Sheetlines

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

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

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

Here is the programme of future meetings. For further information or to book your place, email visits@charlesclosesociety.org.uk or call John Davies on 020 8504 1766.

Saturday 31 January 2009, 2 pm, Cambridge University Library Map Room

The current Cambridge University Library building was opened in 1934 and the Map Room – still in its original accommodation and largely untouched since then – has recently undergone a major refurbishment. The visit will provide an opportunity to examine this new space as well as some treasures, old and new, from the map collection. Cambridge University Library is a Legal Deposit Library and so has a large collection of Ordnance Survey maps amongst its holdings of over a million maps and atlases dating from the sixteenth century to the present. A selection of these will be on display. In addition the Library’s exhibition centre (free entry) will be hosting an exhibition in celebration of the 800th anniversary of the University, which may be of interest to some members.

Wednesday 25 February, 2 pm, No. 1 AIDU, Northolt

No. 1 Aeronautical Information Documents Unit (AIDU) is the military counterpart to the CAA, whom we recently visited. They are responsible for the production (including the drawing, printing and distribution) of aeronautical information for use by UK military personnel directly concerned with the operation and safety of aircraft.

Wednesday 1 April, 2 pm, RAF Museum, Hendon

Peter Elliot, Senior Keeper, will show examples from the museum’s very extensive map collection. This comprises much GSGS material as well as OS-produced RAF and civil air editions. Amongst many other gems we will see German target maps of the south coast (based on OS), RAF target maps of Ruhr dams and fictitious training maps including the towns of Burgess and Mclean.

We apologise for the London-centric nature of recent meetings. We do try to visit destinations UK-wide, but have problems finding suitable venues. Any suggestions for future visits are warmly welcomed.

We are working on arrangements for a proposed trip to Poland in June, to see civil and military map production. No details are yet available, but anyone interested is invited to provisionally pre-register.
Charles Close Society Annual General Meeting

The 2009 AGM will take place in Ludlow on Saturday, 16 May. Full details will be mailed with Sheetlines 84, but the day is expected to follow the usual format with a talk at 11 am, the formal business meeting at noon and the members’ map market in the afternoon.

The Oxford Seminars In Cartography

Thursday, 5 March 2009
Maps and the construction of the Brazilian cannibal in the sixteenth century, Martin Waldseemüller, Pierre Desceliers and Jean de Léry, Surekha Davies (Warburg Institute / Birkbeck College, London)

Thursday, 21 May
Maps, modernity and the new Soviet man: cartographic culture in the USSR, 1917-1953
Nick Baron (University of Nottingham)

All seminars run from 5.00 pm to 6.30 pm at the University of Oxford Centre for the Environment, South Parks Road, Oxford.

Cambridge Seminars in the History of Cartography

Tuesday, 17 February 2009
Fens maps and Moore’s Mapp (1658)
Frances Willmoth (Jesus College, Cambridge)

Tuesday, 19 May
‘Beautiful maps and attractive fields’: a surveyor’s view of ancient Italy
Brian Campbell (Queen's University, Belfast)

All seminars will be held at 5.30 pm in the Harrods Room, Emmanuel College, St Andrew’s Street, Cambridge CB2 3AP. Refreshments will be available after each seminar.

For more details see http://www.lib.cam.ac.uk/deptserv/maps/camsem0809.html or contact Sarah Bendall, sarah.bendall@emma.cam.ac.uk, 01223 330476.

Society website: help requested

Those who attended the AGM may remember seeing a demonstration of an early prototype of the proposed new CCS website. The existing website has served the Society well for many years and now is the time for a new look, new functionality and new facilities. Some work has been done but we need help to make this a reality.

If you have some experience of developing websites or implementing online shopping – or even if you haven’t but are willing to become involved – please contact John Davies at visits@charlesclosesociety.org.uk

The new website will include links to members’ own websites where these are likely to be of interest to others. If you have a site you would like us to link to, please let us know.
Lovell Johns operates a large international cartography business from a quiet location on the edge of the village of Long Hanborough, Oxfordshire. The very clear location map on their website assured that all fourteen visitors from the Society found their way there, despite the anonymity of the actual site due to hedge-screened directions and low-key signage on the building.

We were met by manager Louisa Keyworth, herself a cartographer, who explained the three main business areas of LJ: GIS/Web products, conventional atlas and map production, and online map sales through www.mapsinternational.co.uk. We divided into four groups to hear Louisa’s overview and introduction to LJ and to visit the three business areas and meet Dave Murray and the two Liz’s who explained their work and showed their current projects.

LJ has been in business for 43 years starting in the era of pen and ink, film scribing and colour separations and advancing to completely computerised map-making. Along the way their client list has expanded to include, among others, the Environment Agency, Thomas Cook, National Geographic, the Automobile Association, Philips, Open University, Saudi Arabian Ministry responsible for Mines, Royal Automobile Club, Times Atlas, and numerous local government authorities. Their considerable contribution is often not attributed but they are the ‘back room’ for many well-known publishers. Their products include early map reproductions, road atlases, a major world atlas, brochures, wall maps and also maps within other texts and reports.

After Louisa’s overview, our group met Dave who demonstrated how he takes raw OS data for an ITN (Integrated Transport Network), keeps it updated as to road class, road name/number, one-way directions, road works from various data basis, and occasionally intervenes as an old fashioned editor to tidy up and improve the appearance. He then applies style information, supplied by and/or developed with his clients, as a ‘rule base’ to produce maps that are fundamentally the same, but which appear dramatically different in different publishers’ street plans and highway atlases.

We then met Liz Adams who manages Maps International, LJ’s relatively new map retail business. In addition to the wide range of ‘standard’ off the shelf maps, travel guidebooks and atlases, she showed us how to design our own wall map online, centred, scaled, cropped, captioned, labelled as required, with whatever logo we supplied and delivered in a variety of finishes. Try it on their website. At the end of seven stages MapVu puts a price tag on what you have designed and you can put it in your virtual shopping basket or go back to the ‘drawing board’.

Liz Donnelly works in Editorial, which is more familiar to the older cartographer with map chests, drawing boards, and shelves of reference atlases and topographic maps. Editorial produces atlases and maps in series with a high degree of cartographic design, client liaison and individual editing. Editions of some atlases are edited in several languages. This writer found the Lithuanian version of Inuit in the high Arctic fascinating.

The visit to Lovell Johns was a very interesting. We came away with an impression of a small group of enthusiastic individuals doing creative work that they enjoyed and producing a wide variety of map products to many satisfied clients. The people we met had been with
Lovell Johns for many years, a clear sign of a happy and cohesive company. The CCS would like to thank Louisa and her colleagues for presenting an insight into the workings of the often unacknowledged creative force behind much of the commercial, administrative, navigational and educational mapping that we encounter routinely.

_Bodleian Library, University of Oxford_  
11 July, 2008  
 _John Henry_

Nick Millea (on left) shows a few examples from the Bodleian’s huge collection

The CCS visitors were fortunate to visit the Map Section of the Bodleian Library prior to its transfer to temporary quarters while its 1930s home undergoes a multi-million pound refurbishment to meet current fire regulations. Map Librarian, Nick Millea greeted the twenty CCS members to welcome us and to outline the excellent programme that he and his staff had organised, beginning with coffee and cake in the staff canteen, Duke Hungry’s. We divided into two groups to visit four areas of the library. Your writer was in group one and experienced the tour in the following order.

Nick Millea introduced us to the Reading Room, on the first floor, with a brief history of the Bodleian and a display of a few of the library’s treasures. Thomas Bodley in 1602 introduced the concept of Legal Deposit, a forerunner of Copyright, and was influential in legislating the requirement that one copy of every publication be deposited in the library of the University of Oxford. This was before the establishment of the British Library and its subsequent inclusion together with Cambridge, Edinburgh and Dublin in copyright legislation. From this early start, the influx of all published material now amounts to a thousand books and two thousand magazines weekly!
Due to its early start, prior to OS, the Bodleian, along with the British Library, has a comprehensive set of OS maps and it continues to receive maps for all of the UK, unlike the regional collections of the other copyright libraries. In addition to its complete collection of OS paper maps, it receives annually a digital copy of all OS digital maps. OS digital mapping may be viewed in the library and single A4 extracts may be printed for private research at a nominal charge.

The map library is gradually putting the index to its map collection online, some 1,250,000 items, but currently only 10% of the collection can be discovered on its website, www.bodley.ox.ac.uk/guides/maps. Nick then showed us a reproduction of the Gough Map of Great Britain which is the oldest surviving road map of Great Britain, dating from around 1360; a reproduction of the surviving remnant of a 1590s tapestry map of Gloucestershire; the 1797 Davis Atlas of Oxfordshire at 2 inches to the mile; and post World War Two OS photomosaic maps on sheet lines of the six-inch National Grid series.

The latter series has an interesting twist at the Bodleian. After the initial limited issue, it was decided that it compromised national security and was withdrawn. The photomosaic maps were re-issued with artificial clouds or field patterns covering various sites. However, the Bodleian was never asked for and so retains the initial issue. Therefore, it is possible to locate and view the sensitive sites by comparison with the re-issued censored version.1

Stage two of our visit was a tour of the ‘stacks’ where the maps are stored and from where they are fetched by library staff for visitors. We descended to the second level of the three-storey basement with Stuart Ackland. Here are kept all OS maps, WW1 trench maps, WW2 German invasion plans of UK, and all GSGS maps. It was temptation alley for our group; there was so much to look at. The maps are delivered by trolleys via the lift to the reading room.

The environment is cool and pest free. Unfortunately it is not free of risk from the spread of fire; recent inspection has discovered that the closely spaced steel columns (supporting the heavy floor loading) permit air to circulate between floors. We saw the narrow gaps that pose the previously unrecognised risk. To seal the gaps, the building has to be vacated to permit remedial work. This will affect the entire book and map storage area.

From the map stacks, we descended to the third basement level to view the conveyor system that delivers books to readers in the main reading rooms, across Broad Street, and returns them. The clever mechanical engineering that transports books to different parts of the library and returns them to different parts of the stacks was marvelled at. Equally marvellous was the pneumatic tube system that jetted requests posted in little cylinders from the reading rooms to the various stations in the stacks. It has

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1 See also the example in the article by Chris Board, Sheetlines 71,24 – CJH.
not been used for ten years since it was superseded by computers, but, like steam engines, it had its admirers. The pneumatic and conveyor systems enabled books to be delivered to the reader within two hours of the request.

We then ascended by a gentle ramp from the third basement and under Broad Street to the old Bodleian Library. From there we climbed a further two floors to see the original Duke Humphrey’s Library which the Duke began in 1489. It is a half-timbered structure built over an earlier masonry lecture hall. In it scholars studied manuscripts in large volumes chained to the shelves over narrow sloping desks. The Duke’s Library had a chequered career but has operated continuously since Thomas Bodley’s time. In fact, the Deposit Library expanded so rapidly that it was extended at each end and upward such that the weight of books caused masonry walls below to bulge. The architect Christopher Wren designed the buttresses which sustain the structure to this day.

After a fascinating morning and the rigours of a five-storey descent and rise, we were ready for lunch. The majority of the visitors gravitated across Park Street to the Kings Arms.

After lunch, Nigel James demonstrated Digimap in the computer room off the Map Library reading room. Digimap is available to all higher educational institutions, but, at the library, individuals may register as non-commercial users. Through Digimap, Ordnance Survey maps at scales ranging from 1:1250 up to 1:250,000 are available online or for download. There are scanned raster maps of OS paper maps as well as vector maps of the more recent digital maps, at a range of scales, including MasterMap®. Among its many attributes, Digimap enables the easy comparison of many dates of historic OS maps to detect change.

Continuing the digital theme, we again descended to the basement, third level, where Rod Adkins of Digidata Technologies explained how his company is scanning all the out of copyright large-scale OS maps held by the Bodleian. Digidata is a digitisation and data management company specialising in archive and legacy data (see www.digidata.co.uk). The scans are at a high resolution of 300 to 400 dpi, in colour, and they include marginalia, unlike a popular competing product. The scanned maps will be georectified in mosaics to a very high standard and the metadata (the marginalia) for each component map of the digital mosaic will be accessible by a click of the mouse.

Keeping Rod supplied with maps for scanning, the Bodleian’s Alex Zambellas showed how he uses David Archer’s Indexes to the six-inch and 25 inch scale maps to log the progress of the map digitisation. In the course of locating the maps, Alex has had a map anorak’s dream opportunity to check and read the several thousand maps being scanned. He could write a column or puzzle corner for Sheetlines. He showed us the emptiest map, the rudest map, cartographical oddities – the mapped location of mammoth remains, an unusual early experiment combining hill shading and hachuring – and a unique 1:2500 map of 1864 centred on Crystal Palace.

Although off-tour, a traditional typesetting and letter press shop occupied the other end of map digitising room. The typesetting and press, like the pneumatic tubes, provided an interesting comparison and contrast of past and current technologies. Actually seeing how things work greatly adds to the interest of past technologies.

The maps and the library structures were fascinating. The staff members whom we met are clearly enthusiastic about their jobs (and very fit, with all the stairs). CCS members agreed that we had enjoyed an interesting and varied tour of the Bodleian Library and thanked Nick Millea and his team for an excellent tour.
We assembled at the bus station in the Town Hall Square awaiting the 5a bus which would whisk us to Nørbro station. A short walk away in Rentemestervej was the modern office building housing KMS, Kort & Matrikelstyrelsen (National Survey and Cadastre) of the Danish Ministry of the Environment. We were met by Peter Korsgaard, Archivist and ushered into a conference room. Once installed there we were welcomed officially by Jesper Jarmbæk, the Director who explained he was an historian and that the technical programme would be handled by those who knew much more about maps.

Jørgen Grum explained that KMS’s task was now to collect information for topographic mapping and to manage the national spatial data infrastructure. Until 1928 topographic mapping was done by the military, supported on the work of the Geodetic Survey, but then under the new title of the Geodetic Institute it mapped the country and produced maps at different scales. Financial and technological developments of the 1980s required changes such as the merger of cadastral and hydrographic mapping with topographic, and closer cooperation with the private sector where private companies publicly tender for the work of data acquisition for the 1:10,000 database. This database was created over five years, 1995-2000, for the whole of Denmark and is derived from air photography regularly revised and updated by land surveyors. The end result of updating existing mapping is the creation of one large-scale topographic database which had multiple uses in GI systems and could also produce topographic products at smaller scales.

Examples of how common object types (similar to OS TOIDs) were employed were demonstrated. This standardisation is crucial to strategic objectives laid out in the national response to the EU Directive INSPIRE (Infrastructure for Spatial Information in Europe). Next we were taken to another department where Michael Eriksen demonstrated how he edited with Geomedia software after personally checking an additional or an altered feature once it had been noticed on a new air photograph of the area.

Peter Korsgaard then spent time with samples of historical maps, illustrating his talk on the main types of topographic map starting with the Royal Society map of 1762-1821, manuscript versions at 1:20,000 reduced for printing at 1:120,000. This gave rise to a discussion about the reliability and value of such maps for historians. For example the absence of standards for classifying land use, whether on these maps or on yet older cadastral maps, give rise to unreliable interpretations. We were presented with a copy of Peter’s book: *Kort som kilde – en håndbog om historiske kort og deres anvendelse* [The map as a source – a handbook on historical maps and their value]. This was published by the Danish Historical Society in 2006 and is beautifully illustrated in colour warning the historians of the pitfalls of superficial interpretations of old maps. This will be added to the Charles Close Society Archive in Cambridge.

Flemming Nissen continued with a closer look at topographic maps in the twentieth century. His talk focussed first on the eventual standardisation of place name spelling despite provincial variations in pronunciation. He showed that map content varied through time, affected by joining NATO and the changing uses of roads.
We were able to lunch together and continue conversation with Peter Korsgaard in the canteen, before leaving. The staff of KMS are to be congratulated for presenting a fascinating account of the history of their topographic mapping and it current activities. We are extremely grateful for the time they spent on us and formally thank them for receiving us so warmly.

CB

Archivist Peter Korsgaard (left) and Flemming Nissen (centre left) of KMS discussing one of the many gems of historical Danish mapping in their collection

Royal National Library

After lunch we caught the bus back to central Copenhagen and walked to the river front and the ultra modern Black Diamond building of the Royal National Library, where we met our host for the afternoon, Henrik Dupont.

He explained that until recently the map collection had been dispersed around Copenhagen, but now their historic mapping is housed in the one location. Our storage cabinet juices ran high, when we saw some of the large map chests with which they were provided.

Henrik started the afternoon session with a brief introduction to Danish history. Whilst I was aware of Denmark’s responsibilities for Greenland, The Faeroes and Iceland, I had no idea that Norway and the southern part of Sweden were also once part of their empire, as also were forts in India and on the coast of West Africa.
He then continued with a display of a selection of their map collection, direct from the map chests. What was particularly impressive was that although none of the chest drawers appeared to be labelled, not once did he falter in his selection of maps. There seems little value in just producing a list of the maps that we were shown, and whilst a short personal selection does not reflect accurately his selection, that seems the easiest solution, so here are a few that particularly appealed to me.

Very early on we were shown a number of sixteenth century maps of the coastline of Denmark, for which the cartographer was provided with a yacht, but it still took him several years to complete the task. There was also an interesting seventeenth century map of Copenhagen, which showed the fortifications that once surrounded the city.

Of particular interest to all of us was a very large map of London by Morgan, dated around 1681. I don’t think there was any implication by Henrik in his selection that London was once part of the Danish empire! Whilst several national libraries have one or more sections of this map in their collection, Copenhagen is the only library with the complete map.

We were also shown a couple of atlases that contained some of the personal map collection of King Frederick, which he bequeathed to the country. The complete set amounts to 55 atlases, so regrettably there was not sufficient time to browse them all!

The library also has a vast collection of aerial photographs from the 1930s onwards, including some German military photos from the 1940s, of which we saw a very small selection.

For my satisfaction I asked to see a map of the West African forts. I spent a month in 1999 undertaking voluntary work in Ghana, and one weekend visited the coastal forts, so was particularly interested in their mapping.

Finally, Henrik mentioned that they were undertaking a programme of digitisation of their map collection, of which a proportion was complete and available on their website. So if you would enjoy an afternoon browsing Danish maps, have a look at www.kb.dk. Regrettably, you will not have the personal touch which we enjoyed with Henrik, but I am sure you will have an interesting time.

GJ

The frivolous bits

These overseas trips have a serious purpose in helping to understand how other countries organize their national mapping, but also provide the opportunity to explore in the company of like-minded CCS members. As no visit to Copenhagen would be complete without an evening in the Tivoli Gardens that is exactly what we did. Call us impressionable old softies, but we thoroughly enjoyed the magic as dusk fell, the lights twinkled and a fantastical laser, fire and fountain show cast an enchanted spell. By morning we’d sobered up and took the train from Copenhagen over the new Øresund Bridge to Malmö. The railway emerges from a tunnel, mid-channel, on an artificial island before crossing the bridge which spans the eastern part of the Øresund between Denmark and Sweden. The new island is adjacent to Saltholm (Salt island) so with impeccable Scandinavian logic is named Peberholm (Pepper, of course). After exploring Malmö we caught a train north along the coast to Helsingborg for lunch, then ferry to Helsingör and train (which was in fact heading for Malmö and Helsingborg) south to Copenhagen.

JD
October weekend in Conwy

John Davies

Bryn Corach is a fanciful turreted house, reputedly a replica of Conwy Castle, which it overlooks, and has sweeping views over Great Orme, Snowdonia’s mountains and the Irish Sea. This hospitable HF hotel was our venue for the weekend. The manager, a genial New Zealander named Keith, welcomed us in what we took to be Welsh but turned out to be Maori. He did promise us some Welsh weather, though, and that proved to be true.

As is usual for our annual social weekend we had arranged a mix of formal and informal sessions from Friday evening until Sunday noon, giving plenty of opportunities for getting to know fellow members and learning something new with a cartographic flavour.

Our Friday speaker was Dafydd Gwynn, cultural historian, archaeologist, broadcaster and director of the Welsh Highland Railway. He described the relative remoteness of north-west Wales, particularly before the railway era, and the vital contribution of local mapmakers, however unsophisticated, to the economic development of the area. Later Alan Collinson, of local cartographers Geo-Innovations, spoke of the creative ways in which mapmakers can portray information without the need for symbols and legends.

Edric Roberts (on the left) prepares to lead CCS members through the low passages of the copper mine. The hard hats proved essential!
On Saturday we visited Great Orme Head. This was a pleasant surprise to those of us with childhood memories of the mountain as a rather tacky tourist trap. It’s now a well-managed, attractive and very interesting destination where conservation co-exists, more-or-less comfortably, with tourism.

Our first stop, after ascending by the venerable cable-hauled Edwardian tramway, was a tour of the Bronze Age copper mine where our guide, Edric Roberts, told of the accidental discovery of the extent of the workings when he was commissioned by the local council to survey the site of a proposed car park twenty years ago. A vast system of hand-excavated tunnels and shafts extends under the mountain, dating from about 2000 BC, which was worked for green malachite, from which the copper was smelted, until Victorian times. Mr Roberts and his colleagues, having managed to prevent the car park construction, took a lease over the land and have subsequently gradually explored and opened up passages and developed an attraction of major significance.

Later, Rhona Davies, acting warden, led a walk over part of the Country Park, pointing out some of the features and talking about the challenges of mitigating the pressures of tourism. As well as its status as a Country Park, the headland includes an LNR (Local Nature Reserve) and an SSSI (Site of Special Scientific Interest). The western part, beyond the summit is a particularly sensitive area of limestone pavement and wild moorland; tourist development being largely restricted to the area east of the summit towards Llandudno.

We collected two different and very attractive locally-produced large-scale maps of Great Orme, both derived from original GPS surveys and local observation. These are by Geo-Innovations and Mapping Company Ltd respectively. In addition, the Country Park leaflet includes a useful and informative map.

Several members had brought items from their own collections to display and discuss, which we did on Saturday evening and Sunday morning. This sharing of knowledge and passions is always a rewarding experience and we thank Chris Higley, Mike Cottrell, Roger Hellyer and Gerry Zierler for their contributions.

Links :

Great Orme Tramway www.greatormetramway.co.uk
Great Orme Copper Mine www.greatormemines.info
Great Orme Country Park www.conwy.gov.uk/countryside and follow links
Geo-Innovations www.geoinnovations.co.uk
Mapping Company Ltd www.themappingcompany.co.uk

Black Country on the map?

David Kimber draws attention to the Wolverhampton Express and Star of 1 August, which reported on a campaign by the local chamber of commerce to get the Black Country recognised on maps.

Paul Beauchamp of Ordnance Survey is quoted as saying that OS is looking at changing the title of Landranger 139 from Birmingham and Wolverhampton to Birmingham and the Black Country. He added: “We will not put the Black Country on the actual maps”. One reason for this is understood to be the difficulty of defining the proper extent of the area.
A brief record of the advance of the Egyptian Expeditionary Force (1919) and development of the notion of maps as narrative

Thomas O’Loughlin

The study of the work of the Ordnance Survey during the First World War has become a well-established area within the history of cartography;¹ and within this general area the study of the production of maps in relation to operations in Palestine and Mesopotamia has become an important specialization.² Contemporary scholars in these fields have been helped by the fact that almost from the moment of the armistice those who were involved in those surveying and mapping activities put pen to paper and published either accounts of the work involved,³ or of technical developments that were spin-off of the war.⁴ Indeed, it has been the impetus given by the war to developments in survey and map-creation methods, such as the use of aerial photography, that has been the focus of much of this research.⁵

A forgotten wonder

By contrast, the work that is the subject of this paper has entirely escaped attention from historians of cartography.⁶ Yet while its small-scale atlas-style mapping might appear to be of little interest except as simply one more example of mapping being used to accompany or illustrate a narrative, the way that these maps – over fifty in number – are used in sequence within the book marks an important innovation in how mapping was being thought about, while the maps themselves demonstrate a new conception of the map as a semiotic object. The fact that this remarkable series of maps – that the whole series is more than the sum of the items that comprise it is central to my argument – is a product of the Survey of Egypt / Ordnance Survey justifies this paper’s appearance in Sheetlines. The work in question is A brief record of the advance of the Egyptian Expeditionary Force under the command of

¹ See P Chasseaud, Artillery’s astrologers: a history of British survey and mapping on the Western Front 1914-1918, Lewes, 1999, which while concentrating on the Western Front is by far the most detailed account of the survey work during the war; cf. also M Heffernan, ‘Geography, Cartography and Military Intelligence: The Royal Geographical Society and the First World War’, Transactions of the Institute of British Geographers 21 (1993), 504-33.
³ These took the form both of articles and books. One of the first was an article by F W Pirrie, ‘War surveys in Mesopotamia’, Geographical Journal 52 (1918), 351-7. One of the first books was [anon,] The Ordnance Survey and the War 1914-1919, Southampton, 1919; and see also the review of this book by ‘E A R’ in the Geographical Journal 55 (1920), 54-5.
⁶ It is not referred to in the extensive bibliographies of Collier, Collier-Inkman, or Chasseaud; nor does it figure in the catalogue by N Ohler, ‘Historische Atlanten – Tendenzen und Neuerscheinungen’, Militärgeschichtliche Mitteilungen 2 (1977), 141-76.
General Sir Edmund H.H. Allenby, G.C.B., G.C.M.G., July 1917 to October 1918. The work is formally anonymous but was edited by Lt-Colonel H Pirie-Gordon at the General HQ of the Force and dated February 1919. It was published by the Force’s internal newspaper, *The Palestine News*, and printed in the Middle East. Later in 1919 a ‘second edition’ was printed by HMSO in London. The aim behind the production of the book was ‘that members of that Force may be able to take home with them an acceptable account of the great advance in which they played a part.’ As would necessarily be the case with a work edited and produced by a military HQ in the field, the work presents the official view of the war in the Palestine theatre and that is, in a nutshell, the story of how the Force overcame obstacles and engaged the enemy, the Ottoman Turks, in a campaign of sixteen months’ duration until final victory was achieved with the unconditional surrender of Turkish forces on 30 October 1918. It makes this position clear on the title page by noting that it is ‘Compiled from Official Sources’ and everyone who contributed to it was serving in British Army (or those of the allies) at the time of its production. It also drew on accounts and information of a very large number of officers in the force (48 in total) of whom sixteen supplied accounts of the work and achievements of the branches ranging from that newest of military arms, the Royal Air Force, to the work of the ‘Camel and Donkey Transport’ department. The account of the former is a harbinger of all warfare since that time and reminds us that World War I was the first modern war of technology; the account of the latter displays the same problems of feeding and watering that were familiar to Egyptian armies of three and more millennia ago who operated in this very region and serves to remind us just how different the war of 1918 was from desert operations we see today.

While the account contains all the documentation one would expect in such a book (e.g. Allenby’s Despatches and lists of units along with the names of their commanding officers), what sets the book apart, and which was recognised at the time of its publication as setting it apart, is its use of maps: 55 full page maps plus five insets. These form the intellectual spine of the book as a narrative of events. In effect, the story is in the maps, and the maps are the vehicles of the story. That this was recognised as novel can be seen in the preface: ‘great assistance was given in preparing … the Record … by Capt. L.M. Gotch and Lieut. W.R. Kay. The former compiled the maps which form so important and interesting a feature of the Record ….’ However, Gotch and the editor were not working alone: the maps were produced by staff working with the Survey of Egypt. E M Dowson, its Director-General and who would shortly be contributing to the developing theory of using aerial photography in mapping, is thanked; as is W H Crosthwaite, for supervising the printing of the maps at the Survey, along with five other officials of the Survey. Among the branches of which an account is given is that of military survey, the work of the Seventh Field Survey Company, by its commanding officer: Major W J Maule. It was the prodigious efforts by this

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7 *Brief Record* [hereafter: *BR*], iii.
8 Or was a civilian attached to the Army.
10 R C Haddon, *BR*, 98-100.
11 *BR*, iv.
12 See note 4 above.
13 *BR*, iv.
14 *BR*, 88-90. Collier and Collier and Inkman draw on a document by Maule from 1919 which is catalogued thus: ‘Report of the work of the Seventh Field Survey Company, RE: Egypt, Sinai, Palestine and Syria. Unpublished report to GSGS Map Research And Library Group DMS Tolworth.’ I have not been able to ascertain whether Maule’s report in *BR* is
Company to supply the force with maps as the campaign progressed that formed the basis of the maps used in the *Brief Record*.

**The maps as narrative**

We have grown familiar with the notion of a map, or a sequence of maps, being the vehicle of a narrative whether simply as a graphic device (for instance, the opening sequence of *Dads’ Army* or a rostrum movement over a map in a film to indicate a shift in the scene of the action) or as an explanatory device (for instance, a series of maps showing the economic development of a region, or a sequences of PowerPoint slides with the same base map but with the differences from slide to slide being the key information being imparted). However, one has only to look at maps of military campaigns from the early twentieth century to see this idea is by no means ‘natural’ and that it is quite common to have a single map showing many different moments. The map of the Battle of Cambrai, produced by the Ordnance Survey in 1919, that is included in Haig’s *Despatches* is a good example of this: the front line moved rapidly forward and then backwards, yet these movements were all shown on one map with lines of various colours and formats. Only diligent study shows that this is a portrayal of movements and one is not given any graphical sense of the ebb-and-flow of battle. The map is, in this case, just a geographical location device which helps the reader of the appropriate despatch to know the relative positions of the places mentioned. The despatch is the history and it deals with the chaps, the maps are merely about geography. In effect, one reads the despatch and from time to time looks at the map and sees the location of the place mentioned or of the front line at that moment: one does not read the map to see the changes in the battle.

What was recognised by the makers of the *Brief Record* was that that the campaign was a series of steps over a landscape: getting ready to attack a position, attacking it, then getting ready to attack the next position, and so until the war was over. This became a series of maps, each giving the situation at a specific moment (e.g. Map 19 gives the situation at 6 p.m. on 21 November 1917, Map 20 the situation at 6 p.m. on 24 November 1917), and then the written text provided a commentary on maps and what had changed between, in this case, 22 and 24 November. This procedure is the exact reverse of that in Haig’s *Despatches* or indeed most histories of the war containing maps: the history is seen in the map sequence, this is the narrative, and the written text is the accompaniment giving explanation of the maps. Reading linear texts is secondary to reading cartographic texts. More than half a century before cartographers were willing to discuss maps as texts, the makers of the *Brief Record* were already doing so.

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15 J H Boraston (editor), *Sir Douglas Haig’s Despatches*, London, 1919, 151-73; two maps are included in the edition of the Despatch (one facing p. 154 showing the positions on the morning and in the evening of the day of the British attack, 20 November 1917; the other facing p. 163 showing the positions on the morning and in the evening of the day of the German attack, 30 November 1917), but the most important map is that of Map 5 (a splendid OS topographical map at 1:40,000 and 23” x 24” in size) in the map portfolio which shows operations over the whole period of the battle and is entitled ‘Battle of Cambrai: November and December 1917.’

16 The *BR* numbers each map as ‘Plate’ plus a number: where Plate 1 is the legend to conventional signs and is then followed by 55 pages of maps; to avoid ambiguity I refer to them as Maps 2 to 55 (equals Plates 2 to 55) with insets being referred to as ‘Map n inset’.

17 See the contributions in T J Barnes and J S Duncan (editors), *Writings worlds: discourse, text, and metaphor in the representation of landscape* (London 1992) and in particular these papers: J B Harley, ‘Deconstructing the map’ (pp. 231-47), and J Pickles, ‘Texts, hermeneutics and propaganda maps’ (pp. 193-230).
Record were treating maps in just this way. The series of maps, one after another, is a narrative of the whole campaign and intended to be seen as a progress through trials to victory. The progression of the maps to the final successful outcome, from the standpoint of the maps’ creators, is a celebration of victory. The soldier who took home the record having looked through the maps is expected to know this is where we got to, this is what we endured, these maps are the record of our doings.

The book is made up of three layers: the overall narrative (answering the question ‘how we won?’), the sub-narratives (answering the question ‘what happened at that stage or in that battle?’), and background information (answering the question ‘what else should I know to appreciate this part of the campaign?’). Each will be examined in turn, but they are intended to be read as a one overall story / sequence of events / set of maps.

The overall narrative is presented in the difference between the first and final maps. We have two maps (Map 2 and Map 54) covering the same territory (the whole Levant with eastern Anatolia, Cyprus, and northern Sinai) and addressing the same topic (British and Turkish Lines of Communications) set exactly a year apart (October 1917 and October 1918). Map 2 shows the British lines in red reaching just over the Egyptian - Palestine border at Rafa, and every route north and east of that point is in green (denoting Turkish forces). This map sets the scene for the whole campaign; and with its emphasis on logistics, rail and seaborne re-supply and a water pipeline (in light brown) reaching from the canal to the force’s most advanced positions shows that this is going to be no easy theatre in which to fight. The contrast is complete by Map 54. Red lines reach to the north of the Levant, cover the whole of Palestine, and point beyond Aleppo. There is now a network of roads and rails that simply were not there, quite apart from Turkish lines that have been taken over. Moreover, sea power has played its part with naval re-supply from Port Said to Haifa, Beirut, and Tripoli. The map, like the territory, is dominated by red. That the victory is complete in December 1918, when the maps were first printed, is made clear by the last two maps which are symbolically like the picture of the victor standing over the vanquished. Map 55 shows the Levant in three colours, pale green, pale brown, and purple, each designating an administrative area of the occupying force. The territory reaches from the Egyptian border at Rafa to Alexandretta and from Akaba to the upper reaches of the Euphrates. What was ‘enemy territory’ is now safely occupied by the Egyptian Expeditionary Force. However, this is a force on the side of right and its victory not that of a land-grabbing aggressor for, as the accompanying linear text reminds anyone who cares to study it, this is not Turkish territory occupied by the force of British arms, but territory ‘released from the Turks.’ So if after just over six hundred years it was not Turkish territory, then whose is it? The history of the last ninety years in the region can be seen as seeking an answer to that question. The last map, Map 56, covering the whole of the Turkish empire as it stood in 1914, then sets the seal on the work: it presents as a map the terms of the Turkish armistice and the disposition of Turkish troops at that moment. Apart from a few Turkish troops along the railway line just north of Medina, there are no Turkish forces south of the 35th parallel.

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18 The map is entitled ‘Military administration of enemy territory occupied by the Egyptian Expeditionary Force’.
19 The linear text recounts the work of Zionist ‘colonists’ in laying the foundation of the University of Jerusalem and this is seen as a hopeful sign for the future.
20 While Maps 2 to 55 record that they were printed in December 1918, this final map, and it alone, is dated January 1919.
Expeditionary Force and the Mesopotamia Expeditionary Force have joined hands, victory on the Eastern fronts is complete.\(^{21}\)

How this great transformation was achieved is told in a series of smaller narratives of advances, engagements, and occupations. The first of these sub-narratives takes the Force from its starting point to the surrender and occupation of Jerusalem. To do this it used two base maps covering similar dimensions at the scale of 1:506,880. The first is used twelve times and has at its centre 34°45'E 31°30'N; the second map is used thirteen times and has at its centre 34°45'E 31°45'N. These two maps are used to take the story as it advances ‘through Philistia’ ‘into Judaea’ and into the city of Jerusalem itself. Using these biblical names, which would have been known to virtually everyone in the Force from their acquaintance with the Bible, the whole advance is made to seem, as one thumbs from map to map, like that of a steadily moving unstoppable event in world history.

The story begins with this series of maps:

**Title on each map: Advance Through Philistia**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (The time on all maps is 6 p.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>34°45'E 31°30'N</td>
<td>28 October 1917</td>
</tr>
<tr>
<td>4</td>
<td>34°45'E 31°30'N</td>
<td>29 October 1917</td>
</tr>
<tr>
<td>5</td>
<td>34°45'E 31°30'N</td>
<td>31 October 1917</td>
</tr>
<tr>
<td>6</td>
<td>34°45'E 31°30'N</td>
<td>1 November 1917</td>
</tr>
<tr>
<td>7</td>
<td>34°45'E 31°30'N</td>
<td>2 November 1917</td>
</tr>
<tr>
<td>8</td>
<td>34°45'E 31°30'N</td>
<td>6 November 1917</td>
</tr>
<tr>
<td>9</td>
<td>34°45'E 31°30'N</td>
<td>7 November 1917</td>
</tr>
<tr>
<td>10</td>
<td>34°45'E 31°30'N</td>
<td>8 November 1917</td>
</tr>
<tr>
<td>11</td>
<td>34°45'E 31°30'N</td>
<td>9 November 1917</td>
</tr>
<tr>
<td>12</td>
<td>34°45'E 31°30'N</td>
<td>10 November 1917</td>
</tr>
<tr>
<td>13</td>
<td>34°45'E 31°30'N</td>
<td>11 November 1917</td>
</tr>
<tr>
<td>14</td>
<td>34°45'E 31°30'N</td>
<td>13 November 1917</td>
</tr>
</tbody>
</table>

These advances take the Force along the Mediterranean coast to within ten miles of Jaffa. Then the advance turns inland towards the great prize of Jerusalem. The advance continues with a new map and a new title:

**Title on each map: Advance Into Judaea**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (The time on all maps is 6 p.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>34°45'E 31°45'N</td>
<td>14 November 1917</td>
</tr>
<tr>
<td>16</td>
<td>34°45'E 31°45'N</td>
<td>16 November 1917</td>
</tr>
<tr>
<td>17</td>
<td>34°45'E 31°45'N</td>
<td>18 November 1917</td>
</tr>
<tr>
<td>18</td>
<td>34°45'E 31°45'N</td>
<td>19 November 1917</td>
</tr>
<tr>
<td>19</td>
<td>34°45'E 31°45'N</td>
<td>21 November 1917</td>
</tr>
<tr>
<td>20</td>
<td>34°45'E 31°45'N</td>
<td>24 November 1917</td>
</tr>
<tr>
<td>21</td>
<td>34°45'E 31°45'N</td>
<td>25 November 1917</td>
</tr>
<tr>
<td>22</td>
<td>34°45'E 31°45'N</td>
<td>27 November 1917</td>
</tr>
<tr>
<td>23</td>
<td>34°45'E 31°45'N</td>
<td>30 November 1917</td>
</tr>
<tr>
<td>24</td>
<td>34°45'E 31°45'N</td>
<td>2 December 1917</td>
</tr>
<tr>
<td>25</td>
<td>34°45'E 31°45'N</td>
<td>4 December 1917</td>
</tr>
<tr>
<td>26</td>
<td>34°45'E 31°45'N</td>
<td>7 December 1917</td>
</tr>
</tbody>
</table>

\(^{21}\) Even to the extent of having red spots on either sides of the Dardanelles and the Bosphorus (forts were to be occupied): one is open to interpret these as saying that the objectives for which so much blood was shed in 1915 have been, at last through the work of the Egyptian Force, attained.
Then this work comes to completion with the second base map being used with a new title:

**Title on each map: Occupation of Jerusalem**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (The time on all maps is 6 p.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>34°45'E 31°45'N</td>
<td>9 December 1917</td>
</tr>
</tbody>
</table>

That the arrival of the Force in Jerusalem is an event of ‘historic’ significance is made clear in the linear text which contrasts Allenby’s entry into ‘the Holy City’ with that of the Kaiser in 1898, and declared to be the fulfilment of ‘the Arab prophecy … [of] when the Nile had flowed into Palestine, [and] the prophet (Al Nebi) from the west should drive the Turk from Jerusalem.’ 22 The entry into Jerusalem was one of the most carefully stage-managed events of political ritual during the whole of the war,23 but if the Force was in the hands of some divine providence it still had much fighting to do to reach its goal. This need to go beyond Jerusalem is taken up in the next series of maps:

**Title on each map: Advance into Mount Ephraim and Sharon**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (The time on all maps is 6 p.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>35°10'E 32°N</td>
<td>12 December 1917</td>
</tr>
<tr>
<td>29</td>
<td>35°10'E 32°N</td>
<td>22 December 1917</td>
</tr>
<tr>
<td>30</td>
<td>35°10'E 32°N</td>
<td>31 December 1917</td>
</tr>
</tbody>
</table>

And then onward to the capture of Jericho:

**Title on each map: Capture of Jericho**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (No time signature on maps)</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>35°25'E 32°10'N</td>
<td>18 February 1918</td>
</tr>
<tr>
<td>33</td>
<td>35°25'E 32°10'N</td>
<td>21 February 1918</td>
</tr>
</tbody>
</table>

Then, apparently without any interruption, there was:

**Title on each map: Amman Raid**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (No time signature on maps)</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>35°25'E 32°10'N</td>
<td>21 March 1918</td>
</tr>
<tr>
<td>35</td>
<td>35°25'E 32°10'N</td>
<td>24 March 1918</td>
</tr>
<tr>
<td>36</td>
<td>35°25'E 32°10'N</td>
<td>29 March 1918</td>
</tr>
</tbody>
</table>

And then another raid:

**Title on each map: Es Salt Raid**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (No time signature on maps)</th>
</tr>
</thead>
<tbody>
<tr>
<td>37</td>
<td>35°25'E 32°10'N</td>
<td>29 April 1918</td>
</tr>
<tr>
<td>38</td>
<td>35°25'E 32°10'N</td>
<td>1 May 1918</td>
</tr>
</tbody>
</table>

---

22 Facing Map 28.
23 See J Hamilton, *God, guns and Israel: Britain, the First World War and the Jews in the Holy City*, Stroud, 2004, 151-8; this account has the now standard photograph of Allenby walking through the Jaffa Gate as its cover, but she is apparently unaware of the *BR*. The same contrast was made in contemporary accounts, see R Machray, ‘Allenby victorious advance into Palestine and the surrender of Jerusalem’ in H W Wilson (editor), *The Great War*, London, 1918, vol. 11, 1-28; on p. 12 is shown the standard image of Allenby walking through the gate, while on p. 19 is the image of the Kaiser riding through the specially made gap in the walls. The map of Palestine on p. 26 is of interest: it described the Force as ‘new crusaders’ – an image let pass by the censorship as this publication was for home rather than Middle Eastern consumption.
Because one has been turning page after page, one has the feeling of a steady onward march and one tends to ignore the date signature which shows that it was anything but a steady progress. However, we then enter another sub-narrative when once again after the worst of the summer’s heat the Force goes on the offensive with ‘the advance into Samaria’:

**Title on each map: Advance into Samaria**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (The time on all maps is 10 p.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>35°25'E 32°20'N</td>
<td>18 September 1918</td>
</tr>
<tr>
<td>42</td>
<td>35°25'E 32°20'N</td>
<td>19 September 1918</td>
</tr>
<tr>
<td>43</td>
<td>35°25'E 32°20'N</td>
<td>20 September 1918</td>
</tr>
</tbody>
</table>

And still they move onwards:

**Title on each map: Advance through Samaria and into Galilee**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (The time on all maps is 10 p.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>35°25'E 32°20'N</td>
<td>21 September 1918</td>
</tr>
<tr>
<td>46</td>
<td>35°25'E 32°20'N</td>
<td>22 September 1918</td>
</tr>
</tbody>
</table>

By now Damascus is in sight, and a new base map on a smaller scale appears, while the advance continues:

**Title on each map: Advance through Gilead and Galilee**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (The time on all maps is 10 p.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>35°45'E 32°45'N</td>
<td>25 September 1918</td>
</tr>
<tr>
<td>48</td>
<td>35°45'E 32°45'N</td>
<td>27 September 1918</td>
</tr>
</tbody>
</table>

Then, suddenly, the Force is at the gates of Damascus and a new quarter-inch base map:

**Title on each map: Capture of Damascus**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date and Time</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>Just west of Damascus</td>
<td>30 September 1918; 12 a.m. [i.e. 1200]</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>Just west of Damascus</td>
<td>30 September 1918; Dusk</td>
<td></td>
</tr>
</tbody>
</table>

And, finally a very small-scale map reaching from Lake Tiberias in the south to Alexandretta:

**Title on each map: Advance through Northern Syria**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Date (no time signature)</th>
</tr>
</thead>
<tbody>
<tr>
<td>53</td>
<td>36°30'E 34°45'N</td>
<td>1 to 28 October 1918</td>
</tr>
</tbody>
</table>

This last map is the only map in the entire book which can be considered to belong to the ‘normal’ genre of campaign maps in that the reader has a map that covers a span of time and must imagine the final state of the map as being the product of movements which are here shown in that the same unit is shown repeatedly with a date beside it to indicate that it had reached that location by that date. This departure from the narrative style corresponds to the situation: the Turkish Army was in disarray and the mobile warfare of that last month was unlike anything seen in the rest of the campaign (or perhaps in the whole war). With the map the story of the Force’s struggles is brought to an end: every objective taken, every enemy formation beaten, complete dominance in the land has been established.
Map 27: Occupation of Jerusalem (about 60% actual size)
Map 54: Lines of Communications October 1918 (about 60% actual size)
The third level is that of background information about the advance and the campaign, and it is supplied in eleven maps. The five principal maps of this group form a set and using the same base, covering the whole of Palestine, show in simple terms (British held areas in solid red) the amount of the territory occupied at that moment. They are summaries turning the complexities of the battle situation maps into achievements. Overall it has been a steady progress as witness the spread of the red area over this sequence of maps.

**Title on each map: Area Occupied as the Result of Operations**

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Base map centred on</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>36°E 32°N</td>
<td>28 October to 31 December 1917</td>
</tr>
<tr>
<td>39</td>
<td>36°E 32°N</td>
<td>31 Dec 1917 to 17 Sept 1918</td>
</tr>
<tr>
<td>44</td>
<td>36°E 32°N</td>
<td>17 to 20 September 1918</td>
</tr>
<tr>
<td>49</td>
<td>36°E 32°N</td>
<td>21 to 27 September 1918</td>
</tr>
<tr>
<td>52</td>
<td>36°E 32°N</td>
<td>28 Sept to 1 October 1918</td>
</tr>
</tbody>
</table>

From observing the short periods covered by Maps 44, 49 and 52 it is possible to observe through the sequence of maps the final collapse of Turkish rule in Palestine/Syria.

Along with these maps are five small insets which are mainly records of achievements. In a campaign where the supply of water for men, animals, and railways was of more than normal importance two of these maps show the development of water supply arrangements. Map 31 inset covers November and December 1917 on a line from Gaza to Beersheba; and Map 39 inset deals with supplying water to support the advance towards Jerusalem. Two maps (the insets to Maps 44 and 52) celebrate the work of the Egyptian Labour Corps; and one (Map 49 inset) show the location of anti-aircraft sections on 18 September 1918. One other map is included. Map 40 is a German map at 1:250,000 covering the area north of Jerusalem on 17 Sept 1918 showing how their intelligence had accounted for the disposition of British forces on that day. It is a curious reminder that the interrelationship between good intelligence gathering and good mapping is a crucial part of warfare.

**The Maps as maps**

All but one of the maps was prepared and printed in December 1918, with the final map being prepared in January 1919. Most of maps in the second, London, edition carry the note: ‘Reprinted in England 1919’.

The work was done in haste in order that the finished product could be taken away by the various units of the Force, and, in addition, they faced problems of ‘abnormal weather conditions in Cairo during the period in which the maps were printed, the unequal expansion and contraction of the paper caused unusual difficulty in obtaining correct colour registration, and the paper shortage in Egypt and the limited time in which delivery was required, made reprinting impossible. Despite this, the production is in five colours and the standards of production closer to those of an atlas of the period than to that of maps included in historical narratives. The quality of the draughtsmanship is excellent relative to scale, as one would expect from men used to producing topographical maps of the region at an intense rate, during the previous year. Each map measures 7.5 inches by 9.25 inches, and the most common scale is that of 1:506,880 (8 miles to the inch), only Maps 50 and 51 use a larger scale (1:253,440 or 4 miles to the inch), while the summary pages (showing all Palestine or an even wider area) are of such small scales as to be best described

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25 Note facing Map 1.
as ‘atlas scales.’ Given that the Force’s Survey Company had to produce such a wealth of maps at 1:40,000, it is interesting to note that with the advent of peace they went back to the more familiar imperial scales. The only non-imperial measurement derived scale is on Map 40 – the reproduction of the German map – which is at 1:250,000. All the maps have a graticule, and appear to have been produced on a Mercator projection, but given the nature and scale of the maps this is not significant.

One development with regard to the draughtsmanship does deserve special notice: new conventional signs. The military used an established set of signs during the First World War and familiarity with these was part of officer training. However, the producers of the Brief Record recognised that they had encountered features of warfare of which the manuals and textbooks had yet to take account. These additional signs are the following:

Common to both sides: a variation on the sign for a gun for heavy or siege artillery; aerodromes (with the aircraft icon changing both shape and colour depending on the side); a scatter of dots for areas bombed; and the icon of a lorry for motor transport columns.

British forces only: an armoured car icon; a sign for an advanced landing ground for aircraft.

Turkish forces only: a wagon icon for a horse transport column; a comet-like icon for ‘disorganised retreating columns; and an arrow for ‘Lines of Retreat’. So even in the matter of signs on maps, there is the implicit statement that some military eventualities could be ignored by the Expeditionary Force.

Lastly, there is one sign which specifically belongs to this region and this period: the list of signs includes a Star of David for ‘Jewish Colonies’.

Two other questions

In the early part of the twentieth century when most of the societies that contributed troops to the Egyptian Expeditionary Force were far more familiar with Christianity than is the case today, there was also a familiarity with biblical names and the shape of the map of Palestine that made it one of the most familiar places on the globe in the imagination of many. They would have seen it in maps in bibles, and have heard sermons about what happened as ‘A man was going down from Jerusalem to Jericho’ (Luke 10:30). This meant that those troops would have known the names of places in their biblical forms (e.g. Bethlehem) rather than the form they would have heard the local inhabitants refer to them (e.g. Beit Lahm). Moreover, some of the people involved in the survey during the war had already been part of the biblical geography / covert military intelligence surveys before the war. This problem,

26 A full foolscap page of such signs was included in the Manual of map reading and field sketching, London, 1912 [and reprints throughout the war], see pp. 17-19 especially. It was reproduced in more common works such as The complete guide to military map reading, Aldershot, 1911 [and reprints throughout the war], which had a section devoted to the topic (pp. 39-42).

27 On the nature of these maps, see H Goren, ‘Sacred, but not surveyed: nineteenth-century surveys of Palestine’, Imago Mundi 54 (2002), 87-110; and on their structure, see T O’Loughlin, ‘Two sixteenth-century biblical maps in the Founders’ Library, University of Wales, Lampeter’, Trivium 35 (2004), 121-68.

28 For examples, S F Newcombe whose work is witnessed in his article ‘The survey of Sinai and South Palestine’, Palestine Exploration Fund Quarterly Statement 46 (1914), 128-33 and later, with references to the Palestine
unique to the Levant, was more complex than it might appear at first. On the one hand, the troops had a virtual familiarity with these places which was valuable in morale terms and in terms of explaining the campaign to those at home; on the other hand, this knowledge jarred with their actual experience in the field. The *Brief Record* opts for a compromise that drew on both kinds of knowledge. In naming parts of campaigns it opts for the familiar biblical names and so we have the Advance through Philistia and reference in maps’ titles to Judaea, Samaria and Galilee – the three blocks on land depicted on crude maps in innumerable Sunday schoolrooms. However, on the maps themselves the local Arabic names were used throughout, and the whole book is prefaced with a glossary of Arabic toponomic elements. \(^29\) Where a place-name has a well-known biblical form (e.g. Bethlehem) it is given in brackets and in a smaller font below the Arabic name. The only exceptions are Jerusalem which has ‘El Kuds’ beneath it, and the Dead Sea which has on Maps 28 and 29 ‘Bahr Lut’ in a smaller font beneath it.\(^30\) In both case it is arguable that the biblical / English forms are so established that it would be pedantic to suggest that these be presented as alternatives in brackets.

Campaign maps both before and since the First World War have an inordinate fondness for arrows: sometimes big fat arrows indicating advances or long narrow arrows indicated desired outcomes. Quite apart from the fact that they belong to cartography as a form of illustration, they have in recent years come under suspicion because of the way that they help turn maps into vehicles of propaganda.\(^31\) Given the natural desire of a victorious force to impress its readers with its achievements, it is a credit to the integrity of the mapmakers that they did not resort to the use of arrows. While arrows are found on some maps showing Turkish lines of retreat, these are local movements showing the direction of a particular engagement rather than large sweeping movements. The maps collectively tell a story, they do not need to shout out their message with crude generalised arrows.

**Conclusion**

In the period after the First World War it became commonplace for cartographers to note how the war had increased the general map consciousness and how much more widespread were the skills to read and derive information from maps. The *Brief Record* is an excellent example of this new awareness. Regrettably, its creators have not left us any guide to their thinking as to how they arrived at this novel format for a campaign history. Possibly someone thought that using coloured maps, some detailed and other very bold, would ‘keep it simple’ for the soldiers. Possibly someone realised that a war of movement over territory is also a sequence of movements on maps. Possibly someone realised that if ‘one picture is worth a thousand words’ then here was an additional 57,000 words which required less precious paper! The answer to the question of what inspired these maps must remain hidden, but what is plain to see is that here has evolved a new understanding of map as text; and that a sequence of maps could form an historical narrative.

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29 *BR*, ii.

30 On none of the larger scale maps is the entire Dead Sea shown, in most case only its northern tip is visible (e.g. Map 37) and in these cases only the English form is given.

**Tour goes astray**

*Ordnance Survey Tour Maps: illusion and confusion*

*Ed Fielden*

In *Sheetlines 82*¹ I wrote a brief note concerning the unusual saga of the 1:600,000 scale *Scotland Tourist Map*, published in March 2008 and withdrawn very shortly afterwards. I now present a fuller account of the somewhat convoluted story, which also concerns the wider *Tour* series.

In the OS publication report for August 2007 a new edition of Tour Map 12 *Scotland* was announced for publication on 10 March 2008.² At this stage nothing seemed amiss: the new edition was to be edition ‘C’, following on perfectly logically from current edition ‘B’.

From here on, however, it is probably fair to say that the Tour Map situation in late 2007 and early 2008 became, at best, confused. In the publication reports for September and October 2007, further forthcoming new editions of Tour Maps 18, 19, 20, 22 and 23 were announced, however these were removed from the publication report in November 2007 and were not reinstated, disappearing without a trace and never being published: a sort of cartographic “now you see it, now you don’t”.

<table>
<thead>
<tr>
<th>Publication Report</th>
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<tr>
<td></td>
<td>Sheet number, edition, intended publication date (DD/MM)</td>
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<tr>
<td>Aug 07</td>
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Table 1: Tour Maps announced for publication in 2008, as in OS publication reports

¹ ‘Scotland Tourist Map – the one that got away’, *Sheetlines 82*, 24.
² In fact the date given in the August 2007 *Publication Report* is 10/03/07 in error.
From the evidence it would seem that at some point in October 2007 OS decided the forthcoming revision of the Scotland Tour Map was to be more major than previously considered and the other forthcoming revisions previously announced were put on indefinite hold. These events may not necessarily have been related. Quite why another unrelated sheet (edition ‘E’ of sheet 5, Devon & Somerset West) was then added to the forthcoming publications list instead is not immediately clear.

However the publication report for January 2008 further reflects the new thinking, redefining the forthcoming editions of both sheets 12 and 5 as ‘A’. This was the first obvious sign that something most unusual was afoot.

The next clue was the publication of Mapping Index 2008 on 29 February 2008. In the section for Tour Maps, the list highlighted sheets 5 and 12 in bright red and explained: ‘Look out for new-look Tourist maps with rebranded red covers from Spring 2008.’

The Scotland Tourist Map, edition ‘A’, at 1:600,000 scale was published on 10 March 2008. It bore a very bold bright red cover and was devoid of any sheet numbering. The mapping was otherwise very similar to the previous 1:500,000 editions.

Very shortly, however, it was appreciated by OS that the new cover design did ‘not fully match’ Ordnance Survey’s own brand guidelines. Upon further investigation it was found that it had not, in fact, followed the ‘prescribed internal approval process’.

Some time in April 2008 OS issued a withdrawal notice to retailers indicating no further stock of the map would be released until steps had been taken to improve the cover, but that it was not necessary to return present stock as there was no problem with the mapping itself.

The initial print run comprised 5300 copies and some 1000 of these had been distributed before the decision to withdraw the maps was taken. The remaining 4300 were ‘recycled appropriately’.

Notwithstanding the withdrawal of

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3 From a letter written by OS to the author, dated 11 July 2008, following a request for information under the Freedom of Information Act 2000. All other details of the withdrawal given in this article are also taken from this letter or previous e-mail correspondence between OS and the author.
the *Scotland Tourist Map*, a forthcoming edition ‘A’ of sheet 5, *Devon & Somerset West* continued to be included in the monthly publication reports (although with publication dates deferred further each month) until May 2008. It was then omitted from the Publication Report for June 2008, but reappeared in the following month’s Publication Report as edition ‘E’ to be published on 1 September 2008.

I was entirely unaware of the situation when I purchased a copy of the *Scotland Tourist Map* from Blackwell’s Online in early May 2008; I bought it out of curiosity along with a few other maps. By mid-June 2008, however, several online retailers in the UK had run out of stock of the *Scotland Tourist Map*. Indeed, Blackwell’s Online listed it as ‘Cancelled – never printed’ for a time, which was the first thing to alert me to the fact that something was amiss. It was at this time I contacted Ordnance Survey to ask for details about the map and its withdrawal.

On 7 July 2008 OS released a new edition of Tour 12, *Scotland* to replace the withdrawn map. This returned to the original scale (1:500,000), continued the original line of editions – being edition ‘C’ – and was given a standard sky blue Tour cover with a new photograph of Eilean Donan Castle.

Edition ‘E’ of sheet 5, *Devon & Somerset West* was published as planned on 1 September 2008, again in the standard sky-blue cover.

And so, rather like the cat who wanders nonchalantly off after leaving something nasty on the carpet, the Tour Map series continues merrily along its way as though the *Scotland Tourist Map* incident never occurred: new editions of sheets 3, *Lake District* and 1, *Cornwall* are due for publication in January and March 2009 respectively.

The *Scotland Tourist Map* was unique: the only map which OS have ever published at 1:600,000 scale, probably OS’s briefest active publication and surely now a modern collectable oddity!

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4 From personal searches and enquiries made by the author, including Blackwell’s Online, Stanford’s, Amazon.co.uk, W H Smith, Waterstone’s, Cordee.co.uk, Zavvi.co.uk.
‘Edition codes’ and identifications on Ordnance Survey maps

Richard Oliver

This article was originally published as ‘Edition codes on Ordnance Survey maps’ in Sheetlines 24, August 1988 (pp 4-7). It has been heavily revised to take account of both subsequent changes in OS practice and of more recent research.

This article is purely concerned with methods of identifying particular printings or editions of a sheet: an ‘edition’ is defined here in the more recent sense of an amended rather than a straight or ‘facsimile’ reprint, and the larger question of what is an ‘edition’ or ‘series’ is not considered.1 It is concerned purely with the practice of the Ordnance Survey of Great Britain, and also the Ordnance Survey of Ireland up to 1922; it is not concerned with mapping produced by the OS on behalf of the military or other third parties.2 It should be noted that ‘edition code’ here covers both codes used to identify printings, whether or not revised, and those used to identify revision.

Dated impressions: 1833-1912

The earliest method was that of dating the individual impression. The only date carried on the earliest Ordnance Survey of Great Britain (OSGB) mapping was that of publication. From their first appearance in 1833 until circa 1880 Ordnance Survey of Ireland sheets were dated and initialled by the Chief Engraver in manuscript in the bottom right-hand corner: thereafter the date was omitted, though an embossed stamp continued to be used, in the top margin. From March 1851 to August 1912 OSGB engraved sheets were embossed at the top with the date of printing (day-month-year to March 1858; month-year thereafter). Such embossing was also used on OSGB lithographed and zincographed maps until the early 1880s. The object of this was to indicate that the individual impressions were fit for sale, rather than provide an aid to cartobibliographers.3 The embossing is occasionally omitted, usually on proof copies, though occasional instances have been noted on copies apparently otherwise ‘normal’ and intended for sale.4 It is uncertain why the embossing was abandoned, but it may be that with the use of steam rather than hand presses, with their greater facility of consistency of output, it was felt to be redundant. It is perhaps significant that the change was made shortly after further publication of the alternative version of the engraved one-inch map, with overprinted hills, was abandoned. Whatever the reason, post-1912 printings of engraved maps carry no explicit indication of date of printing. Additional dating aids on one-inch (1:63,360) maps were electrotyping dates (introduced in 1862; discontinued after September 1892), railway insertion dates (introduced in 1882, but sometimes added to plates

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2 Unless noted otherwise information is taken from the maps themselves: the difficulty of finding earlier reprints of large-scale (1:10,560 and above) mapping in particular means that this article is not definitive. Military codes are discussed briefly in Roger Hellyer and Richard Oliver, Military maps: the one-inch series of Great Britain and Ireland, London: Charles Close Society, 2004, 280-1.
4 Examples noted include copies of 1:63,360 Old Series sheets 91 SE and 92 NE (both published in 1852) in the Royal Geographical Society’s collection.
retrospectively), and minor correction dates (introduced in 1909: ‘minor corrections’ had hitherto not been drawn attention to). From about 1940 onwards proof copies of maps were rubber-stamped with the date of printing.\(^5\)

**Lithographed and zincographed maps, 1880-1946**

In the early 1880s embossing of lithographed maps was abandoned; thereafter first printings were indicated by the date of publication, and reprints were indicated in the style ‘Reprinted in 1884’, usually in the bottom left-hand corner. In the mid-1890s, at about the time that publication of revised large-scale mapping got under way, this was replaced by an indication of the quantity printed, in the style ‘Reprint 150/1900’; this was used on both the large-scale maps and on the early coloured small-scale maps, and survived until 1904-5 (the changeover does not seem to have been clear-cut).\(^6\)

In 1904 there was a further change: there were now different procedures for small and large scales. For the large scales reprints were henceforth distinguished in the style ‘Reprint 60/14’ in the bottom left-hand corner. From about 1926 onwards the print-run/year code appeared on both first publications and on reprints, and from 1941 to 1946 the printing location was usually indicated as well, following the practice on military mapping.\(^7\)

For coloured small-scale maps the practice from about November 1904 until probably some time early in 1907 was to use a code in the style ‘10.05’ in the bottom left-hand corner, to indicate the month and year of reprint, apparently regardless of whether it was what would later be termed a ‘facsimile’ (i.e. completely unchanged) or amended or revised reprint. Early in 1907 there seems to have been a change: the month-year code was retained, but now functioned as an ‘edit date’, indicating when the plate or stone was amended, so that it no longer served to indicate when a sheet was printed.\(^8\) Thus for the first time the date indicated that there was revision to the plate: a new ‘edition’ in modern usage. Although pre-1915 facsimile reprints are hard to detect, reprints made in 1915-20 are often indicated by price and copyright note changes. This system seems to have been abandoned in the winter of 1919-20, in favour of reverting to the method used in 1904-7, i.e. indicating a reprint by a month-year code.\(^9\) (Once again, the changeover was not straightforward, and some Irish 1:63,360 sheets were being printed with the month-year code in April 1918.\(^10\) Otherwise the earliest use is on the 11.19 printing of 1:63,360 Popular Edition sheet 143.)

In turn, this system was abandoned at the end of 1922 in favour of a print-run/year code, similar to that on larger-scale mapping, but below the publication imprint in the bottom right-

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\(^5\) Examples of embossing are illustrated in Richard Oliver, ‘Ordnance Survey one-inch Old Series sheets: some notes on development and dating’, *Sheetlines* 50 (1997), 11-31, on pp 20-1.


\(^7\) Peter Clark and Ian Mumford, ‘Note on the “1941 style” of coded imprint…’, *Sheetlines* 5 (December 1982), 9-10, and Hellyer and Oliver, *Military maps*, 280-1.

\(^8\) I am grateful to Brian Garvan for suggesting the ‘edit date’ concept.


\(^10\) Roger Hellyer, ‘A cartobibliography of the one-inch map of Ireland, in colour, 1901-1956’, *Sheetlines* 63 (April 2002), 12-38. It is possible that these were printed in Dublin rather than Southampton, which might explain the anomalous practice. The explicit date of month and year, apparently as an indication of dated authorship, on mapping produced by OS for the military during World War I (e.g. series GSGS 2364, GSGS 2738, GSGS 2742, GSGS 2743, GSGS 3062) seems to be in conformity with War Office rather than OS practice.
hand corner: the dating of the change is indicated by an 11.22 printing of Popular 140, and a 2000/22 printing of the Dorking & Leith Hill special sheet. From 1926 such a print-run/year code was used on first publications as well. Before 1933 there was a tendency to allow these to accumulate, though the record of printings may not always be complete. The War Office retained month-year codes for some time after 1922, and these very occasionally are found on civil printings, e.g. ‘WO 8.24’ on the outline edition of 1:63,360 Popular Edition sheet 34: this was presumably a consequence of using the same plates for both military and civil printings.

Late in 1934 (e.g. the 2034 printing of 1:63,360 Popular Edition sheet 140), a ‘coded’ system was adopted for small-scale maps, whereby a compressed print-run/year code was given in the bottom left-hand corner: thus ‘2035’ would indicate 2000 copies printed in 1935. The system was used both on maps designed from the outset for lithographic and zincographic printing, and for printings of Third Edition and the few Fourth Edition 1:63,360 maps hitherto usually printed from copper, but printed lithographically from about 1935 onwards. For reasons which are not readily apparent, these codes sometimes appear with a stroke, e.g. 50/37 for 5000 copies printed in 1937, though on a 1:10,560 or larger-scale map such a code would denote 50 copies. The object of this ‘compressed’ system was to disguise the date so as to circumvent possible complaints from the public that they were being sold non-current stock. At the same time revision dates were omitted from small-scale maps, although from 1937 coded minor correction and road revision dates were given, in the style ‘M.38 R.37’, to denote Minor Corrections 1938, Road Revision 1937. From 1941 to about July 1946 an indication of the printing works was given, as on larger-scale and military maps.

From 1 January 1947 completely new methods were adopted for both large- and small-scale maps.

Edition letters for larger-scale maps, 1947-88

For the 1:25,000 and larger scales indexed on the National Grid a system of edition letters was adopted, starting at A, and with the letter advanced at each amended reprint. The edition letter appeared in the bottom left-hand corner. This system was also used on new editions of the County Series 1:10,560 and 1:2500, but post-1946 printings of unrevised County Series mapping can only be detected by price-changes. It no doubt soon became apparent that the 1:25,000, in particular, was tending to eat into the alphabet rather quickly, and so amended reprints were made without advancing the edition letter. Also, there was no indication of which sheets were fully revised (important, as ‘continuous revision’ was an integral part of the new National Grid series), and so in October 1952 the system was modified so that in future amended reprints were indicated by a bar being added below the edition letter, a new letter of the alphabet being revised for a fully revised or otherwise drastically altered edition. From May 1960 new editions containing enough changes to justify agents returning obsolete

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12 The National Archives (Public Record Office) [TNA (PRO)] OS 1/206; and see Hodson, *Popular Maps*, 85-6. The changeover was not clean-cut: in 1936 a few 1:63,360 Popular and 1:126,720 maps were still being printed with explicit revision dates.
13 A list of these codes is given in Hellyer and Oliver, *Military maps*, 280-1: by no means all of them have been found on civil mapping. The most common are: Ch or CH (OS Chessington), Cr or CR (OS Crabwood [Maybush]), E (OS Esher [Hinchley Wood]), LR (OS London Road, Southampton), and Wa or WA (OS Waddon).
stock were indicated by an asterisk. Typing and digital processing convenience has often led to the bar being placed to the right of the letter in OS publication reports and unofficial cartobibliographies.) Whilst the usual practice for 1:2500 and 1:1250 basic-scale mapping was to issue fully-revised new editions, with the letter advanced, from the early 1970s a significant number were reprinted as ‘bar-star’ editions, with metricated altitudes and boundary revision, but apparently no other changes. This system continued for published mapping until 1988–9.

A modified system was used for the Survey Information on Microfilm (SIM) service, advertised in the monthly publication reports from 1978 onwards: the edition letter was supplemented by a number, thus A, A1, A2, B, B1, B2, etc, with occasionally numbers added to a ‘bar-star’ if that was the latest published version, e.g. B/*1. The 1:2500 plans were originally published in 1 × 1 km format: the introduction of the 2 × 1 km format in 1960 resulted in multiple edition letters being used, e.g. CD, for pairs of plans originally published separately in 1 × 1 km format. Multiple edition letters are also encountered on maps where there is overprinting, notably the 1:100,000 administrative series published 1965–95.

The ‘unique numbers’ and smaller-scale maps

For small scales, a system of ‘general unique numbers’ was adopted in January 1947. The reasoning seems to have been that whereas 21/42 was obviously a 1:25,000, 21/42 NE a 1:10,560, and 21/4526 a 1:2500, sheet 19 could be almost anything at any scale. 1237, on the other hand, was unique. Various blocks were allocated to various groups of maps: these are set out in more detail in the Appendix. Numbers from 1 upwards were reserved for ‘medium-scale’ maps in the range 1:31,680 to 1:10,560, including the plates in the Descriptions of medium-scale maps. Numbers from 69 upwards were used for updated versions of an index to 1:10,560 mapping on a 1:1,250,000 base: the highest number used was 125, allocated on 1 July 1976. Numbers from 751 upwards were used for 1:25,000 indexes. Numbers from 1001 upwards were used for the 1:63,360 New Popular Edition (highest number used 1304), from 2001 upwards for the republished Quarter-inch Fourth Edition with National Grid (highest number used 2040), and from 2201 upwards for the republished Popular Edition of Scotland with National Grid (highest number used 2354). The intended use of the range of numbers from somewhere above 2354 (2400?) to 3200 remains problematic. 3201 upwards was used for miscellaneous maps, including outline-and-water reprints of pre-1940 1:126,720 mapping, educational and examination extracts, various indexes, curiosities such as a map of lifeboat stations (3882, dated 1953), and maps printed on behalf of other organisations, e.g. Ordnance Survey of Northern Ireland. There are instances of a unique number for the base-map being combined with another or with letters

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15 Director-General’s Conference minutes, September 1946: copy in Ordnance Survey library, Southampton.

16 What follows relies heavily on work by Roger Hellyer, particularly the note in Sheetlines 24, p.23.

17 Occasionally quantity/year codes were reverted to, e.g., 3282-7 were used for the last six sheets of the Popular Edition of Northern Ireland, published 1948-50, and 4041 and 4167 were used in 1956 and 1958 for new editions of sheets 10 and 11, but quantity/month/year codes were used for the 1953 and 1959 printings of sheet 7. (The 1953 printing was the first publication of a fully revised and recompiled version of the sheet.) After 1946 the quantity/month/year system was retained both for military printings on behalf of the Directorate of Military Survey and for the Directorate of Colonial Surveys (from 1957 the Directorate of Overseas Surveys).
for overprints. 3801 upwards was used from 1948 onwards for the 1:625,000 planning map series. For all these series numbers were allocated retrospectively to pre-1947 printings, though often the implied allocation of numbers and the sequence of known printings do not agree completely. 4001 upwards were allocated to the 1:63,360 Seventh Edition (later Seventh Series: numbers were allocated up to 4041). 4501 upwards was allocated to what became the 1:126,720 Second Series, but the slow progress of this mapping meant that 4501, used on the pilot sheet, 51, of 1949, remained unique in more than one sense. 4701 upwards was allocated to the 1:63,360 indexes to National Grid mapping. In principle a new unique number was allocated to each first printing and reprint, whether corrected or otherwise, so that for e.g. New Popular sheet 131 there is the sequence 1056, 1219 and 1249 for the three printings. Sub-blocks were allocated for particular purposes, e.g. 1147-1169 for New Populars republished with post-war road revision. As well as this main sequence there was an ‘L’ series, which seems to have been used in principle for maps of an administrative or geodetic nature, such as the 1:126,720 county boundary diagrams and their 1:100,000 successors, and triangulation diagrams. The unique number appeared in a similar position to the edition letter on large-scale maps.

The use of the various unique number series was not always very consistent. The 1:31,680 Jersey map was originally 8, but its reprint was 3884; the 1:21,120 of Guernsey was originally 6 but was reprinted as 47. The 1:6336 of Richmond Park was first printed and then reprinted in the ‘L’ series (L185, L403); it was then further reprinted in the sequence mostly used for indexes, as 775. (776 was Bushy Park.) The Kew Gardens map always appeared in the 3000 sequence. The 1:63,360 indexes to large-scale plans using New Popular or Scotland Popular bases were initially numbered in the sequence 4701-4799, but subsequent printings were in the miscellaneous sequence. From 1958 these were replaced by indexes using Seventh Series bases, which were allocated numbers in the range L762-951, though only 155 of these were actually used.

In April 1953 unique numbers were replaced by edition letters on series small-scale mapping, but the miscellaneous mappings continued to use unique numbers, though it now seems to have been usual to retain the same unique number for each ‘title’. Thus the unique numbers allocated to the OSNI 1:63,360 Third Series remained unchanged on each printing, up to the last in 1979 (of sheet 1). The block 4001 to 4041, originally used for the 1:63,360 Seventh Series, was reused for miscellaneous maps, so these numbers were not ‘unique’ on any conventional definition. From the early 1960s fewer and fewer miscellaneous maps had unique numbers, but they were still being used in 1969, though by then for little other than the illustrations to the OS annual reports. Sometimes the unique numbers were supplemented by letters, to denote an amended reprint, e.g. 4027/A for the second version of Roman Britain, Third Edition.

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18 Plates VIII and IX of A description of Ordnance Survey medium-scale maps, Chessington: Ordnance Survey, 1955, are 764 and 765 (in black) and 62 and 63 (in red) respectively; the indexes of England & Wales and Scotland accompanying Gazetteer of Great Britain, Chessington: Ordnance Survey, 1946, reprinted with corrections 1951, are 3246/A/A and 3247/A/A respectively.


Edition letters on smaller-scale maps, 1953-88

By 1953 the unique number system was becoming tangled, and one feels for the OS officer who remarked that ‘his branch never really understood the unique numbers!!’22 In April 1953 a letter system was introduced for small-scale series mapping but, curiously, the early method of advancing the edition letter for each amended reprint, abandoned six months earlier for the large scales, was employed until January 1956 for the small scales, when they were brought into line with the large scales, i.e. with bars to show amended reprints, and advanced letters for fully revised editions. (It should be noted that whereas 1:1250, 1:2500 and 1:63,360 sheets were subjected to complete ‘sweeps’ and were thus ‘fully revised’, other maps compiled ultimately from these were based on the latest available data, rather than a ‘complete sweep’ within a short timescale.) Letters were allocated retrospectively for those printings actually made with unique numbers, and as usually the outline editions of the Seventh Series appeared some months after the coloured versions, there are several instances where the coloured version has a unique number and the outline edition is ‘A’.23 The letters appeared either in the bottom left-hand corner of the map or (e.g. on the 1:50,000) in the bottom left-hand part of the legend area. Asterisks or ‘stars’ were introduced from May 1960, and although (in principle, anyway), no sheet can exist in, say, both A/ and A/*/ versions, the asterisk is of some importance in that only ‘bar-star’ versions were noted in the monthly publication reports, and the ‘bar-only’ versions are less likely to be encountered in the legal deposit libraries and those institutional collections which relied on the publication reports for notification of new editions. Until 1978 such sheets were noted in the publication reports in the style ‘A*’, even though the full reference may have been, say, A///*. Study of the 1:63,360 Seventh Series indicates that ‘bar-star’ status was reserved for sheets with major road changes or with public rights of way information included for the first time. It should be noted that the letters reverted to A with a change of scale (e.g. from 1:10,560 to 1:10,000) or of series (notably the 1:50,000 when a sheet was ‘converted’ from First to Second Series). However, non-series maps were not so tidy. The first version of the 1:63,360 Lake District sheet on National Grid sheet lines, published in 1948 and reprinted in 1951 using unique numbers, was treated retrospectively as ‘A’, the replacement published in 1958, based on recompiled and redrawn Seventh Series material, was ‘B’, and a fully revised version, issued in 1966, was ‘C’. When in turn this was replaced in 1987 by new mapping derived from 1:50,000 Second Series material it was designated ‘A’, though previously replacements of Seventh Series material by 1:50,000 material (starting with edition C of North York Moors in 1982) had had the letter advanced. The official explanation of the reversion to A for Lake District, that this was because of the use of the 1:50,000 material, suggests that there had been a change of practice.24 (Since 1980, as part of the dual civil-military specification introduced then, most 1:50,000 sheets have also carried military edition numbers and print-codes, but as these are governed by different criteria they are irrelevant to Ordnance Survey’s own usages.)

The bar-star system was replaced from 1 April 1988.25 By this time it had, perhaps, suffered some loss of personal dignity: the last printing of the Lake District tourist sheet

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22 TNA PRO OS 1/206, minute 50.
23 Sheet 78, originally issued in May 1953 with ‘unique number 4022’ (reused in 1956), was reprinted in colour in 1958 with edition letter A; this is a unique occurrence for a coloured Seventh Series sheet.
based on Seventh Series material, issued in April 1984, was C6/*/*/*/*, and several 1:50,000 sheets reached A/*/*/*/*/*/*/*.

Later use of letters, 1988 onwards

In 1986 OS made a study of the edition code system, which led to the abolition of bars and stars. In effect, it assimilated all ‘published’ mapping, both large and small scale, to the practice of the SIM copycards: in future editions would be identified by a letter and a number: the first edition would be A, the first ‘Reprint with Select Change’ [RSc] would be A1, the second RSc would be A2, and so on. ‘Ghost’ alpha-numeric codes were allocated retrospectively to bar-star printings. Facsimile reprints with ‘literally the correction of minor errors’ would retain the code of the previous RSc although ‘Reprints with Minor Corrections will be avoided if at all possible’.

In practice, reprints with corrections, but not revision, were soon being distinguished by the addition of a line beneath the code of the previous version, e.g. B2. This system continues in use in 2008 for the remaining paper publications of OS.

The system introduced in 1978 was retained for the SIM copycards until new issues were discontinued after October 1994; the new system introduced in 1988 was used on the 1:1250 and 1:2500 up to the last published issues in August 1992, and on the 1:10,000 up to the last published issues in April 1996. From March 1991 both SIM and published mapping were replaced by ‘Superplan’, derived directly from digital data: ‘Superplan’ was available in a variety of formats, one of which was ‘Superplan Instant Printout’ [SIP] based on existing 1:1250 and 1:2500 sheet lines. The SIPs were allocated edition-codes, S1, S2, etc. By the time that the last SIPs were announced, in October 1996, at least one 1:1250 had reached edition S7. Thereafter OS moved to direct output from continuously updated digital data, an environment in which the old concept of ‘editions’ was irrelevant. The data is deposited annually with the legal deposit libraries, and editions have been replaced by the latest date at which the ‘tile’ (the successor to National Grid sheets) was updated: as the data is notionally seamless, and a display usually involves several tiles, the user is presented with a list of several updates. These updates may be the result of substantial revision on the ground or from the air, or they may be minor editing changes.

What remained of the much reduced Directorate of Overseas Surveys (DOS) was absorbed into OS in 1985. In the mid-1990s OS issued a few tourist maps based on DOS mapping: these retained DOS designations so that, for example, the Falkland Islands map of 1996 was ‘Series OSD 653/1’, and ‘Edition 1-OS 1996’. These maps had a comparatively brief circulation.

Appendix – Unique number blocks

1) Series without prefix

1-(67) Medium-scale maps: mostly plates in Descriptions, 1947-55.
69-(125) 1:1,250,000 index to 1:10,560/1:10,000 National Grid series: 1956-76.
751-774 Indexes to and conventional sign cards for 1:25,000 National Grid series, 1947-60.

27 Ordnance Survey publication report 8/1988, 8.
28 ‘Special’ publications may constitute an exception: no ‘edition code’ appears on the 1:330,000 Trafalgar Way map issued for the bicentenary of the Battle of Trafalgar in 2005.
29 The surveying of the division of a single property for Land Registry purposes would be an example of this.
3000-3199 ?
3201-3800 Miscellaneous maps, including map extracts for educational purposes, outline-and-water reprints of pre-1940 1:126,720 mapping, maps printed on behalf of other organisations, e.g. Ordnance Survey of Northern Ireland: 1947-52/3.

(2) Series with ‘L’ prefix
L1 Royal Botanic Gardens, Edinburgh, 1948.
L74 Combined County Series/National Grid series index: 1947.
L75-L88 1:2500 of Fife overprinted with contours: 1948.
L89-L402 Mostly combined 1:126,720 County Series/National Grid series and 1:253,440 indexes, but including some ‘miscellaneous’, e.g. L185: Richmond Park 1:6336; L323-4/29-30, contoured 1:2500 of Renfrewshire; L348, 1:5000 of Basildon: 1948-51.
L431-L486 ?
L487-L759 Mostly 1:253,440 County Series indexes, continuing block L89-L402, but including some ‘miscellaneous’, e.g. L583, Greenwich Park, 1:2500: 1953-6.
L952-L1200 ?
L1494-?L1550 1:100,000 county base-maps, for administrative overprinting, 1965-70.
L1590-L1608 ?
L1609-L1611 Royal parks: 1968.
L1619-L1620 1:625,000 Administrative Areas: 1970.
L1620-L2780 ?
The chain gang

G Foster

This article first appeared in OS News 45, March 1981, and was brought to our attention by John Cole. The editor agrees with John that it most certainly merits republication in Sheetlines but, despite our best endeavours, we have not been able to contact the author or his family to seek permission for this. Nevertheless, we hope that they will approve.

My entry into the Ordnance Survey (I have since discovered) was rather different to most, in that I was interviewed by the Division Officer of DOI, and then recruited as a junior technical civil assistant (J/TCA for short!). Regions were known as Divisions and the Controllers were called DO’s.

This method of entry in the late 40’s was a relic of pre-war days, and I was considered to be a sort of apprentice. I remember the interview with Colonel Ashley quite well. My father’s occupation, war service and my reason for wanting to join the OS, were of particular interest, I also had to over-pen a blue image 25" paper copy whilst the Colonel waited. A few anxious weeks after the interview I was notified that I should present myself ‘at my own expense’ at the Division Office, Nottingham, for a three-month drawing course. The standard required there seemed high, although they never quite managed to make me into a ‘draughtsman’.

This period being successfully completed, I was posted to Sheffield to begin my survey training. At first I was little better than a labourer – in fact the labourers were far more experienced than I was and I often ended up being labourer to a labourer! It was a slow process and quite some time before I was permitted, under strict supervision, to attempt my own progress work. There was no ‘basic course’ in those days, and each aspect of survey was learnt first as a labourer, then as a trainee under the personal tuition of a trusted and experienced TCA. Those types were pretty rare!

There were, I think, about fifty surveyors of varying ability, accommodated in a large old house in a well-to-do suburb. Most of these had not long been demobilised from the forces, and a pretty rough and rowdy lot they were! Fights were not uncommon, and I soon found that it paid a J/TCA to adopt a very low profile. The pay was just as low – £11 per month, and I paid 30/- (£1.50) each week for ‘digs’, which were situated in what is now the ‘red-light’ area of Sheffield. Pay has improved considerably since then, but the district hasn’t, I am told! If there was a welfare officer on the OS in those days, his existence was kept secret from me.

Sheffield at that time, and for many years, was still a ‘blitzed’ city – the shopping centre (‘The Moor’) was a devastated area covered in ‘blitz weed’ (willow-herb). Many of the streets in the city were cobbled, gaslit and typically Victorian. Transport was mainly by tramcar, and one could travel from city boundary to boundary (about eight miles) for six or seven old pence! Even so, there was always the temptation to save the odd penny here and there by walking a bit of the way to the place of work – and spend the saving on a cup of tea.

The working day started at 8.00 a.m. sharp, and arguments took place as a result of the 1B (Grade III) drawing a red line in the attendance book at precisely 8 a.m. If a queue of people were waiting to sign, the line would be drawn in, and the book handed back for the remainder to sign! Latecomers were usually warned by letter after a few offences.

My early days were spent on chain-survey (after a period of instruction) and a typical day would start soon after 8 a.m. The chainman allocated to me would be coaxed out of the
labourer’s room, and the surveyor, complete with two full fountain pens (no biros allowed) and his chain book, would set off for the block (areas) to be chained. All the chain kit was carried by the chainman (labourer) in a large, solid leather bag and consisted of: 20m chain, pliers, spare links, 20m steel tape, 20m linen tape, 10m linen tape, ten wire ‘arrows’, mason’s hammer, cold chisel, brass rivets, pegs, pipe nails, washers, rag and crayon. A two-metre, one-piece, offset pole was also carried by the chainman. All this equipment prevented most chainmen from breaking into a gallop – at least until they had to run for the tram at the end of the day!

The surveyor carried the book, optical square, pens, pencil, scale, pocket level, Emery scale, crayon, sandwiches and flask. Food rationing was still in operation and I remember that we received, as field workers, extra ration coupons for cheese and, I think, tea and sugar. This was of doubtful benefit to me, because my landlady had little imagination and made cheese sandwiches for me every day of the week. I obtained a varied diet by either swapping food with the chainman, or throwing the sandwiches over the nearest wall and buying a pie when funds permitted!

After leaving the office, we would trudge in stout boots about 1½ miles to the tram terminus in the city centre. Here we would buy a cup of tea, and test the chain and tapes on the city standard before boarding the tram. The two-metre pole was regarded by conductor and passengers alike with some disfavour, and we were on occasion, turned off the tram. These trams were collector’s pieces even in those days, and had travelled many thousands of miles often in other cities which had decided to modernise their fleet. The whole ramshackle structure clattered, shook and ground its way to our destination or near it, the journey taking perhaps fifteen minutes and costing about three old pence. The tickets had to be retained for presentation with an allowance claim at the end of the week. Forged coins must have been common because each tramcar had a coin-testing slot which bore signs of use!

On leaving the tram, there would be a short walk to the chain block, where the chainman would untie the chain (lightly oiled) and expertly throw it out along the road. This would cause a certain amount of panic among passers-by, dogs and horses, but was the recognised method of laying it out. Chaining then began, and proceeded at a rapid rate, because the days ‘norm’ was 100 chains per day inclusive of office and any other time except wet and walks.

This meant that a chain had to be laid on line, corrected for slope (of which there as plenty in Sheffield), offsets and pickets etc measured and booked in ink, every five minutes or less! The 20m steel tape was much quicker and easier to use but more easily broken, and consequently it was forbidden to use the tape other than for measuring across flowerbeds and the like.

Comments from onlookers were rich and varied, but the most common was "Where’s your dog gone, mate?" – or "Here comes the chain gang”, accompanied by the well-known song. We worked in the rain to make good progress, the surveyor vainly trying to keep the rain off his book. Thus we would progress until a suitable place and time around noon, where we would sit on the roadside and eat our sandwiches, after wiping our hands on the only rag, which the chainman carried in the bag. The oil must have acted as a disinfectant because I don’t remember suffering any ill effects!

For entry onto private property the surveyor carried a warrant (foolscap size), which was folded and kept in a leatherette case bearing a large, gilded, coat of arms. The warrant itself was very impressive, headed by a large embossed crest and worded in such a manner as to impress a Queen’s Counsel. On the reverse side was printed the penalty for obstructing a
surveyor – up to £100 fine and/or six months imprisonment, I believe. We always folded the warrant so that when presented to the landowner, the penalty was uppermost! We seldom used this warrant, even though very few people knew, or had even heard, of the OS.

After lunch (half an hour, official) we chained on until about 4 p.m. and then caught a tram (usually every five or ten minutes) back to the city centre. Changing trams there, we rode back to the office, arriving about 4.30. The last half-hour of the day was spent by the surveyor recording his day’s chainage and drawing up line diagrams. The chainman cleaned and oiled the steel tape and chain, and replenished the pegs and nails used during the day.

No one left the office until dead on the stroke of five (summer hours) and usually after confirming which pub was the meeting place for the evening’s entertainment. Just in case anyone is wondering how I could afford beer, I would add that beer was only a few old pence per pint, and one pub (long since gone) used to serve it to the party out of enamel buckets! The other surveyors were all older than me. They bought most of the beer, allowing me to drink more than was good for me at little cost.

Saturday morning was a workday. Chain surveyors tried to gain enough chainage during the week to cover Saturday morning, and allow them to remain clean in the office but this was not easy, and a couple of less difficult chain lines was the alternative. This was more popular with the labourers, besides it was easier to catch a mid-day train or bus home (if you could afford the fare) straight from work in the field, than it was to creep out of the office undetected just a little bit before 1 p.m.!

Looking back, it all seems to have been a pretty hard time, but we didn’t think so then because a 47 hour week was quite normal. In fact most other workpeople thought that we had a ‘bobby’s’ job and were envious, although noticeably less so in the winter! Times haven’t changed a lot, have they?

*John Cole’s own account of chain survey work will appear in* Sheetlines 84.

**The ‘shading’ of buildings on the 1:2500, 1893–1912: its ‘meaning’**

*Richard Oliver*

Recently Rob Wheeler and I were looking at an early twentieth century OS 1:2500, and we remarked on buildings which had south-and-east ‘shading’, *i.e.* emphasis of the bounding line, and others which did not: local knowledge suggested that, though this was a cross-hatched 1:2500, nonetheless it might be possible to use the shading to distinguish brick and masonry buildings from wood and iron ones: it has, of course, always been known that this was the meaning of the carmine and grey on the first edition 1:2500s.

A few days later, as a result of looking through the OS ‘Southampton Circulars’ for quite another purpose, I came across the following passage, in Circular no. 406, of 21 Oct 1893: ‘... brick and masonry houses will be back-lined, i.e., shaded on the south and east side, on all cross-ruled 1/2500 scale plans.’
I naturally come to wonder how I overlooked this when compiling my Concise guide.\(^1\) On p.79 of the 2005 edition I do refer to the discontinuing of the shading in 1912, and of the continuing into the 1930s of recording the material of construction on the examination traces, which struck me as odd and unnecessary. On pp 60-61 and Plate 13 of H S L Winterbotham, The National Plans (London: HMSO, 1934), the colouring and shading conventions are noted and illustrated, but there is no reference to the use of the shading after 1893 to distinguish brick/masonry buildings from wood/iron ones.\(^2\) The change of drawing practice in 1912 was, like the introduction of finer linework and text, designed to facilitate photo-enlargement to 1:1250 when required. Evidently by that time the need to distinguish building material was no longer felt to be sufficiently important on the published maps, though one may wonder why the information continued to be collected after 1918 when that for arable-pasture land use ceased to be collected, as an economy measure. However, it is equally a question, to which at present there is no satisfactory answer, as to why the land-use information continued to be collected after 1879 when it was no longer being published in the ‘area books’ and the OS was under continual pressure to minimise costs.\(^3\) Serendipity?

The belated realisation of the ‘meaning’ of the ‘shading’ potentially makes the 1:2500 of 1893-1912 more useful to historians, though the depiction of an apparently ‘wooden’ (or corrugated iron?) terrace of houses in Pembroke Dock makes one wonder whether it was ‘strange but true’, or whether the shading is occasionally fallible.\(^4\)

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\(^{4}\) Pembrokeshire sheet XXXIX.8, Second Edition 1908.
Civil War battlefields

John Cole

I have been involved in arguments regarding the value of showing battlefield sites on small-scale maps and found justification not particularly easy. An accurate position for the initial clash of arms is difficult and often debateable. There is usually nothing to see on the ground and the lie of the land is of interest purely to military historians.

Nevertheless, as one who has a particular interest in the military history of the 1642-46 English Civil War, I have always been pleased to see them and my very first sighting on my first one-inch New Popular map (a thirteenth birthday present I believe) delighted and intrigued me.

At school the period obviously came up in history lessons and mention was made of the three ‘main’ battles, Edgehill, Marston Moor and Naseby. My up-to-date list numbers nineteen, plus a further five in Scotland, and thirty or so minor battles, actions, sieges – either reliefs or stormings. That list is by no means complete, but all except eight of the major and a surprising five of the minor battles have been noted on the New Popular and Seventh Series one-inch map whilst a recent inspection of the Landranger series revealed an increase in the west of England. This is an area that I will deal with in particular: the rest only in general.

As a very rough rule of thumb, a criterion for a major Civil War battle is that it usually involved an army of ten thousand per side. This certainly did not mean ten thousand well-armed and uniformed men, for when Sir Thomas Fairfax reviewed his Parliamentary army prior to the battle of Nantwich¹ the constituents reportedly caused him to burst into tears! And at the battle of Adwalton Moor² he and his father mustered barely three thousand to attack the Earl of Newcastle with reputedly four times that number.

Taking the counties of Cornwall, Devon, Dorset and Somerset as the western theatre, the first significant battle in Cornwall (involving less than ten thousand in total) took place on 19 January 1643 at Braddock Down between Liskeard and Lostwithiel. It is shown as site of battle (‘battle’ being in non Roman antiquity type) on Popular Edition sheet 143, crossed swords appearing on the Fifth Edition. These appeared in grid square 1561 on New Popular and Seventh Series sheet 186 but with the advent of Pathfinder SX06/16 in 1989, they had not only shifted dramatically to square 1762 but also with a date of 1642/3! I queried both at the time but was informed there was a problem with the calendar as calculated in the seventeenth century³ and the site itself had been challenged on good evidence (which I have seen confirmed).

Whilst the more important battle of Stratton which followed in May of that year has been continuously recorded on the one-inch and Landranger maps, albeit with a wrong date of 1645 on my 1960 Seventh Series, there has never been any indication of the Lostwithiel campaign of 1644 – the last major Royalist success of the war. King Charles I with some sixteen thousand men had pursued the Earl of Essex, with ten thousand, into Cornwall. Essex had assumed that Sir William Waller’s force would be able to deal with the King, unaware that the former’s army had virtually disintegrated after the battle of Cropredy Bridge in

¹ Not recorded on OS one-inch or 1:50,000.
² Which is recorded.
³ Prior to the Gregorian calendar, the civil year started on Lady Day, 25 March. The form ‘1642/3’ is sometimes used for dates after 31 December 1642 and before 25 March 1643. – CJH
Oxfordshire some two months before. The Parliamentary army became bottled up on the west side of the River Fowey between that town and Lostwithiel. Clashes took place at Beacon Hill (1259), just southeast of Lostwithiel, and Castle Dore (1054), which is marked as an antiquity site although there are no crossed swords to be seen. Eventually although about two thousand cavalry escaped, the remaining infantry (deserted by their commander who escaped to Plymouth by small boat) surrendered near Fowey in early September 1644.

Before leaving Cornwall, it should be mentioned that although the site and date of the battle of Braddock Down appear on the 2003 revision of Explorer 107, it is absent from the Landranger revised in 2002.

The Cornish Royalists under Sir Ralph Hopton, following their success at Braddock Down, ‘invaded’ Devon but came to grief at Modbury (6651) about one month later, where the crossed swords so puzzled me on one-inch sheet 187. This was a relatively minor affair involving some 1600 Royalists and about four times that number of Parliamentarians.

An even less significant action took place towards the end of the 1642-46 war on the adjoining sheet 188, and is duly recorded at 8276 as the battle of Bovey Heath. Parliamentary horse under one Oliver Cromwell (making a rare military appearance in the south west) routed morale-battered Royalist cavalry under Lord Wentworth, described as ‘horse whom only their friends feared and the enemy laughed at, being terrible in plunder and resolute at running away’.

Soon after, on 16 February 1646, followed the battle of Torrington. Not previously shown on the one-inch map but it is now on the Landranger with the crossed swords shown inside the built-up area, where indeed the battle took place. Fairfax and Cromwell led the Parliamentary force and the former had a narrow escape when the Royalist magazine housed in the church exploded – an event commemorated annually in the town.

In happier days, Sir Ralph Hopton had fought the Parliamentarians (under Sir William Waller) to a virtual draw at Lansdown, close to Bath, before a relief force of cavalry from Oxford routed Waller’s army at Roundway Down while Hopton and his troops were holed-up in Devizes. The battle of Lansdown, 5 July 1643, is absent from all versions of the one-inch map but was added to the Landranger. That at Roundway Down a week later has always been recorded on the one-inch and the Landranger.

Langport, 10 July 1645, is another Landranger addition, at 4327, and was in effect the most significant battle after Naseby. Fairfax and the ‘New Model Army’ defeated Sir George Goring, an enterprising commander a little too fond of the bottle. It was the remnants of his disintegrating cavalry which were routed at Bovey Heath.

Minor battles and actions, Marshall’s Elm (Somerset), Polson Bridge (Cornwall), Sourton Down, Chagford and Lipson (Devon), have not been recorded at one-inch or 1:50,000 scales. Nor indeed have any of the important sieges: Plymouth (where the Lipson battle took place), Lyme Regis and, slightly outside the south west, Bristol and Gloucester.

Regarding the 1:25,000 scale map, the crossed swords symbol for battles (with year) first appeared on the Pathfinder. However, I have a pamphlet of about the early 1960s, which introduced BBC3 radio programmes on civil war battlefields of the 1642-46 era. The mapping used is the Provisional 1:25,000. ‘Battle of Edgehill’ appears in non-Roman antiquity type, together with a date of 23 October 1642. Marston Moor and Naseby are treated similarly except that ‘site of’ precedes ‘battle’. Other locations dealt with are

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4 Formed after the mixed fortunes of 1643-44.
Chalgrove Field, the siege of Gloucester and the previously mentioned battle of Lansdown. At the latter location there is no annotation on the Provisional 1:25,000 map, but an area where the present crossed sword symbol appears is actually named ‘The Battlefields’ whilst a small square just south west is annotated ‘monument’ and commemorates the spot where one of the Royalist generals, Sir Bevil Grenville, fell.

Looking briefly at the rest of England, Scotland and Wales, the only major omission (in my opinion) is the battle of Nantwich and possibly Ripple Field near Tewkesbury in Gloucestershire. Amongst the minor actions surprisingly recorded on the one-inch map was Brentford (12 November 1642). It is also recorded on large-scale sheet TQ1776NE together with a 1016 battle on the same site. The only other instance on large scales found to date is on an Alan Godfrey 1:2500 reprint of Wigan noting a ‘supposed’ battle site without a date but almost certainly from the 1648-51 conflict.

During 1644-5 the Earl of Montrose won a number of battles north of the border against Parliament’s Scottish allies, usually with a disadvantage in troop numbers. Battles at Tippermuir (west of Perth), Inverlochy (Fort William), Auldearn (southeast of Nairn), Alford Kilsyth were all ‘on the map’, though the first named temporarily disappeared from the Seventh Series. Montrose’s eventual defeat at Phillphaugh (Selkirk) now appears on Landranger 73. However, the only significant battle in Wales at Colby Moor (east of Haverfordwest) is not marked on small-scale mapping.

And finally, another site to appear on the Landranger but on no previous small-scale maps is Stow-on-the-Wold (21 March 1646), in effect the final and relatively short engagement. Lord Astley with some three thousand troops was en-route to the King’s longstanding headquarters at Oxford when he was intercepted by Brereton’s cavalry, released by the fall of Chester, and Morgan’s infantry from Gloucester. Though some of his horse got away, the captured Astley sat on a drum and told his captors “You have done your work, boys, and may go play, unless you will fall out amongst yourselves”.

Other battles or actions recorded on the one-inch map but not mentioned were: Newbury (1643 and 1644 – crossed swords at both locations), Cheriton, Rowton Heath (Chester), Winceby and Hopton Heath (near Stafford). Both Newbury battles were arguably Parliamentary ‘wins’, as were the next three, leaving only Hopton Heath as a Royalist success.

The bitterness of the Civil War has long since passed away, and if we, as children, have taken sides in the struggle, some of us as Cavaliers, some as Roundheads – most of us, probably, on the side of the King – we grow up to understand that each side had in view much that was worth fighting for, and that the English habit of mind would have lost something of its special character if Royalist and Puritan had not had the courage of their convictions. On the Royalist side we admire the great principle of loyalty and devotion to the head of the State. And we must equally approve of the Puritan insistence upon the liberties of England and the determination never again to be dragged back into the tyrannies of the Middle Ages.


5 For which no OS mapping is used. Indeed this battle is not indicated on any OS small-scale mapping that I am aware of.
6 Ireland being represented by supplying troops for the Royalist cause.
Adventures into colour

Alan Godfrey

Since 1981 we have been publishing reprints of Ordnance Survey maps and plans, but until recently these have been entirely black and white. Those of you who have visited our office will have seen our massive Littlejohn 231 process camera, with which we take A2 size negatives. The camera was actually used by our former printer but when we moved into larger premises at Leadgate he suggested that, as we were the only customer still using it and it took up a lot of space in his factory, we should take it over. The camera took quite a bit of moving! Some visitors have been known to laugh when they see it, but I think the laughter normally stops when they see the superb results. Older technology is sometimes the best.

Nevertheless, we are aware that one day the camera might break down – and how easy is it to find a technician for a Littlejohn camera today? There could also be a problem obtaining film, which we already have to order in from Belgium. We have therefore occasionally experimented with scanning and, of course, we published three highly successful D-Day maps in colour in 2004; we could not have photographed these on our camera, so high quality scanning was called for. The results, I think, were very good.

Two years ago we decided to publish a one-inch coloured map as an experiment. A phone call to David Archer produced a good copy of sheet 232 NW Monmouthshire 1901, Mary Spence arranged an excellent scan, and Derrick Pratt, who is possibly our quickest author, wrote an introduction, taking care to cover somewhat different ground from that written about on the 1914 black and white version we had already published. Several hours work were necessary on the image, removing background discolouration etc; I like to think that our maps are new editions, not facsimiles, and have never had much time for map reprints on yellowing paper to make them look ‘old’.

We always hope to move quickly with a new project and the map was pushed through within a few weeks, with an extract of the map on the cover – traditional with our one-inch reprints. The resultant map was very well received, and although immediate sales were only modest, I decided that I could risk a few such reprints. Costs would need to be looked at, though, for the printing cost of the coloured map had been almost three times that of a normal black and white sheet. Future maps, I decided, must have a photograph on the cover, rather than a map extract, which would mean only the map side needed to be fully colour printed; this would save a third of the cost. As the maps would need to go out for scanning I thought it safer if I owned the originals, and so another call went out to David Archer, who summoned me down to Kerry. I stopped overnight in a hostelry in Shrewsbury, taking the opportunity to visit friends, and here, in retrospect, I received an omen. Stone cold sober (I promise!) I retired to my room that night and, just after I had put the light out at about midnight, a figure appeared at the foot of the room, looking at me for several minutes before disappearing. Cold examination of the room in the morning could produce no explanation, and a query at reception as to whether the hotel was haunted produced the reply, “It’s funny you should say that, several people say they have seen a boy”. But it all seemed quite benign, so I got the train to Newtown with an easy mind and later that day, my bank balance duly depleted, headed back north with a score or so early coloured one-inch maps.

Authors were gradually commissioned to write the introductions for half a dozen maps, Mary Spence arranged another batch of excellent scans, and later in Autumn 2007 we were
able to bring out sheets 184 Warwick 1897 and 203 Bedford 1895. The latter had already been published in black and white for the same date, and several regular customers enjoyed themselves spotting the tiny cartographic differences between them. It also, of course, meant that I could hardly charge subscribers for a near identical map of the same date (curses!) and so it was sent out to them as a bonus map. Colour versions of sheets 4 Holy Island, 142 Melton Mowbray and 266 Marlborough followed in the early months of 2008. We were, I think, improving technically – removing any sign of the folds had been difficult at first – but it was becoming clear that sales were slow to take off. The notes for another map, South Somerset, had been commissioned, but I decided to be cautious with any others and wait until sales had developed.

Meanwhile, in early February I went with my brother to the opera – Donizetti’s Assedio de Calais – in Gelsenkirchen, as part of my 65th birthday celebration. Opera is a convivial affair, and during the ‘bel canto dinner’ afterwards I got chatting with one or two local people. A chance meeting with an academic in Newcastle’s Mining Institute a year or so earlier had brought forward the idea of maps for the Ruhr, and especially for Gelsenkirchen, which is Newcastle’s original ‘twin city’, and these thoughts now found fresh resonance. In early April I went back to Gelsenkirchen to visit the Stadarchiv, and the archivist produced a handsome selection of detailed town plans. Somehow, however, they did not strike me as maps which would have appeal beyond a narrow ‘local history’ readership and so I returned home with the idea in limbo.

But a visit to the National Library of Scotland suddenly bore fruit when Chris Fleet produced the GSGS 4525 maps, a set of eighteen sheets covering much of the Ruhr at a 1:12,500 scale, produced in February 1945, immediately prior to the Allied occupation. The maps immediately struck me as attractive, for they were annotated by the War Office to highlight industrial sites and collieries, while railways and canals were also well shown. They were in colour, so NLS provided a scan of the Gelsenkirchen sheet, our printers did a trial reduction down to approx 1:19,000 (so fitting onto an A2 sheet). I was already due to return to Gelsenkirchen at the end of April for Meyerbeer’s L’Africaine, and so I was able to take a proof print with me. What would the German reaction to a map of 1945 be? The words ‘don’t mention the war’ began to come to mind!

In fact, the war was not a problem, though friends there did express some caution about the map, partly because much of the legend is in English – and the spelling of German place names is occasionally erratic. However, I decided to go ahead with at least a few maps, feeling they would have a varied readership: German local historians as well as Brits interested variously in military history, railways, industry – or just seeking something on one of the most fascinating areas of Europe, with very little available in English for the visitor. An author was commissioned to write a 2,000 word introduction, together with a translation, with strict instructions to deliver by the end of May, with publication planned for July.

The notes arrived on time but sadly I did not feel they were suitable. There was nothing for it but to scribble something myself, the historical text now including a few paragraphs about the map itself, something I had planned to write anyway. Over a frenetic weekend I produced a draft 3,000 words, using Norman Pounds’ The Ruhr as a base source, with other literature on German trams and English bombing raids, plus intelligent (I hope) use of the Internet. A quick trip was then made back to Gelsenkirchen (Mendelssohn’s Second Symphony for relaxation this time); a friend drove me around, especially to Herne and Wanne, which I had not visited before; and I picked up some good books (in German) on the
collieries and railways. A week later the introduction in English was written, Ellen Stramplatt in Gelsenkirchen produced a 1,000 word summary translation in German, and a local historian there read through both to spot any howlers. By 10 July the map was ready for the printers; all along I had been determined to meet my July publication date, and the printers duly delivered the finished map on the 24th.

Only one little hiccup remained. My flight to Dusseldorf was booked for Monday the 28th – just the day when Luft-hansa decided to go on strike. As a result I travelled from Durham by train: lunch in London, tea in Brussels, dinner in Köln, bed in Gelsenkirchen! Next day I was able to celebrate the publication with three friends, give a press interview, and get the map into a bookshop, while on the Wednesday we went to the Krups’ mansion, Villa Hügel, and walked round Werden and Kettwig, researching the next map.

‘But what about the English maps?’ you might be asking. Well, by July we had had a chance to look at the sales figures and these were not so much slow as non-existent, far worse than our gloomiest predictions. Moreover, it was clear that there was some price resistance, for we have been charging £3.25 for the coloured one-inch maps, reflecting their higher printing costs, and there was anecdotal evidence of people refusing to pay this at local history fairs. Indeed, it is clear that many of our readers – genealogists and local historians in the main - prefer the black and white versions. We are therefore bringing all the prices down to a standard £2.25, and cutting our losses. The map of South Somerset is well advanced and we will publish that – but I do not expect to issue any more coloured one-inch maps in the near future. All publishers allow for a few loss-makers in a series, but when a whole mini-series of seven maps is sinking it is time to pull out, especially when printing costs for those maps are double those of the others we publish. With several thousand pounds down the drain, there is no room for sentiment.

And what of Germany? With only the one map published so far it is impossible to get a proper picture, but already (if we exclude subscribers, who buy all our British maps) the Gelsenkirchen & Herne map, after ten days, has sold more than the Marlborough or Warwick coloured maps after several months. Flights to Dusseldorf are (normally) simple and reasonably affordable if I book ahead, while hotels – and opera – are a great deal cheaper in Essen or Gelsenkirchen than in London. Whether I can justify all eighteen maps in the Ruhr series remains to be seen, but I have promised to issue at least five; in practice I will almost certainly publish at least seven, which would give a cohesive block from Recklinghausen southward to Essen and Bochum. The map for Werden & Villa Hügel is already well underway, and I have started work on that for Essen. Moreover the Ruhr is just the sort of area – a large conurbation with wide industrial and transport interest – where I normally do so well in this country. Sales to German shops are unlikely to be profitable, once allowance is made for currency transactions, postage etc, so much will depend on the Internet and our webshop. But above all, it is proving enormous fun!
Alan Godfrey’s adventures
Extracts from (above) NW Monmouthshire 1901 and (below) Gelsenkirchen & Herne 1943
The Antonine Wall

An extract from the new RCAHMS 1:25,000 map (above) and, for comparison (below), the same area on the 1969 OS 1:25,000 map of the Antonine Wall. Both about 66% actual size.
Reviews


The Antonine Wall was constructed in the second century AD and constituted the north-western frontier of the Roman Empire. It ran for about 60 km from the Firth of Clyde west of Glasgow at Old Kilpatrick to the Firth of Forth at Bo’ness east of Grangemouth.

Much of the line of the wall and its associated features; ramparts, forts, bath-houses and construction camps still survive and can be seen on the ground. The actual wall was about ten feet high, built of turf on a stone base fifteen Roman feet wide, by detachments of the three legions based in Britain at the time. None of the turf remains of course, but lengths of the base can be seen.

As for the map itself, the remaining portions to be seen are portrayed at three levels: visible, confirmed line or area, and unconfirmed line or area. The colours selected to show the different categories are well chosen and the map legend removes any difficulty in identifying the various types of remains.

The base map is derived from Ordnance Survey 1:25,000 material and is reproduced in a grey-green overall tint which may lead to difficulty in navigating to destinations on the wall. It might be advisable for visitors to take *Landranger* sheets 64 and 65, which cover the whole area, gloomy overcast conditions are not unknown in the region. The portion of the map around Falkirk which is illustrated opposite, gives a good overall impression of what to expect from this map.

The Antonine Wall received UNESCO ‘Frontiers of the Roman Empire’ World Heritage Site status earlier this year; the map was produced to support the application. Much useful information and illustrations are shown on the cover and on the legend panel. RCAHMS looks forward to Scots and tourists alike exploring the wall. This map will make a useful companion on any such expedition. Full details of RCAHMS publications can be found at www.rcahms.gov.uk/publications.html

*Bill Shirreffs*


O G S Crawford was the first Archaeology Officer for Ordnance Survey, recruited by Charles Close. He raised the standard of archaeological recording, devised very popular period maps and developed the use of aerial photography which, through shadows and crop marks, showed archaeological sites. A biography of him is therefore potentially of great interest.

CCS members only curious about Crawford’s OS activities will find them well recorded, so it would be a shame to judge this book by its title and sub-title. The ‘Bloody Old Britain’ of the eye-catching title refers to Crawford’s splenetic attitude towards his native country and ‘the archaeology of modern life’ to his attempt to apply archaeological methods to studies of contemporary society. These aspects may lack appeal but it would be a mistake to dismiss the

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¹ Hauser also co-curated the recent exhibition on Crawford at the John Hansard Gallery, University of Southampton.
book for that reason. It is certainly a more rounded view of the man than was appropriate in Owen and Pilbeam’s résumé of his OS activities.² Charles Close’s wisdom in employing Crawford is more readily apparent after reading his experience and achievements as revealed in this book.

Crawford was born in Bombay in 1886, his mother dying a few days afterwards. His father, a High Court judge, died eight years later but he was in infancy sent home to an upbringing by pious maiden aunts. He was sent to a prep school, then Marlborough and Keble College. It was at Marlborough that he became interested in photography and local prehistoric earthworks as an escape from the school life that he loathed (‘a detestable house of torture’). At Keble, Crawford studied geography, a subject then of lowly status, being swayed by Harold Peake, the honorary curator of the Newbury Museum, not to continue with Greats, and from whom he learnt the vital link between land surface marks and prehistory. The thesis he wrote for his geography diploma in 1910 involved intense fieldwork studying the geology, drainage, vegetation, population, communications and industry on one-inch OS sheet 283, Andover. His professor then appointed him the first junior demonstrator in his department. Subsequently he worked for Henry Wellcome supervising digs in Egypt and the Sudan.

During the First World War, Crawford was initially on the front line at Givenchy, then maps officer in the Third Army Topographical Section under Major Winterbotham, the Section being responsible for the Western Front in the river Somme area. He distributed maps, supervised a small printing press and took panoramic photographs of the front line. From autumn 1917 he was an aerial reconnaissance officer in the Royal Flying Corps, photographing enemy positions and interpreting the images – more vital experience. He was shot down and became a PoW at Holzinden, which he judged ‘better than Marlborough’.

When war was over he returned to his aunts and became a regular visitor at OS, taking advantage of the free issue of six-inch maps in return for archaeological insertions and corrections. Impressing Charles Close, he was appointed OS Archaeology Officer in 1920: as a one man band he spent much time out in the field investigating sites on a county by county basis, getting there on his specially-adapted bicycle. The OS was traditionally ‘helped’ by local amateur archaeologists, so to diminish the thankless task of checking up on their reports he issued Notes for Beginners in 1921. He revived the concept of period maps and annoyed Close’s successor, Jack, by preparing without official sanction Roman Britain which was nevertheless published and very successful. More of the series followed in the 1930s.

The Air Ministry agreed that he could receive any RAF photograph of archaeological interest. By this means he found Celtic field systems and, famously, the avenue from Stonehenge towards the river Avon. In 1927 he successfully started his own journal, Antiquity – with a cover logo by Ellis Martin, an atmospheric silhouette of Stonehenge.³

Crawford envisaged a map of the Roman Empire, an international project that was a casualty of the next war, as was the Southampton OS HQ itself, but not those archaeological records that he had unilaterally taken to his home. During the rest of the war, he photographed Southampton for the National Buildings Record and became increasingly

² Tim Owen and Elaine Pilbeam, Ordnance Survey: map makers to Britain since 1791, Southampton: Ordnance Survey, 1992, 94.
³ Courtesy of Antiquity Publications Ltd. Described as a woodcut in the text and on the dust-jacket, John Paddy Browne, in a personal communication, writes that it is a pen and ink drawing done in the style of a scraperboard drawing (cf. for example the logo for Place’s waterproof paper illustrated in Browne’s book Map Cover Art p. 76).
depressed. The work for this record far exceeded official expectations, as, no doubt, did the contribution to the Ordnance Survey of its first Archaeology Officer and the external professional status he attained.

Crawford would be disappointed at the quality of photographic reproduction in this book and to read the captions one must keep turning to the back pages. These niggles aside, the book is well presented and Hauser’s text is well researched and written, necessarily so for this reviewer who is not, like Crawford was, a fan of H G Wells and Karl Marx. She records this enthusiasm of his extensively, together with his subsequent disillusionment, through his published and unpublished writings, in order to produce a life of the whole man, for, as the well-known clerihew runs…

The art of Biography
Is different from Geography.
Geography is about maps,
But Biography is about chaps.

E C Bentley, *Biography for Beginners*

*Keith Andrews*

**Five million maps for school pupils**

Each year, OS distributes over 700,000 free maps to eleven year olds, through their schools. The pupils also receive a copy of the leaflet *Map reading made easy peasy*.

This year Ordnance Survey is offering a special prize for the lucky school that orders the five millionth map. The winners will receive a commemorative map site-centred on their school. In addition, Tony Robinson and the Time Team will host a day out for the eight pupils who win the annual free maps competition.

This really is an excellent scheme. How long before a Charles Close Society member tells us, “I first became interested in maps when I was given a free *Explorer* map at school”? 

Ellis Martin’s logo
**Historical Ordnance Survey maps of Scotland go online**

*Chris Fleet*

In the last year, the National Library of Scotland has been busy adding various new images of early OS maps to our website, and so perhaps a brief update may be useful.

**Additions:**

The first three editions of one-inch to the mile maps of Scotland (132 sheets for each edition, published 1856-1891; 1885-1900; 1903-1912).

The first edition six-inch to the mile maps of Scotland (2143 sheets, published 1843-1882). Accompanied by a guide to symbols and abbreviations (with many thanks to Richard Oliver!), and an interpretative essay: [http://www.nls.uk/maps/os/6inch/](http://www.nls.uk/maps/os/6inch/)

We have just completed scanning the 25-inch to the mile maps of Scotland and hope to make these available online in early 2009.

**Geo-referencing:**

Some old favourites have recently been geo-referenced and made available as overlays using modern Google maps and satellite backdrops. These include the One-inch Popular Edition and quarter-inch to the mile maps of the 1920s, the six-inch first edition maps (1843-1882), and the large-scale town plans (1847-1895): [http://geo.nls.uk/maps](http://geo.nls.uk/maps)

High-resolution, zoomable colour images of all of these maps are freely available at: [http://www.nls.uk/maps/os/](http://www.nls.uk/maps/os/)

See [www.nls.uk/about/discover-nls](http://www.nls.uk/about/discover-nls) for the Library’s magazine, Discover NLS, issue 9, with a good article celebrating the fiftieth anniversary of the first Map Room at the National Library. It also records the retirement of the map collections manager, Diana Webster, after twenty years at NLS. I and the many other CCS members whom Diana has helped so readily, or who have been on one of the fascinating visits she has hosted, wish her a very happy retirement. – CJH

**Colonel Michael Cobb, PhD**

The first edition of Michael Cobb’s monumental two-volume work, *The railways of Great Britain – a historical atlas*, was reviewed in *Sheetlines 70*. In July, eighteen years of research on this project led to Colonel Cobb becoming the oldest person on record to be awarded a PhD by Cambridge University – at the age of 91.

Michael Cobb graduated from Magdalene College, Cambridge in 1938 and, after an adventurous war, commanded survey regiments in Egypt and elsewhere. He retired from the Army in 1965 and then worked for Ordnance Survey and subsequently for a civilian cartographic company.

Dr Richard Smith, one of Michael’s PhD examiners said: “The atlas is a remarkable piece of scholarship. … It is not just of interest to the enthusiast but a vital tool for anyone seriously interested in the economic geography and history of Great Britain. There is nothing like it.”

A revised reprint of the atlas is now available. Distributed by Ian Allan Publishing on behalf of the author, it costs £150. ISBN 9780711032361.
Kerry musings

David Archer

Have you ever studied the label on a tin of cat food? Here are more facts, figures and statistics than are needed to send someone to the moon. The welfare of our moggies is not an isolated occurrence; these days everything offers information that one usually ignores, except the silly warnings about not eating the wrapper (which I always have to be reminded about). Consumers are thought to need a complete breakdown of a product in order to decide on a purchase. Does it suit their needs or not? Are the salt, sugar and fat content acceptable? Ah, you are now saying, if everything else has them, why not Ordnance Survey maps? After all, OS stationery is quick to display logos for awards received, so one would have thought that being seen to be consumer friendly would appeal. It is not as if giving a lot of information is of use to a competitor. At the back of a recent catalogue we are told that the ten-mile maps are the most frequently updated OS maps. But as with many such statements, this is probably known within the trade or is common sense.

In a way, the Ordnance Survey has always given some information about its maps but could go further, and thereby appear more ‘green’ or ‘eco-friendly’, strengthening their credentials amongst the vast number of outdoor types who buy OS maps. Even junk mail tells you what sort of paper is used and that it comes from sustainable forests, so does the absence of such a statement mean the opposite for OS products? Are the papers, glues and inks non-toxic and free from additives (in case you accidentally eat a map)? What is the fuel consumption expended on their manufacture? How many times can the map be folded and unfolded before splitting? The OS should have the details, as at the Manchester AGM, we were told they were testing papers, and this would be an obvious question. What does each map weigh, and how many calories are used in carrying it for an hour? How does this compare to carrying a GPS device? Surely walkers will want to know about carbon footprints and OS maps? We have all seen reams of blurb on such topics, so why don’t the OS join in? Some people need to know where maps have been, so an allergy warning is desirable, “This map might have been bought in a shop selling nuts”. I suppose that the ultimate in green credentials would be if the maps were of bio-degradable materials with a limited life, but we won’t suggest that. Nor will we dwell on the absence of any guidance on how to store and care for your map, or even how to use it. The Ordnance Survey give no indication of how accurate their maps are. Revision dates tell you when it was revised, and imply that at that date the map was spot on. But even if everything that should be, is shown, how accurate are the distances, the contours, the position of things such as buildings? On a 1:50,000 map, does it matter if a motorway service station is shown 5 mm beyond where it should be? Extremely inaccurate, but does it matter? Fit for purpose would mean that it matters more with a larger scale used outdoors in potentially dangerous terrain.

No, the Ordnance Survey gives virtually no consumer information along the lines of other products. But let us press on, and having decided that a certain map is safe to handle, made of the right stuff and appears to be fairly accurately drawn, the main unanswered questions are how up-to-date is it, and how long will it remain so?

If they were to tell the consumer exactly what they wanted to know, the OS would put a note on most maps saying that in some small way, it was probably out of date when published: ‘Published June 2008. This map might have been out of date since May 2008’ or more correctly and worryingly ‘Parts of this map might have been out of date since May
2008’, with no indication of which parts the OS think will soon be out of date. But consumers would then demand a more explicit statement: ‘It is anticipated that a new by-pash for Little town will be open in July 2008, but is not shown’. As most of us would, the OS prefer to be positive: ‘Revised June 2008’, not negative: ‘Probably out of date since June 2008’. Currently, the OS considers a revision date to be a sufficient guide to currency, the date implying that everything was spot on at the time. No indication is given of the extent nor what sort of revision is incorporated in the present offering. They will hardly have a note saying ‘This map is virtually the same as the previous two editions’. But it must be, given the large area shown. For somewhere like mid-Wales, it is quite possible that seventy percent or more of the features mapped on the Old Series are the same on the current 1:50,000 map. Which is possibly why I once found an Old Series with a motorway neatly marked in blue; as a base map it was fine, and the annotated map showed clearly how the motorway skirted towns and hills.

The Seventh Series was better than most for indicating how different a new map was from the previous version. Small revisions were shown by bars and asterisks, whilst major changes triggered a new edition letter. True, this did give the user some indication of how much a new state had changed, and helped in deciding whether to replace a map, a sort of grading of the degree of updates. But only to those in the know, for as ever, nothing on the map spelled this out. In these days of increasing information, the OS appears to be giving less information on which consumers can base a decision, merely stating that a change has occurred. The OS have given more information in the past. At one time Populars gave M (Minor corrections) and R (Road revision) dates, the Seventh Series had a Revision Diagram showing various things, whilst Pathfinders often had quite extensive notes on revision. Aware that maps can quickly lose their currency, mapmakers can anticipate changes or correct maps once published, thereby foregoing the need for a new edition, and the OS has done both. Since the early nineteenth century the OS has frequently shown ‘proposed certainties’ on maps, with Old Series having pecked lines showing imminent railway construction, and an early 1:50,000 sheet 80 having a blue outline and blue text: ‘Kielder reservoir (under construction)’. Once issued, it has been known for map stocks to be updated. I have copies of two early half-inch sheets, each with a red lettered label, one saying: ‘The road from CHALE along the coast to FRESHWATER is not now in good repair and should not be coloured as 2nd class’ and the other ‘The 2nd Class road at E. Stourmouth is now continued to Gore Street, crossing the River Stour by a Bridge.’

So, if we buy a map, knowing that it is as current as it can be, and that this is the third state in four years, meaning states of this sheet usually have a short life, how long will the latest map remain in print? Will it have a use by date? Why not say ‘This map will probably be replaced in 2011’? This would only state the obvious, that a five year old map will be out of date and need changing some time. I must admit that I have totally lost touch with such things, but in the past, something used to trigger revisions, and one assumes a new edition of a map. I have examples of Seventh Series sheets stamped ‘1” Traveller’ on the front, and these are OS working documents, annotated to indicate features needing large-scale revision. What is the modern equivalent? Is there one? Surely? However it is done, I would be amazed if the OS could not say that a new state of 1:50,000 sheet 136 will appear within the next X years. And if they can say this, why not put it on the map?

One might think that if this were done, the nearer the date one gets, fewer maps will be sold. But this need not be so, after all, we buy a newspaper today knowing that tomorrow’s
issue will be more up to date. And even then, we know that a newspaper has different editions and that things change overnight. In the morning we listen to the eight o’clock news, yet still go out and buy the news as it was at ten o’clock the previous evening. So why should we put off buying a map today if we know a new revised version will be available in a month or so? If the current offering shows what we need, we will buy it. But if we know what it shows, why bother to buy it? And if we know what will change, why put off buying it, and probably paying more, when we can buy it now and draw on the new information ourselves. Thus, there is a strong argument for buying cheaper used maps and updating them oneself, a very personalised map.

Sometimes the threat of change actually stimulates purchases of an existing item by stick-in-the-muds. An awful lot of computers with the soon to be replaced Windows XP operating system were sold to people who did not want Vista. Similarly, when the 1:50,000 maps were due, a lot of our members stocked up on the old red laminated one-inch. Or perhaps there should be a sliding scale of prices, getting lower as a map gets older, a discount for out-of-datedness, a proposal that is only relevant to current OS publications, not previously owned maps of course.

Letters

The Tale of King Orry and the Ordnance Survey

John Davies’s account of the visit to the Isle of Man (Sheetlines 82) brought to mind one of the OS contracts mentioned by their Survey Department in which King Orry’s Grave played a major role.

The contract was for two blocks of 1:2500 air machine resurvey at Laxey (7 km²) and Colby (5 km²), both of which were required to be completed and delivered to the Isle of Man before 31 March 1977. Senior OS staff had been liaising with the IoM authorities and had agreed a price and a timescale by the time that I became involved.

Knowing that the contract required full OS specification, I raised the question as to who would be dealing with the antiquities? Although I had never visited the IoM, I knew it to be rich in ancient monuments and that King Orry’s Grave, the remains of the largest chambered long cairn on the island, was situated in the Laxey block and was a major tourist attraction.

Bearing in mind that I had not been involved in the earlier negotiations but had just been told at that point that I would be responsible for overseeing the contract, my enquiry at such a late stage created a problem that HQ had apparently not thought about. It was immediately emphasised that no variation in the contract could be entertained, the price was fixed, as was the timescale, therefore the archaeological investigation had to be carried out within those parameters. Supervisor visits to the IoM had been included in the agreed price and as I would be monitoring the operation (albeit from our Region HQ in Harrogate) and had spent the major part of my OS career in the Archaeology Division, it was decided that I should carry out the archaeological field work as part of a programmed supervisory visit. The final decision to go ahead was given in July 1976 and preparatory field work on the Island commenced at the beginning of August.
Meanwhile, Archaeology Division had sent me information relating to all known feature antiquities in the two diagrams. These consisted of four sites at Colby and six at Laxey; it was estimated that the work could be completed in three man days including a visit to the Manx Museum to check on whether there were other sites in the two diagrams that we were unaware of.

Fieldwork started about October when the first plans had been forwarded from Air Survey Branch. My visit took place in early December, when the plans that I needed had already been completed, enabling me to carry out my task in the allotted time. The contract itself was completed on time and within the financial estimate, which led to another contract being awarded the following year in 1978.

The remains of King Orry’s Grave are still an impressive monument despite four millennia of natural erosion and modern mutilation, though how an antiquity dating from Neolithic times acquired a probable Viking name remains a mystery, as excavations in 1953-4 revealed nothing to account for its present grand title.

Eric Waight

Lord Salisbury and disagreeable countries

Readers of J H Andrews, *A paper landscape: The Ordnance Survey in nineteenth century Ireland*, will no doubt have been intrigued by a quotation at the very beginning, attributed to Lord Salisbury in 1883: ‘The most disagreeable part of the three kingdoms is Ireland, and therefore Ireland has a splendid map.’ Unfortunately, no source is given for this! I can now remedy the deficiency: it was spoken in the House of Lords on 12 June 1883, in the course of a debate following a question on the Ordnance Survey, and the future three-times-Prime Minister was reported in full as follows:

THE MARQUESS OF SALISBURY said, he could also bear testimony to the enormous amount of inconvenience which had been caused by the delay that had taken place in the publication of the 6-inch map. Any envy expressed of the superior facilities that foreign nations had of transferring land with little or no expense or difficulty was really hypocritical, as long as no measures were taken to furnish the maps which must be necessary for such purposes. They seemed to have gone on the principle of serving first those parts of the Kingdom which were the most disagreeable to the Government, and which were not in so much need of the maps as England. The most disagreeable part of the Three Kingdoms was Ireland, and, therefore, Ireland had a splendid map. Next to Ireland, Scotland was the most disagreeable part of the country to the Government, and, consequently, Scotland had a map; but poor, meek, humble, submissive England was necessarily left to the last.²

(Note that indirect was translated into direct speech.) ‘Disagreeable’ here can be roughly translated as ‘bolshy’!

Richard Oliver

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Flappers and sleepers

I have the following responses to the questions posed by David Archer in his latest ‘Kerry musings’ (Sheetlines 82) that I hope may become adopted by the membership at large:

1. A map in good condition but having little pinholes at the fold intersections is surely a **phof** (pin holes on folds) or can be said to be **phoffed**.

2a. A fairly common map that everyone wants is a **muck-brasser**.

2b. Conversely a map that is rare but which attracts little interest is simply a **sleeper**.

3. The wispy, whiskery strands on folded pre-war maps are obviously **threadglings** or the maps can be described as being **threadged**.

4. A mis-folded map that will not lie right or waves its covers in the air is a **flapper**, and finally,

5. A mis-folded dissected map with grubby map sections on the outer surfaces is surely a **titillater**.

Hence it may be possible to overhear the following sentences at the next AGM:

“That one’s a sleeper and it’s badly threadged.”
“Popular Edition 141 is a muck-brasser, but this copy is somewhat phoffed.”
“These flappers are invariably phoffed as well.”
“Oh dear – this New Series 329 is not only phoffed and threadged but it’s also a grubby titillater.”

Fraser Donachie

Puzzle corner

In response to this item in Sheetlines 82, London bus route 608 ran from what is now Archway Station to Golders Green Station via Archway Road, the Barnet By Pass and Finchley Road. It was renumbered 58 in October 1934. I cannot offer a precise identification, but I would guess that the photo is on the Barnet By Pass stretch.

The photo is London Transport no. U14748 and can be viewed enlarged and with less cropping on the LT museum website (www.ltmuseum.co.uk).

Andrew Robertson

The picture on the cover of the LPTB map was taken at the corner of Falloden Way and Addison Way. The bus is on the route that later in 1934 was renumbered 58 and lasted as such for many years. The shelter has long gone, but is useful in dating the picture to that relatively short period during 1934 when the ‘London Transport’ name had appeared on street furniture, but not all vehicles had had their ‘General’ fleet names replaced with ‘London Transport’, though the legal lettering required to be displayed on the panel behind the front wheel correctly gives the owner as ‘London Passenger Transport Board’.

The legal lettering would have been changed within hours of the LPTB coming into operation on 1 July 1933.

George Jasieniecki
Wirral woman shares map reading

The Editor asks whether OS has ever produced a map cover showing a woman using a map. Unless Vanessa Lawrence has recently turned her mind to the subject, this seems to be a rhetorical question. The Geographia cover illustrated is a poor second best.

The sheet is undated but is probably of the early 1950s. This is not great map cover art. Critics will point out that there is no high ground of that shape in the Wirral. Furthermore the smart slacks and accordion pleated skirt are unlikely wear. These are bogus cyclists or ramblers: they are really out for a spin in the car parked inconsiderately, perhaps illegally, at the crossroads. At first glance the vapid smiles suggest that they have realised that the man is holding the portrait shaped map the wrong way up but then the number of panels reveals that it is not even the Wirral map. A generic map, a generic couple, generic scenery – certainly not an example of Socialist Realism but could it be an early subliminal contribution to the cause of Equal Opportunities? It may be relevant to add that the Geographia company was run at the time by Mrs Phyllis Pearsall.

Peter Warburton

My own candidates for map reading women are one on the front cover of the one-inch geological sheets, and another more recently on the 1995 OS Catalogue.

Peter Gibson

David Archer submitted two OS map covers. The 1976 pilot sheet for a 1:250,000 Sixth Series shows an equally bogus couple staring into the middle distance, probably in the environs of Southampton, wondering why they are holding a Fifth Series Northern Scotland. The 1985 Routeplanner convincingly shows ‘him’ studying the map, but ‘she’ is obviously looking round for a passer-by to ask for directions! – CJH

Hall and Yolland – original correspondence

The Ordnance Survey Librarian, Cathy Layton, tells me that this file (item 4690), cited by Richard Oliver in Sheetlines 81 was withdrawn from the OS Library on 6 May 2004 and sent to The National Archives (PRO).

Richard T Porter

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1 Sheetlines 82, 59.
2 It is submitted that, as the map is inscribed ‘Based upon the Ordnance Survey Maps with the sanction of the Controller of H. M. Stationery Office’ it qualifies under the tenuous relationship clause of the editorial diktat. No supporting evidence is needed to justify the trivial status of the contribution.
3 It will be recalled that Mr Attlee had set an example by travelling as a passenger in cars driven by his wife.
4 Sarah Hartley, Mrs Ps journey, London: Simon & Schuster, 2001 is a readable account of Mrs Pearsall’s life (1906-96) and of her struggles in a male dominated cartographic and commercial map buying environment.
5 Not an OS design?
6 A third cover, showing a map user from the back, was disqualified when a Sheetlines jury in a majority verdict decided that the figure was a male with fashionably long hair.
7 Page 21, note 22.
Cyclists' & Ramblers' Map of the Wirral

Scale: 1 1/2 to 1 Mile
(approximately)

"Geographia" Ltd

Geochemical Survey
"One-Inch" Map
Rochdale
(Sold)
Mounted in Sections
Price: 5.0
Printed on the engraved Black Outline Series of the Ordnance Survey.

Image courtesy of Roger Hellyer

Both © Crown copyright NC/00/1340.
In vino veritas tabularum

I read in Kerry Musings that David Archer describes the coloured border on Popular Edition maps as ‘burgundy’. In the interests of research I drank a few glasses of that enjoyable beverage; the colour was red-black and was a fair rather than a good match for my copies of H11.2a. Studies are underway to identify the grape variety, domaine and vintage that matches best and a report will be issued in due course. Meanwhile, I can report that cherry brandy will take a lot of beating.

Following on from that, H73, the six-inch Town Map series, has a tan-bordered cover. A selection of brandies, whiskies and interesting liqueurs will be tested in order to name this particular hue more precisely. This study urgently needs sponsorship, so readers are encouraged to donate generous samples for evaluation. For obvious reasons, these should be sent directly to me rather than via the Sheetlines editor.

Map cover research is an intoxicating pastime. Study of the Seventh Series cover H99.1 has been outsourced to Count Dracula (see illustration).

Keith Andrews

A line-side fire?

I have only just noticed that on my 1:25,000 map of Loughborough etc, Quorn & Woodhouse Station on the Great Central Railway appears as ‘Burn and Woodhouse Station’.

Andrew Turner

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1 Sheetlines 82, 57.
2 John Paddy Browne, Map cover art, Ordnance Survey, 1990, 124.
3 ibid., page 130.
New maps
Jon Risby

This list covers small scale maps published between 2 July and 6 November 2008. They are listed by series, and in sheet number order. The columns are as follows: Sheet No. / Title / Edition / Copyright date / Full revision date / Latest revision date / Date of publication. There is also a list of those maps due for publication by OS (by series and in order of their proposed publication).

After the list of OS maps is a résumé of maps published by Alan Godfrey between July and November 2008.

OSGB

Revision notes are referenced in column five or six as follows:

1 ‘Reprinted with minor change’
2 ‘Revised for selected change’
3 ‘Revised with selected change’
4 ‘Revised for significant change’
5 ‘Revised with significant change’
6 ‘Major roads revised’

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

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(+A) This map is also published in Landranger Active format.
Explorer and Explorer Active – new editions

OL4 The English Lakes – North Western area  A2  2008  2001  2007\(^2\)  25/02/08
OL5 The English Lakes – North Eastern area  A2  2008  2002  2007\(^2\)  25/02/08
OL17 Snowdon  A2  2008  2002  2008\(^{1/2}\)  17/09/08
101 Isles of Scilly  B1  2008  2003\(^4\)  2008\(^1\)  01/07/08
104 Redruth & St Agnes  B2  2008  2003  2008\(^2\)  04/08/08
109 Bodmin Moor  C2  2008  2003\(^4\)  2008\(^2\)  13/10/08
116 Lyme Regis & Bridport  B1  2008  2003  2008\(^1\)  27/05/08
130 Salisbury & Stonehenge  A1///  2008  2003  2008\(^1\)  29/07/08
140 Quantock Hills & Bridgwater  B2  2008  2004  2008\(^2\)  04/08/08
157 Marlborough & Savernake Forest  A1  2008  1998  2008\(^1\)  22/07/08
160 Windsor, Weybridge & Bracknell  A2  2008  1998  2008\(^1\)  27/05/08
161 London South  A3  2008  1998  2008\(^1\)  30/05/08
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179 Gloucester, Cheltenham & Stroud  A2  2008  1998  2008\(^2\)  13/10/08
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209 Cambridge, Royston, Duxford & Linton  A1  2007  1999  2007\(^1\)  04/02/08
219 Wolverhampton & Dudley, Stourbridge & Kidderminster  A2  2008  1999  2008\(^2\)  04/08/08
220 Birmingham, Wallsall, Solihull & Redditch  A2  2008  1999  2008\(^2\)  04/08/08
221 Coventry, Warwick, Royal Leamington Spa & Kenilworth  A1  2008  1999  2008\(^1\)  02/07/08
244 Cannock Chase & Chasewater  B1  2008  2000  2008\(^2\)  14/08/08
245 The National Forest  A3  2008  2000  2008\(^2\)  18/07/08
250 Norfolk Coast West  A3  2008  1996  2008\(^2\)  18/07/08
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275 Liverpool, St Helens, Widnes & Runcorn  A1  2008  -  2008\(^1\)  05/09/08
286 Blackpool & Preston  A1  2008  -  2008\(^1\)  17/09/08
287 West Pennine Moors, Blackburn, Darwen & Accrington  A3  2008  1996  2008\(^2\)  13/10/08
299 Ripon & Boroughbridge  A1  2008  2000  2008\(^1\)  14/05/08

All Explorer maps are also available in the Explorer Active format – edition details are the same as the relevant Explorer sheet.

Travel Maps, Route Map – new edition

Great Britain Route Map 2009  
2008  -  2008\(^5\)  20/09/08

Travel Maps, Tour Series – new edition

12 Scotland  
2008  -  2007\(^5\)  07/07/08

More information on the publication of this map is given in Ed Fielden’s article on page 24.
Irish maps

Discovery maps

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Other Irish maps

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Forthcoming OSGB and Irish maps

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(+A) These maps will also be published in Landranger Active format.
### Explorer and Explorer Active – new editions

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### Travel Maps, Tour Series – new editions

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### Travel Maps, Road – new editions

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Irish Discovery maps

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Cassini Maps

Details of the reproductions by Cassini Maps are available from www.cassinimaps.co.uk or by telephone on 08452 300 952. Newly available are boxed sets for ‘Great British Cities’ each containing five maps from various periods. The cities covered to date are Liverpool (1805-1948), London (1840-1947) and Edinburgh (1857-1957). The last of these includes Cassini’s first reproduction of a Seventh Series map. They have also introduced their Mapmaker service, allowing customers to create their own map based on a postcode or placename.

Alan Godfrey Maps

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

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**England and Wales one-inch**
The italicised place name in brackets after the title is covered on a large-scale map on the reverse.

- 17 Carlisle & The Solway Firth *(Kirkbride)* 1895 10/08
- 18 Brampton & District *(Wetheral)* 1903 10/08
- 59 Lancaster & District *(Glasson & Conder Green)* 1896 08/08
- 67 Garstang & District *(Garstang)* 1896 08/08
- 124 Ashbourne, Cheadle & District *(Rocester)* 1895 08/08
- 204 Biggleswade, Sandy & Royston *(Sandy)* 1893 07/08
- 235 Cirencester, Northleach & District *(Northleach)* 1898 07/08
- 312 SE Somerset [Coloured Edition] *(South Petherton)* 1899 08/08
- 339 Chudleigh, Exmouth & Newton Abbot *(Chudleigh)* 1884-88 09/08
- 350/356 Torbay *(Stoke Fleming)* 1896 09/08
- 357/360 Isles of Scilly *(Hugh Town)* 1896 09/08
- 17 Carlisle & The Solway Firth *(Kirkbride)* 1895 10/08
- 18 Brampton & District *(Wetheral)* 1903 10/08

**Germany**
Alan Godfrey describes the birth of his latest series on pages 43 - 44.

- Ruhr 07 Werden, Kettwig & Villa Hugel 1944 10/08
- Ruhr 09 Gelsenkirchen & Herne 1943 07/08