Another Leicester example is instructive: the northbound A46 was known as 'the Six Hills road', not (as I once imagined) because anyone had counted the successive summits, but after the name of a tiny hamlet (once a junction of Roman roads) beyond which, as late as 1908, the Fosse Way degenerated to the insignificant track that the OS designated a mere third class road. For a couple of miles, this track formed the boundary with Nottinghamshire so, once again, the road was named after the place where it reached the county boundary.

Just as the introduction of primary towns by the Ministry of Transport produced a single answer to the question of where a road was going, so, a generation earlier, the same Ministry (or County Councils acting as its agents) answered the question of the name by which a hamlet at some minor junction should be known to the motorist by putting up its standard place-name signs. But, before that occurred, how was a commercial map producer to decide what names to use at these junctions?

In the case of the Bartholomew 1:1,000,000 map referred to, inspection of a number of such names suggests that usually the most prominent name on the OS one-inch was used. The hamlet of Six Hills provides particularly strong evidence, in that Bartholomew marks it as '*Six Hills Inn*'. That was never the name of the inn there: the present Six Hills Hotel was formerly the Durham Ox. However, the OS one-inch marks the junction '*Six Hills / Inn* [in smaller font]' and it seems plausible that a hasty compiler took it as a single name. Hare Park is also an instructive case: it appears as such on the first and second editions of the New Series but not on the third.

Nevertheless, there is at least one name, 'Hedge Corner', south of Alton (Hampshire) (SU 688304), which is not to be found on any edition of the OS one-inch, nor on any edition of the County Series six-inch. One might be tempted to accuse Bartholomew of inventing a name, were it not that the adjacent farm (created after 1930) is known as 'Hedge Corner Farm'. Where, one wonders, did Bartholomew get the name from?

Because this particular collection of minor place names is so idiosyncratic, it is easy to spot maps that use it. (Interestingly, there is no link to the Bartholomew half-inch series.) The map reproduced at Figure 3 has a cover (Fig. 4) produced in or shortly after 1923 (and certainly before 1926).<sup>5</sup> The appearance of Hare Park as a name (altered by 1908) with the inclusion of the A46 beyond 'Six Hills Inn' as a major road (upgraded after 1908) suggests that the stone had already been updated at least once by this date. It may well be a cut-down version of *Bartholomew's Contour Motoring map of the British Isles showing the best touring roads with heights and distances*, a 1:1,000,000 map of Great Britain and Ireland, excluding the Orkney and Shetland Islands, and first produced in 1907.<sup>6</sup> By the 1920s, this particular map used black for place names, contours and the larger settlement symbols, and colour for roads and the smaller settlement symbols.<sup>7</sup> Its material subsequently reappears at

<sup>5</sup> I am indebted to Tim Nicholson for dating the cars shown.

<sup>6</sup> Date in BL catalogue. I have not had an opportunity to inspect this sheet.

<sup>7</sup> Print code 421. The copy I have seen had been printed with the black plate only so showed no roads at all!

the twelve-mile scale in the *Dunlop Touring Maps of the British Isles*. These have roads and ferries updated; nevertheless, Hare Park still appears as late as 1960.<sup>8</sup>



Figure 4: Cover of the map shown at Figure 3

It would no doubt be possible to do far more work in tracing the history of this material. I have not tried to present a definitive account, merely to observe that a 1:1,000,000 road map can, sometimes, be a primary source for place-names and that there are aspects of topographic nomenclature which are largely ignored by the written sources.

<sup>8</sup> Seventeenth edition, appearing in the BL catalogue as of that date – the atlases themselves are undated. I am indebted to Richard Porter for drawing my attention to this series.



## *Testing the enhancement – II*

*John Cole*

*In Sheetlines 72 the author compared a 1:2500 map, which he had been responsible for revising in 1985, with the latest version, prepared under Ordnance Survey's accuracy improvement policy. He has now had the opportunity of examining a further sheet.*

In this instance the 1:2500 map selected had been improved, under the rural revision programme of 2001, for relative accuracy to  $\pm 0.9$  metres (over 63% of the map) and for absolute accuracy to  $\pm 1.1$  metres (National Grid accuracy for the same map percentage). The revision had been by air photography dated April 2003 and the map available since May 2004.

The previous National Grid revisions had been overhaul by ground methods, completed by myself in 1966, and an air photo plus ground completion 'sweep' (also supervised by myself) from 1988 air photography. The documents I had available were print outs from microfilm of the early 1990s which proved to be surprisingly stable when checked for stretch or shrinkage.

The area concerned comprised a small village picturesquely situated alongside a tidal river whilst the rural area was farmland, with some small wooded areas, but with further areas of new 'community' woodland recently fenced off. As these fences were relatively easy to survey by simple taping and graphic methods on the ground, I took the opportunity to do so before the improved map became available, the area itself being only 1½ miles from where I live. As in the case of the previous enhancement tested it was not possible to check the latest National Grid position. Discrepancies of around 1 to 2 metres in the rural area were noted but in the case of the village a rather more startling general 5 metre shift (southwards) was apparent.

The first disappointment was that only one of the five new fences appeared to have been erected by the time of the 2003 photography. However the longest, exceeding 600 metres and with twelve checkable angleposts, had been. Not only did this compare almost exactly<sup>1</sup> with my survey, but also checks with old detail under trees were even better than on the older map in one instance. In view of the fact that such detail in no way visible on an air photo (even allowing for the April date) must have been obtained from the previous revision and adjusted, the result was surprising.

At the time of the 1990s sweep my attention was drawn to an original error (of between 1.0 and 2.0 metres), which the photography highlighted but would not have been obvious at the time of the 1966 ground revision. This was in the older part of the village where there was no new detail to add either in 1966, 1988 or 2003. I had roughly memorised this error and found it to have been corrected using the 2003 photography. Correction had not been attempted using the 1988 photography.

Shortcomings of the latest revision appeared to be new features missed: a private quay and slipway, and a permanent fence dividing two fields. Both are clearly visible on an air photograph dated 1999 held by the author. But possibly of greater concern are instances of incorrect alteration or even deletion of features correctly depicted on both previous revisions. In the former case the village church had been inexplicably altered positionally and wrongly

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<sup>1</sup> Bar one small bend which would have been very hard to detect on the photograph.

altered dimensionally, by far the worst error being the 1.0 metre gap between church and hall widened to 5.0 metres. Apart from an insignificant error in the width of an adjacent drive<sup>2</sup> there had been no real need to alter anything in the area. A slightly less serious alteration – but still rather obvious without taking a measurement – was apparent in the position of a bungalow relative to its boundary walls. As for deletions (in different locations) a block of three garages and a small building had both wrongly been removed from the map.

On digital printouts vegetation is indicated mainly by annotation (e.g. *NC*, non-coniferous trees; *Sc*, scrub). In the main this is unaltered from the previous revisions. But the annotation has been missed in one area of old woodland and, in a large field, the annotations *NC Scat* (scattered) and *Sc* appear near the centre and *Sc Scat* in the northern half. Neither is correct or has ever existed!

As the 1999 photograph was taken at low water, a suitable afternoon was chosen to inspect this and compare with the 2004 map which displays the low water channel of the 1966 revision (supplied from photos of 1957). A significant alteration was confirmed at the junction of two rivers where both shape and position have altered whilst the alteration of a stream in a muddy creek was also confirmed.

Opportunity was taken to examine detail hidden from the air by vegetation or only verifiable by ground inspection, e.g. streams alongside hedges. Minor changes were noted; possibly the most significant were verges and depiction of the approach road to the village (which is a dead end). However in fairness again to the modern OS it is fairly certain that this situation existed in 1966 and was left as per the previous revision due to the directives of the day. Other items which could only be checked by a ground visit are names, house names and numbers<sup>3</sup> and the existence of three foot ferries. All of these were confirmed as correct except for two very recent house name alterations.

High tide had been adjusted to one detail alteration on the 2004 map but was of course incorrect where the quay and slipway had been missed.

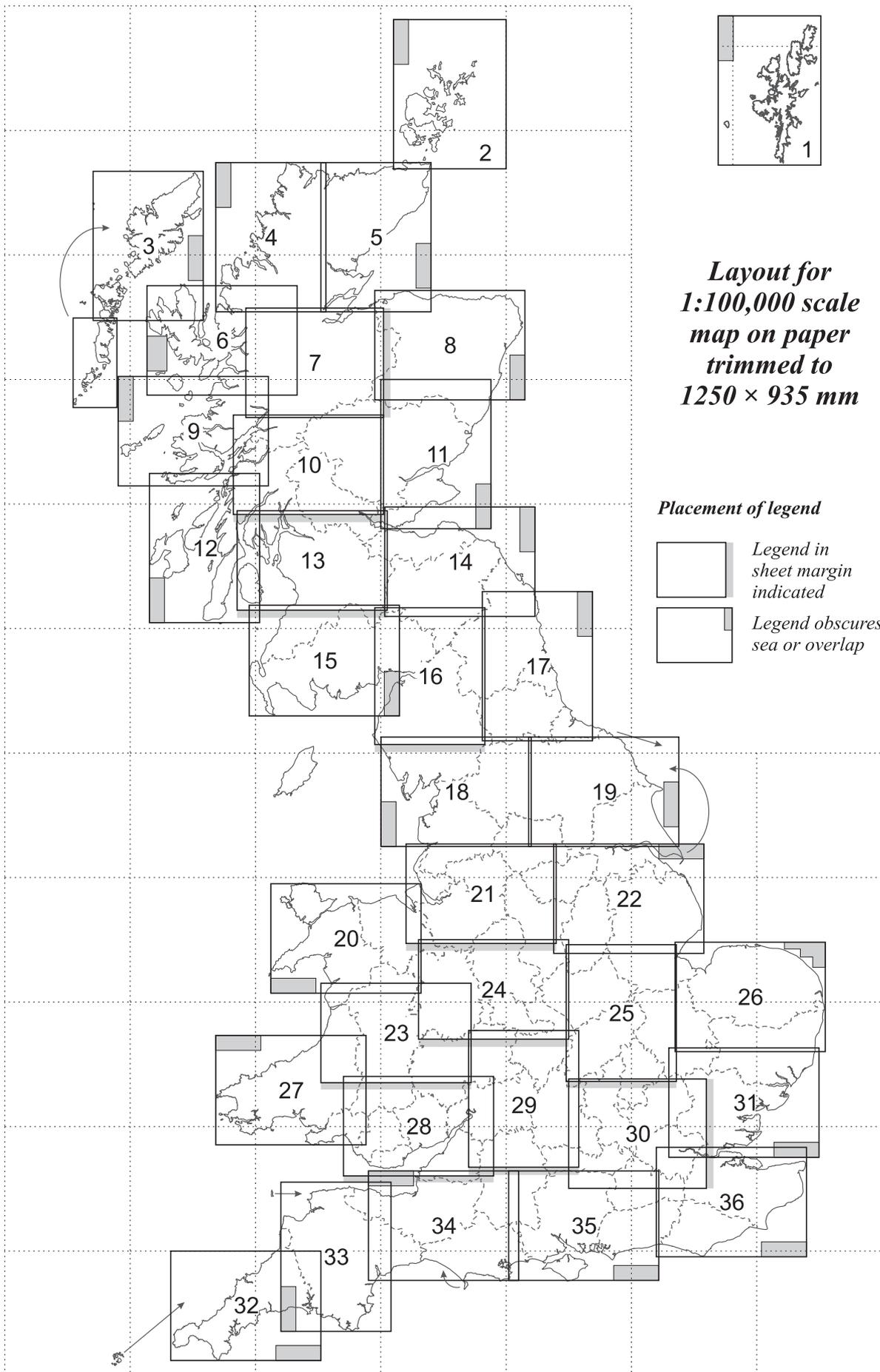
It should be mentioned that the 2004 map area of 1 km<sup>2</sup> had, for the sake of convenience, been made up of the northern half of one map, SW 8442 (containing the village), and the southern of another, SW 8443. Both were revised in 1966 by the author. A small part of the village built up area intrudes into the southern half and, as a consequence, the village name had been conveniently sited in a blank area. The 2003 photo had supplied a new house at this location and no attempt had been made to re-site the name, giving a very ‘unprofessional’ result.

The Ordnance Survey response to my report was that the information had been logged for future investigation, which in effect was the expected reply as this is a relatively unimportant area map-wise. My conclusion is that although Cornwall has done quite well out of the enhancement to 1:1250 standards (nine towns or 89 km<sup>2</sup> in area) some disquiet is felt regarding other important built up areas subjected to the lesser standard air only revision. By way of example, whilst the town of Hayle has been so treated, the adjoining and equally built up St Ives / Carbis Bay / Lelant area is not to 1:1250 standards. It is possible that projected future building development played a part in this.

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<sup>2</sup> Now altered from slightly too wide to similarly too narrow.

<sup>3</sup> Virtually up to date due to the Ordnance Survey *Address Point* scheme.



## *More 1:100,000 sheet lines*

*Richard Oliver*

In *Sheetlines 51* I discussed Ordnance Survey maps from the point of view of the cycle-tourist, and produced a scheme for a 1:125,000 or 1:100,000 series which I thought might be suitable for this purpose.<sup>1</sup> In *Sheetlines 54* I published two sets of sheet lines, one for a 1:125,000 series in 24 sheets, based on a paper size trimmed to 1250 × 935 mm, which is the larger of the two standard sizes now used by the OS (e.g. for the larger 1:25,000 *Explorer* sheets), and one for a 1:100,000 series in 55 sheets, based on a paper size trimmed to 1000 × 890 mm (notably for the 1:50,000 *Landranger*).<sup>2</sup> I should have preferred both sets of sheet lines to be designed for 1250 × 935 mm paper, but it proved easier to work out a layout for a 1:100,000 using the smaller paper size. A year or so later, I returned to the problem and, under the stimulus of an OS consultation on the future of the *Landranger* (including whether the scale of 1:50,000 should be retained) and another on mapping for cyclists, managed to devise a layout in 36 sheets.<sup>3</sup> More recently, as followers of the *Ordnancemaps* electronic discussion group will be aware, the 1:100,000 scale has been the subject of an MSc investigation, by Elizabeth Humphries, and her dissertation includes 1:100,000 sheet line schemes of mine, including that published here.<sup>4</sup>

These sheet lines have been devised as part of a larger campaign for a high quality 1:100,000 map, suitable for intelligent motor and cycle touring. (From a practical point of view it is easy to design one map which will fulfil both purposes.<sup>5</sup>) Accordingly, compactness has been sought. When I started out on what developed as the sheet scheme given here, I hoped that it would be possible to produce something usable in a maximum of 45 sheets, and so the 36-sheet layout was very pleasing. The sheet lines are shown in the attached diagram, and the positions of the sheet lines are tabulated below, for those who wish to study them in more detail. (They were devised using OS 1:250,000 mapping.)

However, the overall compactness is obtained at the price of a number of ‘tight places’, and several large cities fall close to sheet edges or corners. Accordingly, I have supplemented the 36 ‘basic’ sheets with five ‘extra’ sheets (lettered A to E) which do not appear on the index, but which would get round this problem.

The sheet size is based on one of 120 cm/km × 80 cm/km. The paper size permits a maximum of 120 cm × 88 cm (or 88 × 120 cm), but in that case the legend needs to cut into the map area. On the five sheets (20, 21, 23, 27, 28) covering parts of Wales, additional space is available for a legend in Welsh. It is possible that on some of the inland sheets the cover could be extended slightly by reducing the legend area.

It might be worth investigating whether a sheet layout based on an A0 (116 × 84 cm) paper size would be more satisfactory overall.

<sup>1</sup> Richard Oliver, ‘Ordnance Survey maps for the cycle-tourist’, *Sheetlines 51* (1998), 14-31. I have since had some changes of mind, see my later article, Richard Oliver, ‘Mapping for cycle-touring in Britain: past, present, and a possible future’, *Cartographic Journal*, 38 (2001), 48-60.

<sup>2</sup> Richard Oliver, ‘1:100,000 versus 1:125,000: some comments’, *Sheetlines 54* (1999), 34-44: the diagrams are on pp 38-9.

<sup>3</sup> The consultation on cycle-mapping was one of several held around this time (July 2001), with a view to developing new products following a £20M payment in settlement of a copyright dispute: one suspects that the whole enterprise was undermined by public apathy as much as anything else.

<sup>4</sup> Elizabeth Humphries, ‘Designing an information-rich 1:100,000 map: a valuable addition, or a costly extra?’, unpublished MSc dissertation, University of Nottingham, 2005.

<sup>5</sup> And just such a one is illustrated, in contoured and layered versions, on pp 54-55 of ‘Mapping for cycle-touring...’

**'Basic' sheets**

|    | <i>West</i> | <i>East</i> | <i>South</i> | <i>North</i> | <i>Possible sheet names and notes</i>  |
|----|-------------|-------------|--------------|--------------|--|
| 1  | 388         | 470         | 1105         | 1225         | <i>Shetland</i>  |
| 2  | 310         | 400         | 970          | 1090         | <i>Orkney</i>  |
| 3  | 070         | 158         | 848          | 968          | <i>Outer Hebrides</i><br>Southern part to be an inset, 054-089 E, 778-850 N.   |
| 4  | 168         | 256         | 855          | 975          | <i>West Sutherland and Cape Wrath</i>  |
| 5  | 252         | 340         | 855          | 975          | <i>Caithness and Dornoch</i>   |
| 6  | 113         | 233         | 788          | 876          | <i>Skye and Wester Ross</i>  |
| 7  | 192         | 302         | 770          | 858          | <i>Inverness and the Great Glen</i>  |
| 8  | 295         | 415         | 783          | 871          | <i>Aberdeen and Banff</i>  |
| 9  | 090         | 210         | 715          | 803          | <i>Mull and Loch Linnhe</i>  |
| 10 | 182         | 302         | 692          | 772          | <i>Lorn and Lochaber</i>   |
| 11 | 300         | 388         | 680          | 800          | <i>Fife and Angus</i>  |
| 12 | 115         | 203         | 605          | 725          | <i>Kintyre and Islay</i>   |
| 13 | 185         | 305         | 615          | 695          | <i>Glasgow and Renfrew</i><br>With sheet 14, this has the admitted disadvantage that central Scotland is split between two sheets.             |
| 14 | 303         | 423         | 610          | 698          | <i>Edinburgh and Berwick</i>   |
| 15 | 197         | 317         | 530          | 619          | <i>Galloway</i><br>The legend is placed where otherwise there would be 'redundant' cover of Cumberland.  |
| 16 | 295         | 383         | 507          | 617          | <i>Carlisle and Eskdale</i>  |
| 17 | 381         | 469         | 510          | 630          | <i>Tyneside and Durham</i>   |
| 18 | 300         | 420         | 425          | 513          | <i>North Lancashire and Yorkshire Dales</i>  |
| 19 | 418         | 538         | 425          | 513          | <i>Yorkshire coast and North York Moors</i><br>To complete cover to north and south by insets, 467-485 E, 511-523 N, and 515-543 E, 410-427 N. |
| 20 | 212         | 332         | 307          | 395          | <i>Anglesey and Snowdonia</i>  |
| 21 | 320         | 440         | 347          | 427          | <i>Merseyside and Manchester</i>   |
| 22 | 438         | 558         | 339          | 427          | <i>Lincoln and Grimsby</i><br>The legend is placed where otherwise there would be 'redundant' cover of Spurn Head and its hinterland.          |
| 23 | 252         | 372         | 235          | 315          | <i>Mid Wales</i>   |
| 24 | 330         | 450         | 270          | 350          | <i>Birmingham and West Midlands</i>  |
| 25 | 448         | 536         | 236          | 346          | <i>Leicester, Bedford and Peterborough</i>   |
| 26 | 535         | 655         | 260          | 348          | <i>Norfolk</i><br>This, with sheet 31, gains compact cover of East Anglia as a whole at the expense of splitting Suffolk.                      |
| 27 | 168         | 288         | 185          | 273          | <i>Pembroke and Carmarthen</i>   |
| 28 | 270         | 390         | 160          | 240          | <i>Cardiff, the Valleys, and Bristol</i><br>This may have the disadvantage for some of placing Bristol near a sheet corner.                    |
| 29 | 370         | 458         | 162          | 272          | <i>The Cotswolds</i><br>A very good sheet.   |

|    |     |     |     |     |   |
|----|-----|-----|-----|-----|---|
| 30 | 450 | 560 | 150 | 238 | <i>Greater London</i><br>Includes the whole area within the M.25 and three of the four London airports.             |
| 31 | 530 | 650 | 175 | 263 | <i>Essex</i>  |
| 32 | 132 | 252 | 012 | 100 | <i>Cornwall</i><br>Isles of Scillies could be an inset, but there seems little point in mapping them at this scale. |
| 33 | 220 | 308 | 035 | 155 | <i>North and South Devon [or Exmoor and Dartmoor]</i>   |
| 34 | 290 | 410 | 076 | 164 | <i>Taunton and Dorchester</i><br>Portland to be on an inset, 365-373 E, 067-077 N.                                  |
| 35 | 402 | 522 | 076 | 164 | <i>Hampshire</i>  |
| 36 | 520 | 640 | 095 | 183 | <i>Kent and East Sussex</i>   |

#### **‘Extra’ sheets**

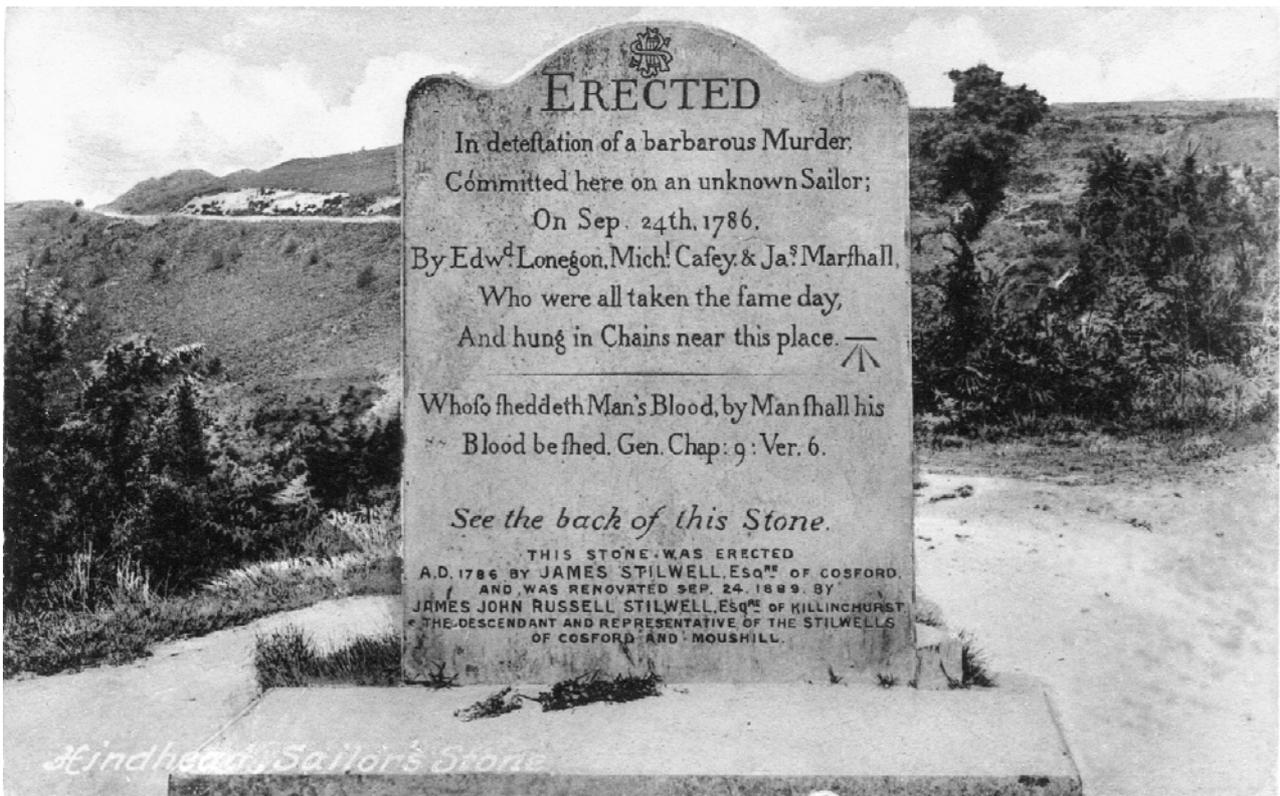
|          | <i>West</i> | <i>East</i> | <i>South</i> | <i>North</i> | <i>Possible sheet names and notes</i>   |
|----------|-------------|-------------|--------------|--------------|---|
| <i>A</i> | 230         | 350         | 640          | 700          | <i>Central Scotland</i><br>Position in SW enables inclusion of Prestwick airport. |
| <i>B</i> | 345         | 465         | 380          | 460          | <i>Greater Manchester and West Yorkshire</i>                                      |
| <i>C</i> | 385         | 473         | 285          | 395          | <i>Central Midlands</i>   |
| <i>D</i> | 315         | 403         | 225          | 335          | <i>Bristol</i>  |
| <i>E</i> | 477         | 565         | 095          | 205          | <i>London to the South Coast</i><br>Includes the whole of the M25.                |

*Acknowledgements:* I am most grateful to Chris Higley for redrawing my original diagram.

## *Bench-marks on postcards*

*Richard Oliver*

In the late 1960s I encountered an album of postcards sent to great-grandparents between about 1907 and 1922. This was an introduction to the world of the Edwardian picture-postcard which, perhaps fortunately for my pocket, has not developed in the way that some of my collecting interests have done. That is to say, I am very discriminating: north-east Lincolnshire and the Lincolnshire coast, as I come from there; Spurn Head (not that I’ve actually found any); Kings Lynn, as there are family connexions; east Surrey, as it has been our family home since 1965, and Exeter, as I live there (not that I’ve found anything worthwhile there, either). The astute will notice that this covers five ‘historic’ counties, including three of the largest, and so I get to see rather more postcards in our local antiques market than my rather ‘picky’ tastes might suggest.



It is therefore due to a search for east Surrey postcards that I lighted on the example illustrated here, which may be by an east Surrey firm (the well-known one of Frith of Reigate), but is of a location at diametrically the opposite end of the county, near Haslemere. What made me shell out thirteen shillings (all right, 65p) for it was the bench-mark. I've never seen a bench-mark on a postcard before, and wonder how many more are to be found?

I certainly did not buy the card for the subject-matter, and its modest price suggests that not many other people are expected to, either. Murray's handbook for Surrey of 1888 provides further details:

This sailor was murdered at Hindhead, September 24, 1786, and rolled into the hollow of the 'Devil's Punchbowl'. His body was found by some labouring men; and the murderers (three sailors named Longeon, Casey and Marshall, like the sufferer, on their way to Portsmouth) were taken the same day at Sheet, near Petersfield, while selling their victim's clothes. They were hung in chains on Hindhead Heath, near the scene of the murder, where a stone with an inscription was placed to mark the spot by Jas. Stilwell, Esq., of Cosford, near Haslemere. ... The old Portsmouth road passed round the extreme edge of the hollow, and was far from safe. In 1826 the present road was carried about 60 ft. lower, and an embankment raised along the outer side. The stone meant to mark the place at which the sailor was murdered ... [was] removed to the lower road.'

The sailor was buried at Thursley, with a headstone 'with a rude sculptre representing three ruffians killing a sailor, and a rhyming inscription below.'<sup>1</sup>

<sup>1</sup> *A handbook for travellers in Surrey, Hampshire, and the Isle of Wight*, fourth edition, London: John Murray, 1888, 181, 182.

## *Pole Hill and the meridians*

*John Davies*



This obelisk and trig. point stand on Pole Hill, Chingford. This eminence offers good views over the Lea Valley (site of 2012 Olympics) to the skyscrapers of the city of London, nine miles south west and is a popular destination for walks and bike rides in Epping Forest.

The obelisk was erected in 1824 by the sixth Astronomer Royal, John Pond, on the line of the Greenwich Meridian established by his predecessor, the third Astronomer Royal, James Bradley, on the transit line of his telescope at the Royal Observatory. The Pole Hill location was positioned by direct observation from Greenwich, ten miles to the south and was used as an observation point for checking the alignment of the meridian. The view due south from Pole Hill is today obscured by trees, but the line would lie between Canary Wharf and the Millennium Dome, if it were visible.

The Bradley meridian was superseded as the Greenwich Meridian by Airy's Transit Circle, established by Pond's successor, George Airy, in 1850 and this was adopted as the Prime Meridian of the world in 1884.

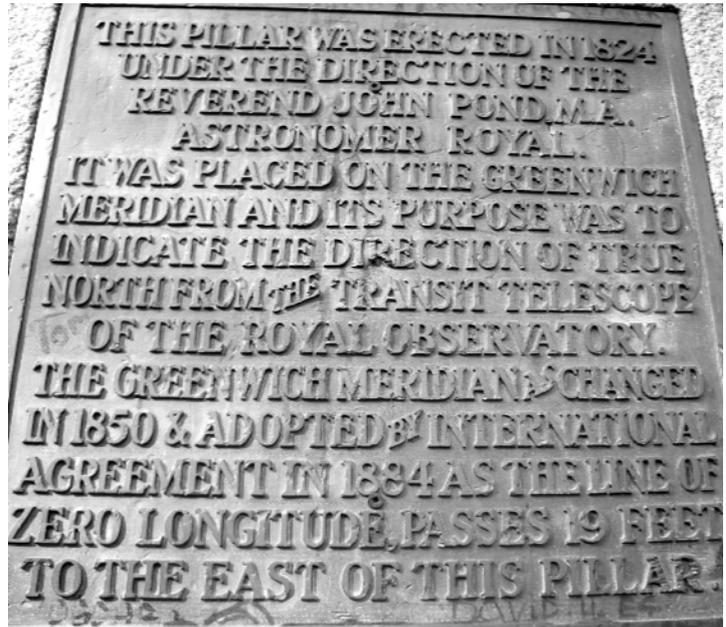
The Airy line is located 19 feet (5.8 metres) to the east. My attempt to use GPS to determine its exact position was frustrated by the fact that GPS uses yet another meridian, the International Reference Meridian, which lies approx 102 metres further east at this point. Checking the GPS against the engraved line at the observatory itself, shows that Longitude zero actually has a GPS reading of about 0° 0' 5.4".

The official guide book to the Royal Observatory<sup>1</sup> mentions that the Bradley Meridian was used as Longitude zero on the first Ordnance map in 1801 and goes on to say 'To this day, all maps produced by the Ordnance Survey still use Bradley's Meridian as their Longitude zero.' This (to me) surprising revelation led me to discover Brian Adams's talk to

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<sup>1</sup> 2003 edition, ISBN 0-948065-21-4.

the 1994 AGM, published in *Sheetlines* 40. Here he explains in amusing and thorough style how it came as a shock to the Ordnance Survey to find on completion of the 1949 re-triangulation that its longitude was not zero but 0.4 seconds east, equivalent to a difference of about eight metres. He goes on to relate that the forgotten change from the Bradley meridian accounted for about five and three quarters metres and the remaining two and a quarter are the cumulative effect of minor discrepancies. (This is a drastic oversimplification of Brian's explanation and anyone interested is recommended to read the original!)



*Plaque on the obelisk at Pole Hill*

### *Puzzle corner: who, what, which, why, where?*

*Chris Higley*

In 2005 the Charles Close Society celebrates its twenty-fifth anniversary. *Sheetlines* was first published in October 1981 and over the years our back numbers have built into a valuable collection of information, ‘profound or trivial’ about Ordnance Survey related matters.

To lure members into the enjoyable, but undoubtedly time-consuming, activity of browsing in their archives, the answers to each question below will be found, in order, in back numbers of *Sheetlines*, one in each year’s issues from 1981 to 2005.

Should you not have a complete set of back numbers immediately to hand, most answers can also be deduced from other sources. There are no prizes, but the answers will be published in our next issue.<sup>1</sup> If you cannot wait until then, copies of any issue may, of course, be purchased from the Publications Manager.

1. Whose ‘long and distinguished life begins at St. Saviours, Jersey, CI, where on 10th August 1865 he was born’?
2. What instrument was specifically provided so that surveyors of the one-inch map could determine the gradients of roads?

<sup>1</sup> The letters to the Editor telling him that he has got the answers wrong will be published in the following issue!

3. Which one-inch map was also sold with one of 'at least three different labels – *Axminster, Seaton and District, Lyme Regis* – obliterating the title'?
4. What was marked at Southampton on Tuesday, 18 October 1983, by the ceremony of Beating Retreat performed by the band of the Corps of Royal Engineers?
5. What 'revolution in map making' could be found in 1930 advertised by copy beginning 'The uncertainty of the British climate is proverbial ...'?
6. Which OS map series was abandoned early in the 1960s after only five of the originally projected 51 sheets had been published?
7. What was novel about the presentation of the *New Forest Tourist Map* of 1938?
8. Why was a triangulation pillar at Miltonhead, near Carlisle, dedicated to the memory of Maj. Gen. William Roy?
9. What is located at 53° 13' 17.274" N, 2° 41' 03.562" W?
10. Which OS map series was completed in November 1989?
11. Why did one become three in 1922?
12. Why in 1841 did a War Office decision that 'the situation would not in all respects be desirable for a Military Lunatic Asylum' provide an opportunity for Ordnance Survey?
13. What in 1941 did Sir Charles Arden-Close find to be 'on Watling Street, 4 miles ESE of Atherstone, close to the railway bridge, between the villages of Higham on the Hill and Caldecote'?
14. What is unusual about the flag on Ellis Martin's cover for the tourist map of *The Middle Thames*?
15. What change was first made in 1991 on *Landranger* sheet 171, 'B' edition, *Cardiff and Newport* to avoid OS being open to a possible accusation of racial or religious discrimination?
16. Who, or what, is 'NIMSA'?
17. What notable map was published early in 1801, although not in fact on the first day of the new century?
18. What activity in connection with the Old Series of the one-inch map took place at a castle in Kent?
19. What happened to the highest mountain in Britain in 1864?
20. Who in 2000 became the youngest (at least since 1820)?
21. Why in 1972 was a cannon positioned outside Heathrow Airport?
22. Why, when describing a Romer, should the name of the device be given a capital 'R'?
23. Why did Ordnance Survey once publish a prayer book?
24. Where, in addition to Great Britain, was the Ordnance Survey Act of 1841 intended to 'authorize and facilitate the Completion of a Survey'?
25. Where would you find Colby House?

## *The Keyworth files*

During a visit to the British Geological Survey at Keyworth in July last year, members were shown a file of newspaper cuttings covering the period of the 1892 Dorington Committee review of Ordnance Survey. The extract below is taken from a parliamentary debate reported by *The Times* of 30 May 1891 and explains some of the dissatisfaction that led to the formation of the Committee, of which Henry Roby MP became a member.

We are most grateful to Jennie Hurst for providing copies of the cuttings and hope to reproduce further extracts from time to time as space permits.

### SUPPLY: THE ORDNANCE SURVEY.

Mr. ROBY said he desired to call attention to the very unsatisfactory rate at which the Ordnance Survey was proceeding. He made no complaint against the department or the officers who were so ably carrying out the work. The blame was on the Treasury, which appropriated an inadequate sum annually for the purpose. The survey comprehended three distinct publications – the 25 inches to the mile map, the six inches to the mile map, and the one inch to the mile map. Of the first of these surveys, the whole of England was done except Lancashire and Yorkshire; part of Scotland was done, and very little of Ireland. The survey for this map commenced in 1862, and was therefore 30 years old. Of the six inches to the mile map the whole of England, Scotland, and Ireland had been published, but it was commenced in 1842, and was therefore very old. The one inch to the mile map was still older, having been commenced at the beginning of the century. It was not sufficient that they should get Ordnance Survey maps at some time or another. A map 40 years old was for many practical purposes quite useless. (Hear, hear.) It was sometimes said that outline maps were more popular than hill-shaded maps, but he believed that the real reason of the greater popularity of the former was that they were generally of later date. For ordinary persons a map with hill-shading was the only map that realized their idea of what a map should be. Yet only one-fifth of the maps of the new series had hill-shading. The Director-General reckoned that the new series of one-inch maps would not be completed before 1925. In 1882 the Treasury recognized in a minute the necessity of a revision of the

survey, which should be constantly in progress at such a rate that the whole would be completed in 15 years. Now, the Director-General in his last report stated that the survey would not be completed until 1925. ... The Director-General, in an article contributed to a magazine, had recently explained that the revision of the survey had unfortunately fallen so much in arrear that in many places revision really meant a new survey. Those who wished to learn something about the topography of Leeds and its environs could only do so by taking two maps representing the survey of 1858, and two others representing the survey of 1843, and these maps were of different sizes. The plates from which the maps were printed were much worn; the hills had almost vanished, and the rivers were disappearing rapidly. The question of revision was simply a question of money. It was almost impossible for the Survey Department with its present staff to cope with the arrears that had accumulated. The heads of the department were officers of the Royal Engineers, who held their appointments for five years only. He thought that they ought to continue at the work for a longer period, instead of being removed just when they had thoroughly mastered their duties. ... One other essential thing was that on every sheet the date of the publication and the date of the survey should invariably be put. It seemed to him to be a matter of sheer honesty and of necessary information for the purchaser that these particulars should be given on a map published by the Government. ... He would not move the reduction of the vote because he wanted to see the money spent upon the survey increased by half as much again. (Hear, hear.)

## *Two new map series reviewed*

*Cycle and Leisure Map Cornwall*, ISBN 0-9550168-1-9; *Cycle and Leisure Map Devon*, ISBN 0-9550168-2-7; price £4:00 each plus £2:00 postage, available from Croyde Cycle, Rose Cottage, St Mary's Road, Braunton, Devon, EX33 1PF, [www.croydecycle.co.uk](http://www.croydecycle.co.uk).

Just as *Sheetlines* went to press, so I received specimens of two new 1:100,000 maps of Devon and Cornwall. They are published by croydecycle, but are the work of Mike Harrison, who produced the 1:100,000 cycle map of Herefordshire, published some seven years ago and reviewed enthusiastically in *Sheetlines* by Christopher Romyn.<sup>1</sup>

I hope to provide a fuller review later, but meanwhile these two new maps are strongly recommended to all with an interest in 1:100,000 mapping. The style and content is broadly similar to the Herefordshire map, with enlargements of urban areas draped round the sides: indeed, the maps are a tour de force of paper-use. One difference is stylistic, in that main roads are now, like the contours (at thirty metres interval) in brown; another is one of substance, in that the base mapping is OS 1:63,360 Fifth Edition and New Popular Edition material, brought up to date on the ground. As with the Herefordshire map, though primarily designed for cycling they are also extremely good motoring maps, and deserve a warm reception from all those of us who detest the stridency and heavy-handedness of so much contemporary mapping, with their ranting complexities of road-classification. Here we have maps that converse rather than scream or bellow. They may have some small imperfections – the worst is the lack of grid lines on the map face – but they are far and away the best attempt yet at mapping at this scale in Britain.

To buy the pair will cost you £10:00 by post: money well spent, I suggest.

*Richard Oliver*

*Timeline Historical Map Series, sheet 189, Ashford and Romney Marsh*, published by Timeline Maps Ltd,<sup>2</sup> 2005, ISBN 1-905-56812-6, price £6.49.

At the beginning of November, Timeline Maps Ltd published the first sixteen sheets of a series of reproductions of Ordnance Survey Old Series one-inch maps, originally published between 1805 and 1874. The maps have been scanned, enlarged to 1:50,000, and then joined together and reprojected so that each published sheet matches in size and area the similarly numbered *Landranger* map. The maps are printed by Ordnance Survey, with the National Grid added in blue, and Bender folded into a cover identical in size to that used for *Landrangers*. Timeline and OS have kindly provided *Sheetlines* with a sample sheet from the first batch, which also arrived by courier just as we were going to press.

The first impression is of the added clarity that results from the enlargement to 1:50,000. In any reproduction of an engraved map there must be a certain loss of quality but this series is scanned to a very acceptably high resolution and printed in a pleasing dark grey which avoids the heavy black appearance of the David and Charles reprints and makes the new maps clear to read and a pleasure to use.

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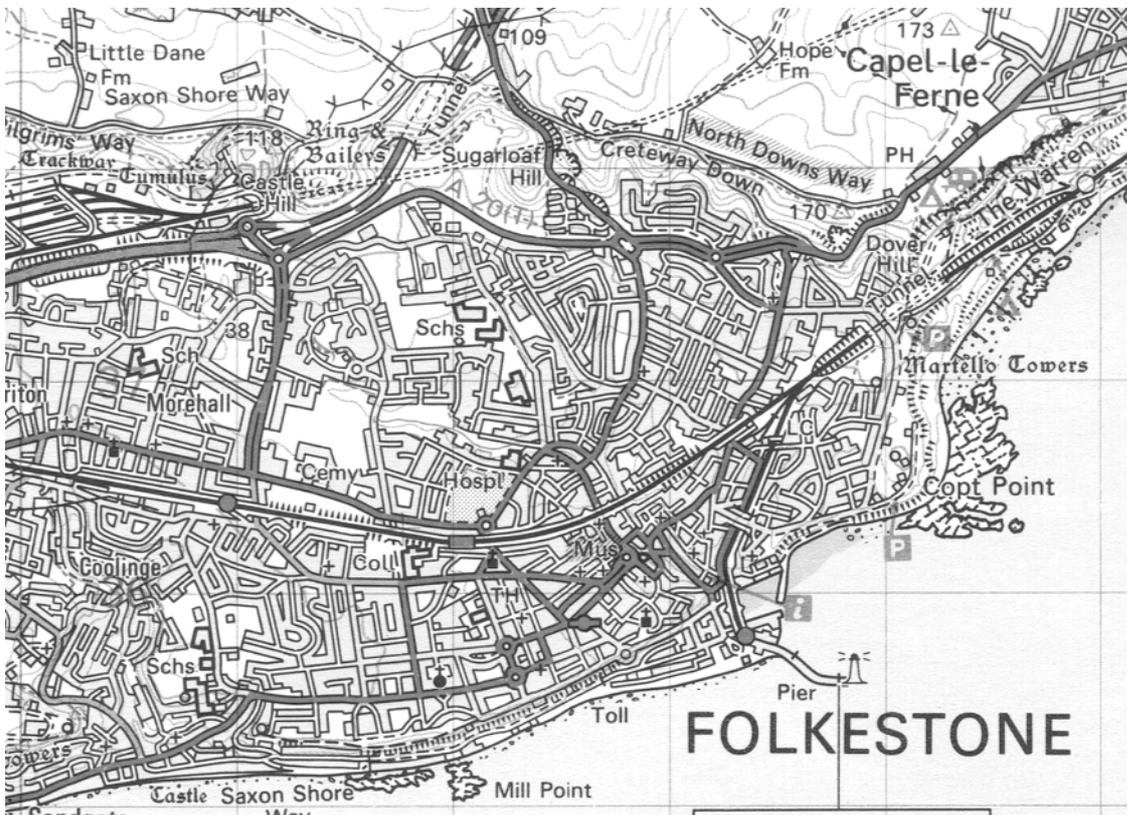
<sup>1</sup> *Sheetlines* 54, 5-6.

<sup>2</sup> Hillsprings, East Garston, Berkshire, RG17 7HW. Distributed by Central Books Ltd, 99 Wallis Road, London E9 5LN, 084 5458 9911, [www.centralbooks.com](http://www.centralbooks.com).



*Urban development at Folkestone*

(above) 'Folkestone' from *Timeline Historical Map Series*, sheet 189, Ashford and Romney Marsh and (below) the same area from Landranger 179, 'B' edition, 1993. Note the join between Old Series sheets 3 and 4 running across the map above, between grid lines 36 and 37, and the angle that this makes with the modern projection.



While many would claim to fall into both camps, our membership is essentially divided between those who study maps as artefacts, being fascinated by the differing states and marginalia of individual sheets, and those who are more interested in the content of the map and its picture of the contemporary landscape. This series will appeal to the second group: the first should stick to Margary! By moving from what is, now, an unusual scale and by cutting the antique marginalia, Timeline have removed two potential barriers for many of today's map users. These maps feel like modern maps of old landscape; the differences from the modern landscape leap out, particularly the hugely increased urban development and transport infrastructure. The series will be a valuable resource to anyone studying local history or historical geography, or simply tracing their family roots, although an opportunity has been missed by not providing a description with each sheet of the local area and the changes to it. This is left as an exercise for the reader by comparison with the modern map.

Given the long period which elapsed before completion of the Old Series, one can hardly say that these maps provide a snapshot: rather a time exposure. Each new map is a composite of parts of several original Old Series sheets. I understand that separate states of the same sheet will be used in different maps to avoid the need to marry up two sheets of widely differing dates. The map currently under review is a composed from parts of four Old Series sheets published in a short space of time between 1813 and 1819. The joins are obvious, with some mismatch of detail, but not obtrusive. The inherent difficulties in producing the composite sheets are acknowledged by the publishers in the standard 'blurb' which, will presumably accompany each sheet:

With very few exceptions ... the Old Series maps were produced without any overlaps. This posed various challenges in the creation of the Timeline maps, as it was necessary to find originals with four perfect edges in order to create a neat join. Where this was not possible, several copies of the same maps had to be sourced and a digital composite created.

The varying projections and uncertain cartographic standards of the Old Series must have been equally challenging, and the map, very properly, has a marginal note:

The blue grid lines on this map indicate the current-day British National Grid References as used on Ordnance Survey Landranger® maps. Due to improvements in surveying techniques and cartographic accuracy since the original maps were created, some locations may not appear in exactly the same grid positions as they do on the Ordnance Survey Landranger® maps. These maps should not be relied upon exclusively if any exact location point needs to be referenced.

Despite these caveats, that Brian Adams figures in the list of acknowledgements is a guarantee that the publishers have had access to the best advice on accuracy and projection.

The published maps currently cover SE England, specifically *Landranger* sheets 165-168, 175-179, 186-189 and 197-199. The remaining sheets covering England and Wales will be released in batches, with completion planned for Autumn 2006. This review results from a necessarily rapid inspection of a single sheet; we hope to provide a more considered assessment as the series develops. Overall this is a very bold venture, which will not be to everyone's taste, but the publishers certainly seem to understand the task that they have set themselves and I, for one, shall certainly be buying my local sheet as soon as it is published.

*Chris Higley*

## *Kerry musings*

*David Archer*

At last, I have a copy of *Folk songs of old Hampshire*, fabled amongst our members for its two Ordnance Survey connections and without which, any serious collection of OS trivia is incomplete, though the folk song content is far from trivial. John Paddy Browne, compiler and editor (the first connection), chose some very nice line drawings as illustrations, including the upper panel from the front cover of the Land Utilisation Survey maps (the second connection). Ellis Martin's artwork appears at the foot of page 21, where we find the abnormally small ploughman in shirt sleeves, walking behind two oversized, heavy horses in a winter landscape. Perfect for a book of folk songs.

The lower panel on the Land Utilisation Survey covers is an industrial river-side scene with a townscape, spires, gas-holders and smoking chimneys, which Chris Bull has shown to be Southampton, viewed across the River Itchen from Chessel Bay. The two pictures combine to give a *feel* of what one will find on the map inside. (Chris notes that the two panels face the opposite way on the small LUS booklet describing the first maps issued, whilst those on the county reports, are extended and crudely redrawn, which to me, fail to reflect a feel of anything. A dishevelled trilby man is now ploughing. Surely no longer an Ellis Martin production?)

Ordnance Survey map cover art is not the only thing that helps create a period setting. What previous owners have done to a map or its cover, also gives a feel of the era in which they were used.

Just as some owners annotate the margins of books they read, so many map owners wrote on their maps. The most common sort of annotation (defacement? No) is the signature at the top of the front cover, evenly divided between the left and right sides. Probably found most frequently on Populars, Fifth Editions and some Thirds, one finds very few signatures on post-war maps – a totally different era with a totally different feel to it. Good strong signatures, in ink of course, placed with a flourish imply something, but what? A school tradition, similar to having small white labels with red lettering sewn onto clothing? A sign that the maps were often used in the company of others who also had a copy? Whatever it was, one seldom discovers the person's first name; surname and initials only was the rule. People seemed to hide behind their initials, just as men hide behind over large moustaches in early twentieth century photographs. But to me, it gives a very definite feel of the period. A major sub-group added a date to the signature, something I have never really understood the urge to do. Much better to have a place, which could trigger memories, but surely few people have such thoughts brought to mind by a simple date. Maybe they kept a diary with the place of purchase and all the sordid details noted therein.

Second in frequency, is the occurrence of a few train times, but written in pencil, not ink. These are usually on the plain inside cover surface, ninety-nine percent without the stations of departure or arrival being noted, only the times, preceded by *d.* and *a.* with great regularity. The era of using trains for transport, long before bios. Just so nineteen thirties. Thirdly, we have the maps with walks or drives inked in, which we will pass over quickly as they are too upsetting to all of us except Ian Mumford. A lot of people did like to keep a record of where they went, and marked roads and paths. I have a copy of Third Edition sheet 70 with a two-day route neatly marked in red dashes. On the inside cover, a note in the

same red ink reads: *Llanbister Road to Kerry 21 Sept 1912. Kerry to Llanidloes 22 Sept 1912*. A good long walk, which went past our door, and took the two unmarked short cuts to the village. How did they know? Keen cyclists however, did not annotate OS maps. For them, E J Larby published *The route marking map of England and Wales*, an outline map, which could be coloured to show the roads travelled. I understand that every life member of the CTC sleeps with their copy under the pillow, lest it be stolen.

Thirds and Populars of certain areas, especially Macclesfield and Manchester, frequently appear in a very sad, beyond well-used state. Far worse than other areas. Why? I have always assumed that they were owned by ramblers and used most weekends, in all weather. Again, maybe I am wrong, but whenever I see one of these I always think of factory and mill workers 'going for a tramp'. Not quite the expression favoured by today's *Guardian* I am sure.

Or, they might have been kept in saddle bags. A elderly gentleman once told me that when he used to go on a cycling tour, he would plan his route and send small parcels, containing clean clothes and maps for the next part of the journey to various Post Offices en route. The dirty linen and used maps were sent home from the same establishments.

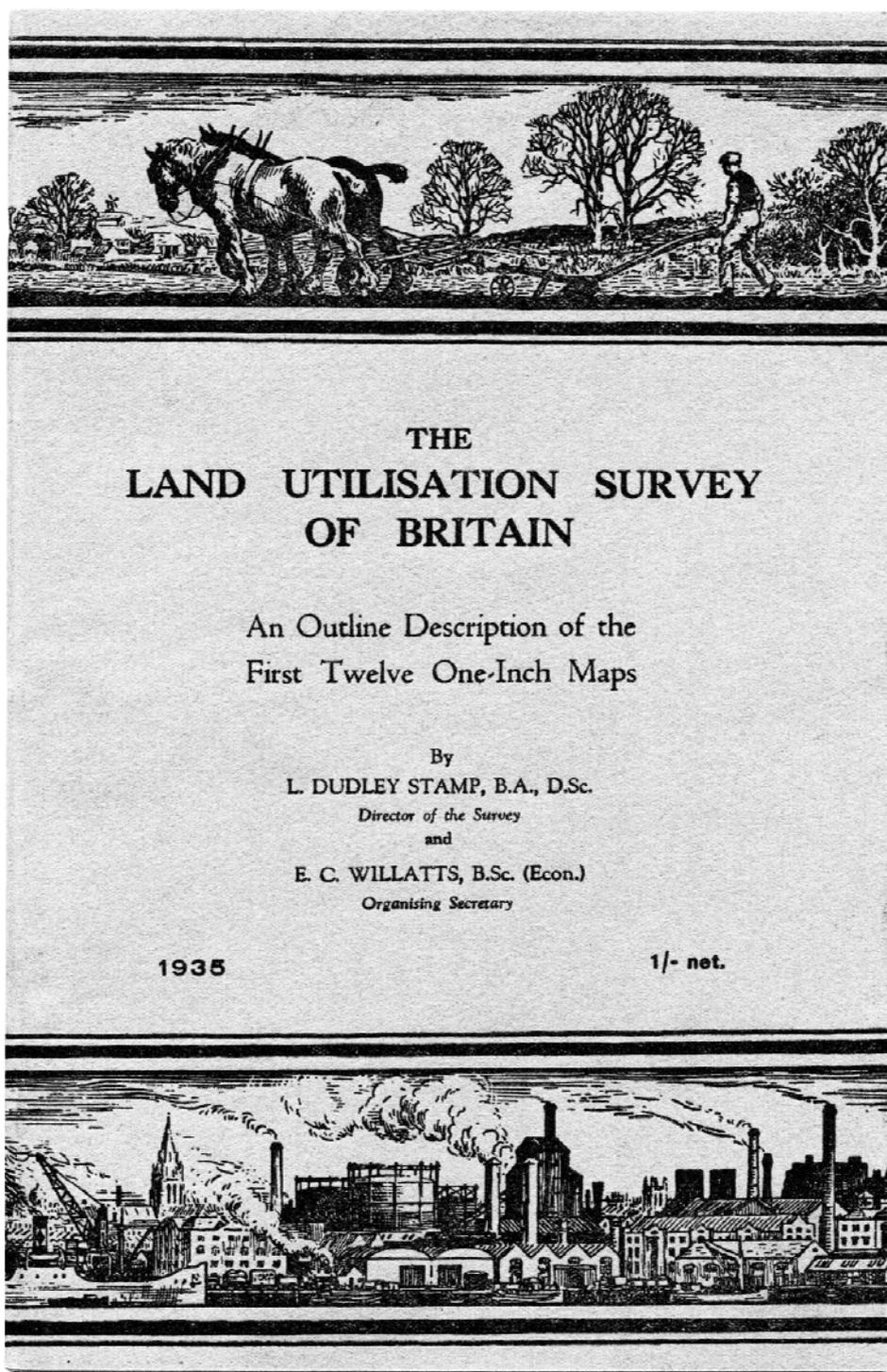
Just as some people used maps until they fell apart, so others economised, bought flat sheets and mounted them as dissected maps. Over the years, I have seen a great number of these. A lot of examples consist of a good strong cloth, something like a fine sacking, onto which the cut up map sections have been pasted, with a small gap between each section. The whole thing is then simply folded without covers. And after more than seventy years, they are fine to use, if a little grubby. Good, strong, competent workmanship with no frills. To a southerner they appear so very northern, but in fact I have seen sheets from all parts treated in this way. Dissected and mounted maps have always been the classy end of the market. They look classy and cost more. But a lot of people just do not like them. They do not want to mind the gap. Whether you love or hate them, they are certainly the best way to preserve a paper map which is in constant use and liable to wear along the folds. I have also had, from different sources, bundles of map sections, flat sheets, cut ready for pasting on to cloth as a dissected map. A variety of series, often with a distinctive waxed paper band around them. That they are so wrapped, and have come from different sources makes me wonder whether there was someone who provided a service to guillotine maps ready for mounting? A search through the rambling or cycling press of the period could well produce an advertisement for such a service. Again, I have never seen post-war packs of dissected sheets.

Why do I consider that heavily used maps, home made dissections and train times give a feel of the era? Because they show that map users put so much effort into what they did. To go for a walk, many had to use a train to and fro, getting up very early and arriving home really late after a good long, often tiring walk. Today, we softies drive to a rural car park, choose between several way-marked circular walks, all of which end at the tea room, and then drive home. One does not need maps for this, merely a leaflet or recommendation. I know that such a sweeping statement is unfair to dedicated modern outdoor types, but they will not leave personalised maps that give the feel of 2005; only bulky, hermetically sealed, wipe clean all weather OS maps, which are bought, and not individually customised. This is only my impression of what went on, and like most impressions of the past, it is rather rosy.

To say that so many personalised pre-war maps just *feel* pre-war, as I have suggested, must show that I was born after 1945, and could well bring a flood of letters, notable for the frequency of the word 'nonsense'. I used the term 'pre-war' to a youngish sounding person on the telephone recently, and there was a deafening silence with question marks coming out

of the ear-piece, until this prompted me to continue 'pre-1939'. When we visited, 'before the war' was uttered by my grandfather at least once an hour until the early 1960s. I make no apology for using the term, as last week I paid nineteen shillings for a cup of tea, whilst four sausages cost me ten bob each. Each.

And I would appreciate it if anyone could tell me why *Folk songs of old Hampshire*, which has a publication date of 1987, states that John Paddy Browne was also the author of *Map Cover Art*, unpublished until 1991.



## Letters

### *One-inch Seventh Series map covers – a correction*

Mark Twain cabled ‘The report of my death is an exaggeration’. I have found evidence that the report of the demise of cloth maps in 1967 was certainly premature. They were not dead but in terminal decline.

The mounting of OS paper maps on cloth became uneconomical due to lack of demand, possibly because of improvements to the durability of paper, coupled with the rate of change making maps of more transient value. The one-inch Seventh Series was initially produced paper-flat and folded into covers in dissected, mounted on cloth and paper options. The dissected maps were dropped in 1955 and cloth maps survived for a further twelve years.

Rob Wheeler and I wrote an article describing all the cover variants found on the Seventh Series, an extension of an earlier article based on unpublished work of Guy Messenger and Richard Oliver.<sup>1</sup> We reported that the last variant of the H99.1 cover, the laminated RO25, was the first cover to be used solely for paper maps.<sup>2</sup> Hitherto there were paper and cloth versions. I have recently purchased sheet 182, *Brighton and Worthing*, edition A\*, mounted on cloth in an RO25 cover. The cover, like the majority of RO25 covers, has no date code. Those that do, have codes 2.68 and 3.68. The cover it superseded, RO24c, has date codes running up to 2.68. The obvious assumption is that my cloth-mounted sheet 182 was folded into its cover on or after February 1968.

It has been reported that production of cloth-folded style Seventh Series maps ceased in 1967.<sup>3</sup> This new evidence indicates that possibly it was just the mounting step itself that was ended in 1967. Sheet 182 and maybe others in stock as flat-mounted were folded into covers for sale certainly as late as February 1968. Note that sheet 182 A\* was of a recent printing, ‘*Reprinted with the addition of Public Rights of Way and new major roads 1967*’, so it was mounted in 1967 at the earliest. I should be interested to hear of any other sheets on cloth in the RO25 cover but I suspect they are rare, since Guy Messenger did not record one. Dare I maintain that no cloth map was ever folded into an H132.1 cover? Time will tell whether, like Mark Twain, the definitive obituary of cloth maps can now be written.

*K S Andrews*

### *Dating maps*

*Sheetlines* 73 carries a short article on page 12 on dating early Bartholomew half-inch maps. If you look at the British Cartographic Society website <http://www.cartography.org.uk> and go to ‘Interest Groups’ on the left, then pick ‘Map Curators’ and ‘Curators Toolbox’. Choose the index, page 8: there is a section on dating a map. There you can find ‘A comprehensive guide to dating maps printed by John Bartholomew and Sons of Edinburgh’ There are also other articles on dating various maps.

*Ann Sutherland*

<sup>1</sup> K S Andrews and R C Wheeler, *Sheetlines* 70, 11-21; R C Wheeler, *Sheetlines* 63, 43-47.

<sup>2</sup> Cover RO25, red and pale cream laminated, is readily identified. The last word on the back is not ‘Surrey’ but ‘Southampton’ and the list of tourist ‘and Special Maps’ includes *Dartmoor*, *Exmoor* and *Greater London*.

<sup>3</sup> Richard Oliver, *Sheetlines* 32, 58.

### *Blanket Coverage*

In *Sheetlines 73* Philippa Corrie mentioned a duvet she had purchased in a charity shop with a printed map of Bartholomew's Scotland, England and Wales thereon.

She does not mention what she paid for it, but several years ago I was walking through Covent Garden market, when I saw a new copy of this duvet. Upon enquiry I discovered it was remaindered for £1.50, and it represents one of my best value map purchases. Based on a price per square foot – some 24 square feet – I wonder whether it would qualify as a record?

Based on its use as a duvet cover, the only problem is that if the buttoned opening for the duvet is put at the foot of the bed, one looks at the map in bed from the north of Scotland, with all information upside down!

*Gerry Jarvis*

### *Townlands and rights of way*

I believe that there is a small slip in Gerry Jarvis's report<sup>4</sup> on the Northern Ireland visit in that the townlands system was not unique to *Northern* Ireland, having existed in Ireland since long before that political aberration was created. My great great great grandfather, born c. 1770, lived in the Township of Muckridge, near Youghal, Co. Cork, about 1860.

On a more significant point, I believe that the square kilometre SS 4819 (Torrington) contains a greater length of public footpaths than any similar area, apparently about 8 km. Another member may know better!

*Pat McCarthy*

### *Not in them thar hills!*

The idea of gold in the hills adjacent to Liskeard is not so spurious!<sup>5</sup> In the Liskeard and Caradon Railway Act, 1882, part six of the seven proposed new lines was a branch to 'Gold Diggings Quarry': the line being about 1¼ miles in length, probably westward from the existing lines just to the north of Minions. The line was not built.

This area is about five miles north of Liskeard, and therefore well to the north of the 'Gold Mine' shown on the one-inch OS map. Gold Diggings Quarry is probably the 'Quarry (dis)' shown at about 249723 on the current OS Explorer map 109.

Perhaps the Act had more details? We should remember that gold deposits are often associated with alluvial tin deposits. The mines in this area were predominantly copper but with some tin. The six-inch or 25 inch map of this area might also have more detail?

*Don Clayton*

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<sup>4</sup> *Sheetlines 73*, 27.

<sup>5</sup> *Sheetlines 73*, 52.

### *LAM-fold maps*

On a recent holiday in the Lake District our friends had a copy of *Landranger 85, Carlisle and Solway Firth*. It was a *LAM-fold* all-weather map published by Outstanding UK Ltd. Their caption included ‘Waterproof. Tear resistant. Write on write off surface. Ideal for outdoor use’. I understand that other *Landrangers* of the area have also been published in this form.

I thought, ‘what a good idea’. That is, until I had a good look at it. Apart from being bulky, inevitable because of the nature of the product, I was very surprised to find that in order to use the map it had to be opened up in full, the printed surface being, in effect, on the reverse side to a normal *Landranger*.

Whoever designed this layout had clearly little experience in using a map and certainly not in Lakeland wind and rain. Maybe it was one of a faultily assembled batch, being folded the wrong way.

Did OS have any say in the preparation of this format? Have any CCS members used these maps? I would be interested to know of their experiences, as would my friends.

*Walter Paterson*

### *A map collector’s lament*

I’m hunting for maps, I’m hunting for maps  
 Arted and crafted by talented chaps  
 Like Palmer and Martin, to name but just two  
 Although Hoy and J Willis managed a few.

I’m hunting for maps, I’m hunting for maps  
 How mad I am, glad I am, plugging the gaps  
 In my collection of items OS  
 I’m bursting with pride at the sheets I possess.

I’ve got Deeside and Oban and Lower Strathspey  
 But haven’t yet purchased a Forth Clyde and Tay  
 Exmoor and Dartmoor are easy to buy  
 There’s a Bristol for sale but the price is too high.

My wife thinks I’m bonkers, my kids think I’m sad  
 ’Cos hunting for maps is uncool for a dad  
 As I stagger from bookshop to bookshop in town  
 I’m blaming my problem on John Paddy Browne.

*Poet’s note: any similarity between the above poem and ‘A Subaltern’s Love Song’ by John Betjeman is entirely intentional.*

*Roly Hann*

## *New maps*

*Jon Risby*

This list covers small scale maps published between 7 July and 6 November 2005. They are listed by series, and in sheet number order. The columns are as follows: Sheet No. / Title / Edition / Copyright date / Full revision date (except for *Explorer* maps) / Latest revision date / Date of publication. There is also a list of those maps due for publication by OS (by series and in order of their proposed publication).

After the list of OS maps is a résumé of maps published by Alan Godfrey between July and November 2005.

### *OSGB maps*

New editions noted <sup>1</sup> in column 6 are ‘Reprinted with minor change’

New editions noted <sup>2</sup> in column 6 are ‘Revised for selected change’

New editions noted <sup>3</sup> in column 6 are ‘Revised with selected change’

New editions noted <sup>4</sup> in column 5 are ‘Revised for significant change’

New editions noted <sup>5</sup> in column 6 are ‘Revised with significant change’

Where details are shown in *italics* I have not been able to confirm the details by seeing the map itself, and therefore information is based on Ordnance Survey’s list of new publications. I hope that I shall be able to confirm information in the next edition of *Sheetlines*.

### Landranger – new editions

|     |   |           |      |         |                   |          |
|-----|---|-----------|------|---------|-------------------|----------|
| 8   | Stornoway & North Lewis                         | <u>C1</u> | 2005 | 2000    | 2005 <sup>1</sup> | 13/05/05 |
| 11  | Thurso & Dunbeath                               | <u>C1</u> | 2005 | 1998    | 2005 <sup>1</sup> | 09/06/05 |
| 33  | Loch Alsh, Glen Shiel & Loch Hourn              | <u>C1</u> | 2005 | 1997    | 2005 <sup>1</sup> | 12/10/05 |
| 63  | Firth of Clyde, Greenock & Rothesay             | <u>B1</u> | 2005 | 1999    | 2005 <sup>1</sup> | 19/05/05 |
| 64  | Glasgow, Motherwell & Airdrie                   | D1        | 2005 | 2001    | 2005 <sup>2</sup> | 04/07/05 |
| 70  | Ayr, Kilmarnock & Troon                         | <u>B1</u> | 2004 | 1997    | 2004 <sup>1</sup> | 16/11/04 |
| 75  | Berwick-upon-Tweed                              | B2        | 2005 | 1999    | 2005 <sup>2</sup> | 30/08/05 |
| 76  | Girvan, Ballantrae & Barrhill                   | <u>C2</u> | 2005 | 2000    | 2005 <sup>1</sup> | 22/06/05 |
| 88  | Newcastle upon Tyne, Durham & Sunderland        | <u>D3</u> | 2005 | 1999    | 2005 <sup>2</sup> | 13/09/05 |
| 90  | Penrith & Keswick, Ambleside                    | C2        | 2005 | 1996-97 | 2005 <sup>2</sup> | 18/07/05 |
| 91  | Appleby-in-Westmorland, Brough & Kirkby Stephen | C1        | 2005 | 2000    | 2005 <sup>2</sup> | 18/07/05 |
| 92  | Barnard Castle and Richmond                     | C1        | 2005 | 2000/01 | 2005 <sup>2</sup> | 24/10/05 |
| 94  | Whitby, Esk Dale & Robin Hood’s Bay             | C3        | 2005 | 1995/6  | 2005 <sup>2</sup> | 10/10/05 |
| 96  | Barrow-in-Furness & South Lakeland              | C2        | 2005 | 1997    | 2005 <sup>2</sup> | 18/07/05 |
| 97  | Kendal, Morecambe, Windermere & Lancaster       | C2        | 2005 | 1997    | 2005 <sup>2</sup> | 03/10/05 |
| 114 | Anglesey  | B4        | 2005 | 1997    | 2005 <sup>2</sup> | 26/09/05 |
| 115 | Snowdon & Caernarfon                            | C2        | 2005 | 1999    | 2005 <sup>2</sup> | 27/06/05 |
| 116 | Denbigh & Colwyn Bay                            | C3        | 2005 | 1996    | 2005 <sup>2</sup> | 11/07/05 |
| 124 | Porthmadog & Dolgellau                          | B2        | 2005 | 1998    | 2005 <sup>2</sup> | 18/07/05 |
| 135 | Aberystwyth & Machynlleth                       | C1        | 2005 | 2001    | 2005 <sup>2</sup> | 05/09/05 |
| 145 | Cardigan & Mynydd Preseli                       | <u>C1</u> | 2005 | 1999    | 2005 <sup>2</sup> | 28/04/05 |
| 160 | Brecon Beacons                                  | B2        | 2005 | 1999    | 2005 <sup>2</sup> | 30/08/05 |
| 170 | Vale of Glamorgan, Rhondda & Porthcawl          | D2        | 2005 | 2000    | 2005 <sup>2</sup> | 19/09/05 |
| 201 | Plymouth, Launceston, Tavistock & Looe          | <u>D</u>  | 2005 | 2002    | 2005 <sup>2</sup> | 20/10/05 |

Explorer – new editions

|      |   |           |      |                   |                         |          |
|------|---|-----------|------|-------------------|-------------------------|----------|
| OL2  | Yorkshire Dales – Southern & Western                    | <u>A1</u> | 2005 | 2001 <sup>4</sup> | 2005 <sup>1</sup>       | 26/08/05 |
| OL6  | The English Lakes – South-western area                  | <u>A1</u> | 2005 | 2002 <sup>4</sup> | 2005 <sup>1</sup>       | 29/07/05 |
| OL7  | The English Lakes – South-eastern area                  | <u>A1</u> | 2005 | 2002 <sup>4</sup> | 2005 <sup>1</sup>       | 08/08/05 |
| OL9  | Exmoor  | B1        | 2005 | 2004 <sup>4</sup> | 2005 <sup>2</sup>       | 28/08/05 |
| OL13 | Brecon Beacons National Park – Eastern area             | A1        | 2005 | 2001 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| OL14 | Wye Valley & Forest of Dean                             | A1        | 2005 | 2001 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| OL18 | Harlech, Porthmadog & Bala                              | <u>A1</u> | 2005 | -                 | 2005 <sup>1&amp;2</sup> | 08/07/05 |
| OL20 | South Devon   | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 28/08/05 |
| OL22 | New Forest  | <u>A1</u> | 2005 | 2002 <sup>4</sup> | 2005 <sup>1</sup>       | 08/08/05 |
| OL23 | Cadair Idris & Llyn Tegid                               | <u>A1</u> | 2005 | -                 | 2005 <sup>1&amp;2</sup> | 15/07/05 |
| OL26 | North York Moors – Western area                         | <u>A1</u> | 2005 | 2001 <sup>4</sup> | 2005 <sup>1</sup>       | 03/08/05 |
| OL27 | North York Moors – Eastern area                         | <u>A1</u> | 2005 | 2001 <sup>4</sup> | 2005 <sup>1</sup>       | 22/07/05 |
| OL28 | Dartmoor  | B1        | 2005 | 2004 <sup>4</sup> | 2005 <sup>2</sup>       | 28/08/05 |
| OL30 | Yorkshire Dales – North & Central                       | <u>A1</u> | 2005 | 2001 <sup>4</sup> | 2005 <sup>1&amp;2</sup> | 2/08/05  |
| OL31 | North Pennines – Teesdale & Weardale                    | A1        | 2005 | 2002 <sup>4</sup> | 2005 <sup>1&amp;2</sup> | 19/10/05 |
| OL40 | The Broads  | A1        | 2005 | 2001 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| OL45 | The Cotswolds   | A1        | 2005 | 2001 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| 101  | Isles of Scilly   | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 102  | Land's End  | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 103  | The Lizard  | A1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 104  | Redruth & St Agnes                                      | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 105  | Falmouth & Mevagissey                                   | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 27/09/05 |
| 106  | Newquay & Padstow                                       | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 107  | St Austell & Liskeard                                   | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 108  | Lower Tamar Valley & Plymouth                           | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 109  | Bodmin Moor   | C1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 110  | Torquay & Dawlish                                       | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 111  | Bude, Boscastle & Tintagel                              | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 112  | Launceston & Holsworthy                                 | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 113  | Okehampton  | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 114  | Exeter & the Exe Valley                                 | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 115  | Exeter & Sidmouth                                       | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 28/09/05 |
| 116  | Lyme Regis & Bridport                                   | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 126  | Clovelly & Hartland                                     | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 127  | South Molton & Chulmleigh                               | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 03/10/05 |
| 128  | Taunton & Blackdown Hills                               | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 139  | Bideford, Ilfracombe & Barnstaple                       | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 140  | Quantock Hills & Bridgwater                             | B1        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 144  | Basingstoke, Alton & Whitchurch                         | <u>B1</u> | 2005 | 2004 <sup>4</sup> | 2005 <sup>1</sup>       | 27/09/05 |
| 153  | Weston-super-Mare & Bleadon Hill                        | B2        | 2005 | 2003 <sup>4</sup> | 2005 <sup>2</sup>       | 15/08/05 |
| 174  | Epping Forest & Lee Valley                              | A2        | 2005 | 1998 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| 214  | Llanidloes & Newtown                                    | A2        | 2005 | -                 | 2005 <sup>2</sup>       | 17/10/05 |
| 216  | Welshpool & Montgomery                                  | A2        | 2005 | -                 | 2005 <sup>2</sup>       | 17/10/05 |
| 233  | Leicester & Hinckley                                    | A1        | 2005 | 1999 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| 240  | Oswestry  | A2        | 2005 | -                 | 2005 <sup>2</sup>       | 17/10/05 |
| 244  | Cannock Chase & Chasewater, Stafford, Rugeley & Cannock | B1        | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| 246  | Loughborough, Melton Mowbray & Syston                   | A1        | 2005 | 1999 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| 255  | Llangollen & Berwyn                                     | A1        | 2005 | -                 | 2005 <sup>2</sup>       | 17/10/05 |
| 256  | Wrexham & Llangollen                                    | A1        | 2005 | -                 | 2005 <sup>2</sup>       | 17/10/05 |
| 259  | Derby, Uttoxeter, Ashbourne & Cheadle                   | A1        | 2005 | 1999 <sup>4</sup> | 2005 <sup>2</sup>       | 17/10/05 |
| 299  | Ripon & Boroughbridge                                   | A1        | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 01/08/05 |
| 300  | Howardian Hills   | A1        | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 01/08/05 |

|     |   |    |      |                   |                         |          |
|-----|---|----|------|-------------------|-------------------------|----------|
| 301 | Scarborough, Bridlington & Flamborough Head | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 01/08/05 |
| 302 | Northallerton & Thirsk                      | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 04/07/05 |
| 304 | Darlington & Richmond                       | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 04/07/05 |
| 305 | Bishop Auckland                             | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 04/07/05 |
| 306 | Middlesbrough & Hartlepool                  | A1 | 2005 | 1999 <sup>4</sup> | 2005 <sup>2</sup>       | 04/07/05 |
| 308 | Durham & Sunderland                         | A1 | 2005 | 2004 <sup>4</sup> | 2005 <sup>1&amp;2</sup> | 04/07/05 |
| 316 | Newcastle upon Tyne                         | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 04/07/05 |
| 323 | Liddeshope & Kershope Forest                | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 01/08/05 |
| 325 | Morpeth & Blyth                             | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 04/07/05 |
| 332 | Alnwick & Amble                             | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 01/08/05 |
| 339 | Kelso, Coldstream & Lower Tweed Valley      | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 04/07/05 |
| 340 | Holy Island & Bamburgh                      | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 01/08/05 |
| 346 | Berwick-upon-Tweed                          | A1 | 2005 | 2000 <sup>4</sup> | 2005 <sup>2</sup>       | 01/08/05 |

All of the above show Access Land and are in new style *Explorer* covers. No full revision date is given.

#### Travel Maps, Route series – new edition

|                |   |      |   |                   |          |
|----------------|---|------|---|-------------------|----------|
| Route Map 2006 | B | 2005 | - | 2005 <sup>5</sup> | 26/09/05 |
|----------------|---|------|---|-------------------|----------|

#### Travel Maps, Tour series – new editions

|   |                         |   |      |   |                   |          |
|---|-------------------------|---|------|---|-------------------|----------|
| 3 | Lake District & Cumbria | B | 2005 | - | 2005 <sup>4</sup> | 03/10/05 |
| 4 | Peak District           | B | 2005 | - | 2005 <sup>4</sup> | 25/10/05 |
| 6 | Yorkshire Dales         | B | 2005 | - | 2005 <sup>4</sup> | 26/09/05 |

### ***Irish maps***

#### Discovery maps – new editions

|    |                      |  |             |  |          |
|----|----------------------|--|-------------|--|----------|
| 10 | Donegal (SW)         |  | 3rd edition |  | 01/08/05 |
| 30 | Mayo (West Central)  |  | 3rd edition |  | 01/08/05 |
| 37 | Mayo (SW), Galway    |  | 3rd edition |  | 18/07/05 |
| 38 | Galway, Mayo (South) |  | 3rd edition |  | 18/07/05 |
| 70 | Kerry                |  | 3rd edition |  | 03/10/05 |
| 85 | Cork, Kerry          |  | 3rd edition |  | 01/08/05 |

#### 1:25,000 Irish maps

|                       |  |  |  |  |          |
|-----------------------|--|--|--|--|----------|
| Macgillycuddy's Reeks |  |  |  |  | 01/08/05 |
|-----------------------|--|--|--|--|----------|

#### Irish maps – new editions

|                                   |  |  |              |  |          |
|-----------------------------------|--|--|--------------|--|----------|
| Tourism Map of Ireland            |  |  |              |  | 01/08/05 |
| Dublin Street Map                 |  |  | 18th edition |  | 25/10/05 |
| Dublin City Centre Atlas (pocket) |  |  |              |  | 31/10/05 |

***Forthcoming OSGB maps***

The following maps have been announced for publication.

Landranger – new editions

|     |  |    |          |
|-----|--|----|----------|
| 117 | Chester & Wrexham, Ellesmere Port                  | D1 | 05/12/05 |
| 137 | Ludlow, Church Stretton & Wenlock Edge             | B2 | 19/12/05 |
| 140 | Leicester, Coventry & Rugby                        | C2 | 23/01/06 |
| 118 | Stoke-on-Trent & Macclesfield                      | C4 | 30/01/06 |
| 139 | Birmingham & Wolverhampton                         | C4 | 30/01/06 |
| 101 | Scarborough, Bridlington & Filey                   | D2 | 13/02/06 |
| 152 | Northampton & Milton Keynes, Buckingham & Daventry | D2 | 13/02/06 |
| 161 | The Black Mountains                                | B2 | 13/02/06 |
| 162 | Gloucester & Forest of Dean                        | C2 | 13/02/06 |
| 163 | Cheltenham & Cirencester, Stow-on-the-Wold         | C2 | 13/02/06 |
| 171 | Cardiff, Newport & Pontypool                       | C2 | 13/02/06 |
| 172 | Bristol & Bath, Thornbury & Chew Magna             | C3 | 27/02/06 |
| 164 | Oxford, Chipping Norton & Bicester                 | D1 | 06/03/06 |
| 119 | Buxton, Matlock, Bakewell & Dove Dale              | C3 | 27/03/06 |
| 173 | Swindon, Devizes, Marlborough & Trowbridge         | D1 | 10/04/06 |
| 174 | Reading, Windsor, Henley-on-Thames & Bracknell     | C2 | 17/04/06 |
| 95  | Isle of Man  | B2 | 24/04/06 |
| 153 | Bedford, Huntingdon, St Neots & Biggleswade        | C3 | 24/04/06 |
| 165 | Aylesbury, Leighton Buzzard, Thame & Berkhamstead  | D1 | 10/05/06 |

Explorer – new editions

|      |   |    |          |
|------|---|----|----------|
| OL24 | The Peak District, White Peak area                  | A2 | 21/11/05 |
| 160  | Windsor, Weybridge & Bracknell                      | A2 | 21/11/05 |
| 172  | Chiltern Hills East                                 | A1 | 21/11/05 |
| 179  | Gloucester, Cheltenham & Stroud                     | A1 | 21/11/05 |
| 189  | Hereford & Ross-on-Wye                              | A1 | 21/11/05 |
| 190  | Malvern Hills & Bredon Hill                         | A2 | 21/11/05 |
| 241  | Shrewsbury, Wem, Shawbury & Baschurch               | A1 | 21/11/05 |
| 242  | Telford, Ironbridge & The Wrekin                    | A1 | 21/11/05 |
| 243  | Market Drayton, Loggerheads & Eccleshall            | A1 | 21/11/05 |
| 245  | The National Forest                                 | A2 | 21/11/05 |
| 257  | Crewe & Nantwich, Whitchurch & Tattenhall           | A1 | 21/11/05 |
| 258  | Stoke-on-Trent & Newcastle-under-Lyme               | A1 | 21/11/05 |
| 268  | Wilmslow, Macclesfield & Congleton                  | A1 | 21/11/05 |
| 269  | Chesterfield & Alfreton                             | A1 | 21/11/05 |
| OL1  | The Peak District, Dark Peak area                   | A2 | 16/01/06 |
| 159  | Reading, Wokingham & Pangbourne                     | A2 | 16/01/06 |
| 167  | Thornbury, Dursley & Yate                           | A1 | 16/01/06 |
| 168  | Stroud, Tetbury & Malmesbury                        | A1 | 16/01/06 |
| 169  | Cirencester & Swindon                               | A1 | 16/01/06 |
| 170  | Abingdon, Wantage & Vale of White Horse             | A1 | 16/01/06 |
| 171  | Chiltern Hills West, Henley-on-Thames & Wallingford | A1 | 16/01/06 |
| 201  | Knighton & Presteigne                               | A2 | 16/01/06 |
| 202  | Leominster & Bromyard                               | A1 | 16/01/06 |
| 203  | Ludlow, Tenbury Wells & Cleobury Mortimer           | A1 | 16/01/06 |
| 217  | The Long Mynd & Wenlock Edge                        | A1 | 16/01/06 |

|     |   |    |          |
|-----|---|----|----------|
| 221 | Coventry & Warwick, Royal Leamington Spa & Kenilworth       | A1 | 16/01/06 |
| 222 | Rugby & Daventry, Southam & Lutterworth                     | A1 | 16/01/06 |
| 223 | Northampton & Market Harborough, Brixworth & Pitsford Water | A1 | 16/01/06 |
| 224 | Corby, Kettering & Wellingborough                           | A1 | 16/01/06 |
| 232 | Nuneaton & Tamworth, Lichfield & Atherstone                 | A1 | 16/01/06 |
| 288 | Bradford & Huddersfield, East Calderdale                    | A2 | 16/01/06 |
| 297 | Lower Wharfedale & Washburn Valley                          | B2 | 16/01/06 |
| 300 | Howardian Hills & Malton                                    | A1 | 16/01/06 |
| 301 | Scarborough, Bridlington & Flamborough Head                 | A1 | 16/01/06 |
| 161 | London South  | A3 | 13/02/06 |
| 162 | Greenwich & Gravesend                                       | A2 | 13/02/06 |
| 163 | Gravesend & Rochester                                       | B2 | 13/02/06 |
| 173 | London North  | A2 | 13/02/06 |
| 175 | Southend-on-Sea & Basildon                                  | A1 | 13/02/06 |
| 176 | Blackwater Estuary  | A1 | 13/02/06 |
| 180 | Oxford, Witney & Woodstock                                  | A1 | 13/02/06 |
| 181 | Chiltern Hills North  | B1 | 13/02/06 |
| 182 | St Albans & Hatfield  | A1 | 13/02/06 |
| 183 | Chelmsford & The Rodings                                    | A1 | 13/02/06 |
| 191 | Banbury, Bicester & Chipping Norton                         | A1 | 13/02/06 |
| 192 | Buckingham & Milton Keynes                                  | A1 | 13/02/06 |
| 193 | Luton & Stevenage, Hitchin & Ampthill                       | A1 | 13/02/06 |
| 194 | Hertford & Bishop's Stortford                               | A1 | 13/02/06 |
| 204 | Worcester & Droitwich Spa                                   | A1 | 13/02/06 |
| 205 | Stratford-upon-Avon & Evesham                               | A1 | 13/02/06 |
| 206 | Edge Hill & Fenny Compton                                   | A1 | 13/02/06 |
| 207 | Newport Pagnell & Northampton South                         | A1 | 13/02/06 |
| 208 | Bedford & St Neots, Sandy & Biggleswade                     | A1 | 13/02/06 |
| 209 | Cambridge, Royston, Duxford & Linton                        | A1 | 13/02/06 |
| 218 | Kidderminster & Wyre Forest                                 | A1 | 13/02/06 |
| 219 | Wolverhampton & Dudley, Stourbridge & Kidderminster         | A1 | 13/02/06 |
| 220 | Birmingham, Walsall, Solihull & Redditch                    | A1 | 13/02/06 |
| 225 | Huntingdon & St Ives, Graffham Water                        | A1 | 13/02/06 |
| 278 | Sheffield & Barnsley, Rotherham                             | A1 | 13/02/06 |
| 279 | Doncaster, Conisbrough, Maltby & Thorne                     | A1 | 13/02/06 |
| 280 | Isle of Axholme, Scunthorpe & Gainsborough                  | A1 | 13/02/06 |
| 281 | Ancholme Valley   | A1 | 13/02/06 |
| 184 | Colchester, Harwich & Clacton-on-Sea                        | A1 | 13/03/06 |
| 195 | Braintree & Saffron Walden                                  | A1 | 13/03/06 |
| 196 | Sudbury, Hadleigh & Dedham Vale                             | A1 | 13/03/06 |
| 197 | Ipswich, Felixstowe & Harwich                               | A1 | 13/03/06 |
| 210 | Newmarket & Haverhill, Barrow, Clare & Kedington            | A1 | 13/03/06 |
| 211 | Bury St Edmunds & Stowmarket                                | A1 | 13/03/06 |
| 212 | Woodbridge & Saxmundham                                     | A1 | 13/03/06 |
| 226 | Ely & Newmarket, Mildenhall & Soham                         | A1 | 13/03/06 |
| 227 | Peterborough, March, Whittlesey, Chatteris & Oundle         | A1 | 13/03/06 |
| 228 | March & Ely, Chatteris & Littleport                         | A1 | 13/03/06 |
| 229 | Thetford Forest in the Brecks, Thetford & Brandon           | A1 | 13/03/06 |
| 230 | Diss & Harleston, East Harling & Stanton                    | A1 | 13/03/06 |
| 231 | Southwold & Bungay, Halesworth & Kessingland                | A1 | 13/03/06 |
| 234 | Rutland Water, Stamford & Oakham                            | A2 | 13/03/06 |
| 235 | Wisbech & Peterborough North, Market Deeping & Crowland     | A1 | 13/03/06 |
| 236 | King's Lynn, Downham Market & Swaffham                      | A1 | 13/03/06 |
| 237 | Norwich, Wymondham, Attleborough & Watton                   | A1 | 13/03/06 |
| 238 | East Dereham & Aylsham, Castle Acre & Reepham               | A1 | 13/03/06 |

|     |   |    |          |
|-----|---|----|----------|
| 247 | Grantham                                  | A1 | 07/04/06 |
| 248 | Bourne & Heckington                       | A1 | 07/04/06 |
| 249 | Spalding & Holbeach                       | A1 | 07/04/06 |
| 250 | Norfolk Coast West                        | A2 | 07/04/06 |
| 251 | Norfolk Coast Central                     | A2 | 07/04/06 |
| 252 | Norfolk Coast East                        | A2 | 07/04/06 |
| 260 | Nottingham, Vale of Belvoir               | A1 | 07/04/06 |
| 261 | Boston                                    | A1 | 07/04/06 |
| 270 | Sherwood Forest                           | A2 | 07/04/06 |
| 271 | Newark-on-Trent                           | A1 | 07/04/06 |
| 272 | Lincoln                                   | A1 | 07/04/06 |
| 273 | Lincolnshire Wolds South                  | A1 | 07/04/06 |
| 274 | Skegness, Alford & Spilsby                | A1 | 07/04/06 |
| 282 | Lincolnshire Wolds North                  | A1 | 07/04/06 |
| 283 | Louth & Mablethorpe                       | A1 | 07/04/06 |
| 284 | Grimsby, Cleethorpes & Immingham          | A1 | 07/04/06 |
| 289 | Leeds, Harrogate, Wetherby & Pontefract   | A1 | 07/04/06 |
| 290 | York, Selby & Tadcaster                   | A1 | 07/04/06 |
| 291 | Goole & Gilberdyke                        | A1 | 07/04/06 |
| 292 | Withernsea & Spurn Head                   | A1 | 07/04/06 |
| 293 | Kingston upon Hull & Beverley             | A1 | 07/04/06 |
| 294 | Market Weighton & Yorkshire Wolds Central | A1 | 07/04/06 |
| 295 | Bridlington, Driffield & Hornsea          | A1 | 07/04/06 |

All the above Explorer maps are being reprinted with the inclusion of Access Land. More information can be found on the Ordnance Survey website (via the Map Shop pages) or at <http://www.countrysideaccess.gov.uk>.

#### Travel Maps – new editions

|    |                                 |   |          |
|----|---------------------------------|---|----------|
| 8  | The Cotswolds & Gloucestershire | B | 19/12/05 |
| 21 | Suffolk                         | B | 19/12/05 |
| 20 | Norfolk                         | B | 06/02/06 |
| 22 | Wiltshire                       | B | 30/01/06 |

#### ***Forthcoming Irish maps***

##### Irish Discovery maps

|    |                                    |             |               |
|----|------------------------------------|-------------|---------------|
| 1  | Donegal (NW)                       | 3rd edition | 28/11/05      |
| 2  | Donegal (North & Central)          | 3rd edition | 28/11/05      |
| 3  | Donegal (NE), Kerry                | 3rd edition | 11/12/05      |
| 6  | Donegal (Central)                  | 3rd edition | 28/11/05      |
| 11 | Donegal (South)                    | 3rd edition | 28/11/05      |
| 16 | Donegal, Fermanagh, Leitrim, Sligo | 3rd edition | December 2005 |
| 23 | Mayo                               | 3rd edition | December 2005 |
| 84 | Cork, Kerry                        | 3rd edition | December 2005 |
| 86 | Cork                               | 3rd edition | December 2005 |

***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.

|                         |        |                                    |         |       |
|-------------------------|--------|------------------------------------|---------|-------|
| Buckinghamshire         | 13.10  | Buckingham                         | 1938    | 10/05 |
| Caernarvonshire         | 16.08  | Llanberis                          | 1912    | 07/05 |
| Co. Durham              | 12.07  | No Place                           | 1895    | 08/05 |
| Co. Durham              | 12.08  | Pelton & Urpeth                    | 1895    | 08/05 |
| Co. Durham              | 12.12  | Pelton Fell & Newfield             | 1915    | 07/05 |
| Co. Durham              | 21.09  | Easington Lane & South Hetton      | 1896    | 07/05 |
| Co. Durham              | 27.02  | Durham City (East)                 | 1895    | 10/05 |
| Dorset                  | 13.03  | Sturminster Newton                 | 1900    | 10/05 |
| Essex (New Series)      | 61.08  | Chipping Ongar                     | 1915    | 08/05 |
| Haddingtonshire         | 2.12   | North Berwick                      | 1906    | 09/05 |
| Kent                    | 7.15   | Beckenham                          | 1930    | 08/05 |
| Lancashire              | 21.04  | Furness Abbey                      | 1931    | 11/05 |
| Lancashire              | 43.10  | Thornton Cleveleys                 | 1910    | 08/05 |
| Lancashire              | 101.04 | Bamfurlong & Bryn Gates            | 1906    | 07/05 |
| Lancashire              | 103.01 | Boothstown & Astley Green          | 1904    | 07/05 |
| Lancashire              | 104.04 | Newton Heath                       | 1915    | 08/05 |
| Lancashire              | 110.02 | Flixton                            | 1904    | 08/05 |
| Lancashire              | 110.03 | Urmston                            | 1926    | 08/05 |
| Liverpool (Large Scale) | 30     | Liverpool (Mount Pleasant)         | 1848    | 08/05 |
| London                  | 13     | Tottenham                          | 1936    | 10/05 |
| London                  | 57     | Ealing Common & West Acton         | 1894    | 07/05 |
| London                  | 119    | Lewisham                           | 1914    | 08/05 |
| London                  | 945    | Woolwich                           | 1894    | 10/05 |
| London (Large Scale)    | 7.52   | Langham Place & Fitzrovia          | 1870    | 07/05 |
| Merionethshire          | 46.09  | Tywyn                              | 1900    | 08/05 |
| Northamptonshire        | 63.02  | Brackley                           | 1920    | 09/05 |
| Renfrewshire            | 11.08  | Johnstone                          | 1895    | 09/05 |
| Staffordshire           | 62.09  | Finchfield & Wightwick             | 1914    | 07/05 |
| Sussex                  | 78.03  | Newhaven (North)                   | 1938    | 10/05 |
| Sussex                  | 78.07  | Newhaven (South)                   | 1938    | 09/05 |
| Worcestershire          | 40.05  | Malvern Link                       | 1926    | 10/05 |
| Yorkshire               | 238.08 | Brough                             | 1908    | 10/05 |
| Yorkshire (Town Plans)  | 14     | Leeds Stations                     | 1847-63 | 09/05 |
| Yorkshire (Town Plans)  | 15     | Leeds (Lower Briggate & Riverside) | 1847    | 07/05 |

**England and Wales one-inch**

|         |  |      |       |
|---------|--|------|-------|
| 27      | Hartlepool & East Durham (includes map of Trimdon)   | 1913 | 11/05 |
| 58      | Barrow-in-Furness & Walney Island (includes map of Stank)                                    | 1896 | 11/05 |
| 66/74   | The Fylde & Southport (includes map of Knott End)  | 1896 | 09/05 |
| 70      | Leeds, Wetherby & District (includes map of Aberford)  | 1910 | 07/05 |
| 97      | The Lower Mersey, Runcorn & Warrington (includes map of Preston Brook & Preston on the Hill) | 1913 | 09/05 |
| 177/194 | Aberporth, Llangranog & District (includes map of Aberporth & Llangranog)                    | 1909 | 08/05 |
| 193     | Cardigan & District (includes map of Llechryd)   | 1909 | 09/05 |
| 332/333 | Selsey Bill, Bognor & Worthing (includes map of Pagham)                                      | 1901 | 07/05 |
| 348     | Plymouth to Polperro (includes map of Polperro)  | 1894 | 11/05 |