



Sheetlines

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

This edition of *Sheetlines* was published
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superseded by later research.

Please check the index at
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THE CHARLES CLOSE SOCIETY
for the Study of Ordnance Survey Maps
www.CharlesCloseSociety.org

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

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



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SHEETLINES

Number 75

April 2006

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for the Study of Ordnance Survey Maps

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Forthcoming events

Saturday, 13 May

Charles Close Society Annual General Meeting, Ludlow

This will take place in Ludlow College's Harley Centre in Castle Square, with coffee available from 1030. Chris Perkins will speak at 1100 on 'Cultures of map collecting: everyday practice' and the formal AGM will follow. The famous map market will be held in the afternoon. The full agenda and other details have been sent to members in a separate mailing.

20 - 24 June

Russian maps, Riga

The trip to the Latvian capital will include visits to the national mapping agency, the national cartographic library, and Jana Seta map shop and publishers, as well as the opportunity to experience 'Ligo', the mid-summer festival. There are just a few places still available. Please contact Gerry Jarvis as soon as possible.

15 - 17 September

Surveying weekend, Lincolnshire

Details of this entertaining practical exercise in Harmston are given below.

To book for Riga or Harmston contact Gerry Jarvis at Rulow House, Buxton Old Road, Macclesfield, SK11 0AG, telephone 01625 611594, visits@charlesclosesociety.org.uk.

Surveying like it used to be

Would you like to take part in surveying as it used to be done, with theodolites, plane table, and whatever else we can lay our hands on? If so, we have just the weekend set up for you in September. The challenge is to survey part of Harmston village, including our secretary's house.

We shall be staying in the old school house, where we held our study of French maps last year (see page 11). This provides inexpensive accommodation, and facilities to undertake our own catering. Last year the cost per person was around £25, plus a pub meal one night.

We shall get together on the Friday evening to plan our weekend activities. These will be under the direction of David Andrews, one of our members, and previously Production Group Manager for OS in Leicester, Derby and Rutland. The intention is to have an early start on Saturday morning familiarising ourselves with the equipment. The rest of the day will be spent on a surveying exercise on the lines the OS used before the days of GPS. We shall have a plan of the village to review, suitably doctored to ensure you remain alert! On

the Sunday morning we shall update the plan, and compare our skills. You will be pleased to learn that individual performances will not be passed on to OS.

There will be a limit on numbers for this weekend.

Gerry Jarvis

The Midlands Group

At the Society's Midland Group meeting in Burton upon Trent at 19:30 on Thursday, 11 May there will be an invitation for each attendee to talk about one Ordnance Survey map for twenty minutes without (too much) repetition, deviation or hesitation. Details of contact and venue will be found in *Sheetlines* 74. The group meets again on Thursday, 14 September.

Neville Hausaman

We were very sorry to hear of the recent death of an early member of the Society, Neville Hausaman, member no. 45. That the Charles Close Society has flourished for a quarter century is due to the unsung background work of many people. As Richard Dean recalls of Neville, "He arranged the production side of *Sheetlines* during my editorship, quietly and efficiently moulding a finished product from my scruffy manuscripts. I do not need to tell you that it is a vital task to a short timescale with little recognition. Thank you, Neville."

Our sympathy goes to Neville's family and friends.

Brian W Adams, 1924 - 2005

Brian Adams, one of our earliest and most active members, died peacefully, shortly before Christmas, at his home in Fulham, where he had lived alone since his wife's death.

Brian was born in 1924 at Wembley (Longitude 0° 18' 00" West as he told us in his talk to the 1994 AGM) though both his parents came from the Cambridgeshire Fens. Visits to their home county were to stimulate his interest in the Ordnance Survey through purchase and use of the relevant Popular one-inch sheets. This led on to some very early essays into DIY mapmaking.

In 1936 Brian entered Latymer Upper School, Hammersmith (alma mater to two other of our honorary members), which was notable for its high standards of geography teaching. In due course he left to read mathematics at Queen Mary College, University of London. However, following the outbreak of the Second World War, the University's constituent colleges had been scattered far and wide, so Brian found himself studying in Cambridge. Wartime university life was very distant from the free and easy social and drinking culture often described in the press today, being overshadowed by the Joint Recruiting Board which determined whether each new graduate should be directed to the armed forces, research or industry. In Brian's case their decision was industry, but fortunately a letter arrived at a critical point, saying that the Hydrographic Department of the Admiralty required a mathematician, its only professional mathematician being on the point of retirement. Brian

was appointed a civil hydrographic officer and posted to the department's wartime headquarters at Bath.

By this time the focus of departmental activity had shifted from European waters to those of the Far East. Brian was immediately directed to the section charged with the gridding, or regriding, of charts of strategic ports and coasts, Chinese rivers and so on. Here he worked under the redoubtable J C B Redfearn, a notable, self-taught mathematician. It is evident that each man learnt from the other. One of Redfearn's objectives was to persuade the department to adopt the Transverse Mercator Projection. The formulae that Redfearn produced, with Brian's assistance, for the use of the Naval Surveying Service were subsequently used by the Hydrographic Department to produce their National Grid conversion tables a year before Ordnance Survey published its own.

When the bulk of the Hydrographic Department migrated westward to Taunton, Brian remained in London, serving its Whitehall unit as a Principal Civil Hydrographic Officer until his retirement. An early member of the British Cartographic Society, he was a regular attendant at its meetings, though it was the formation of the Charles Close Society, shortly before his retirement, that was to provide a new focus for his intellectual pursuit and for his mathematical abilities.

Before Brian, historical studies of the evolution of Ordnance Survey mapping had focussed upon such matters as content, graphic technology and the political background to the Survey's operations. Where projections and grids were concerned, writers had tended to accept, as received wisdom, the view of past masters such as Close and Winterbotham or statements that had appeared in OS official publications. This was unacceptable to Brian, who was to write 'Most references to county meridians in OS publications for at least sixty years have contained errors'. He set out to weed these out and to present the true position in clear language readily understandable by lay readers.

It is not possible here to provide a full bibliography of Brian's writings but among key contributions were his '198 years and 153 meridians',¹ his 'From eighteen minutes west to longitude zero – episodes from the life of a cartographer and a meridian',² and his contributions to Roger Hellyer's *The 'ten-mile' maps of the Ordnance Surveys* (1992) and *Ordnance Survey small-scale maps indexes : 1801-1998* (1999). Indeed it was through his, freely given, salient contributions to the work of others that Brian probably left his greatest legacy to future researchers. One of his beneficiaries, Roger Hellyer, writes

Brian's gifts were rare indeed, not least in his ability to express complex concepts in plain language. I consider myself extremely lucky to have known him and to have had the privilege of collaborating with him on at least three books, confident in the knowledge that because of his support they would not be blighted by my ignorance of matters technical.

Yolande Hodson could write in her *Popular maps* of the table of geographical and Cassini co-ordinates, computed for her by Brian, '... anyone familiar with Adams's work will know that they have been rigorously double-checked'.

While it is difficult for a lay person to fully evaluate Brian's contributions as a hydrographer, cartographer, mathematician and life-long map enthusiast, neither is it easy to do full justice to him as a human being. It was evident that he was sustained by deeply held humanist beliefs which had helped him to keep going after personal loss. He could be

¹ *Sheetlines* 25, 26 and 27.

² *Sheetlines* 40.

reserved, but be forthcoming when matters of concern to him arose. I suspect that few wholly knew him. His 'adopted' family were very fond of him but, while he fitted very happily into their home circle, they seem always to have found that there was a distance between them. Brian was, for them as for most of us, a very private person who gave out as much of himself as he chose, and no more. For our Society his loss is grievous, as we cannot replace his unique combination of knowledge and insight. As Yo Hodson has written: 'He had so much left to do'.

C Ian M O'Brien

Projections and origins

Brian Adams was a unique man with unique knowledge. Most of the standard references for the projections, construction data and, in many cases, the sheet lines of nineteenth and early twentieth century Ordnance Survey maps are to his articles scattered through the *Sheetlines* of fifteen or more years ago. For other information you have to hunt through his contributions to the forewords and appendices to several of the Society's books, as well as two others published by David Archer. Brian never collected all this information together into a single work.

Roger Hellyer has now had the opportunity to go through Brian's papers and has discovered further, previously unpublished, data on similar subjects. To preserve all this information in one easily accessible source, and as a tribute to a distinguished and much loved Honorary Member of the Society, we have produced a small book, *Projections and origins*, a copy of which is being sent to each current member of the Society with this issue of *Sheetlines*.

As Dr Christopher Board, OBE, Chairman of the Charles Close Society, writes, "Brian Adams was a scholar who worked very much on his own and although his published work was widely scattered it was the product of an extremely sharp mind. His constant objective had been to ensure that other writers on the survey and mapping of the British Isles were able to avail themselves of the most accurate data in anything they wrote. A century of more ago such research would have been sufficient to have guaranteed him a much enhanced status. By bringing together much of his research on OS mapping we acknowledge our debt to him and believe that this research will prove to be long lasting in its impact."

This is the book that Brian Adams should have written himself. We hope that it is also the book that he would have wished to have written and that it will be appreciated both by his many friends in the Society and by those who did not know him personally but who will enjoy his inimitable style. Further copies will be on sale at the forthcoming AGM in Ludlow and through our usual distribution channels.

We have had the full encouragement of Brian's family in this project and are also very grateful to them for generously allowing his research papers, with associated maps and books, to be deposited in the Charles Close Society Archives in Cambridge University Library. Here future researchers will have the benefit of Brian's collected papers on topographic and geodetic survey being preserved as a coherent whole.

There is no 'Kerry Musing' in this issue of *Sheetlines*. David Archer's musing on 'Brian' makes the perfect tailpiece to the book, and that is where you will find it.

Explorer Map – Active

More than half the entire *Explorer* series have now been revised to include access land opened up under the Countryside and Rights of Way Act. In a news release dated 13 February, Ordnance Survey announced that the last of these 251 maps would become available before Easter.

To celebrate the access land initiative *OS Explorer Map – Active* was launched at the Ordnance Survey Outdoors Show, the fifth year that OS have sponsored this event. These maps are durable and weatherproof versions of 180 of the most popular OS *Explorer* titles, having a lightweight protective plastic coating that can be written on. This lamination seems to be thinner than that used in some competing products; hence the map still folds easily to a convenient size, although as the lamination sensibly extends beyond the sheet edges, it looks a little untidy. According to OS, the tougher, more versatile version of the *Explorer* offers more choice for active map users keen to visit areas off the beaten track in all seasons. It will be interesting to see whether users consider that the toughness justifies the high street price of £13.99. A list of the sheets available in this format is given on pages 53-55.

Ordnance Survey plans new head office

An OS news release dated 7 December 2005 disclosed that Ordnance Survey is to build a new corporate headquarters on the edge of Southampton, its home for more than 160 years. The national mapping agency was in the process of securing an option for a development site at Adanac Park, alongside the M271 gateway to the city. Discussions were taking place to conclude a contract with a property developer ahead of a full planning application.

Further detail was provided by a press release from the Kier Group on 13 December saying that Kier Property is to develop the flagship 175,000sq ft corporate headquarters for Ordnance Survey and that as part of the deal, Kier will take over Ordnance Survey's existing 400,000sq ft-plus Romsey Road site.



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The existing HQ, "expensive to maintain".

"This is a sound investment for the future of Ordnance Survey," said Director General and Chief Executive, Vanessa Lawrence. "It is essential that we have a modern building suitable for a forward-looking information and technology business. Our plans will ensure we can continue to offer efficient, attractive working conditions in the Southampton area for our staff."

Kier Property's managing director Dick Simkin added "This will provide Ordnance Survey with a far more efficient, sustainable building in a prime location whilst facilitating much-needed brownfield regeneration."

Ordnance Survey's existing Romsey Road site was opened by the Queen in 1969. It was designed when business needs were very different to today and when the application of computer technology, now at the heart of Ordnance Survey's work, was still some way in the future. At that time, there were more than 3,000 head office staff compared to current numbers of around 1,160. The Romsey Road building is very expensive to maintain, despite significant improvements, and would need even more extensive investment to stay in line with modern standards.

Adanac Park, around one mile away, offers a much more sustainable solution. The proposed building will meet modern design requirements and reflect best practice in energy efficiency and other environmental issues. It is intended to house existing staff numbers while recognising future needs and patterns of work. The plans envisage print and warehouse facilities being separated out and rehoused on an industrial site to be found elsewhere in the Southampton area. The *Southern Daily Echo* reported that, according to OS, it is not cost-effective to house a production facility on office land. It is likely that the present site in Maybush will be redeveloped as a mixture of homes and offices.

Such is the scale and complexity of the project that staff, many of whom are said to welcome the plans, are not likely to move to Adanac Park until 2008.

The new HQ will continue Ordnance Survey's strong links with the Southampton area, going back to 1841 when it moved from its first home in the Tower of London. Until the 1960s, the headquarters were in the city's London Road – as shown in this splendid postcard of the 'Ordnance Office', which Roger Hellyer spotted for sale recently on e-bay. The card, in full colour, was apparently posted to Germany in 1906 and made £10.60.



Reproduced by courtesy of the seller, Ann Holland, Magisanns Postcards

25th anniversary of the Charles Close Society

Margaret Wilkes

The Charles Close Society (CCS) was founded on Saturday 8 November 1980, when fifteen (out of twenty invited) people gathered behind a partition at one end of the old British Library Map Room, then in the British Museum building in Bloomsbury. The atmosphere was conspiratorial, if not Polonius-like, for we had to keep our voices low; there were Readers on the other side of the partition. Each of us took a Membership number – we left out number 13 – and, representing the National Library of Scotland Map Library on that occasion, I became number 15. As a preliminary funding exercise, we each contributed £3 to start the Society's collective kitty.

Twenty-five years later, on Saturday 19 November 2005, ten of the original fifteen founder members, plus some forty other members of the Society, met again, this time in the new quarters of the British Library Map Library, St Pancras. Twenty five years has seen a growth in membership to 564, a remarkable rise not initially anticipated by its founders. As its founder editor and number 1 member, Yolande Hodson, said in her first editorial to the Society's newsletter in October 1981, we were, 'only the second map society to be formed in the UK (excluding the more professionally oriented British Cartographic Society and the Society of University Cartographers), and perhaps the first internationally to confine its attention to the products of one cartographic organisation'.

In his welcome to the British Library, Peter Barber, Head of Map Collections, drew attention to CCS as the 'ideal of a Society' which had grown 'to include scholarship and bibliographical achievement few other Societies can claim'. Peter described the Society's growing influence on the Ordnance Survey, and to the British Library's (then British Museum's role) in housing the King's Collection – the military precursors to OS mapping (with a strong Scottish component) – and, after 1910, when the seals came off OS's intelligence maps, the donation of such maps to what is now the British Library, as well as the continuing legal deposit.

Member number 2, Dr Chris Board, present Chairman of CCS, opened proceedings and was followed by Dr Ian Mumford, another Founder Member, who gave a detailed account of the long 30-year build up to the highly regarded *A history of the Ordnance Survey*, edited by Bill Seymour and published in 1980, drawing attention to the military origins of the Ordnance Survey, and the gradual changeover to civilian status in the 1980s. In doing so he reflected on the impact of this civilian status on the development of CCS.

Yo Hodson gave a personal history of her career in maps, her involvement in the origins of CCS and the great influence upon her of Ian Mumford and Peter Clark, both Founder Members, and formerly in the Mapping and Charting Establishment, RE. Amongst other tasks, she had tried to bring together those interested in Ordnance Survey and to track down what copies of OS maps were held in UK public institutions and private collections (and what had not been deposited or held), work continued today by the Society. She thanked Richard Oliver and Roger Hellyer, in particular, for their academic work.

After a break for lunch, the day continued with a splendid array of early military and Ordnance Survey mapping laid out in the British Library Map Library, courtesy of Peter Barber and April Carlucci, who had really pulled out all the stops. I found myself poring over a section of the original Fair Copy of the Military Survey of Scotland (1757-55), alongside

Yo Hodson, who drew my attention to archaeological features in a section round the Crieff area. However beautiful 35mm colour slides of this Survey are, or the scanned images, nothing can compare with seeing the original.

I had to head off quickly to get a train at Paddington, but something made me turn back and go over to Brian Adams and say how nice it was to see him again. I am so glad I did.

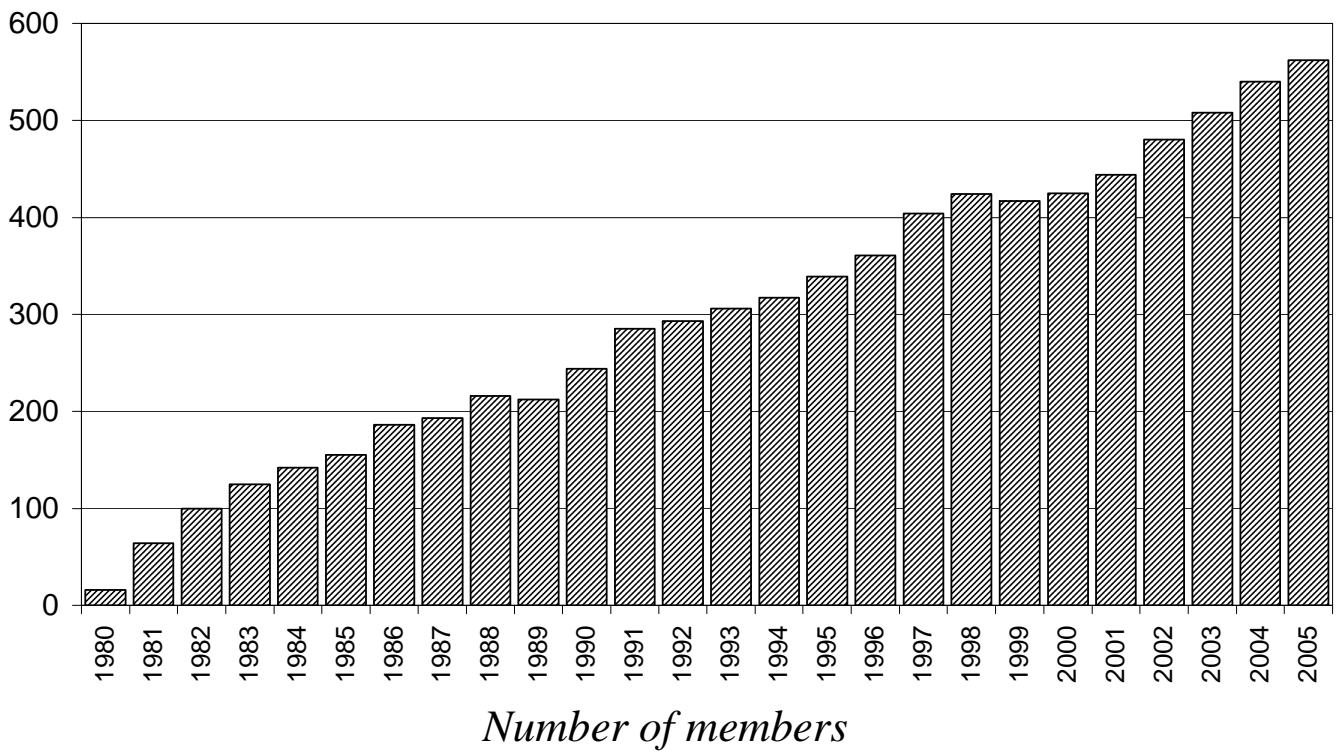
I came away after a splendid day, feeling convinced CCS is a thriving Society, has an enviable publishing record and intent, that it has developed as a considerable force in terms of Ordnance Survey, and was delighted to hear of the Lord Chancellor's recent recognition of the CCS Archive (housed in Cambridge University Library), and his view that as a Charity the Society is validly organised. Not bad in twenty five years and with only £45 in the kitty on founding day!



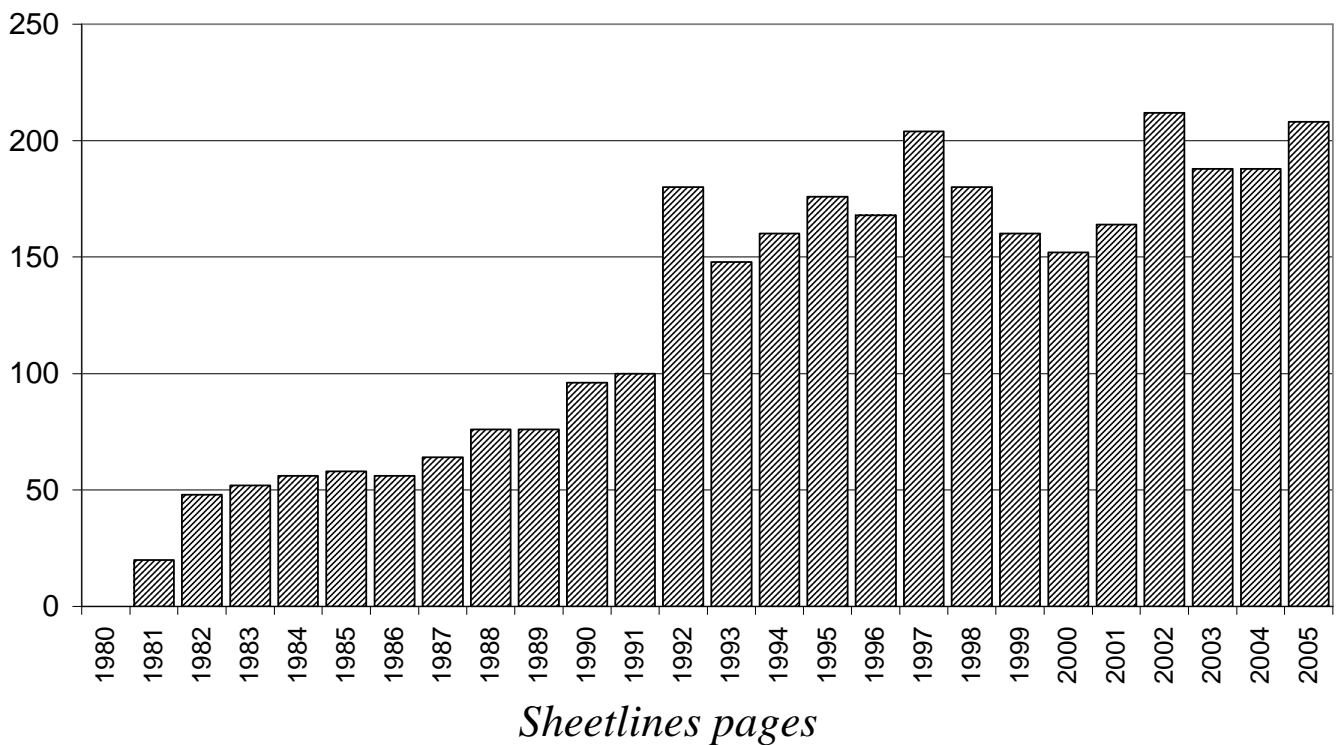
GERRY JARVIS

25 years on!

Behind Yo Hodson (founding chairman, member no. 1) and Chris Board (present chairman, member no. 2) at the anniversary meeting are fellow founder members, left to right, Andrew Cook (5), Brian Garvan (9), Ian Mumford (12), Ian O'Brien (14), Margaret Wilkes (15), Francis Herbert (10), John Coombes (6) and Alan Godfrey (16).



During the course of his talk at the British Library, Chris Board demonstrated the growth of the Society by showing graphs of (above) Society membership and, as an indication of activity, (below) the numbers of pages in each year's issues of Sheetlines.



Visit to Cambridge University Map Library

9 August 2005

Fergus Muir

A chance to see range of material the CCS has deposited in the University Library at Cambridge, to meet other members and see inside a library of this sort seemed just too good to miss. So it was that I found myself walking up the steps of this gigantic brick building, and through an enormous arched door that made one feel very small.

The CCS group was quite small – six of us I think – a very manageable size. Our host Anne Taylor, the Head of the Map Department, gave us a brief introduction to the building, to the collection, and in particular to the origin of the CCS material which had been at one stage been given a home by Yo Hodson after being weeded out from OS archives. Most usefully she outlined how the collection is catalogued, and distributed information sheets, some of which one would have never guessed existed. Anne had laid out thirty-odd items from the CCS archive plus some specially requested by those attending.

In truth, my look at the job files for individual sheets that had been ‘saved’, with their neat handwritten records of requisitions for paper and the like, rather increased my respect for the good sense of the modern OS, but there was much that was of interest on view. ‘Road paved with wood’ and ‘Cattle burial site’ were things I had not seen on a map before.

A member had asked to see examples of the library’s holdings of Russian maps of the environs of Harwich, and, knowing the area, looking these could have happily occupied me for the whole morning.

Soon the visit was officially over, but the meeting was pleasurably continued in the lunch room, before we went our different ways. I did not go yet. Never having had a reader’s card in my pocket before, I returned to the Map Room and set out to locate a sheet I had long wanted to see. And the system did work. I not only saw the map, but with a little help from Anne to speed up the process, and a long (and quite interesting) walk, I was provided with a photocopy of the corner I was curious about.

For me this visit was a window on another world, and thanks are due to Gerry Jarvis and Anne Taylor for making it possible.

Access to the Charles Close Society Archives is available to all members of the society, without charge, during normal Cambridge University Library opening hours. Appointments to acquire a reader’s ticket and to view the archives should be made in advance of a visit. Full details of these procedures and further information on the content of the archive is given at <http://www.charlesclosesociety.org.uk/ccsarchives.html> and in the annual Almanack.

Charles Close Society weekend at Harmston

21 – 23 October 2005

John Seeley

A weekend workshop assembled at the Cliff Centre, Harmston with the principal purpose of reviewing the 1:50,000 *type 1922* map series of France and perhaps attempting a preliminary cartobibliography. In attendance were Rob Wheeler (convening), Gerry Jarvis (organising), Chris Board and Tim Nicholson (speakers), together with John Brennan, John Davies, Frank Prest, John Seeley and Ken Hollamby. The Centre (of which more below) is fully residential; seven of us were boarders for two nights and two were dayboys. Whether this was a Society first (or the first time a French study attempted) I know not, but in typical CCS manner there were no dull moments, with highest calibre refreshment of mind and body for us all.

On the arrival evening, Friday, the local pub was having a Nelson ‘Trafalgar’ dinner and was unavailable to us, so we dined in-house on Saturday’s lunch; presented and provided by Gerry (as was everything else culinary, is there nothing the man cannot do?). To reawaken us, Chris and Tim then showed supplementary material they had brought, including early French material: commercial, civilian and tourist maps.

Then to bed. The Cliff Centre is a converted National school, built under the auspices of the Church of England in 1852, then accommodating probably sixty children in two classrooms, with two(?) teachers. Now, it sleeps up to twenty, with full kitchen, bathroom and meeting room facilities and is available for weekend or residential short-course use, and very comfy too! Being only seven blokes, we were able to spread ourselves around male and female dormitories, using only lower bunks and not squabbling over the showers. Yes, there is a cliff at Harmston: it is the Lincolnshire Cliff (or scarp edge) of two hundred or so feet, emerging there rather similarly to Edge Hill, eighty miles away to the south west in Warwickshire. More of the view from there later.

The next morning we began proper work fairly early, with lectures and copious illustrations from Chris and Tim (such as they are always able to, and always do, do) and by Rob, our convenor. Chris described the history of French mapping, and its relation to other European mapping as exemplified by a British War Office critique and review that he had brought. This had been published in 1944 for ‘going back there’: very secret until almost recently. We then learnt the French history in more detail, beginning with eighteenth century Cassini mapping (at 1:86,400) and its revisions by the General Staff onwards from 1817 at 1:80,000 and other nested scales, culminating in the *New map of France, type 1900* in full colour: 1,106 sheets each requiring fourteen printings (three blue!) and emerging at about three per year. Events rapidly overtook this process, and indeed France’s eastern political landscape, so that post-1918 Marshal Foch was able to decree ‘... there shall be a new map of Alsace, Lorraine and the *bordres internationales* ...’. To round off, Tim showed and described the earliest versions of the *type 1889*, immediately preceding. Meanwhile Rob had fetched his holding of more than four hundred sheets of the *type 1922* (a disposal by the London School of Economics) and divided these in numerical sequence into seven heaps of about sixty each. He provided index diagrams and other supporting material by which we could navigate.

Type 1922's sheet lines are on the Lambert grid (curved graticule) with Roman horizontal and Arabic latitudinal co-ordinates, no overlap, each sheet being extended 300m beyond its edge line to help the user. Although, of course, there are several official descriptions, critiques, and reviews of this map series in print in France most are of the academical-analytic persuasion, a 'CCS approach' not having been attempted, apparently. Rob therefore suggested things we might study, and queries we might address for each sheet, namely: are the sheet lines maintained; are the marginalia (date, price, printing-*tirage*, style) reliable, what refining of specification (e.g. depiction of relief) occur, were there survey / cartographic revisions and how much, why did five-colour (with carmine) revert to four-colour printing, are there any corresponding 1:25,000 maps, or defective sheets, what happened in 1939-45? We worked fairly steadily through Saturday and Sunday morning on these, nominally in pairs on two topics each. The inexperienced failed to inspect all the maps, but everyone compiled notes and submitted them to Rob then, or later.

The *type 1922* is a splendid series of maps when viewed in such quantity. Perhaps more similar to the OS one-inch workhorse series of the same period than might be guessed, and equally satisfying to the eye. The French rather 'pastel', with less red: the British distinctly 'military' as Richard Oliver and Roger Hellyer have taught us; the French less 'busy' (as befits a larger and less populated country) than the British Seventh Series became. Some sheets have superb renditions of mountainous relief (none better), others deal with international boundaries by leaving the neighbouring country entirely blank (of which we in the UK without land frontiers know nothing).



Gerry Jarvis takes a break from cooking while Ken Hollamby (centre) and Chris Board continue with their close examination of the 'Type 22' series. Note the beer, and the smell of curry drifting through the hatch.

Meanwhile the inner bloke continued to be assuaged: in further deployment of plan ‘B’ Gerry prepared two curries for Saturday lunch, one steak, one vegetable (with the proper herbs and spices: no packets for him), followed by fruit and cheese. Having eaten up everything we therefore took him to dinner at the pub that evening (where they had resumed normal service, and very good too). At Sunday lunch, lo and behold, this same master victualler produced cold cuts, salad in abundance, and wine, and offered leftovers to accompany our home journeys. At each breakfast Gerry subcontracted that meal: on the first day to Tim and on the second to John Davies, with provisions for the full ‘English’. Both gentlemen showed their culinary aptitude for mass catering to entire satisfaction.

At some point, to keep us moving, Rob conducted a walking tour of Harmston (his home village), whence we had a view from clifftop of the entire Trent Valley, including the cooling towers of its five power stations, all visible, and the two premier railway routes north. If we craned our necks round to the northeast, Lincoln was visible and nearer to us, RAF Waddington, from where the mighty AWACS birds fly.

On departure we again looked at the special items which had been brought: the secret WO euromap handbook, which it would be so nice to browse over again more fully, and Frank’s educational material from the 1960s with properly-printed copious map extracts. This was a workshop with plenty of instruction, gorgeous maps, minimal expense and no exam. Thank you CCS, Rob and Gerry. More please!

The French ‘Type 1922’ series

R C Wheeler

Introduction

What follows is not the result of long and painstaking study but rather a summary of the group’s conclusions following the Harmston workshop on the French *type 1922* 1:50,000 series. It is based on limited documentary evidence and the inspection of several hundred sheets of the series. As *rapporteur*, I can claim credit for little except the style and must take the blame for any distortion or omission of the findings of others.

An official report¹ of 1948 was found to provide an invaluable account of the origins and early years of the series. It would be quite impossible to summarize it in the space of this article. Rather, I shall attempt to present a view of the series through English eyes, adding more detail for the period after 1948 for which the maps themselves are practically the only evidence.

France is big, and less densely populated than England. In consequence, map series have always taken a long time to produce. On the other hand, the French did make an early start, Cassini’s *Map of Triangles* being started in 1756 and covering the entire country by the end of the First Empire. This was a rather skeletal map. The filling-in of detail which followed

¹ M Huguenin, *Historique de la cartographie de la nouvelle carte de France*, Paris: IGN, 1948. There are copies at RGS and at Cambridge. Also recommended is Marc Duranthon *La carte de France, son histoire 1678 - 1978*, IGN, 1978.

drew on a variety of sources but led to France by 1880 having complete coverage by a monochrome hachured map, the *Carte de l'Etat-majeur*, broadly comparable to our Old Series. There were aspirations for a better product, experiments took place, a committee sat,² and the result, after a period of experiments, was the *type 1900* series at 1:50,000. This was a gorgeous piece of cartography (*Figure 1*), lithographed from up to fourteen plates. It was to be the inspiration for the OS Relief Edition but, like that edition, it was slow to emerge. By 1914, some 43 sheets had been issued and it was calculated that it would take some 250 years before the series was finished – which makes the publication of our own Relief Edition seem positively hasty. In consequence, students of First World War cartography will be aware that all along the Western Front the basic map available at first was the 1:80,000 *Carte de l'Etat-majeur*, out of date and unsuited to modern warfare.

After 1918, there was an urgent need to map Alsace-Lorraine and to do it quickly. A simplified version of the *type 1900* was adopted and, after that task was completed, it served as the model for a new national map, the *type 1922*. Like the *type 1900*, this had hill-shading, but in one colour only. Many of the subtleties of the *type 1900*, such as distinctions between bridges of different construction, were dropped, and most sheets were produced in just five colours. Two additional plates were used when required, a blue shade for a sea tint and a grey when much rock-drawing was needed or, initially, much drawing of hedges. The *type 1922* also used a projection that made it easier to mount multiple sheets together.

By 1934, a belt of country some 100km deep was published along the eastern frontier (except adjoining Switzerland) together with a block round Paris (largely *type 1900*) and Cherbourg. Progress continued steadily, albeit more slowly, during the Second World War, as a result of the opportune transfer of functions, staff and equipment just before the fall of France, from the military *Service Géographique de l'Armée* to the civilian *Institut Géographique Nationale*. After the war, complete coverage at 1:50,000 was obtained by converting the old *Carte de l'Etat-majeur* material to the new sheet lines. The final *type 1922* sheet was published in 1980 or 1981. However, the 'Type 1922' had been dropped from the heading in 1972 – perhaps after fifty years it was thought to make the maps seem out of date. Rather than seeing this as a great achievement, in 1991, the IGN withdrew the series from normal sales outlets.

The 'type spécial'

Just as blue was (and is) used almost solely to indicate water, so carmine has had its own cartographic significance, complicated by there being two separate traditions: a military one which used it for stone or brick buildings and a civil one, which used it for dwelling houses as opposed to non-residential structures. The Ordnance Survey continued the military tradition in the hand-coloured version of the first edition 1:2500 plans. The *type 1900* represents a still later survival in that carmine (or at least a shade of red very close to it) is used to indicate bridges of masonry, as opposed to wood (black) or iron (blue). The same red is used for buildings, apparently without regard to their material. Now your *rapporteur* had long been aware that a few sheets of the *type 1922* continued to use carmine: do these represent a continuation of the tradition almost to the present day?

² *Comité centrale des travaux géographiques.*

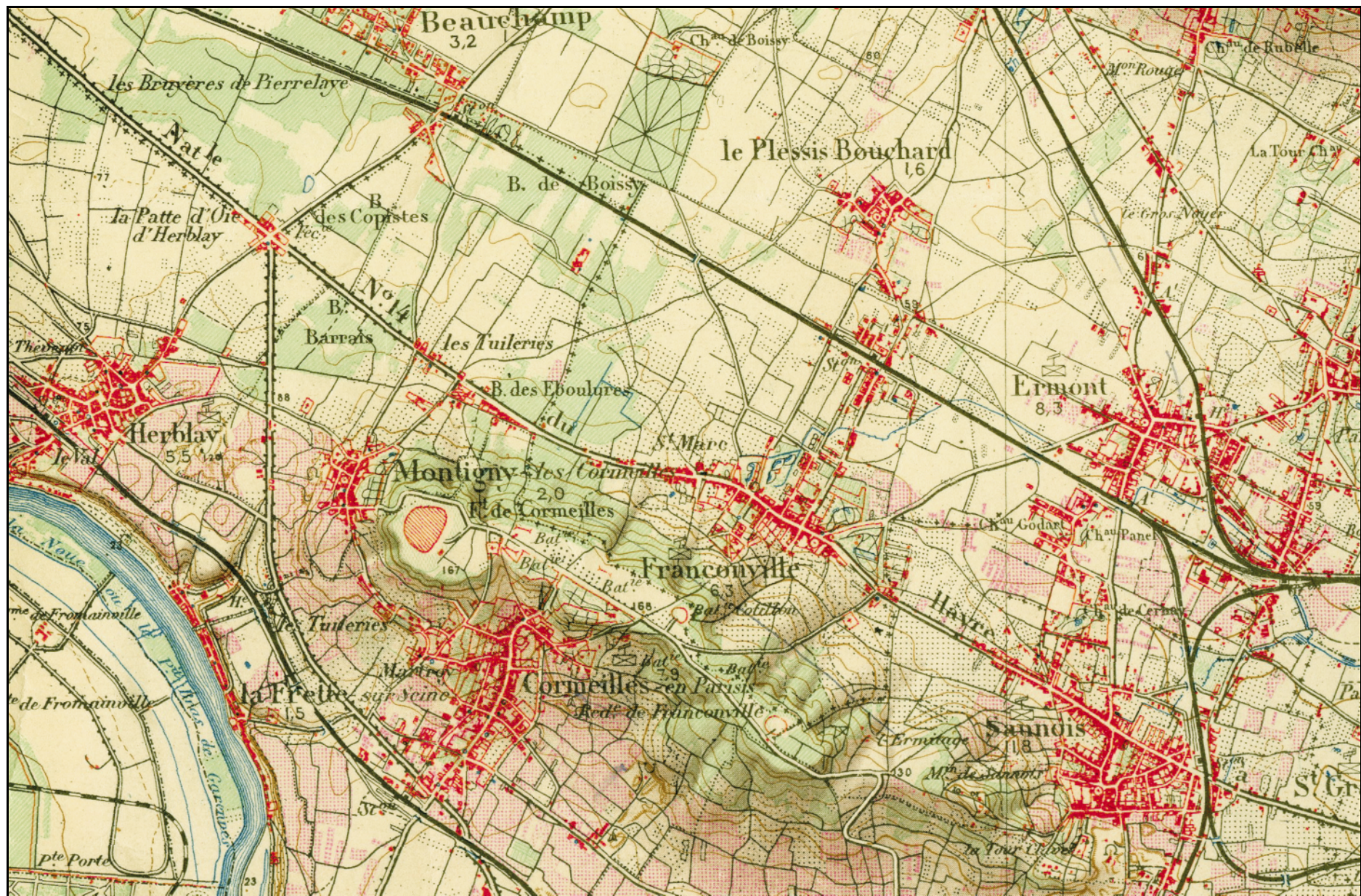


Figure 1: 'Type 1900' sheet XXIII-13 (7-37 printing), very slightly reduced. The purple indicates vines.

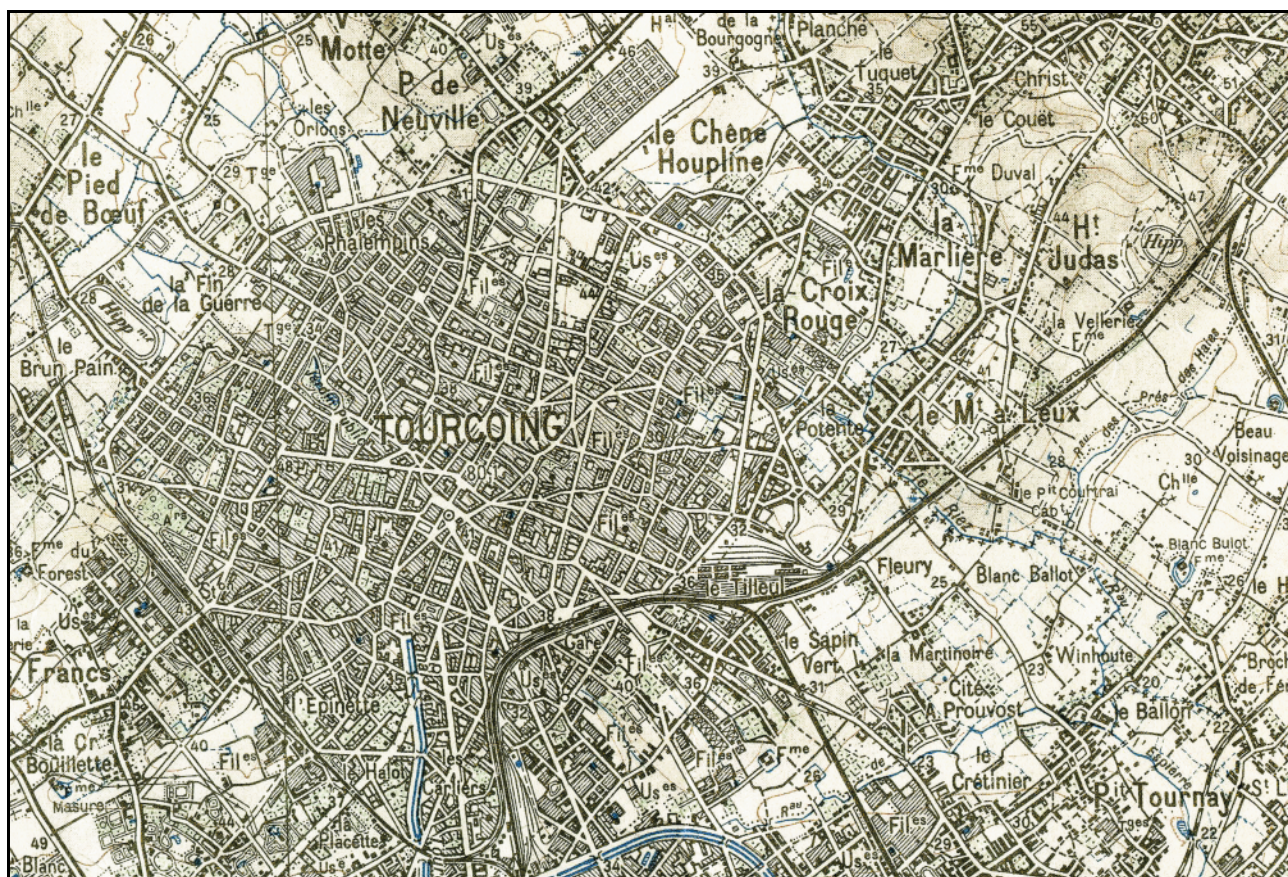


Figure 2: 'Type 1922 Normal' sheet XXV-4 (10-43), about 85% full size

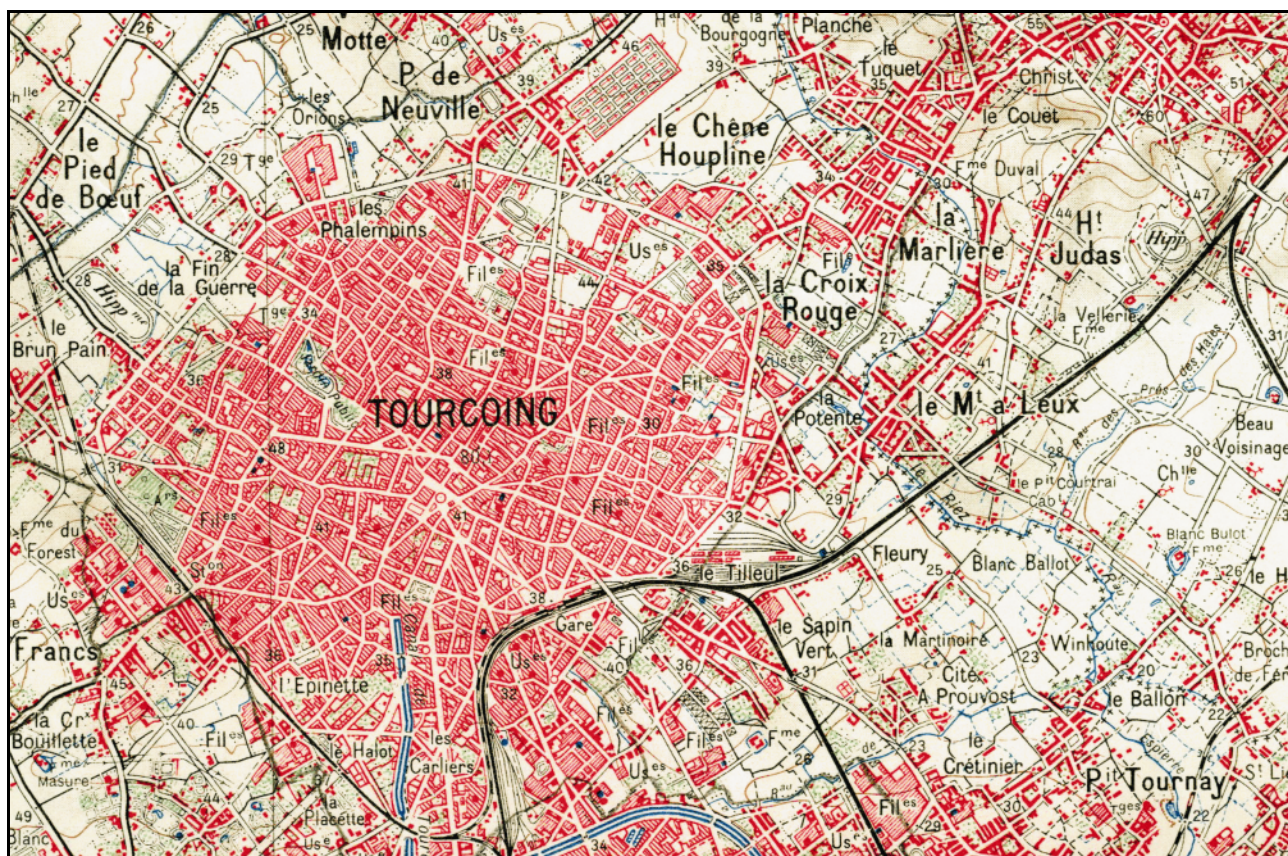


Figure 3: 'Type 1922 Spécial' sheet XXV-4 (2-40), about 85% full size

On this point, Huguenin's history provides a clear negative. Carmine was not envisaged as part of the specification and the *type 1922* managed without it until 1934. Then Versailles and Rambouillet were converted from *type 1900* to *type 1922*. The influential citizens of the Paris region were to have their maps in the style of *Figure 1* replaced by something in the manner of *Figure 2*, an unappealing and illegible mass of black. Huguenin does not say at what point the process was stopped but it is clear that cartographic regularity had to yield to political influence. A *type spécial* was created with an extra red plate for the nine Paris sheets and for 'landscapes with much planimetric detail' (such as Lille). *Figure 3* shows how great the improvement was.

It would seem therefore that the *type spécial* should contain no more information than the ordinary sheets: the erstwhile black plate has simply been separated into two separate plates.³ And yet, some of the sheets (e.g. XXII.13) make a clear distinction between red and black bridges.⁴ Likewise, many of the sheets mark walls in villages; in particular, one side of a major road will change from black to red as the road is flanked by such a wall instead of a hedge. So the *type spécial* sheets really do contain information not on the ordinary ones. This seems to imply that they were subject to special survey, or special revision, and the military tradition for the use of carmine did indeed survive in France in these privileged areas.

Other specification changes

The earliest sheets (those published up to 1940) have keys showing six vegetation types. The particular types shown vary from sheet to sheet and the selection probably depends on their prevalence rather than reflecting any change in map specification.⁵ At the very start of the period the legend was arranged with vegetation types to the right; subsequently they appeared beneath the scale bar. What enables these early states to be recognized, even on emarginate sheets, is the complexity of the system used up to 1939, with vines requiring overprinting of green and black.

Sheets published thereafter, up to about 1953, show vines in black only, with broken rising-diagonal lines (used in other circumstances to depict heavy rain!). The key now has just five vegetation types. From 1953, vines are depicted in green alone, initially with dots, but soon a green lattice pattern was adopted.

Sheets printed from 1956 saw changes to the hill-shading, with a brown screen being replaced by a grey one.

The next really big change came in 1972, when the brown contours were changed to orange and the new shade was used also for the fills of major roads. Perhaps this was the formal reason for dropping the '*Type 1922*'. The vegetation symbols were changed, deciduous and coniferous woods now being distinguished. Vines were now shown by broken vertical green lines.

About 1979, a major change took place in the presentation of the maps, though not in the specification within the neat lines. They became the *Séries Orange*, with integral cover.

³ This is literally true: to ensure registration, a combined red and black plate was produced, from which, by deletion, the individual red and black plates were derived.

⁴ Comparison with the 1925 printing of this sheet, in *Type 1900* style, shows that bridge classification was not derived from the earlier edition: some bridges had clearly been rebuilt in the intervening period.

⁵ For the complete range of vegetation types, some ten in total, see Huguenin.

Revision

Revision information appears to include any full revision but does not mention minor corrections, or changes to major roads and the like. Thus when a printing date (usually printed sideways on the right-hand border) is significantly later than the revision date, it is difficult to know whether the map represents a consistent picture of the landscape at any one date or whether certain features are later than the declared revision date.

Certain sheets in 1940 were printed 'before correction'; the instance it has been possible to check showed no corrections prior to a later reprint. Perhaps the correction process was dispensed with altogether.

Oddities

Some sheets lack hill-shading, e.g. XXII.12 of December 1940, XXII.18 of December 1958.

The published diagrams of sheet lines only show sheets which contain at least some French territory. The series actually extended a little further into Germany and Belgium than is shown on those diagrams, being based on maps produced by the countries concerned. There was a similar phenomenon in Italy, where sheet XXXVIII.40, at least, was produced at a time when it contained no French territory. After 1945, frontier adjustments led to French territory extending into it, and so the sheet line diagrams were able to acknowledge its existence.

An early state of the Strasbourg sheet (XXXVIII.18 of January 1930) in contrast has only a sketchy representation of German territory, except for such parts close to the frontier as might have been surveyed from the French side of the Rhine. No doubt the history of the frontier sheets would make a study in its own right.

Quite a few early sheets lack a magnetic deviation diagram. However, there is no tidy changeover: the presence of a 1.28 magnetic deviation diagram (albeit on a 12-36 printing – sheet XXXVII.17) seems to imply that such diagrams were drawn as early as 1928; however, sheets are published as late as 1931 without one (XXXVI.37 – printed 8-31). Sheet XXXVI.38, published 1930, may be instructive: a 3-31 printing lacks magnetic deviation; a 12-40 printing carries a Jan 1930 magnetic deviation. Perhaps there were parallel gridded and non-gridded versions. Huguenin describes a separate military edition, published up to 1937, that omitted hill shading and landscape detail, being printed from just three plates; however we did not encounter any of these.

A couple of wartime sheets carry printing directions in German (*Ziehkante* and *Grieferkante*). Some sheets of 1939-40 have initials with the print code. By analogy with contemporary OS practice, we speculated that these may refer to printing establishments.

However, an enumeration of oddities soon becomes tedious; besides, time did not permit much exploration of that sort. What was apparent was that a group of eight, in the course of a day and a half, were able to learn a great deal about a previously unfamiliar series.

Jenny Twigg and her daughter Tib

John Cole

Whilst searching for a subject in Lionel Hooper's par excellence *Sheetlines* index (1981 - 2003) I was a trifle surprised to find just four entries on names. There are of course many, many more than that, but to list all such would have been well nigh impossible – let me quote just four examples: incorrect name positioning on the six-inch map (John Cruickshank, *Sheetlines* 50), Aidan de la Mare's delightful 'Bag's Tree' and 'Naked Man found in New Forest' (*Sheetlines* 59 and 64) and the digital drifting names observed by Rob Wheeler (*Sheetlines* 69). And not just OS maps: one of perhaps many untold 'gems' on the Soviet maps of other lands appeared under the heading of 'Where to park your lorry in Cambridge' in *Sheetlines* 74.

I think it is safe to claim that were a poll to be held about what fascinates most on any map, then names would surely be near or even at the top. This is a light-hearted glance at the subject enhanced by kind permission to reproduce John Dancy's article on object name books.

Ordnance Survey distinguishes *descriptive* and *distinctive* names. 'Palace' is an example of the former; 'Buckingham Palace', the latter. Many years ago both were required to be entered in the name book but when, after the 1939-45 war, new books were compiled referred to the National Grid as opposed to the 'County Series' mapping, only distinctive names appeared. The old name books I was lucky enough to see (many of which dated back to the 1880s) were of considerable interest, containing as they did not only forms but also correspondence relating to names. Sticking vividly in my memory is a somewhat angry letter from a Royal Engineer surveyor to Southampton after OS Head Quarters had protested about certain name forms on Dartmoor. The response was that A E Barrington, the then High Bailiff, who had authorised the majority of names was not at all concerned with OS procedures and what he said went! Authorising a name, its existence and spelling was not always straightforward and actual positioning less so, since the authority did not sign for the location on the map which was left to OS. District names in city and large town are an example and John Cruickshank listed some shortcomings, as mentioned. Street names in contrast would seem straightforward but Alan Lord in *Sheetlines* 66 cites the case of five differing spellings of a St Thomas's Road, observing that 'St Thomas evidently not the only one to have his doubts'. Common usage of a name was, and probably still is, the great OS standby. Fine in built-up and most rural areas, but not quite so easy on remote moorland or isolated coastline.

And before giving way to John Dancy's excellent article, here is my own selection of the bizarre to be found on maps, with one-inch Seventh Series sheet number and grid reference: Make me Rich (78, 1977)¹, The Poind and His Man (78, 0681), Blue Man-i'-th'-Moss (92, 7699), Glower o'er Him (85, 3628), Cold Knuckles (85, 2212), Stand Alone (85, 2808), Madwoman's Stones (111, 1388), The Devil's Dressing Room (120, 1704). And from large scales: Tink-A-Tank (a path – SP2864NW), Stippy Stappy (a terrace of houses – SW7250) and Toodleoodle Wood (SX3456). Or going a long way back in time, 'Quare' standing for query on Speed's 1610 map of Wiltshire but taken by Norden on his 1685 map for the village name which should have been North Burcomb!

And as for Jenny and her daughter – still at 1274 on *Landranger* 99.

¹ On the New Popular it is Make 'em Rich.

Object name books

*John Dancy*¹

A still useful part of Ordnance Survey's past

For the duration of the capture programme for digital data it was not possible to store accents as digital data. With the advent of Topo96, storage of the information became possible by use of an accent mask but was not utilised. Now, with the imminent introduction of DNF™ data, part of the QIF2 flowline will be to populate this mask. The first problem is to identify where accents occur and *object name books*, or ONBs as they are more popularly known, have been identified as the main source for this information in Wales and the Gaelic speaking areas of Scotland.

This article provides an introduction to these fascinating records of Ordnance Survey history.

What is an object name book?

For the cartographic draughtsman, up until the completion of the post-war overhaul and resurvey operation, the ONB was the definitive record of all textual information (apart from descriptive names, house names and numbers) that would appear on the final printed map. It also contained the surveyor's work records and information on heighting, levelling and administrative boundaries.

Inside brown covers, approximately A3 in size, it provided a history of each individual sheet in the basic scale programme. This means that there are around 100,000 of them held in the Manuscript Store.

Distinctive names

The main purpose of the ONB was for the recording of every distinctive name where the object or part of the area fell within the basic-scale sheet's neat line. This was carried out on a form known as an OS21 (Now QSR 5400).

Information held consisted of:

- the distinctive name of the area, house or object concerned;
- evidence for the name, either as shown on the previous County Series map or a form that gave authority for the name from the local council or owner of the property (OS232);
- a description of the name; and
- in later editions, a diagram of the sheet showing the position of the object described or the area it covered.

The names and their descriptions can make fascinating reading; some surveyors were obviously intent in educating those poor cartographers beaver away in Southampton, for example:

¹ The author is manager small scale and contract cartographic production at Ordnance Survey and this article originally appeared in the OS departmental magazine *Viewpoint* 209 in 2001. The editor is grateful to John Cole for bringing it to our attention and for obtaining the author's very generous permission to reprint it here.

Drummond Scrolls: architectural scrolls which once adorned the old infirmary of Edinburgh, now built into the adjoining walls in the stables (NT2268).

St Catherine's or the Oily Well (crude Paraffin): a tiny vaulted structure centred on 3236, the water of which is covered with a dark oily scum. It is said to have originated in the spilling of the oil of St Catherine, which was being brought from Mt Sinai to St Margaret. It is believed to be good for various diseases of the skin (NT2768).

Peter Labelliere's Grave: a grave displaying the following inscription 'Major Peter Labelliere an eccentric resident of Dorking was buried here head downward in July 1860' (TQ1751).

Bryniau Poethion: a feature meaning 'hot hills'. Name derived from the nettles thereabout (SH7783).

Some had a sense of humour:

Gallowstree Rock: a round area of rock with a tree in the middle of it which was used as a gallows in olden days. Temporarily disused (NY1275).

Carp Lake: a maggot farm (SJ6245).

Hazel Avenue: a cul-de-sac with branches lying mainly in 7146 (NH7246).

Dersingham Close: a three sided square (SU6506).

Some just made slips of the pen:

Bight of the Sletts: an open-mouthed boy (HU4741).

Wakeman Hostel: a hostel for nurses presently unoccupied (SJ4711).

The Downs: an extensive toadstool of the coast of Kent (TR3852).

And some names were just odd:

Sharpis Bridge: a road bridge near Vernatts Brain (TF2424).

Cuddeford Corner: changed to *Hangmans Corner*. A road junction, name changed after Mr Cuddeford hanged himself in the vicinity (SX8495).

Peaceful Row: (TQ5977).

The Authorisation forms could be interesting:

Reynard Close: the authorising signature was one R Fox (SO5338).

Church of Scotland: authorised by A MacVicar, Minister (NG5214).

Edinburgh: Bartholomew's(!) *Survey Gazetteer of Great Britain*, 1927 (NS2770).

The forms of evidence required could include elaborately headed notepaper from proud and long established businesses.

Field History Sheet

The field history sheet recorded all the information regarding the actions of the surveyor carrying out the survey. It detailed when he carried out the work, the survey method he used, and the number of hours he spent on the ground, or waiting for it to stop raining.

It also had space for recording problems that the surveyor encountered, for example:

Damage at 1619 and 2610 due to attack by a young boar. Without provocation it bit into my case and astrafoil (SH8168).²

Our apologies for the scribble on the face of BPC SD8105SE. The grade IV surveyor worked direct from home and unfortunately his two-year-old daughter disagreed with the position of the boundary.

Westgrove F E A.³ Garage to supply. No entry obtained. Bloody big Alsatian in garden (SO7292).

I set off walking down the fence but my left foot didn't (SJ7998SW).

Other information

The *administrative boundaries diagram* detailed the administrative and parliamentary names and boundaries that were required to be shown, together with their position.

The *bench mark list* detailed all bench marks that appeared, together with their height, height above ground, and a description of where they were to be found. They were supposed to be in situations that were easily surveyable but sometimes it was difficult to find detail on which to place them.

Also, especially where they were not removed on return to storage:

The *heighting guide* which showed the position of all surface levels, the author had one sheet where some appeared down the centre of the River Trent!

A *house number and names trace*, especially useful in small rural locations where all the cottages had names rather than numbers. The cartographer had to decide on which they had room to show, and created knock-on problems for ADDRESS-POINT[®] matching some years later.

An *antiquity model*, vetted by the Royal Commission for Historic Monuments, that gave details of any antiquities that appeared on the sheet, together with the way they should be named.

In Scotland and Wales, the SW corner sheet of a 1:10,000 scale map contained a verification trace for all the Welsh or Gaelic names that occurred.

A copy of the original County Series basic scale sheet. The cartographer was able to follow the spread of the urban sprawl through mid- and post-war Britain.

And the rest

However, it was not just the official contents of the ONBs that could be interesting. Even in these early days of recycling, Ordnance Survey was very conscious of the need to conserve the general public's money and expense and a large number of the standard forms were printed on the reverse of recycled maps. This is why the ONBs are one of the only sources for evidence for the hand coloured 1:500 scale town maps Ordnance Survey created during the Victorian era.

Turn over the Administrative Names Diagram and be transported to central London in 1880, complete with lamp posts, drain covers and every small outbuilding. Painstakingly recorded and coloured in a style not unsimilar to Strumaps definition of DNF data.

² Astrafoil – the medium on which the survey work was carried out, basically a sheet of undistorting plastic.

³ Field (or final) examiner's attention.

Specimen Page from an Object Name Book

O. S. 21.

List of Names as written on the Plan	Various modes of Spelling the same Names	Authority for those modes of Spelling	Situation			Descriptive Remarks, or other General Observations which may be considered of Interest
			Sheet	Plan	Trace	
NEWNHAM COURT FARM (ST.)	NEWNHAM COURT FARM (Obsolete.)	R. H. Green, Esq. Agent Ashford, Kent. (See O.S. Form 230 attached.)	42	4	2	A farmstead situated 36 chains east of Whitliff's Hundred (P.H.) owner Miss L. Magdalen. Newnham Court, near Maidstone, Kent.
CONVENT OF THE SACRED HEART (ST.)	CONVENT OF THE SACRED HEART	Miss S. M. Xavier, Sister Superior (See O.S. Form 231 attached.)	42	3	3	Two large old buildings converted into a convent school for girls, situated on the east side of Bowley Road, 6 chains south east of Luton Down. Property of private trustees.
WYKE MANOR ROAD (E.C.)	WYKE MANOR ROAD	Mr. J. F. Bunting, Boro. Surveyor. (See O.S. Form 231 attached.)	42	3	5	Extends from Church Street (about 5 chains west of Holy Trinity Church.) in a southerly direction to King Street at E. 100.
TECHNICAL INSTITUTE (ST.)	TECHNICAL INSTITUTE GRAMMAR SCHOOL (Obsolete.)	Mr. A. Wilkinson, Esq. Clerk Kent Education Committee. (See O.S. Form 231 attached.)	42	7	1	Situated at the east corner of the junction of Tonbridge Road and Hestree Road. Property of Kent Education Committee.
ALL SAINTS' CHURCH (VICARAGE) (R.P.)	ALL SAINTS' CHURCH (VICARAGE)	Rev. E. H. Hardcastle, Vicar. (See O.S. Form 230 attached.)	42	7	2	Applies to the Mother parish church of Maidstone, situated on the east side of the River Medway, 15 chains south from the Town Hall.

2787 10000/1000 616 P.A.

Cutting the cloth – when did they do it?

K S Andrews

with additional research by David Parsons

It has been reported recently that Seventh Series one-inch sheets ceased to be mounted on cloth in 1967 and that sheets in stock already mounted ceased to be folded into covers in 1968.¹

This present study was conducted in order to try to pin down the dates more precisely for these two stages of the phasing-out of cloth maps.

As reported, sheet 182, *Brighton and Worthing*, edition A//*, published 3.67 was found mounted on cloth. This was thought to be amongst the last sheets subjected to this process, which was becoming uneconomic due to lack of demand, so it was decided to investigate the maps published from 3.67 onwards in order to discover exactly when cloth mounting ended. The maps issued in each of the twelve months from 3.67 are shown in the accompanying table alongside details of evidence for cloth versions.

Evidence for the termination date of cloth-mounted maps²

<i>Date issued</i>	<i>Sheet no., edition</i>	<i>Evidence for cloth version</i>	<i>Date issued</i>	<i>Sheet no., edition</i>	<i>Evidence for cloth version</i>
3.67	116 B/* 142 B 163 B 166 A//* 182 A//* 186 B	Archer 47 Archer 47, 50 author's collection Archer 47, 48, 50 author's collection Archer 49	9.67	97 B/* 130 B 155 B	Archer 40, 44, 45 Archer 48 author's collection
4.67	176 B	author's collection	10.67	132 C 158 B	Archer 47 none
5.67	90 B/* 91 B/* 117 B/*	Archer 47 Archer 47, 50 Archer 23, 32, 35	11.67	111 B/* 131 C	none Archer 39, 44
6.67	95 B/* 129 C	Archer 49 Archer 48	12.67	156 B 170 B/*	none none
7.67	185 A/*	Archer 48	1.68	160 B/*	none
8.67	35 A//* 50 A//*	Archer 49 none	2.68	112 C 161 B/*	none none
			3.68	144 B 188 B	none none

Note that these are all new editions or bar-star revisions, so cloth mounting should not have been delayed until old stocks had run down, as may have been the case with bar revisions. It is therefore interesting that evidence for sheet 50 A//* on cloth was not found. The evidence summarised in the table leads to the conclusion that the last sheet was mounted on cloth in November 1967.

¹ *Sheetlines* 74, 51.

² Publication dates are from Richard Oliver, *A guide to the Ordnance Survey One-inch Seventh Series*, second edition, Charles Close Society, 2004. References to 'Archer' are to David Archer catalogue numbers 1 to 50, where the maps are listed as laminated H99.1, cloth-mounted (C/c). Data from catalogues 1 to 46 was extracted by David Parsons.

The question when the last cloth map stored flat was folded into covers is more problematical because the admirable practice of printing date codes on covers ended in 3.68 and prior to that date was not followed as rigorously as the researcher would like. A further complication is that the codes can be misleading. A study of the 185 date-coded Seventh Series covers in the author's collection for which the month and year of issue of the enclosed map are known, revealed only 35 dated for the month of publication, 16 one month before, 5 two months, 5 three months and 1 four months early.³ The date code can therefore pre-date publication by up to four months, which shows that covers were often prepared in anticipation of need and that the date code is not a sure indication of the date the map was covered. So 27 out of 62, i.e. over 40% of the covers of new publications were dated in advance.

The following four maps have been found on cloth issued in the cover variant RO25, which dates from 2.68.⁴ It had been thought until recently that there were no cloth maps in this, the last cover in H99.1 style.

Sheet 107, *Snowdon B/**, Peter Gibson collection⁵

Sheet 167, *Salisbury A/**, author's collection

Sheet 174, *Bude A/**, author's collection

Sheet 182, *Brighton & Worthing A//**, author's collection

These four Seventh Series maps were first issued when an earlier variant of the cover was in use. The cloth versions left in stock flat were folded and given the RO25 cover several months after mounting new issues on cloth had been abandoned. They therefore represent the tail end of the cloth map era. Clearly there was a decision to continue with covering, alongside the decision to stop mounting, where there were maps in stock that were expected to sell.

None of the covers for these four maps has a date code but the list demonstrates that new covers were printed for stored flat-mounted sheets in February 1968, if not even later, and they may have been applied to the sheets later still. RO25 covers are known with date codes 2.68 and 3.68 but the absence of a code should not be taken definitely to imply a later date of printing. The precise end date for the covering of cloth maps is thus in deep doubt. The clouds of uncertainty can be defined but not dissolved.

Of that there is no manner of doubt -

No probable, possible shadow of doubt -

*No possible doubt whatever.*⁶

³ The remainder (about two-thirds) of the date-coded covers bear dates ranging up to 81 months after publication. Covers were produced in smaller batches than sheets, to try to keep shop stock up-to-date for details of price, style, etc. Despite this, about one fifth of H99.1 covers show price changes.

⁴ *Sheetlines* 70, 11-21.

⁵ Peter Gibson, personal communication.

⁶ W S Gilbert, *The Gondoliers*.

A survey party pose(r)

Richard Oliver

Brigadier H S L Winterbotham's *The National Plans*, a history and description of the larger-scale (1:10,560 and greater) OS mapping, was first printed in 1934 and reprinted (apparently as a result of wartime destruction of stocks) in 1950.¹ The reprint is not an exact facsimile, as it omits a half-tone plate at the beginning depicting a group of five Royal Engineer surveyors, plus a very young civil assistant, stated to be preparing for a day's work.

I had not taken any further notice of this until May 2002, when I acquired a copy of *The National Plans* which had been rebound in hard covers, and with the half-tone plate annotated as illustrated here. As an Exeter resident I was interested to see that the location of the photo was Exmouth, all of ten miles away, but other things intervened, and it was only an approaching *Sheetlines* deadline which stirred me into catching a number 57 bus (mid-day frequency every twelve minutes) to ascertain exactly where the photograph was taken.

The answer is that the camera was set up at about SX 99413 80923, looking about four or five degrees south of east into Camperdown Terrace. I cannot say why this location was chosen, but I can tell you that I had some difficulty in locating it. This is despite the fact that the street is evidently a pretty level one, that Exmouth is characterised by slopes, and that the only two likely level areas are those towards the docks, centred on SX 997807, and north-east of the station, centred on SY 002813. I had to hand 1:1250 sheets SX 9980 NW and NE, but these did not seem to offer the right pattern of bay windows, and so I alighted from the number 57 bus close by SY 002813. There was no joy there, and at first there did not seem to be much more hope in the vicinity of SX 997807 until, more out of curiosity than hope, I turned into Camperdown Terrace, and there ahead of me were the distinctive dormer windows that appear top left in the photograph: there seem to be none other of this pattern in Exmouth. Two minutes later, and I had my precise location.

Why were the bay windows missing? The answer seems to be that they are very slightly under the threshold for depiction on the 1:1250: a salutary warning to those of us who think that we are clever enough to locate photographs on an over-literal interpretation of the map.

It will be noticed that there are prominent shadows in the photograph and that they fall roughly north-north-east. Were the photo really of surveyors preparing for a day's work one would expect the shadows to fall roughly west; the inference is that in fact it was very carefully posed, and evidently taken in the early to middle afternoon. (Or had they got up very late?)

Although there may be something contrived about the posing of the photo, the participants were real enough. What became of them subsequently? John Cole tells me that Bert Landon was the superior of a colleague of his at Wellington (Somerset) in the 1960s. What of the others? Are any still with us?

Oh, and whose bicycle is it?

¹ H S L Winterbotham, *The National Plans* (Ordnance Survey Professional Papers, no.16), London: HMSO, 1934.

A FIELD SECTION.



Instructions for the Day's Work.

~ EXMOUTH 1933 ~

Clem Gay, Ernie Morande, Bert Landon
L/Cpl. L.C. Guildler (i/c), Jock Stewart.
Tape Boy Peter Lasbury.

Reservoir Dogs

Peter Warburton

The long delay in marking the Allt na Lairige reservoir, as described by Bill Henwood,¹ is particularly striking since the North of Scotland Hydro-Electric Board were rather proud of it, always mentioning in their literature that it was the first large prestressed dam to be built in Western Europe. The alleged dilatoriness of the OS in recording the dams and reservoirs of the 1950s had been a subject of contention between hill walkers, led by the Scottish Mountaineering Club (SMC) and the OS throughout the later years of the Seventh Series. The activities of the Hydro Board resulted in the submerging of many cross-country tracks and paths, notably in upper Glen Lyon, Glen Cannich and Glen Strathfarrar. The Board's failure to construct substitute paths was a source of grievance and their parsimony in this respect was contrasted by the more radical elements (not the SMC) with the handsome compensation payments made to landowners for potential damage to downstream fishing values.

The SMC has a long history of correspondence with the OS, most often on the subject of exact mountain heights to which, quite unaccountably, the OS appeared to attach a lower priority than the mountaineers. The exchanges were rarely productive. Whitehall had little to teach Southampton in the art of bland generalised replies to specific inquiries combined with opaque references to future possibilities.² By 1962 the SMC were listing unmarked reservoirs and advising members: 'Fortunately, all the new lochs and some of the ancillary works are shown on the most recent of Messrs Bartholomew's 1/2-inch Series ... Further details may doubtless be obtained from Washington or Moscow, whose agents disguised as tourists swarm on the hills with cameras and maps.'³ By 1965 relations with the OS had so far deteriorated that the SMC Journal, which was on public sale, published extracts from the correspondence under the heading 'Top Secrets'. This clearly nettled Major-General Dowson who on 30 July 1965 wrote: 'I think your comment has done little to promote confidence in the service we provide'. The reply from the Journal editor included the following reference to missing reservoirs: 'You do not mention the unfortunate practice (surely it is not deliberate!) of not always marking the new hydro-electric dams and lochs, on revisions made after these were completed. This has done more than anything to lower public confidence here in the Ordnance Survey, especially when competing commercial mapmakers clearly indicate them. The public complaint is not only due to dislike of inaccuracy or over-zealous security, but because lost or exhausted novices, trusting implicitly in their map, and suddenly finding through the mist unexpected, impassable barriers, may collapse psychologically and so be in very great danger'.

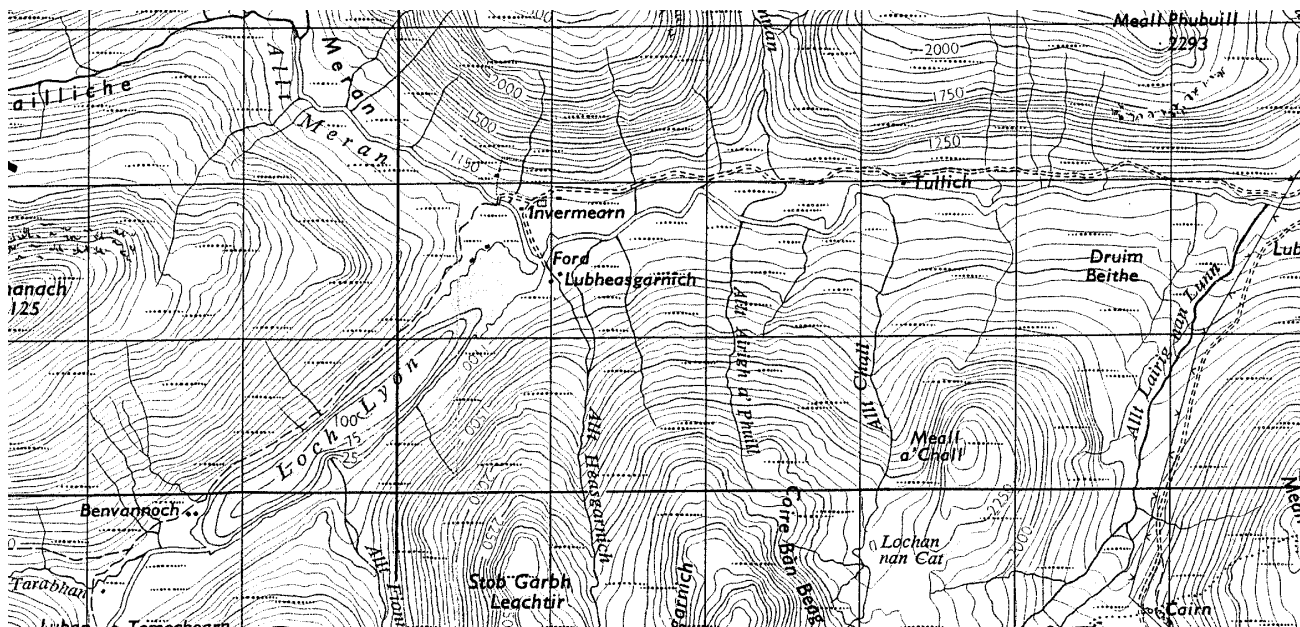
Dowson retired later that summer and the correspondence was taken up by his successor, Major-General Edge, who immediately restored friendly relations. In a letter of 24 November 1965 he wrote: 'I am asking the various Departments concerned to deal separately and in more detail with the points you raise'. A subsequent letter from Colonel Walmesley-White explained that sheets in Scotland north of the Edinburgh-Glasgow belt fell into the 25 year

¹ *Sheetlines* 74, 25.

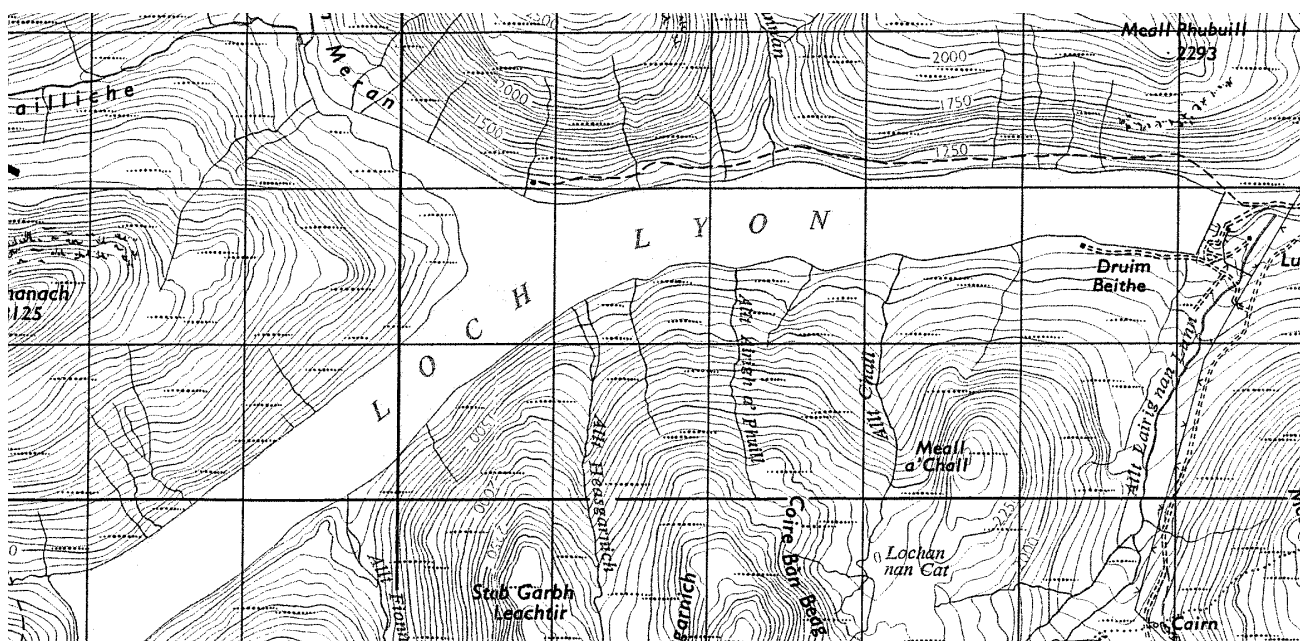
² e.g. 'We believe that the new heights are correct to plus or minus 1 ft'. On the other hand: 'It is not the policy of the Ordnance Survey to alter the height of a well known mountain unless there is some entirely valid reason for the change'. However: 'The implications of the policy are at present being studied and I would prefer to say no more at the moment'.

³ All quotations are from the 1962, 1965 and 1967 issues of the Scottish Mountaineering Club Journal.

Traveller's tale c1965
My kingdom for a boat



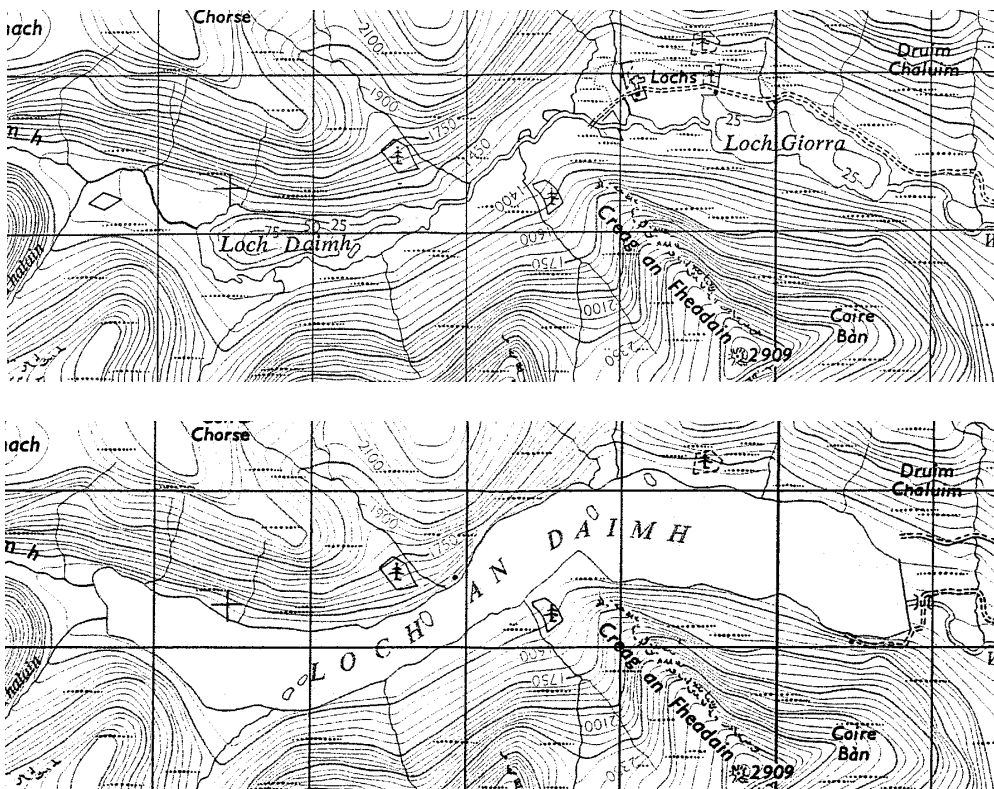
Expectation: Seventh Series sheet 47 A/ (1956)



Reality: Seventh Series sheet 47 A/ (1972)*

interval category for full revision at the one-inch scale but that the interval for ‘special revision’ was eight years for ‘medium and light sheets’. He continued: ‘This special revision includes major roads (Ministry of Transport Class 1), railways, reservoirs and very large industrial installations. From this you will gather that changes in reservoirs would be caught but changes in access roads that were not Ministry of Transport Class 1 would not.’⁴ Dams and lochs are not subject to security treatment and would undoubtedly have been shown under special revision terms had they existed when the surveyors were on the ground. Therefore their omission would appear to have been a matter of timing’. Walmesley-White then set out the situation for all the reservoirs listed by the SMC in 1962⁵ showing that the majority of the 1962 missing were, by the end of 1965, marked. The exceptions were the ‘new Reservoirs between Lubreoch and Invermearan’ and ‘the new reservoirs in the area of Glen Lyon’ (i.e. Stronuich, the enlarged Loch Lyon and the enlarged and conjoined Lochs Daimh and Giorra). These all first appear on Sheet 47 A//* published in May 1972, fourteen years after their completion. In a gallant, if rather unconvincing attempt to counter the Bartholomew heresy, the Colonel added: ‘You will be interested to know that sheets of our Quarter-Inch Fifth Series are reprinted every three years with, at least, this special revision’.

It will be interesting to see how quickly the two new hydro schemes at Cuileag (2000-02) south of Ullapool and Morvern (2001-05) near Kingairloch make their map debut. Neither is likely to interfere significantly with pedestrian navigation or to cause the psychological collapse of exhausted novices.



*‘Alas, I am lost’ cried the novice, sinking in despair to the wet ground ...
Expectation (above): sheet 47 A/ (1956) and reality (below): sheet 47 A//* (1972)*

⁴ This ruling does not seem to be applied at all rigorously. Contractors’ access roads were frequently added on special revision, as in the Allt na Lairige case, so too were new Forestry Commission roads and estate stalkers’ tracks.

⁵ The Allt na Lairige reservoir had not been included as the list was restricted to works affecting significant through routes.

The Charles Close Society publications policy

Introduction

The publications policy of the Charles Close Society (CCS) has at all times reflected the ‘publications’ objects included in its constitution (objects *a*, *b*, *c* and *d*). Day to day publications matters are dealt with by the Publications Sub-committee (PSC) on behalf of the Society’s committee. As chairman of the PSC, I have suggested to the Society’s committee that we should consider an updated publications policy and that we should give members the opportunity to contribute to the policy by publishing a draft in *Sheetlines* and inviting comments. I have therefore, set out below an updated (draft) publications policy which has been circulated to the main committee.

Publications objectives

To facilitate the exchange of information and ideas amongst members of the Society and others through the publication of:

- *Sheetlines* – the CCS periodical / journal,
- the annual *Charles Close Society Almanack*,
- books and booklets,
- facsimile reprints of selected maps,
- appropriate material on the CCS website

relating to all aspects of :

- the history and development of the Ordnance Surveys to the present day,
- Ordnance Survey maps / plans and associated cartography / geodesy – all scales, all editions.

The above objectives will be implemented through publication of conventional paper based products and where appropriate digitally based electronic media.

Sheetlines / Almanack

The CCS will continue to:

- publish *Sheetlines* three times each year and an annual supplement (the *Almanack*),
- explore relevant printing and associated developments to ‘improve’ continually the quality of *Sheetlines*,
- encourage CCS members to submit relevant articles and papers for publication in *Sheetlines*.

Finance

The CCS will

- continue to finance the publication of *Sheetlines* and the maintenance of the website through the Society’s general funds,
- continue to finance the publication of other books and other material through the Society’s designated publications funds,
- offer substantial discounts to CCS members on selected CCS publications,
- offer trade discounts,

- maintain separate publications accounts with sufficient balances to allow the costs of two substantial and three ‘booklet’ publications to be met at any one time.

Publications planning

The PSC can have no control over the availability of texts for publication as the supply of both ‘long and short’ texts will always remain the province of the unpaid authors. However, within the constraints of available texts, the PSC will maintain a ‘rolling’ long term publications plan. Within this plan and subject to available funding and other resources, the PSC will endeavour normally to publish one book each year whilst continuing to take advantage of any relevant ‘short term’ publications opportunities that may arise.

Authors

The CCS will continue to encourage authors to submit appropriate / relevant manuscripts for possible publication in line with the following ‘author’ policy:

- authors retain the copyright of their work,
- authors receive no fees,
- authors receive expenses which the PSC has agreed may be incurred, recognising that it is not always possible to determine exact amounts in advance,
- authors receive an agreed number of ‘free’ copies (normally six) of any book published,
- authors receive ‘trade discount’ terms for all copies beyond their agreed ‘free’ allocation,
- the CCS reserves the rights to require editorial modifications to ensure that the CCS publishes nothing that might render the CCS open to possible legal action.

The PSC will also from time to time seek ‘authors’ for publications identified as being of potential interest to both members and the general public.

General

The CCS PSC will continue to:

- review document production technology to recommend changes when appropriate to ensure that CCS publications remain of the highest possible publication standard,
- review publications distribution and sales outlets and recommend ‘changes’ as necessary,
- supply copies of all Society publications to the Copyright Libraries.

The PSC will also, when appropriate consider :

- joint publication opportunities with both individuals and other publishers,
- publications relating to non Ordnance Survey cartographic topics.

The PSC would welcome comments, criticisms, suggestions for change, ideas for publications etc. from members. These should be made by email if possible to dparsons@bcs.org.uk. The PSC look forward to receiving your contributions before formulating a final version of the policy.

*Professor David Parsons,
Chairman, Publications Sub-committee.*

Railways, canals and more

Pat McCarthy

The Charles Close Society and the Railway and Canal Historical Society share the attentions of some 25 members. The two societies are of similar size and there may be other CCS members who would wish to know something of the activities of the RCHS.

The society was founded at a meeting in the Grandmere Hotel, Fishergate Hill, Preston (SD 532290) in September 1954 by six members with two others unable to attend. Fifty years on the building is Preston Muslim Cultural Centre on which there is a plaque commemorating the founding. Installed on the 25th anniversary its continued presence has been assured during recent renovation of the building.

The society caters for all people interested in the study of transport history. Generally membership falls into three groups, professional historians, amateur historians with an enthusiast outlook and professional transportants (mainly elderly railway staff who have a claim to have created some recent history).

A study of railway and canal history cannot be in any sense complete without acknowledging other lines of transport. The 'and more' in the title refers to special interest groups within the society. Currently these are tramways (stone blocks and iron rails rather than electric street), roads and road transport, docks and coastal shipping and most recently pipelines. There is also a group concentrating on the chronology of railways.

In addition to a council and managing committee there are at present five geographical groups: London (Euston), West Midlands (Birmingham), East Midlands (Beeston, Nottingham), North West (Manchester), North East (York) and a less formal group in the Southwest based on Bristol for members in the West Country and South Wales.

The functions covered by *Sheetlines* are divided between the *Journal* published thrice yearly, containing authoritative articles, book reviews, correspondence and an annual bibliography of books and periodicals, and a *Bulletin* sent to members in alternate months containing membership news, notices of meetings, general news and queries (as in *Sheetlines* varying in profundity, triviality and length). Humour(?) is encouraged.

For many years the society maintained a card research index of some 100,000 entries. Though not formally abandoned, its purpose of aiding research has largely been overtaken by the Web. In addition a considerable collection of railway and canal photographs has been assembled. The society has regularly published books, in earlier times in hardback, more recently in more modern and less costly formats. In recent years RCHS has introduced a Transport Book Award to encourage the writing of well researched, interesting and, above all, readable books. The award has attracted a £500 prize and a silver cup.

It is usual for two long weekends each year, one including the AGM, to be organised by the geographical groups. These and forays abroad are occasionally arranged jointly with kindred organisations. Destinations have included Belgium, France, Germany and Ireland.

Several of the groups organise 'local' visits by public transport and on foot. Notably the NW group is out on a monthly basis throughout the year. NE, WM and London have less regular programmes. All the geographical groups have monthly winter meetings.

A new website is in preparation. Meanwhile the Society can be reached through the Secretary, M Searle, 3 West Court, West St., Oxford OX2 0NP, and the Membership Secretary, R J Taylor, 16 Priory Court, Berkhamsted HP4 2PD.

Disconcerting displacements

John Davies

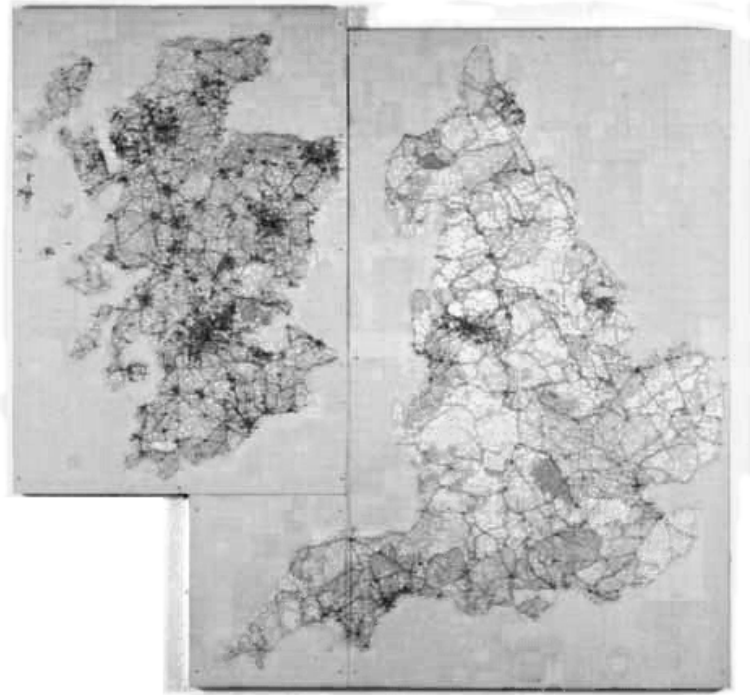
Although art appreciation is not a regular feature of *Sheetlines*, there is an exhibit in the newly-arranged Displacements Gallery at Tate Britain that is of particular interest in the context of our recent series on Soviet mapping of UK.¹ Anyone seeing a Russian map of their home town for the first time is disconcerted by the unfamiliar depiction of familiar places. This operates on two levels; the disturbing surprise of Cyrillic names in a domestic setting and, of course, the dawning realisation of all that this could imply.

Layla Curtis is an artist who works with maps to produce similarly disconcerting effects. In her work *The United Kingdom* she has created what at first glance looks like a large map of Britain. In fact it comprises cuttings from a road atlas re-assembled to form a fictitious whole. So what appears to be the Isle of Wight is actually part of Anglesey, cut to shape and re-located. Similarly London stretches from what looks like the Clyde (here the Severn) to the Forth (actually the Wash). Fort William and Mynydd Preseli are both found in deepest Surrey. Glasgow dominates Merseyside, Edinburgh Humberside and Arran is made up of bits of Fylde. It is artfully done so that roads and coastlines appear continuous and features are uninterrupted.

The effect is disturbing and disorienting. As with the Soviet maps, the apparently familiar becomes threateningly unfamiliar. As the accompanying text says: 'By imposing the detail of one geographic area upon the outline of another, Curtis raises fundamental questions about place and national identity'.

We are used to dealing with real maps of known, unknown and fictional places; we know how to interpret them. We are used to fanciful representations; we enjoy the decorative effect. But Layla Curtis challenges us to ponder the role of the map as a system of orientation.

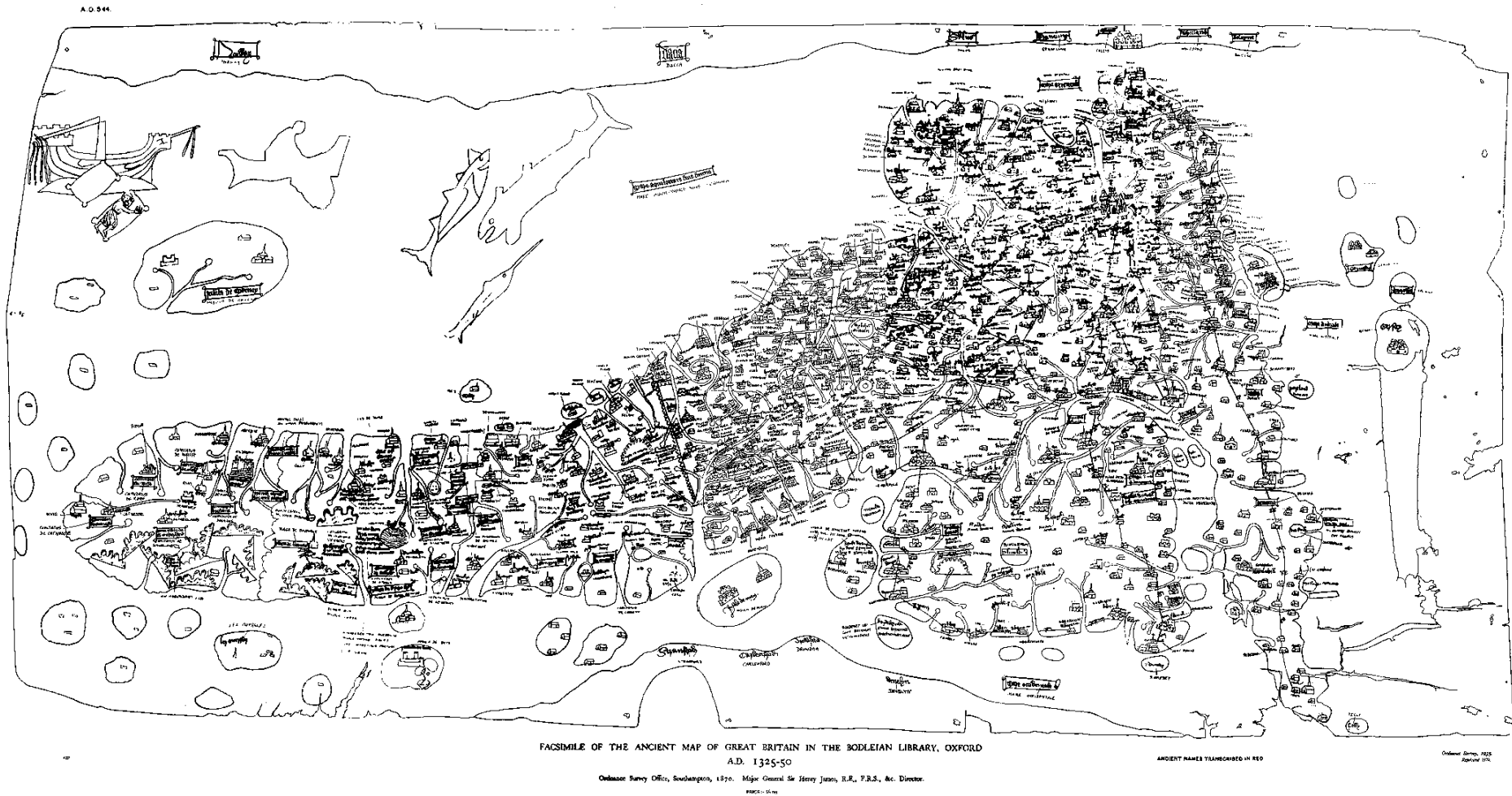
Displacements is in room 28 at Tate Britain and contains several other intriguing or disorienting exhibits such as Simon Patterson's *The Great Bear* (based on the tube map) and Adam Chodzko's *Better Scenery* (connecting Finchley with Arizona).



'The United Kingdom', reproduced by kind permission from the artist's website²

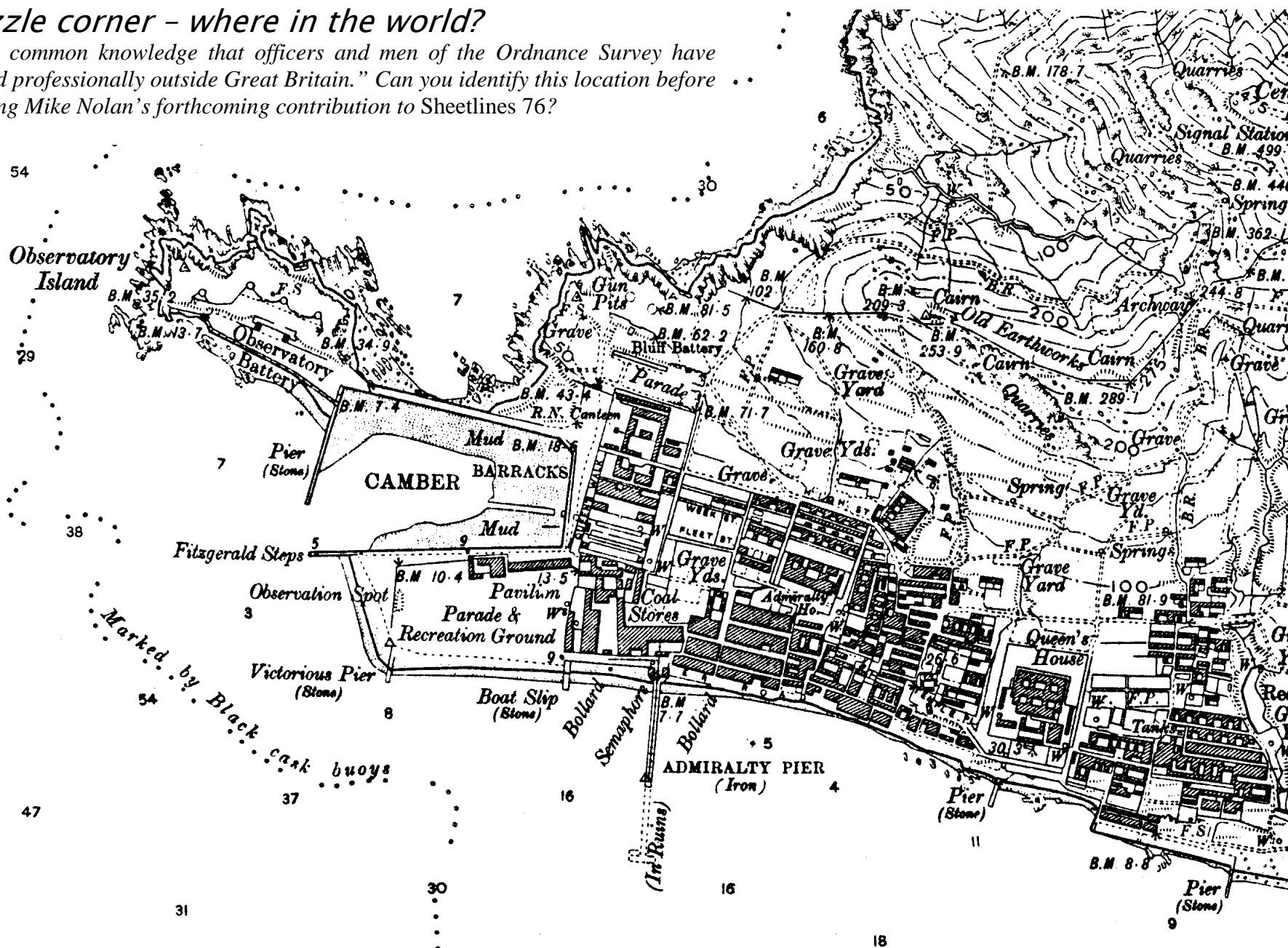
¹ *Sheetlines* 72-74.

² The website www.laylacurtis.com has colour images of this and several related collages.



The editor finds the fourteenth century Gough map equally disconcerting, with its medieval Latin script, distortion of our modern view of the country and orientation (in the original sense of the word) with east at the top. This illustration is taken from Ordnance Survey's 1870 facsimile (reprinted 1970). Any pinholes result from the sheet having lived on the editor's office wall with the interconnections of the South West Universities Computer Network shown thereon by mapping pins and coloured thread.

“It is common knowledge that officers and men of the Ordnance Survey have served professionally outside Great Britain.” Can you identify this location before • • reading Mike Nolan’s forthcoming contribution to Sheetlines 76?



Who, what, which, why, where: the answers

Sheetlines 74 contained a Christmas quiz based on the information in twenty-five years of back numbers. Here are the answers, with appropriate references:

1. Col. Sir Charles Frederick Arden-Close. [*Sheetlines 2, 3*]
2. A curved level fitted to the crossbar of a bicycle. [*Sheetlines 3, 26*]
3. Popular Edition sheet 139, *Sidmouth and Bridport*. [*Sheetlines 7, 13*]
4. The end of 192 years of direct military involvement in OS. [*Sheetlines 10, 9*]
5. Production of Ordnance Survey maps on Place's Waterproof Paper. [*Sheetlines 14, 10*]
6. The Second Series of the half-inch map. [*Sheetlines 16, 7*]
7. The introduction of Bender folding. [*Sheetlines 18, 3*]
8. The pillar stands on the site of his birthplace. [*Sheetlines 21, 22*]
9. The origin at Delamere, Cheshire, of the nationwide Cassini projection. [*Sheetlines 25, 5*]
10. 1:25,000 Second Series, *Pathfinders*. [*Sheetlines 28, 15*]
11. The Ordnance Survey of Ireland and OSNI became formally independent from OSGB. [*Sheetlines 30, 6, 10*]
12. This freed barracks at Southampton for the relocation of OS headquarters from The Tower of London. [*Sheetlines 33, 37*]
13. The centre of England. [*Sheetlines 36, 31*]
14. The Salter's(?) steamer is flying the blue ensign of the Royal Naval Reserve, rather than the expected 'red duster' of the merchant service. [*Sheetlines 40, 3*]
15. The symbols for 'church or chapel' became used more generally for any 'places of worship'. [*Sheetlines 42, 27*]
16. The National Interest Mapping Service Agreement. [*Sheetlines 46, 5*]
17. The first map of the 'General Survey of England and Wales', Mudge's map of Kent. [*Sheetlines 48, 3*]
18. The production by the late Harry Margary of his facsimile volumes of the Old Series. He was the owner of Lympe Castle. [*Sheetlines 53, 3*]
19. Royal Engineers engaged on Ordnance Survey showed that Ben Nevis and not Ben Macdhui was the highest summit in Scotland. [*Sheetlines 54, 6*]
20. Vanessa Lawrence, then 37, was appointed Director General of OSGB and, of course, was the first woman to hold the post. Richard Oliver pointed out that Colby was a year younger when appointed Superintendent of the Ordnance Trigonometrical Survey in 1820. [*Sheetlines 58, 1*]
21. A cannon was originally installed in 1791 to mark the end of the Hounslow Heath baseline. After a period in store during the development of the Airport it was replaced and is still in situ. [*Sheetlines 62, 47*]
22. This device for determining accurate grid references is named after its inventor, Captain Carrol Romer, RE, and has nothing to do with roaming over a map.¹ [*Sheetlines 63, 39*]
23. Having pioneered photo-zincography, OS used the process to publish facsimile reproductions of various works, including the Black Letter Prayer Book. [*Sheetlines 66, 50*]
24. Berwick upon Tweed and the Isle of Man. [*Sheetlines 70, 46*]
25. It is the headquarters of OSNI in Belfast. [*Sheetlines 73, 27*]

¹ As has been pointed out, this question was poor: I eat 'a sandwich', not 'a Sandwich', but I hope you got the idea!

The London County Council's bomb damage maps 1939–1945 – an atlas of London's war damage

Robin Woolven

The sixtieth anniversary of the ending of the Second World War in 2005 was marked by the London Topographical Society, now in its 125th year, with its publication of the London County Council (LCC) bomb damage maps 1939–1945. One of the most frequently consulted map series held at the London Metropolitan Archives,¹ the 110 original sheets of 25 inches to the mile Ordnance Survey maps were hand-coloured, with inks and poster paint, during the Second World War by the LCC Architect's Department to show the degree of damage suffered by (virtually) all properties across the 117 square miles of the administrative county and the City of London. Using damage assessment information collected by district surveyors, the War Damage Section of the Architect's Department created this historic record which the London Topographical Society has published as its annual publication for 2005.² For convenience, the atlas reproduces the maps at a scale of approximately 11.5 inches to the mile, but the high standard of scanning and printing retains the clarity of the original maps so that individual houses, and the damage they suffered, can be easily identified.

Based on the Ordnance Survey 1:2,500 editions of 1916, the OS maps sheets were updated by the LCC,³ generally to around 1940, with local boundary amendments and other details, as new buildings were erected and residential, commercial and industrial developments filled-in former open spaces. The OS base maps thus show London as it was around the opening of the blitz in 1940 and the hand-colouring indicates the severity and extent of the war damage inflicted. Some caution should, however, be exercised regarding damage recorded to some industrial, transport infrastructure and public buildings as these may, for reasons of national security, not have been fully recorded – thus the damage to some main-line railway stations and to the Palace of Westminster may well have been understated when compared with contemporary reports and photographs.

The district surveyors submitted to the LCC large-scale (1:1,056 i.e. 88 feet to the inch) plans or tracings of bomb 'incidents' with the damage assessed in six categories which ranged from total destruction to slight damage, the six degrees of damage being shown by a colour code. Buildings totally destroyed were coloured solid black, those damaged beyond repair were coloured purple and those 'seriously damaged and doubtful if repairable' were dark red.

Buildings 'seriously damaged but repairable at cost' were light red, orange colouring indicated 'non-structural general blast damage' and yellow colouring indicated 'slight damage' i.e. damage in excess of mere broken windows and missing roof tiles and slates. When the V1 flying bomb and the V2 long range rocket campaigns opened, in June and September 1944 respectively, district surveyors were instructed to record the impact point of each missile. These are shown on the maps as circles of specified diameters. Unlike those earlier high explosive (HE) bombs which did not

¹ Part of the Joint Archive Service of the Corporation of London, the LMA is at 40 Northampton Road, EC1R OHB. Tel. 020 7332 3820.

² *The London County Council bomb damage maps 1939–1945*, edited by Ann Saunders with an introduction by Robin Woolven, London Topographical Society, 2005, ISBN 0 902087 51 7. Copies of the atlas may be obtained from the LMA at a cost of £50 plus £20 postage and packing.

³ The LCC published its own updated OS map sheets covering the administrative county at the 25 inches to the mile scale. These were published with the approval of the Ordnance Survey on the condition that the LCC ensured that their prices did not undercut those of the OS.

damage property, V weapons which fell in the parks and squares and even in the River Thames were recorded. War damage information so plotted was thus cumulative and some buildings were damaged many times, so, as the maps were maintained until the end of the German offensives in March 1945, they show the damage situation at the end of the war. The maps therefore do not show when properties were damaged or which bombs or missiles caused that damage, as many buildings suffered multiple hits. So, although a V1 or V2 missile may be shown as having impacted on or near a damaged property, it may have been destroyed or damaged up to four years earlier in the main blitz of 1940-41.

A final addition to the maps was the designation, by the Architect's Department, of a number of 'clearance areas' coloured light blue/green. These were areas of generally old working class housing which required replacement before the war and, now war damaged, were judged suitable for post-war redevelopment.

The wartime destruction and damage to London's housing stock was seen by the LCC as an opportunity for the rebuilding of parts of London and, in January 1941, four months before the end of the 'big blitz', Lord Reith, the Minister of Works and Buildings, started a series of meetings between the City of London, the LCC and the relevant ministries to consider postwar reconstruction. The bomb damage maps were immediately used by the town planners, not the least of whom was Mr J H Forshaw, promoted to be the LCC architect and chief planner of the county in July 1941. With Sir Patrick Abercrombie, Forshaw prepared the famous *County of London plan* which was published in July 1943 but his staff continued to update the bomb damage maps through to the end of the war. The value to the planners and administrators of such a 'map of London to be kept up to date showing all bombed and partially destroyed buildings' was immense and Mr (later Sir) George Pepler, the chief town planning inspector of the Ministry of Health, recorded that when, in May 1941, he was invited to County Hall for an informal initial meeting with Forshaw and Abercrombie, he was impressed 'that they had a good deal of material ready including surface utilisation and bomb maps, kept up to date'.⁴

It should be emphasised that the maps do not show 'where the bombs fell' as that type of map was generally kept by Civil Defence authorities who recorded the position of all bombs that fell locally so that buildings were properly searched for survivors and unexploded bombs dealt with.

Such maps for heavily bombed Birmingham and Plymouth look as if the cities had suffered an attack of measles as the plots are covered with red and black 'spots' while, in London, the most detailed of such surviving maps are the three large sections of the *Map record of incidents in the City of Westminster 1940-1945*.⁵ These three sheets, again at the 1:2,500 scale, show the impact points across Westminster of HE bombs, V1 and V2 weapons and anti-aircraft shells with each item having been allocated a number, the size of the bomb being indicated according to the key. Even unexploded weapons are recorded. But 'where the bombs fell' maps do not show the severity of damage inflicted, whereas the recently published LCC maps do so, and for the whole of the administrative county and the City of London. Predictably the City of London compiled its own set of bomb damage maps at 1:2,500 scale,⁶ by using nine City firms of architects for the task and using a different colour scheme than that used by the LCC – but the LCC maps do cover the City. Fortunately the County of Middlesex also drew up its own 1:2,500 scale bomb damage maps for the county but they used only three degrees of damage severity.⁷

⁴ TNA HLG79/360 - *The County of London plan*. Memo by Mr G L Pepler, 23 May 1941.

⁵ *Map record of incidents in the City of Westminster 1940-1945*, in the City of Westminster archives centre.

⁶ More than 60 sheets are held in the City of London Record Office and two 1:2,500 sheets held in the Guildhall Library.

⁷ Some 66 sheets of bomb damage maps covering the County of Middlesex are held at the LMA.

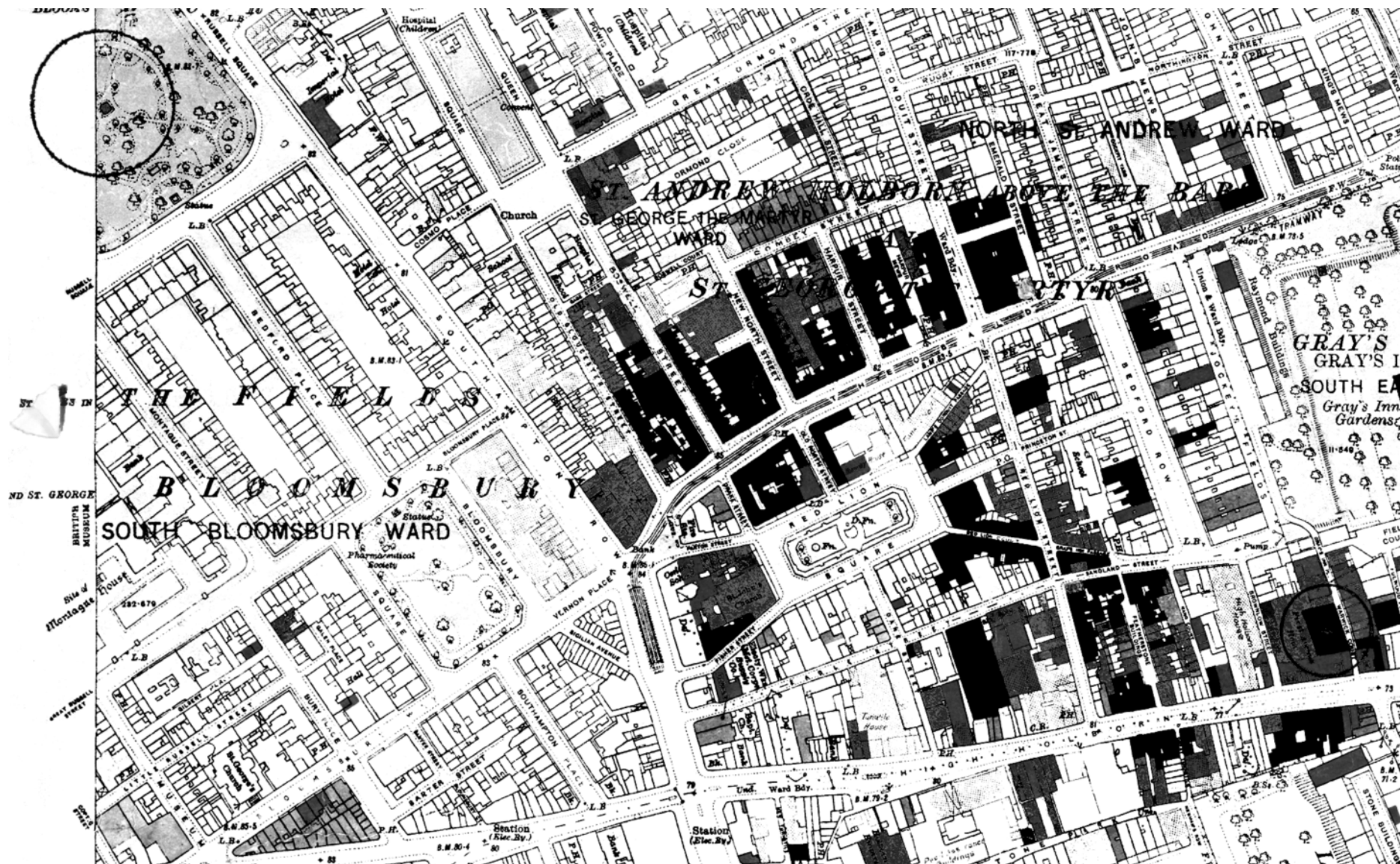


Figure 1: The line of totally destroyed buildings on the north side of Theobalds Road and around Red Lion Square, Holborn stand in contrast to the many local streets which escaped damage. A V1 flying bomb is shown in the centre of Russell Square (top left corner) while the smaller circle on the lower right hand edge is a V2 rocket on the north side of High Holborn.



Figure 2: The iconic St Paul's Cathedral stands only slightly damaged but surrounded by destruction and serious damage in the City of London. The three large circles, top right hand corner, top right quadrant and centre left side, are V1 flying bomb incidents while the smaller circle, top left above the Central Markets, is the V2 long range rocket which hit Smithfield meat market.



Figure 3: South-east London also suffered much damage. The railway lines into the Bricklayers Arms depot show no damage but the LCC Architect would not have recorded mere high explosive bombs which did not damage properties. However, V1 flying bombs are shown in the top right and bottom left corners. The railway line across the top right corner shows a pair of V2 rocket impacts (the intersecting smaller circles).

So the London County Council was certainly not the only local authority that accurately recorded the severity of bomb damage suffered, however the depth of detail of the information plotted, and the fact that the whole of the LCC's 117 square miles is covered, make these bomb damage maps a fascinating and unique record. The three map details reproduced in this article have been selected to show the range of information conveyed by the hand-coloured originals but no attempt is here made to further describe the damage as local historians are better placed to comment on whether some of the damaged buildings were in fact demolished or the designated redevelopment areas cleared and rebuilt in the post-war building programme. The original sheets in the LMA are frequently consulted by local historians as well as architects and engineers seeking information on bomb damage suffered in a neighbourhood but the publication of the atlas by the London Topographical Society will allow a wider audience to discover just why a post-war building now stands in a Georgian or Victorian terrace. One reader recently discovered just why his grandmother in Greenwich had moved house in 1944 – the relevant map shows a flying bomb hit the family home!

Uncle Joe goes worldwide

John Davies

At the same time as *Sheetlines 74* was published, the series of stories about Soviet military mapping that had appeared in recent editions¹ was posted on the Internet.² The response has been most rewarding. Not only have the articles been extensively downloaded by readers around the world but valuable new information has been offered and new avenues of research opened up.

In the first three months over 30,000 visitors have viewed the Soviet section of the website. The articles were posted as images of the *Sheetlines* pages (known as PDF files) and about 11,000 copies have been downloaded of some or all of the articles.

The global reach is surprising. The visits have originated in at least ninety countries. Although every visit is logged, it is actually only possible to identify the country of origin of about 30% of visitors, so the true number of countries may be higher. Of the identifiable visitors, 25% are from Russian Federation and 15% from UK.

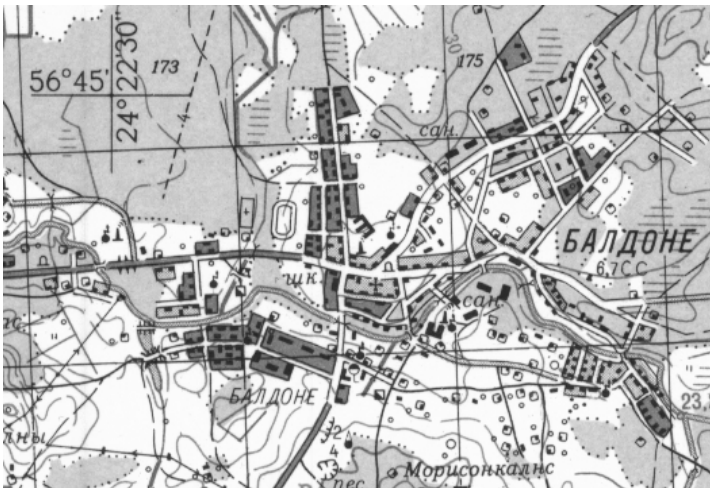
So how did all these far-flung surfers discover the site? The answer lies in the power of the 'bloggers', those who run web logs and pass on tips about 'cool new stuff'. Soon after the articles were posted a blogger in Canada mentioned them and quickly the word spread. Soon, several sites serving the interests of academic, cartographic, geographic and military history communities picked up the story and provided links for their readers to access the site. From time to time 'spikes' appear in the log where a rush of visitors has followed the appearance of a new link.

The most interesting feedback has come from the response from a Russian collector, a member of a group which has acquired and catalogued many thousands of Soviet maps and their successors.

¹ 'Uncle Joe knew where you lived', *Sheetlines 72, 73*; 'Soviet military mapping', *Sheetlines 74*.

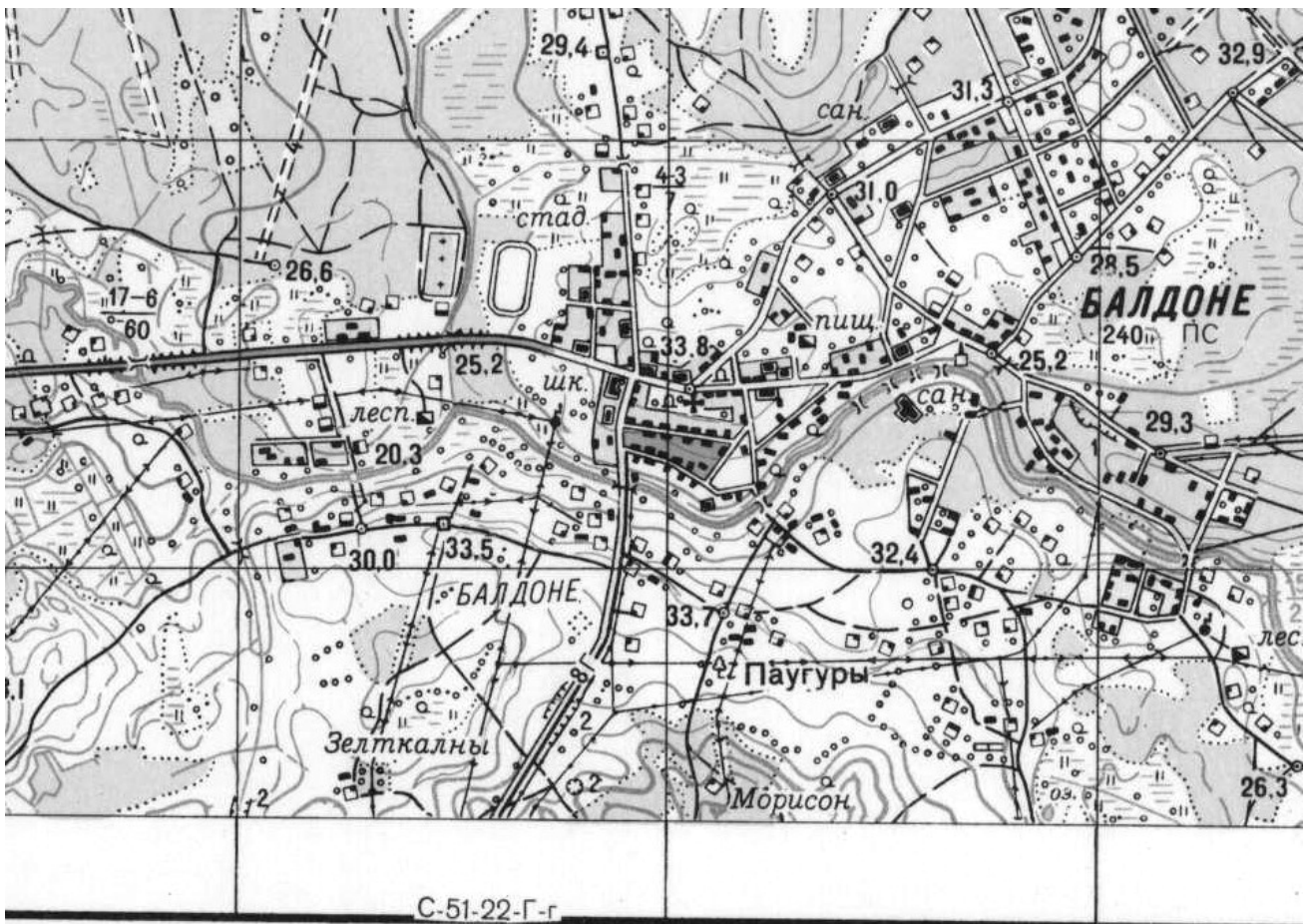
² at www.Jomidav.com

From this dialogue has come the discovery that at least two previously unrecorded map series were produced. One is a short-lived series at the scale of 1:300,000 produced in the 1940s and 50s. The other is a series of maps produced in 1970s and 80s based on a different projection and having completely different sheet lines and reference system and lacking any co-ordinates. This is the so-called 1963 series, presumably created for training purposes to conceal actual world locations. Plenty of scope here for further research!



Soviet military maps of Baldone, Latvia.

Left is part of 1:50,000 sheet dated 1983, on the standard 1942 projection, with grid lines and sheet numbering scheme conforming to the worldwide UTM reference system (in this case, grid square O-35). Below is part of 1:25,000 sheet, dated 1968 to the 1963 projection. The grid lines and sheet reference (C-51) are different and, as can be seen at the margins, the map lacks any identifying grid numbers or latitude/longitude indications. Both have 1 km grid squares.



Book review

Brewer's Britain & Ireland, the history, culture, folklore and etymology of 7,500 places in these islands, John Ayto and Ian Crofton, London: Weidenfeld and Nicholson, 2005, ISBN 0 304 35385 X, hardback, 1,267 pages, £30.00.

What do you know of Greendale and Nutwood, the Stiletto in the Ghetto and Stab City, Bath buns and Bristol Cities? The answers to these and thousands more questions you never knew to ask are to be found in this glorious volume. Here is a book not just to consult, but to revel in.

John Ayto and Ian Crofton have compiled a massive collection of place names, real and fictional, and tell some wonderful stories about them. The inspiration is the venerable Brewer's *Dictionary of phrase and fable* (of which John Ayto is editor of the forthcoming seventeenth edition) and the authors have applied the same approach to cataloguing and describing thousands of British and Irish place names.

The sub-title accurately defines the scope of the entries. From A1 to Zetland via Celtic Tiger and Central Lancashire New Town, Fastnet Rock and Muckle Flugga, Pennycomequick and Penny Lane, Thankful Villages and Theatreland, the entries generally follow a standard pattern. First the etymology of the name (an account of the history and original meaning); then a description of the place and its topography, history and architecture; next any nicknames applied to the place (Tinopolis for Llanelli) or its inhabitants (Ladbroke Groovers for the 'trendier denizens of Notting Hill'). Important local events and legends come next, followed by well-known people having local connections and then any quotations, songs and literature the place has inspired. Lastly come foreign places or events sharing the name or connected with it (Dumbarton Oaks Conference). A rich mix indeed and one that constantly throws up pleasures and surprises: The Thrilla in Rhyla, for example, or the Rhubarb Triangle, or the difference between a Forfar bridie and a Forfar bridle. Open the book at random and find, for example, under Mavis Enderby (a village in Lincolnshire), an anecdote about John Betjeman encountering a road sign 'To Mavis Enderby and Old Bolinbroke' on which someone had scrawled 'the gift of a son'.

As well as the twelve hundred pages of the dictionary, the book contains an introduction by Dr Paul Cavill describing how different types of place name have evolved (earliest, Celtic, Old English, Scandinavian, Norman and modern), three appendices, four pages of maps and a glossary of place name elements.

If anything, there's almost too much information; more than you need to know. Under Abbey Road we not only learn that the Beatles recorded the eponymous album there, but that its cover photograph, including a shoeless Paul McCartney on a zebra crossing, gave rise to rumours that McCartney was dead because 'The Abbey Road Ghost', a spectral white-clad female figure, was said to have been observed opening and closing a pair of fire doors inside the studios.

As for Greendale, 'here the lovably bumbling Postman Pat drives his red van, accompanied by his faithful cat Jess, as he attempts (usually with difficulty) to deliver mail to the likes of Reverend Timms, Granny Dryden and the local handyman Ted Glen. Nutwood is where 'Rupert Bear (1920-)' lives; the Stiletto in the Ghetto is the Millennium Spire in Dublin, Stab City is Limerick and Bath buns and Bristol Cities, I leave to your imagination.

John Davies

Letters

On reading 'Kerry musings'

When *Sheetlines* comes through the letterbox I habitually turn to 'Kerry Musings'. They are usually refreshingly novel showing how much David Archer notices.

How natural that Ellis Martin would have used a local scene from Southampton for the industrial riverside in the bottom panel of the one-inch Land Utilisation map covers. David finds the extended panels on the covers of the county reports fail to reflect anything. They are certainly redrawn more heavy-handedly with an older ploughman and now a shepherd. An incongruous garden suburb lies cheek by jowl with the industrial quarter threatened now by a biplane. The white 'EM' has been eliminated. The revision is thought to be by Elsa Stamp, the geographer wife of L Dudley Stamp.

John Paddy Browne mentions that R V Tooley encouraged him when he encountered his early work on OS map covers. Perhaps the publication was delayed until the celebration of the OS bicentenary as much as by the asymptotic search for completeness.

Chris Board

I was surprised that David Archer's imaginative suggestion¹ to use the Publications Fund to promote interesting maps did not attract a welter of supporting letters. Well here comes one, and I am sure I can't be alone in thinking its a terrific idea; carefully argued, eminently practical and with good sales potential.

Don't let's argue about which maps should be on the top of the pops list, let's take his top ten and get going!

David Fielding

Blanket coverage

Gerry Jarvis captured a better bargain than I did at £1.50 for his new single duvet cover displaying a map of the British Isles. I had to pay £3.00 for a used version!

However it has now been converted from a single to a king sized version by the use of scissors, sewing machine and the addition of a plain white sheet. I managed to notice the problem that Gerry mentioned of viewing the map upside down from the North of Scotland when in bed and took the opportunity during the reconstruction to resolve this. We now have our respective chins between Bodmin and Plymouth, and Brighton and Eastbourne, and have a fine view up the whole of the British Isles to our toes at the Outer Hebrides and the inset for the Orkneys.

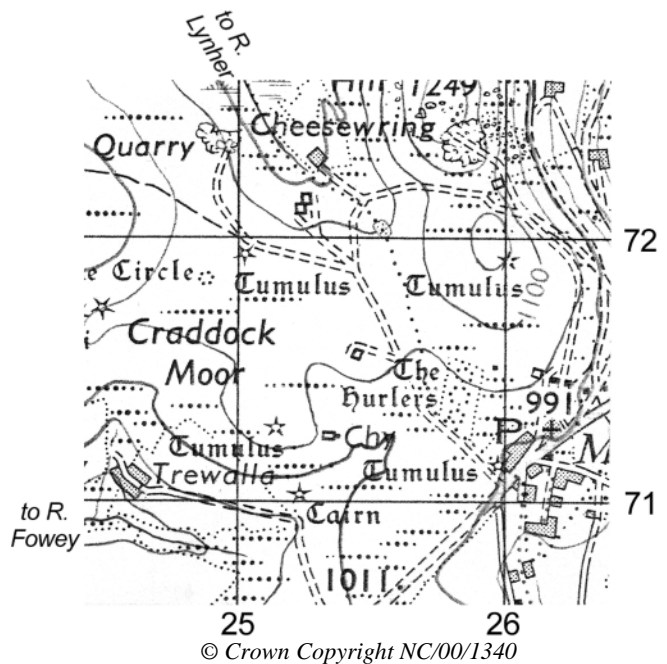
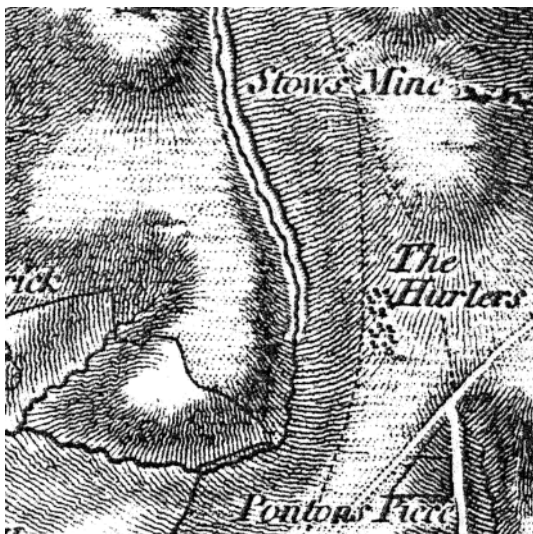
Philippa J Corrie

¹ *Sheetlines* 73,56.

Not in them thar hills!

I regret to report that the Liskeard and Caradon Railway Act, 1882,² mentioned in Don Clayton's letter³ does not contain more details of his gold diggings: railway no. 6 is simply described as 'terminating in the parish of St. Cleer at or near the stone quarry known as Gold Diggings Quarry'. The plan, showing the lands through which the proposed railways were intended to be made, and the associated book of reference, were 'deposited with the clerk of the peace for the county of Cornwall', and should be in the County Record Office as well as in the House of Lords Record Office. These may, just possibly, reveal some further information. The three earlier Acts dealing with this railway, in 1843, 1847 and 1860, do not seem to help.

The 1809 OS map does not show any quarry near SX 249723. Incidentally, its topography is not particularly reliable hereabouts: on modern maps the Withey Brook has its source immediately ESE of the quarry and thence flows NNW; to the south it is separated from the headwaters of the Fowey by an interfluvium, NW of The Hurlers, which rises nearly 100 feet above the source of the Withey Brook (if one ignores the tiny pond on the parish boundary and astride the 1050 ft contour). On the 1809 map something like a gorge cuts through this interfluvium, so that the brook flows both NNW (ultimately to the Lynher) and SW to the Fowey.



One-inch Old Series sheet 25 (1809) and Seventh Series sheet 186 edition C (1972), enlarged to c. 1:45,000.

This 1809 'gorge' did have some basis on the ground, however. The 1:25,000 1997 *Explorer* sheet 109 shows a 500m-long feature, indicated by slope hachures, along the parish boundary between the 320m (1,050 ft) contours on either side of the interfluvium, as if someone had started to dig a canal, or rather had been following a mineral vein.

Richard T Porter

² 45 & 46 Vict. cxi.

³ Sheetlines 74, 52.

The ‘bible’ of Cornish mining (*The metalliferous mining region of South-West England*, HMSO, 1956) confirms that there are no mineral lodes, and consequently no mines, anywhere near the ‘Gold Mine’ shown on Old Series one-inch sheet 25.⁴ The only mine close to this location was a small lead mine, West Mary Ann, about 1.1m SE of ‘Gold Mine’, and just east of ‘Popes Mill’ shown on the extract in *Sheetlines* 73, 52.

I note there is no reference to ‘Gold Mine’ on the 1888-1891 County Series sheet, available on www.old-maps.co.uk.

Roger Taylor

Off the rails – again

With reference to the article by Richard Dean,⁵ it is interesting that beside the over road bridge and the under bridge for the stream (which would have to be there whatever route the railway took) there are three other under bridges shown on the loop route. Now presumably the OS reviser did not think, when drawing the map, ‘that looks a likely place for an under bridge, let’s put one there’? He must have had a reason for doing what he did? Was he perhaps working from an original survey by the railway surveyor which was changed?

Did they then have second thoughts on the route either because of problems with a landowner, or because the ‘direct route’ offered a better/larger site for what became Stafford Common Station?

There would appear to be a hillock at the east end of the ‘direct’ route. Now no railway builder would take his line through the middle of a hillock when by going on a slight division he could avoid the earthworks involved, unless he wanted the contents of the hillock for his cut and fill requirements?

A most interesting discovery and much food for thought!

Martin Lee

Ellipsoid • Elipsoide • Ellipse • Ellipse • Elisse: GRS 80
 Projektion • Proyección • Projection • Proiezione: U.T.M
 Datum • Datum • Datum • Date • Data: REGCAN 95

The datum REGCAN 95 is the new Geodetic Reference System for the Canary Archipelago with the following parameters:
 • Origin: geocenter
 • Fundamental point: MASPALOMAS (Gran Canaria) with coordinates ITRS94 epoch 94.9.
 • Associate ellipsoide: GRS80

Since REGCAN95 is not offered by most GPS devices use of WGS84 is recommended as datum.

Having dispatched Sheetlines 74 to the printers, I departed for a week of much needed sunshine, clutching my AA 1:50,000 Island Map of Gran Canaria. It is actually quite a good map, which on opening is revealed as a typical product of the Austrian firm Kompass, without any indication of revision or printing date.

I was impressed by the apparent care taken to allow for recent continental drift (see note above), but would have been more impressed if it had actually shown the new motorway extension to Puerto Rico. – CJH

⁴ *Sheetlines* 73, 52 and 74, 52.

⁵ *Sheetlines* 74, 33.

New maps

Jon Risby

This list covers small scale maps published between 7 November 2005 and 6 March 2006. 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 November 2005 and March 2006.

OSGB maps

New editions noted ¹ in column 6 are 'Reprinted with minor change'

New editions noted ² in column 6 are 'Revised for selected change'

New editions noted ³ in column 6 are 'Revised with selected change'

New editions noted ⁴ in column 5 are 'Revised for significant change'

New editions noted ⁵ 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

11	Thurso & Dunbeath	<u>C1</u>	2005	1998	2005 ¹	09/06/05
33	Loch Alsh, Glen Shiel & Loch Hourn	<u>C1</u>	2005	1997	2005 ¹	12/10/05
39	Rum, Eigg & Muck	<u>B1</u>	2005	1996/97	2005 ¹	08/11/05
63	Firth of Clyde, Greenock & Rothesay	B1	2005	1999	2005 ¹	19/05/05
70	Ayr, Kilmarnock & Troon	B1	2004	1997	2004 ¹	16/11/04
74	Kelso, Coldstream, Jedburgh & Duns	<u>C</u>	2005	2002	2005 ¹	27/01/06
76	Girvan, Ballantrae & Barrhill	<u>C2</u>	2005	2000	2005 ¹	22/06/05
86	Haltwhistle, Bampton, Bewcastle & Alston	<i>D</i>	2005	2002	2005 ¹	17/11/05
89	West Cumbria, Cockermouth & Wast Water	C2	2005	2005 ²	2005 ¹	25/01/06
92	Barnard Castle and Richmond	C1	2005	2000/01	2005 ²	24/10/05
94	Whitby, Esk Dale & Robin Hood's Bay	C3	2005	1995/6	2005 ²	10/10/05
101	Scarborough, Bridlington & Filey	D2	2006	2000	2005 ²	13/02/06
114	Anglesey	B4	2005	1997	2005 ²	26/09/05
117	Chester & Wrexham, Ellesmere Port	D1	2005	2001	2005 ²	05/12/05
118	Stoke-on-Trent & Macclesfield	C4	2006	1998	2005 ²	30/01/06
137	Church Stretton & Ludlow, Wenlock Edge	B2	2005	1998	2005 ²	19/12/05
139	Birmingham & Wolverhampton	C4	2006	1995-97	2005 ²	30/01/06
140	Leicester, Coventry & Rugby	C2	2006	1999/2000	2005 ²	23/01/06
152	Northampton & Milton Keynes, Buckingham & Daventry	D2	2006	1999	2005 ²	13/02/06
161	The Black Mountains	B2	2006	1997	2005 ²	13/02/06
162	Gloucester & Forest of Dean	C2	2006	1997	2006 ²	13/02/06
163	Cheltenham & Cirencester, Stow-on-the-Wold	C2	2006	1999	2005 ²	13/02/06
171	Cardiff, Newport & Pontypool	C2	2006	1997	2005 ²	31/10/05
172	Bristol & Bath, Thornbury & Chew Magna	C3	2006	1997	2006 ²	27/02/06
176	West London, Rickmansworth & Staines	<i>D3</i>	2005	1996-98	2005 ¹	04/11/05
201	Plymouth, Launceston, Tavistock & Looe	D	2005	2002	2005 ¹	20/10/05

Explorer – new editions

OL1	The Peak District, Dark Peak area	A2	2006	2002	2005 ²	16/01/06
OL6	The English Lakes – South Western area	<u>A1</u>	2005	-	2005 ¹	15/12/05
OL17	Snowdon	A1	2006	2002	2006 ¹	24/01/06
OL24	The Peak District, White Peak area	A2	2005	-	2005 ²	21/11/05
OL27	North York Moors – Eastern area	<u>A1</u>	2006	-	2006 ¹	17/01/06
OL30	Yorkshire Dales – North & Central	A1	2005	-	2005 ¹	30/11/05
OL43	Hadrian's Wall	A1	2006	-	2006 ¹	10/01/06
159	Reading, Wokingham & Pangbourne	A2	2006	1998	2005 ²	16/01/06
160	Windsor, Weybridge & Bracknell	A2	2005	-	2005 ²	21/11/05
161	London South	A3	2006	1998	2005 ²	13/02/06
162	Greenwich & Gravesend	A2	2006	1998	2005 ²	13/02/06
163	Gravesend & Rochester	B2	2006	2003	2005 ²	13/02/06
167	Thornbury, Dursley & Yate	A1	2006	1998	2005 ²	16/01/06
168	Stroud, Tetbury & Malmesbury	A1	2006	1998	2005 ²	16/01/06
169	Cirencester & Swindon	A1	2006	1998	2005 ²	16/01/06
170	Abingdon, Wantage & Vale of White Horse	A1	2006	1998	2005 ²	16/01/06
171	Chiltern Hills West, Henley-on-Thames & Wallingford	A1	2006	1999	2005 ²	16/01/06
172	Chiltern Hills East	A1	2005	1998 ⁴	2005 ²	21/11/05
173	London North	A2	2006	1998	2005 ²	13/02/06
175	Southend-on-Sea & Basildon	A1	2006	1999	2005 ²	13/02/06
176	Blackwater Estuary	A1	2006	1998	2005 ²	13/02/06
179	Gloucester, Cheltenham & Stroud	A1	2005	1998 ⁴	2005 ²	21/11/05
180	Oxford, Witney & Woodstock	A1	2006	1998	2005 ²	13/02/06
181	Chiltern Hills North	B1	2006	1998	2005 ²	13/02/06
182	St Albans & Hatfield	A1	2006	1998	2005 ²	13/02/06
183	Chelmsford & The Rodings	A1	2006	1998	2005 ²	13/02/06
189	Hereford & Ross-on-Wye	A1	2005	1998 ⁴	2005 ²	21/11/05
190	Malvern Hills & Bredon Hill	A2	2005	1996 ⁴	2005 ²	21/11/05
191	Banbury, Bicester & Chipping Norton	A1	2006	1999	2005 ²	13/02/06
192	Buckingham & Milton Keynes	A1	2006	1998	2005 ²	13/02/06
193	Luton & Stevenage, Hitchin & Ampthill	A1	2006	2004	2005 ²	13/02/06
194	Hertford & Bishop's Stortford	A1	2006	1998	2005 ²	13/02/06
201	Knighton & Presteigne	A2	2006	1999	2005 ²	16/01/06
202	Leominster & Bromyard	A1	2006	1998	2005 ²	16/01/06
203	Ludlow, Tenbury Wells & Cleobury Mortimer	A1	2006	1998	2005 ²	16/01/06
204	Worcester & Droitwich Spa	A1	2006	1999	2005 ²	13/02/06
205	Stratford-upon-Avon & Evesham	A1	2006	1998	2005 ²	13/02/06
206	Edge Hill & Fenny Compton	A1	2006	2000	2005 ²	13/02/06
207	Newport Pagnell & Northampton South	A1	2006	1999	2005 ²	13/02/06
208	Bedford & St Neots, Sandy & Biggleswade	A1	2006	1999	2005 ²	13/02/06
209	Cambridge, Royston, Duxford & Linton	A1	2006	1999	2005 ²	13/02/06
217	The Long Mynd & Wenlock Edge	A1	2006	1999	2005 ²	16/01/06
218	Kidderminster & Wyre Forest	A1	2006	1999	2005 ²	13/02/06
219	Wolverhampton & Dudley, Stourbridge & Kidderminster	A1	2006	1999	2005 ²	13/02/06
220	Birmingham, Walsall, Solihull & Redditch	A1	2006	1999	2005 ²	13/02/06
221	Coventry & Warwick, Royal Leamington Spa & Kenilworth	A1	2006	1998	2005 ²	16/01/06
222	Rugby & Daventry, Southam & Lutterworth	A1	2006	1998	2005 ²	16/01/06
223	Northampton & Market Harborough, Brixworth & Pitsford Water	A1	2006	1998	2005 ²	16/01/06
224	Corby, Kettering & Wellingborough	A1	2006	1998	2005 ²	16/01/06
225	Huntingdon & St Ives, Graffham Water	A1	2006	1998	2005 ²	13/02/06
232	Nuneaton & Tamworth, Lichfield & Atherstone	A1	2006	1998	2005 ²	16/01/06
241	Shrewsbury, Wem Shawbury & Baschurch	A1	2005	1999 ⁴	2005 ²	21/11/05

242	Telford, Ironbridge & The Wrekin	A1	2005	2000 ⁴	2005 ²	21/11/05
243	Market Drayton, Loggerheads & Eccleshall	A1	2005	2000 ⁴	2005 ²	21/11/05
245	The National Forest	A2	2005	2000 ⁴	2005 ²	21/11/05
257	Crewe & Nantwich, Whitchurch & Tattenhall	A1	2005	1999 ⁴	2005 ²	21/11/05
258	Stoke-on-Trent & Newcastle-under-Lyme	A1	2005	1999 ⁴	2005 ²	21/11/05
266	Wirral and Chester	A	2005	-	2005 ¹	06/12/05
268	Wilmslow, Macclesfield & Congleton	A1	2005	2004 ⁴	2005 ²	21/11/05
269	Chesterfield & Alfreton	A1	2005	1999 ⁴	2005 ²	21/11/05
278	Sheffield & Barnsley, Rotherham	A1	2006	2000	2005 ²	13/02/06
279	Doncaster, Conisborough, Maltby & Thorne	A1	2006	2000	2005 ²	13/02/06
280	Isle of Axholme, Scunthorpe & Gainsborough	A1	2006	1998	2005 ²	13/02/06
281	Ancholme Valley	A1	2006	1998	2005 ²	13/02/06
288	Bradford & Huddersfield, East Calderdale	A2	2006	1998	2005 ²	16/01/06
297	Lower Wharfedale & Washburn Valley	B2	2006	2003	2005 ²	16/01/06
300	Howardian Hills & Malton	A1	2006	2000	2005 ²	16/01/06
301	Scarborough, Bridlington & Flamborough Head	A1	2006	1998	2005 ²	16/01/06

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

Travel Maps, Tour series – new editions

8	The Cotswolds & Gloucestershire	B	2005	-	2005 ⁵	19/12/05
20	Norfolk	B	2006	-	2005 ⁵	06/02/06
21	Suffolk	B	2005	-	2005 ⁵	19/12/05
22	Wiltshire	B	2006	-	2005 ⁵	30/01/06

Irish maps

Discoverer maps – new editions

9	Larne	D edition	February 2006
13	The Sperrins	D edition	February 2006
15	Belfast	D edition	February 2006

Discovery maps – new editions

1	Donegal (NW)	third edition	31/01/06
2	Donegal (North Central)	third edition	31/01/06
3	Donegal (NE), Derry	third edition	31/01/06
6	Donegal (Central), Tyrone	third edition	09/02/06
11	Donegal (South)	third edition	31/01/06
16	Donegal, Fermanagh, Leitrim, Sligo	third edition	09/02/06
23	Mayo	third edition	14/02/06
84	Cork, Kerry	third edition	Dec 2005
88	Cork	third edition	31/01/06

1:25,000 Irish maps

The Mournes (water resistant paper)

December 2005

Forthcoming OSGB maps

The following maps have been announced for publication.

Landranger – new editions

164	Oxford, Chipping Norton & Bicester	D1	06/03/06
119	Buxton, Matlock, Bakewell & Dove Dale	C3	27/03/06
175	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
173	Swindon, Devizes, Marlborough & Trowbridge	D1	24/04/06
168	Colchester, Halstead & Haldon	C2	29/05/06
169	Ipswich, The Naze & Clacton-on-Sea	C2	29/05/06
165	Aylesbury, Leighton Buzzard, Thame & Berkhamsted	D1	05/06/06
166	Luton, Hertford, Hitchin & St Albans	C3	05/06/06
154	Cambridge, Newmarket & Saffron Walden	D1	19/06/06
155	Bury St Edmunds, Sudbury & Stowmarket	D2	19/06/06
142	Peterborough, Market Deeping & Chatteris	D1	26/06/06
144	Thetford, Diss, Breckland & Wymondham	B2	26/06/06
125	Bala & Lake Vyrnwy, Berwyn	C2	28/08/06
130	Gratham, Sleaford & Bourne	C2	28/08/06
133	North East Norfolk, Cromer & Wroxham	D1	28/08/06
134	Norwich & The Broads, Great Yarmouth	D1	28/08/06
164	Oxford, Chipping Norton & Bicester	D1	06/03/06

Explorer – new editions

229	Thetford Forest in the Brecks, Thetford & Brandon	A1	13/03/06
234	Rutland Water, Stamford & Oakham	A2	13/03/06
260	Nottingham, Vale of Belvoir	A1	13/03/06
270	Sherwood Forest	A2	13/03/06
184	Colchester, Harwich & Clacton-on-Sea	A1	03/04/06
195	Braintree & Saffron Walden	A1	03/04/06
196	Sudbury, Hadleigh & Dedham Vale	A1	03/04/06
197	Ipswich, Felixstowe & Harwich	A1	03/04/06
210	Newmarket & Haverhill, Barrow, Clare & Kedington	A1	03/04/06
211	Bury St Edmunds & Stowmarket	A1	03/04/06
212	Woodbridge & Saxmundham	A1	03/04/06
226	Ely & Newmarket, Mildenhall & Soham	A1	03/04/06
227	Peterborough, March, Whittlesey, Chatteris & Oundle	A1	03/04/06
228	March & Ely, Chatteris & Littleport	A1	03/04/06
230	Diss & Harleston, East Harling & Stanton	A1	03/04/06
231	Southwold & Bungay, Halesworth & Kessingland	A1	03/04/06
235	Wisbech & Peterborough North, Market Deeping & Crowland	A1	03/04/06
236	King's Lynn, Downham Market & Swaffham	A1	03/04/06
237	Norwich, Wymondham, Attleborough & Watton	A1	03/04/06
238	East Dereham & Aylsham, Castle Acre & Reepham	A1	03/04/06
247	Grantham	A1	03/04/06
248	Bourne & Heckington	A1	03/04/06
249	Spalding & Holbeach	A1	03/04/06
250	Norfolk Coast West	A2	03/04/06
251	Norfolk Coast Central	A2	03/04/06
252	Norfolk Coast East	A2	03/04/06

261	Boston	A1	03/04/06
271	Newark-on-Trent	A1	03/04/06
272	Lincoln	A1	03/04/06
273	Lincolnshire Wolds South	A1	03/04/06
274	Skegness, Alford & Spilsby	A1	03/04/06
282	Lincolnshire Wolds North	A1	03/04/06
283	Louth & Mablethorpe	A1	03/04/06
284	Grimsby, Cleethorpes & Immingham	A1	03/04/06
289	Leeds, Harrogate, Wetherby & Pontefract	A1	03/04/06
290	York, Selby & Tadcaster	A1	03/04/06
291	Goole & Gilberdyke	A1	03/04/06
292	Withernsea & Spurn Head	A1	03/04/06
293	Kingston upon Hull & Beverley	A1	03/04/06
294	Market Weighton & Yorkshire Wolds Central	A1	03/04/06
295	Bridlington, Driffield & Hornsea	A1	03/04/06

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>.

Explorer Map - Active – new product

These were all to be published on 13 March. For a little more information see page 5.

1	The Peak District – Dark Peak area (A2)	35	North Pembrokeshire (A1)
2	Yorkshire Dales – Southern & Western areas (A1)	36	South Pembrokeshire (A1)
4	The English Lakes – North-western area (A1)	40	The Broads (A1)
5	The English Lakes – North-eastern area (A1)	41	Forest of Bowland & Ribblesdale (A1)
6	The English Lakes – South-western area (A1)	42	Kielder Water (A1)
7	The English Lakes – South-eastern area (A1)	43	Hadrian's Wall (A1)
9	Exmoor (B1)	45	The Cotswolds (A1)
12	Brecon Beacons National Park – Western & Central areas (A1)	102	Land's End, Penzance & St Ives (B1)
13	Brecon Beacons National Park – Eastern area (A2)	103	The Lizard, Falmouth & Helston (A1)
14	Wye Valley & Forest of Dean (A1)	104	Redruth & St Agnes (B1)
15	Purbeck & South Dorset (B1)	105	Falmouth & Mevagissey (B1)
16	The Cheviot Hills (A1)	106	Newquay & Padstow (B1)
17	Snowdon (A1)	107	St Austell, Liskeard, Fowey, Looe & Lostwithiel (B1)
18	Harlech, Porthmadog & Bala (A1)	108	Lower Tamar Valley & Plymouth (B1)
19	Howgill Fells & Upper Eden Valley (A1)	109	Bodmin Moor (C1)
20	South Devon (B1)	110	Torquay & Dawlish (B1)
21	South Pennines (A1)	111	Bude, Bosccastle & Tintagel (B1)
22	New Forest (B1)	112	Launceston & Holsworthy (B1)
23	Cadair Idris & Llyn Tegid (A1)	113	Okehampton (B1)
24	The Peak District, White Peak area (A2)	114	Exeter & the Exe Valley (B1)
26	North York Moors – Western area (A1)	115	Exmouth & Sidmouth (B1)
27	North York Moors – Eastern area (A1)	116	Lyme Regis & Bridport (B1)
28	Dartmoor (B1)	117	Cerne Abbas & Bere Regis (B1)
29	Isle of Wight (B1)	118	Shaftesbury & Cranborne Chase (A1)
30	Yorkshire Dales Northern & Central (A1)	119	Meon Valley, Portsmouth, Gosport & Fareham (A1)
31	North Pennines – Teesdale & Weardale (A1)	120	Chichester, South Harting & Selsey (B1)
		121	Arundel & Pulborough (B1)

- 122 Brighton & Hove (B1)
 123 Eastbourne & Beachy Head (B1)
 126 Clovelly & Hartland (B1)
 127 South Molton & Chulmleigh (B1)
 128 Taunton & Blackdown Hills (B1)
 129 Yeovil & Sherborne (B1)
 130 Salisbury & Stonehenge (A1)
 131 Romsey, Andover & Test Valley (B1)
 132 Winchester, New Alresford & East Meon (B1)
 133 Haslemere & Petersfield (B1)
 134 Crawley & Horsham (B1)
 135 Ashdown Forest (B1)
 138 Dover, Folkestone & Hythe (B1)
 139 Bideford, Ilfracombe & Barnstaple (B1)
 140 Quantock Hills & Bridgwater (B1)
 141 Cheddar Gorge & Mendip Hills West (B1)
 142 Shepton Mallet & Mendip Hills East (B2)
 144 Basingstoke, Alton & Whitchurch (B1)
 145 Guildford & Farnham (B1)
 146 Dorking, Box Hill & Reigate (B1)
 147 Sevenoaks & Tonbridge (B1)
 148 Maidstone & the Medway Towns (B1)
 150 Canterbury & the Isle of Thanet (B1)
 151 Cardiff & Bridgend (A1)
 153 Weston-super-Mare & Bleadon Hill (B2)
 154 Bristol West & Portishead (A2)
 155 Bristol & Bath (A1)
 157 Marlborough & Savernake Forest (A1)
 161 London South (A3)
 162 Greenwich and Gravesend (A2)
 164 Gower (A2)
 171 Chiltern Hills West (A1)
 172 Chiltern Hills East (A1)
 173 London North (A2)
 174 Epping Forest & Lee Valley (A2)
 179 Gloucester, Cheltenham & Stroud (A1)
 180 Oxford (A1)
 181 Chiltern Hills North (B1)
 186 Llandeilo & Brechfa Forest (A1)
 189 Hereford & Ross-on-Wye (A1)
 190 Malvern Hills & Bredon Hill (A2)
 197 Ipswich, Felixstowe & Harwich (A)
 198 Cardigan & New Quay (A1)
 204 Worcester & Droitwich Spa (A1)
 212 Woodbridge & Saxmundham (A)
 213 Aberystwyth & Cwm Rheidol (A1)
 217 The Long Mynd & Wenlock Edge (A1)
 218 Kidderminster & Wyre Forest (A1)
 219 Wolverhampton & Dudley (A1)
 220 Birmingham (A1)
 221 Coventry, Warwick, Royal Leamington Spa & Kenilworth (A1)
 231 Southwold & Bungay (A)
 241 Shrewsbury (A1)
 242 Telford, Ironbridge & The Wrekin (A1)
 244 Cannock Chase & Chasewater (B1)
 250 Norfolk Coast West (A1)
 251 Norfolk Coast Central (A1)
 252 Norfolk Coast East (A1)
 253 Llyn Peninsula West (A2)
 254 Llyn Peninsula East (A2)
 255 Llangollen & Berwyn (A2)
 256 Wrexham (A2)
 258 Stoke-on-Trent & Newcastle-under-Lyme (A1)
 259 Derby, Uttoxeter, Ashbourne & Cheadle (A1)
 260 Nottingham, Vale of Belvoir (A1)
 264 Vale of Clwyd (A1)
 265 Clwydian Range (A1)
 266 Wirral & Chester (A)
 267 Northwich & Delamere Forest (A1)
 268 Wilmslow, Macclesfield & Congleton (A2)
 270 Sherwood Forest (A2)
 277 Manchester & Salford (A1)
 287 West Pennine Moors, Blackburn, Darwen & Accrington (A2)
 288 Bradford & Huddersfield (A2)
 289 Leeds, Harrogate, Wetherby & Pontefract (A)
 290 York, Selby & Tadcaster (A)
 297 Lower Wharfedale & Washburn Valley (B2)
 298 Nidderdale (B1)
 300 Howardian Hills & Malton (A2)
 304 Darlington & Richmond (A1)
 305 Bishop Auckland (A1)
 307 Consett & Derwent Reservoir (A1)
 316 Newcastle upon Tyne (A1)
 318 Galloway Forest Park North (A)
 319 Galloway Forest Park South (A)
 331 Teviotdale South (A)
 332 Alnwick & Amble (A1)
 340 Holy Island & Bamburgh (A1)
 341 Greenock, Largs & Millport (A)
 342 Glasgow (A)
 344 Pentland Hills (A)
 347 Loch Lomond South (A)
 350 Edinburgh (A)
 359 Oban, Kerrera & Loch Melfort (A)
 361 Isle of Arran (A)
 364 Loch Lomond North (A)

365	The Trossachs (A)	404	Braemar, Tomintoul & Glen Avon (A)
370	Glenrothes North, Falkland & Lomond Hills (A)	405	Aboyne, Alford & Strathdon (A)
371	St Andrews & East Fife (A)	406	Aberdeen & Banchory (A)
376	Oban & North Lorn (A)	411	Skye – Cuillin Hills (A)
377	Loch Etive & Glen Orchy (A)	413	Knoydart, Loch Hourm & Loch Duich (A)
378	Ben Lawers & Glen Lyon (A)	414	Glen Shiel & Kintail Forest (A)
384	Glen Coe (A)	416	Inverness, Loch Ness & Culloden (A)
385	Rannoch Moor & Ben Alder (A)	428	Kyle of Lochalsh, Plockton & Applecross (A)
386	Pitlochry & Loch Tummel (A)	429	Glen Carron & West Monar (A)
387	Glen Shee & Braemar (A)	433	Torridon – Beinn Eighe & Liathach (A)
388	Lochnager, Glen Muick & Glen Clova (A)	437	Ben Wyvis & Strathpeffer (A)
391	Ardgour & Strontian (A)	439	Coigach & Summer Isles (A)
392	Ben Nevis (A)	442	Assynt & Lochinver (A)
398	Loch Morar & Mallaig (A)	445	Foinaven, Arkle, Kylesku & Scourie (A)
400	Loch Lochy & Glen Roy (A)	446	Durness & Cape Wrath (A)
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313	The Blackmore Vale	1903	02/06
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