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Rodney Leary is retiring as membership secretary, with effect from the AGM on 13 May. The Society is very grateful to Rodney for his hard work over the years. He took on the role in 2000 and added the task of distributing Sheetlines in 2006. New procedures will in due course be introduced for renewals, communications and Sheetlines distribution. We won’t be issuing new membership cards every year, so you should keep your latest card for future use. If you have an email address and do not already receive CCS emails, please contact memsec@charlesclosesociety.org to be added to the mailing list.

A new membership promotional leaflet has been produced, which we would like to have distributed as widely as possible to attract new members. If you are able to arrange for them to be displayed in appropriate places or at appropriate events, please contact Steve Braim as details opposite.

Peter Haigh retires as Publications manager in the coming months and a replacement is sought. If you are interested, please contact the Chairman.

The special CCS member discount on items purchased from Ordnance Survey website has been renewed for 2017. The code to enter at checkout is CC2PMGAMCM; this will give 30% discount on these items: Explorer, Landranger, Custom-made (except framed/canvas), OS Maps subscriptions (except auto-recurring ones), Reproduction 1896-1906 OS maps and Activity Maps.

The help of members is requested to find venues and topics for visits and meetings at locations throughout the country. One of the benefits of membership is the opportunity to meet and discuss with fellow enthusiasts, to view map collections and to meet map-makers. Over the years our lively programme has included many such fascinating events. To keep the ball rolling, please pass suggestions to Bernard Anderson (as contact details opposite).

Several events are currently being arranged and will be announced on our Latest news page at www.charlesclosesociety.org/latest and publicised by email to members on the mailing list (see above).
In November 2016 *Johnston & Gill: Very British Types* was published. The book describes how two of Great Britain’s most iconic sans serif typefaces of the twentieth century were developed. The first was the sans serif commissioned by Frank Pick, for use on London’s transport system, from the Art & Crafts calligrapher Edward Johnston towards the end of World War I. Then in the 1920s the Monotype Corporation (who manufactured sophisticated typesetting machines) commissioned a pupil of Johnston’s, Eric Gill, to design a sans serif typeface – the result was *Gill Sans*. The rest is history as both typefaces have been in use ever since; *Johnston* is still to be seen everywhere on Transport for London, and *Gill Sans* has proved to be equally prolific and long-lived, it’s on our television screens every day as the BBC logo font.

The entry on page 145 of *Johnston & Gill* about the use of *Gill Sans* typefaces on Ordnance Survey maps rather missed the point. True, it is probably correct that the first use of these typefaces was on the majority of the one-inch to the mile Seventh series maps, as indicated by Richard Oliver; but that hardly does the matter justice! And, as the author freely acknowledges, because Richard was not asked, little else was said on the matter.

Ordnance Survey traditionally used a mixture of serif and sans serif hand-drawn letterforms for the cartographic annotation on their maps and plans – particularly the large-scale maps. The maps had to explain a plethora of administrative boundaries and a different engraved letterform was devised for each including sans serif styles for: parliamentary county divisions; poor law unions; municipal wards; urban districts; railways; etc.

After World War II the Ordnance Survey implemented the Davidson Committee recommendations which included changing the map projection to Transverse Mercator, displaying the National Grid; publishing the 1:25,000 maps; etc. Within this process of wholesale change, hand-drawn map annotation was superseded by typeset annotation and the OS appears to have invested in Monotype casting machines (either that or it contracted to buy the typesetting from a third-party) – I’ll leave that matter for Richard Oliver to pontificate about.}

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1 The author was the lead designer for *Ordnance Survey Maps: a descriptive manual* and worked closely with Brian Harley and a small team at Southampton; he was based at HMSO in London.

2 Mark Ovenden, London: Lund Humphries, £40.00.

3 Richard Oliver informs me that he and Roger Hellyer are working on a new volume that covers the 1:25,000 Second series and he is hopeful that he can shed more light on the matter of post war typefaces.
The typefaces they decided to use were *Times New Roman* and *Gill Sans* (there were others fonts used as well). With *Times* they only had four basic options: upper and lowercase, roman and italic. I don't think they ever used the small caps and certainly not the *Times bold*, which was far too heavy. This meant of the four styles they only had varying size to describe different information on the map, hence the use of *Gill Sans* for variety of categories (see 1:63,360 style guide below).

In the latter half of the 1960s Great Britain officially changed over to the Metric system [SI] and the Ordnance Survey decided to revise its main mapping scales from Imperial to Metric.

The large-scale maps and plans had changed by the end of World War II from the County series at scales of 1:2500 (about 25 inches to the mile) and 1:10,560 (six inches to the mile) to National Grid series at the same scales, plus a new larger urban area scale of 1:1250.

Metricalation of the maps essentially meant changing the recorded heights from feet to metres and acres to hectares; plus one other basic change, the 1:10,560 maps were enlarged to 1:10,000 scale.

With the introduction of the metric versions the typefaces used were, in the main, changed to various weights and styles of Monotype *Gill Sans*. Monotype (and from the 1960s Monophoto filmsetting) *Gill Sans* was available in a regular weight, bold and light; as well as condensed versions – not that OS used all the options. The main drawback of *Gill Sans* was the similarity of the lower-case L, figure 1 and the capital I; whereas *Johnston’s* figure 1 has an angled top and the lower-case L is curved at the foot.

A summary of the general uses of *Gill Sans* on the various standard maps series follows, but do bear in mind that any explanation of Ordnance Survey practice is always subject to variations and anomalies.
1:1250 and 1:2500 metric series
These are identical, as the 1:2500 is a photographic reduction of the 1:1250 basic mapping.
- Cartographic annotation all set in Gill Sans in various standard styles that relate to specific types of information, such as Civil parishes, or Street names, etc.
- Marginalia and the grid line numbering set in Gill Sans.
- Map titling, explanatory keys and publishing information set in Gill Sans.
- Map titles include a metric symbol.

1:10,000 metric series
Issued as 5 x 5 km squares and larger shapes to cater for coastal areas. As ‘economy’ was becoming a major concern at OS it was decided that the new 1:10,000 base mapping should be robust enough to be able to be photographically reduced to be used on the new Second series of the 1:25,000 maps (about 2.5 inches to the mile) which were about to supersede the First series (introduced immediately after World War II). Whereas the 1:2500 mapping looked the same, the 1:10,000 maps looked markedly cruder than the preceding Imperial versions.
- Contours were re-plotted at metric intervals.
- Cartographic annotation all set in Gill Sans in various standard styles that relate to specific types of information, such as Civil parishes, or Street names, etc.
- The marginalia and the grid line numbering set in Gill Sans.
- Map titling, explanatory keys and publishing information set in Gill Sans.
- Map titles include a metric symbol.
1:25,000 Second series
Eight 1:10,000 sheets formed a new Second series 1:25,000 map, 2 x 10 km squares.
- Contours were at metric intervals.
- Cartographic annotation all set in *Gill Sans* in various standard styles that relate to specific types of information, such as Civil parishes, or Street names, etc.
- Marginalia and the grid line numbering set in *Gill Sans*.
- Map titling, explanatory keys and publishing information set in *Gill Sans*.
- Map titles include a metric symbol.
As noted above, to save on cartographic costs the base mapping was to be derived from the newly plotted 1:10,000 sheets.

The maps were folded into Leaf green front covers, a particularly nasty shade that was tonally too strong for the black tiling, particularly the Index box to surrounding sheetlines information. The then current house style typefaces were used – not *Gill Sans*.

Pathfinder
In late 1970s the 1:25,000 Second series was repackaged as the *Pathfinder* walkers maps which were self-covered, the cover (front and back, was printed as part of the map sheet and folded so they were all that was visible).
- Cartographic annotation all set in *Gill Sans* in various standard styles that relate to specific types of information, such as Civil parishes, or Street names, etc.
- Marginalia and the grid line numbering set in *Gill Sans*.
- Map titling, explanatory keys and publishing information set in *Gill Sans*.
- Map titles include a metric symbol.

Front cover was green with black and white titling (not in *Gill Sans*) probably versions of *Univers*. The bottom half of the front was an Index of surrounding sheetlines again the typefaces used were not *Gill Sans*; except on some later states where the index place names were set in *Gill Sans* with those inside the
sheet area in bold. The back cover comprised the key which was all set in *Gill Sans* plus a bar code box.

*above: Pathfinder sheet 1192, below Explorer 162*

The most popular areas were styled *Outdoor Leisure Maps*. Some these maps used First series 1:25,000 mapping and others Second series. They had separate card covers with an illustration and then current house style typefaces.

**Explorer**

The 1:25,000 maps were repackaged again as the *Explorer* series, this time printed on both sides of the sheet and covering quite large areas, not to a regular grid pattern. *Gill Sans* was now confined inside the outer sheet black border line, for the marginalia and the cartographic annotation, but not the grid line numbers. Sheet titling and key were in then current OS house style typefaces.

This series has separate card covers. Orange banded front in series typefaces with colour photograph. The reverse was an Index to map location and walking information, again in series typefaces.
**1:63,360 Seventh series one-inch maps**

The series that incorporates initial use of *Gill Sans* by Ordnance Survey.

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<table>
<thead>
<tr>
<th>Towns by population over 500,000</th>
<th>LEEDS</th>
<th>CARDIFF</th>
<th>BRIGHTON</th>
<th>CAERPHILLY</th>
<th>PENARTH</th>
<th>PENISTONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>200,000 to 500,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100,000 to 200,000</td>
<td></td>
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<tr>
<td>30,000 to 100,000</td>
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<tr>
<td>10,000 to 30,000</td>
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<tr>
<td>under 10,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Parish when differing from names of villages within it | RHIGOS | | | | | |
| Villages when bearing the same name as parish | Harston | | | | | |

| Other villages | Coity | Blackwood | | | | |
| Hamlets and small districts | Lockwood | | | | | |
| Mansions | Merthyr Castle | | | | | |
| Farms | Court Farm | | | | | |

| Districts in towns | West Bank | | | | | |
| Hills, valleys, fens, levels, moors, commons, reclaimed marshes, plains and districts in open areas | VALLEY | FEN | VALE | Rhydderyn Valley | | |

| Principal parks, forests | FOREST | | | | | |
| Minor parks, forests and woods | | Rufford Park | | | | |
| Headlands, mud and sandbanks | | FORELAND | Basta Ness | Breaksea Point | | |

| Island (large and medium) | ISLAND | ISLAND | Island | | | |

| Railway stations | WENLOCK STA | | | | | |
| Remains of etc | [remains of] | | | | | |
| Descriptive names | Callery | | | | | |
| County names (detached portions) | HUNTS | | | | | |
| County names (in border) | HAMPSHIRE | | | | | |
| Country names (in border) | (England) | | | | | |
| Road directions (in border) | Near 10 miles | | | | | |
| Civil Airports | Lydd Airport | | | | | |

| Principal lakes, bays, channels, and tidal portions of rivers | SOLENT | LAKE | | | | |
| Other rivers, lakes, marsh, bays and all names and descriptions applicable to water | RIVER | Taif | Eloch Tsch R | Waterfall | | |

*Typeface style guide showing the use of Times New Roman and Gill Sans for map annotation on the Seventh series one-inch maps*
**1:50,000 maps**

These replaced the one-inch Seventh series maps. Initially the maps were a photographic enlargement of the existing Seventh series maps, so the map typography was a mixture of *Times New Roman* and *Gill Sans*. For the first complete revision of the series the typeface was changed to Monotype (probably Monophoto) *Univers* (a post war sans serif face), the OS version acquired a distinctive curved bottom to the lower-case L.

In the twenty-first century *Gill Sans* has finally made it to the cover titling of the *Landranger* and *Explorer* map series – see *Sheetlines 105*, page 2.

As a typographer, I consider the use of *Gill Sans* as the typeface for the annotation of the Second series 1:25,000 to be the best cartographic typography that the OS achieved; the various type sizes, weights and styles used are very subtle.

This was one of the reasons I selected an extract from one of the then recently published sheets TQ47/57 to form the basis of the cover wrapper of *Ordnance Survey Maps: a descriptive manual*, Brian Harley, Ordnance Survey, Southampton, 1975. The other was that it included the place where I was born – opposite to the railway station in Greenhithe – which is highlighted by the lighthouse beam. In fact, all of the map extracts in the Plates section were the choices of various members of the production team.

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Derek Deadman came across this postcard labelled *Ordnance Survey Cricket Club ‘A’ team*. On the reverse is the name of the photographer, GD Courtney, but no other information. Derek guesses the date to be about 1914, judging by the military uniform, but would welcome any comments.
**Ordnance Survey 1:50,000 (Landranger) map cover designs**

**Lez Watson**

The mid-1960s saw the Central Office of Information take over the design of all Ordnance Survey publications. As official designers they produced the first of the uniform covers still in use today. The new design appeared on the one-inch map in 1969. This included a radically simple new Ordnance Survey title on a scarlet cover with black lettering, with a large location map surrounded by a slim white border. It was roundly denounced both in the press and by users for its lack of imagination.

When the first sheets of the new 1:50,000 map series appeared in the spring of 1974, they sported a cover essentially the same as the one-inch map, except the cover colour became ‘magenta’ – usually called purple by the buying public. This is described by Roger Hellyer as ‘Ordnance Survey House Style, 1968’. The new Ordnance Survey colophon, a north-pointing crossed arrow between the letters O and S, representing both a bench mark and a magnetic needle was developed by the Central Office of Information. The map was given the series name Landranger in 1980.

Over time the covers have developed to include colour photographic images in place of the front cover location map, along with a host of tourist and other information obscuring the clean lines of the original product. Today the well-known ‘purple’ map can be seen in action at many locations around Britain by both professional and amateur users.

The Landranger paper map product had recently appeared to be nearing the end of its useful life, but paper map production was contracted out to Butler Tanner & Dennis (now Dennis Maps) in 2010 following the realisation of the value of ‘hard copy’ mapping to the general public. Retail-friendly digital products derived from 1:50,000 data are becoming common, especially custom tailored sheets.

OS underwent a comprehensive rebranding of all its products in 2015. A new ‘fresh’ colophon was created, and paper maps now come with a free digital download.

The details below list cover designs, numbered 1 to 7, with stepwise changes given in lower case letters. Details are given in the following order: front cover, price (if stated), rear cover, the spine, inside cover, and date the cover change appeared (where known).

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4. [www.ordnancesurvey.co.uk/shop/custom-made-maps.html](http://www.ordnancesurvey.co.uk/shop/custom-made-maps.html)
5. Richard Oliver, ‘Last year’s wine in recycled bottles’, *Sheetlines* 103, 2.
1 House style 1968, one colour cover (H132.7) 6 (figure 1)

1a First Series/Second Series. Magenta covers. Front: tiles and other text black on magenta; large location map in white edged box; white OS colophon in top right corner. Price: 65p. Rear: white index map overprinted with sheet lines in black; progress descriptions beside map. Spine: black lettering on white. Inside, First Series: text at bottom ends with ‘SO9 4DH, and from many stockists’. Inside, Second Series: the three pioneer sheets 7 have a different text inside including ‘... The Second Series sheets, of which this is one...’ and for no obvious reason the text at the bottom reads ‘SO9 4DH’, i.e. omitting ‘and from many stockists’. 8 Appeared March 1974.

1b Price: blacked out and increased to 80p; effective 8 February 1975.

1c Price: increased to 80p.

1d Price: (65p or 80p) blacked out and increased to £1.15; effective 1 December 1975.

1e Price: increased to £1.15.

1f Rear: progress descriptions blacked out; c1976.

1g Inside: new layout; bottom line is ‘Maybush, Southampton SO9 4DH’. Appeared February 1977.

1h Rear: progress descriptions removed.

1i Price: increased to £1.40; effective 17 December 1977.

1j Front: some examples have stickers with ‘1:50,000 Second Series’ placed on First Series covers. 9

1k Price: increased to £1.50; effective 24 September 1979.

1l Inside: new layout, including list of 23 Outdoor Leisure maps.

2 Non-photographic Landranger cover (H301.1) (figure 2)


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6 ‘H’ numbers refer to Roger Hellyer’s list of cover designs Map Cover Art (above).
7 Sheets 115, 176 and 177.
8 This and other information on style 1 provided by Bill Henwood.
Inside: includes list of 23 *Outdoor Leisure* maps and ‘In June 1979, 76 [sheets] had been redrawn…’ in text. Also integral cover version (H301.1b). Appeared April 1980.

2b Inside: 24 *Outdoor Leisure* maps listed and ‘In May 1980, 86…’ in text.

2c Price: increased to £1.75 (where shown); effective 17 November 1980.

2d Price: increased to £2.00; effective 1 November 1981.

2e Rear: text shortened from ‘Made and published by the director General of the Ordnance Survey, Southampton’ to ‘Made and published by the Ordnance Survey, Southampton’.

Appeared March 1982.

2f Price: increased to £2.20; effective 1 November 1982.

2g Inside: new layout, including list of 6 Town and City maps, and ‘by January 1982’ in text.

2h Price: increased to £2.40, commonly not shown (sometimes on rear); effective 1 November 1983.

2i Front: text above the coverage diagram changed to either ‘1¼ inches to 1 mile … 1:50,000’ or ‘1¼ inches to 1 mile/1:50,000’.

Price: commonly not shown – although they were £2.40.

Inside: lists 11 Town / City maps.


2j Front: text above the coverage diagram separated to ‘1¼ inches to 1 mile 1:50,000’

**i Integral covers (1980-1986)**

Following the successful introduction of integral covers to the 1:25,000 *Pathfinder* map in 1980, the Ordnance Survey tentatively them to *Landranger* maps. A total of 11 maps were produced, but these saw only very limited use before the variation was abandoned.

ia Integral cover, magenta. ‘Landranger Series of Great Britain’ in white within white sub rectangular text box. Titles and other text in black.

Front: Large coverage diagram derived from 1:625,000 *Routeplanner* mapping. Text above coverage diagram: ‘1:50,000’.

Spine: black lettering on white.

Rear: Magenta with white top panel and white index to *Landranger* series.

*left: figure 3*

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10 Integral covers information provided by Ed Fielden, see [www.fieldenmaps.info/info/50_LR](http://www.fieldenmaps.info/info/50_LR)


**ic** Front: Text above coverage diagram changed to ‘1:50,000 1¼ inches to 1 mile’
Rear: Index reduced in size to accommodate ISBN and barcode at bottom right (printed black on magenta).

**id** Front: white titles on magenta in ‘photographic’ style similar to 3a below.
Appeared September 1984, i.e. in advance of the series as a whole (figure 4).

### 3 First photographic cover (H407.2)11 (figure 5)

**3a** Front: white title on magenta; local views; six tourist symbols; ‘Ordnance Survey’ at foot; English/Welsh bilingual titles commenced.
Price: no longer stated, but appears to be £2.50.
Spine: white lettering on magenta.
Inside: new style (similar to previous); 11 Town, City and Neighbourhood maps listed.
Also integral cover version (H407.2a).
Appeared April 1985.

**3b** Front: ‘Ordnance Survey’ in black at top (figure 6).
Appeared: July 1985.

**3c** Inside: illustrated; list of 15 Town, Country and Neighbourhood maps.

**3d** Inside: list of Town, City & Neighbourhood Maps changed to generic paragraph, ending with ‘For details see price list.’

**3e** Inside: ‘cut here’ note around three sides, Town & City Maps paragraph shortened further, ending ‘grounds etc.’.

*top left: figure 4; centre: figure 5; lower: figure 6*

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11 This and following ‘H’ numbers from an unpublished extended list of cover designs by Roger Hellyer.
**4 Second photographic cover (H407.3)** *(figure 7)*

4a Front: white title on magenta; local views; logo magenta on white; tri-lingual texts; tourist symbols in colour.  
Spine: white on magenta; new logo – magenta on white.  
Inside: new style; tri-lingual; not illustrated. Includes list of sheet numbers and titles in two columns.  
Appeared February 1993.  
4b Inside: telephone number changed from 0703 792912 to 01703 792912.  
4c Front: text above photograph changed from ‘1¼ in to 1 mile – 2cm to 1km’ to ‘2cm to 1km – 1¼ in to 1 mile’. Some copies? (only 162 2B2 currently known) erroneously have a combination of the two, i.e. ‘2cm to 1km – 1¼ in to 1 mile – 2cm to 1km’.  
4d Inside: telephone number changed from 01703 792912 to 0345 330011.

**5 Third photographic cover (H501.2)** *(figure 8)*

5a Front: white titles on magenta; local views; logo white on blue and magenta; series and sheet number black on ‘pink’ horizontal band.  
Spine: white on magenta; logo in white, blue and magenta; sheet name in title case, centred.  
Inside: no change.  
Appeared July 1996.  
5b Rear: cover photograph acknowledgement added.  
Spine: sheet name in upper case, centred.  
Appeared September 1996.  
5c Spine: sheet name in upper case, left aligned.  
5d Quadrilingual text on some Welsh sheets (though not always at earliest opportunity).  
Spine: sheet name in upper case, left aligned.  
Inside: telephone number changed to 08456 050505; tri-lingual information in top panel, list of sheet numbers and titles in three columns in bottom panel; Website link shown: www.ordsvy.gov.uk.  
5e Front: also carries ® mark beside ‘Landranger’.
Inside: tri-lingual information in top panel, list of sheet numbers and titles in three columns in bottom panel; Website link shown: www.ordsvy.gov.uk.
First seen March 1998.
5f Rear: position of sheet 198 changed on index map.
Inside: website link changed to www.ordnancesurvey.gov.uk (at variance with the address shown inside).
5g Inside: website link changed from ordsvy.gov.uk to www.ordnancesurvey.gov.uk.
5h Front: www.ordnancesurvey.co.uk appears below the OS logo.
Rear and inside: www.ordnancesurvey.co.uk appears below the words Ordnance Survey.

6 Fourth photographic (new specification) cover (figure 9)

6a Front: white title on magenta; silver and grey design.
Front and Rear: on Welsh sheets, ‘Arolwg Ordnans’ at right-hand side in plain type.
Rear: on some examples of Welsh sheets, ‘Arolwg Ordnans’ appears in dark silver instead of the standard dark blue.
Spine: white on magenta; logo white on blue and magenta; sheet number magenta on silver.
Inside: illustrations of other map series available - Explorer sheet 259 (old style cover) with ‘Millennium Products’ logo; Landranger sheet 96 (new style); Touring map Peak District sheet (old style); Road map sheet 5 (old style); Routeplanner map 2002.
Appeared March 2002.
6b Front and Rear: on Welsh sheets, ‘Arolwg Ordnans’ now in same type as ‘Ordnance Survey’.
Spine: sheet number highlighted.
6c Inside: new illustration of unidentifiable Tour map behind Touring map Peak District sheet; and new Route 2003 map.
6d Front and Rear: on Welsh sheets, ‘Arolwg Ordnans’ moved from the right-hand side to the left, next to ‘Ordnance Survey’.
6e Inside: Explorer illustration as before but without ‘Millennium Products’ logo; Landranger illustration as before; Tour sheet Suffolk (new style cover); Road sheet 7 (new style).
6f Rear: addition of copyright date at bottom.
Inside: 2004 Route map illustration.
Appeared August 2003.
6g Rear: location and index maps have red tabs added.
6k Inside: Tour sheet Suffolk illustration now numbered (21); Route 2006. Appearance: February 2006.
6l Inside: 2007 Route map illustration. Appearance: October 2006
6n Front: addition of World Heritage Site logo where appropriate. Rear: index maps now have sea areas in blue; World Heritage Site information. Spine: sheet title lettering enlarged; slightly erroneous blue ‘Ordnance Survey’ lettering on logo. Inside: new illustrations for Tour sheet 21 (windmill), Road sheet 7 and Route map covers; Route map has photograph of multi-level motorway interchange. Appearance: late 2007/early 2008.
6q Inside: new layout, details and illustrations of Road and Route maps removed and Landranger (sheet 110), Explorer (sheet 278), and Tour (Peak District) retained. Appearance: June 2010.
6r Rear: ‘Published by Ordnance Survey, Southampton’, with different typography. Appearance: September 2010.
6s Inside: new Ordnance Survey offices address in Adanac Drive, Southampton.

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12 Eighteen sheets known: nos. 16, 19, 56, 84, 114, 115, 118, 135, 137, 142, 150, 165, 166, 174, 177, 178, 179, and 182.
13 Ed Fielden, ‘OS efficiency review: two-dozen Travel map sheets discontinued’, Sheetlines 87, 50. Also barcode numbers no longer advanced at each new edition from this point.
14 This easily-found change marks implementation of Ordnance Survey’s new small scale map publication policy.
16 For styles 6r and 6s see Ed Fielden, ‘Latest map printings’, Sheetlines 90, 44.
Appeared February 2011.
6t Rear: shaded sheet overlaps on index diagram.
Appeared March 2011.
6u Inside: Forest Stewardship Council (FSC) logo appears under the ‘Contact Us’ text.
Appeared February 2012.

7 Fifth photographic cover (revised edition format) (figure 10)

7a Front: white title on magenta; silver and grey design. New logo (“designed to reflect the organisation’s work mapping Britain’s towns, cities and countryside”) top right corner, below sheet number. ‘Now includes mobile download’ logo.
Rear: location map at top, index map extract below. Other information at bottom including copyright year.
Spine: new white logo, white title on magenta, sheet number black on silver.
Inside: Series and other map information, including Explorer (sheet 379), Tour (Lake District & Cumbria) and custom made. Mobile download instructions, and scratch off panel.

Note: In June 2015, OS discontinued using alphanumeric editions codes on small scale maps, replacing them with ‘month year’ code representing ‘date of publication’. The change was not reflected on the Landranger cover before 2016.

Opposite: Ordnance Survey 1:50,000 map - editions in print

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17 [http://www.creativereview.co.uk/cr-blog/2015/february/os-rebrand](http://www.creativereview.co.uk/cr-blog/2015/february/os-rebrand)
18 Sheets carried the previous or most recent partial revision date. A few sheets with ‘month year’ formats - 42, 55, 62, 65, 79, 103 and 127 - began to appear at this time but still with design 6u covers.
Not so definitive maps
David Andrews

I have been consulted in several disputes over public Rights of Way. Three in Lincolnshire and one in West Yorkshire particularly concerned the depiction of the ways on mapping, and the ground positions of the exact alignment of the ways in dispute.

The Yorkshire Right of Way

In this case the matter in contention was the difference in depiction of the footpath on different scales of Ordnance Survey mapping.

On the Ordnance Survey six-inch to the mile (1:10,560) map (above left) the footpath was depicted at a generalised separation of five metres from a field wall in line with the specification for 1:10,560 scale derived maps.

The Definitive Map (above right) was a copy of the Ordnance Survey 1:10,560 scale map on which the line of the Right of Way was drawn over the footpath with a very heavy black pecked line as shown here. The heaviness of the black line largely obscured the OS linework depicting both the footpath and the wall.

However, on the component 1:1250 and 1:2500 scale Ordnance Survey maps the path had been accurately surveyed as only two metres from the wall. The relevant extract of the 1:2500 scale Ordnance Survey map is below.

The question was:
- does the generalised depiction of the alignment of the path on the 1:10,560 scale map take precedence because the Definitive Map and the accompanying Definitive Statement are the legal authorities for the existence and position of the footpath?
- does the accurately surveyed alignment of the path on the larger scale maps override the alignment depicted on the Definitive Map?
The matter eventually settled out of court after considerable expense on legal and experts’ fees, so the argument was never put to a judge for a decision. I was never informed of the final outcome, but I suspect that the house owner may have had to demolish a veranda, move a garden shed, and provide a route for the public footpath through his garden close to the wall of the house.

The first Lincolnshire case
In this case various editions of the Definitive Map, as amended by various orders, showed a short section of public path following various alignments:
- the centre of a public roadway
- along the northern grass verge of the roadway
- along the centre of the hedge on the northern side of the roadway, (an interesting walk!)
- on the northern side of the hedge and through a private garden
These alignments are shown on the map extract below.

After considerable time and expense by the landowners and the local authority it was decided that there was no requirement to show the section of the public footpath along, or parallel to, the road because it was a public highway and this section of the footpath should never have been included on the Definitive Map.
The second Lincolnshire case

This situation arose because a builder in the 1970s built a housing estate with the rear gardens extending across a public footpath. No one noticed, (or bothered about), this until around 1998, by which time there were numerous obstructions to the footpath, including the necessity to climb up a very steep six-foot high bank and walk along the top of the bank for 30 yards before jumping down six feet on to the public roadway. I never did find out how this was resolved. On current OS 1:25,000 mapping the footpath has been diverted to follow the estate roads before coming to an abrupt end where the estate road meets the original alignment of the footpath. There is no connection between the end of the diverted footpath and the public roadway; a footpath to nowhere!

The third Lincolnshire case

This arose because a householder had supposedly built a garage over the alignment of an old track which was a public bridleway.

This was another case where I was not informed of the eventual outcome. Since there was no practicable way to divert the Bridleway it would appear that the only solution would be to demolish the offending garage and rebuild it some three metres south of its existing position.
However, the current OS 1:25,000 scale map (below) shows the situation below with the Bridleway apparently stopping at the rear boundary of the houses. Another example of a footpath to nowhere?

**Conclusions**
The Yorkshire case raises an interesting legal argument to which the answer remains, as far as I am aware, undecided.

The first Lincolnshire case was definitely due to shoddy drafting of the various maps accompanying the Definitive Map and the Diversion Orders.

The last two cases are warnings to us all to diligently research the covenants and restrictions in Deeds, Conveyances, Transfers and Land Registers before buying a house, or building on land.

The reader may also care to refer to Sheetlines 97 page 20, Sheetlines 103, page 52 and Sheetlines 104 page 28 which cover some interesting examples of Rights of Way which pose difficulties for those intending to use them.

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**New online maps at National Library of Scotland website**

- Scottish Post Office Directory maps, 1794-1944
  
  http://maps.nls.uk/additions.html#46

- Estate maps of south-west Scotland, 1750s-1840s
  
  http://maps.nls.uk/additions.html#47

  
  http://maps.nls.uk/atlas/times-survey/index.html

- Ptolemy World atlases from 1525 and 1584
  
  http://maps.nls.uk/mapmakers/ptolemy.html

- Ordnance Survey characteristics sheets, 1840s-1920s
  
  http://maps.nls.uk/os/characteristic-sheets/index.html

- Ordnance Survey 25-inch England and Wales, 1841-1952 progress
  

- Bartholomew half-inch to the mile mapping, England and Wales, 1919-1926
  
  http://maps.nls.uk/openlayers.cfm?m=1&id=179
**Combined Ordnance Survey maps**

*Mike Nolan*

The only reference I have found to War Office combined maps is in the Ordnance Survey Annual Report for 1884, under “War Office” where it states - “A combined map of Hertford on 6-inch and 1/2500 scales was made, and 69 copies supplied.” The combined map conveniently shows War Office property or “estate” at two or three different scale on one sheet, but the production of a combined map seems a large effort for such a small requirement.

Commonly, though not always, these maps combine on one sheet extracts from 1:63,360, 1:10,560 and 1:2,500 scale maps all covering the same location and were presumably produced for the Inspector General of Fortifications or some other War Office department.

Only a few such combined Maps have been found in the National Archives, Kew.

Has anyone found other examples?

Can anyone throw more light on these unusual products?

<table>
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<th>Year</th>
<th>Location</th>
<th>Reference</th>
</tr>
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<tr>
<td>1884</td>
<td>Fort George</td>
<td>PRO MPHH 149 ex WO 78/1575(1)</td>
</tr>
<tr>
<td>1884</td>
<td>Ballater Barracks</td>
<td>PRO MPHH 449 ex WO 78.2615, or 2165 (1)</td>
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<tr>
<td>1884</td>
<td>Blackness Castle</td>
<td>PRO MPHH 444 ex WO 78/2159(1)</td>
</tr>
<tr>
<td>1884</td>
<td>Fort Charlotte</td>
<td>PRO WO 78/3335</td>
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<td>1884</td>
<td>Martello Towers A-F &amp; K, Essex Coast</td>
<td>PRO WO 78/2276(1)</td>
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<td>1884</td>
<td>Hannahfield Militia Officers' Mess</td>
<td>PRO MPHH 442 ex WO 78/2157</td>
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<td>1884</td>
<td>Hannahfield Estate</td>
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<td>Broughty Castle</td>
<td>PRO WO 78/3337</td>
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<td>1887</td>
<td>Bideford (16th Brigade) Depot</td>
<td>PRO WO 78/2543</td>
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<td>1888 Corrected 1896</td>
<td>Fort Matilda Greenock</td>
<td>PRO MPHH 451 ex WO 78/2166(3)</td>
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<td>?</td>
<td>Betsom’s Hill Mobilisation Site</td>
<td>PRO WO 78/4684(11)</td>
</tr>
<tr>
<td>?</td>
<td>Wormwood Scrubs</td>
<td>PRO WO 78/4684(12)</td>
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Dundee combined map
The Special Emergency Edition in Lincolnshire
Rob Wheeler

Introduction
As is well known, a Special Emergency Edition (SEE) of the six-inch map was produced in 1938-9 for Air Raid Precaution planning, based on one-inch revision material, recent 1:2500 revision not published at the six-inch scale, and ad hoc surveys conducted somewhat in the manner of one-inch revision. It has been described as ‘of considerable value as a record of the approximate state of urban expansion on the eve of World War II’. The results were incorporated in a Provisional Edition, published from 1943, and described here as the early Provisionals. From 1947, a further version was published, based additionally on post-1945 Air Photos; these are referred to here as main-series Provisionals.

The SEE was never placed on public sale and was not subject to copyright deposit. The Society maintains a list of where each SEE may be found, from which it will be seen that there are a few sheets known to have been produced where no copy at all has been located. SEEs may be encountered, photo-reduced to 1:25,000, in the wartime GSGS 3906, but legibility of detail is likely to be an issue here. The data was also incorporated in the one-inch Second War Revision of GSGS 3907; if all that is needed is a view of urban development of the eve of WW2, this may suffice.

Given the difficulty of gaining access to a copy of the SEE, anyone interested in a particular location who has established that a SEE was produced may well wonder whether it is worth the trouble of seeking out a copy. The answer to that question may be different for different parts of the country. For Lincolnshire, on the basis of a sample of 33 sheets, it would appear that, except for a few sheets (which can be identified from information available on the web) the SEE provides very little information that cannot be deduced from the published six-inch states. The rest of this paper is devoted to explaining this assertion.

The Nature of ARP Revision
In Lincolnshire, there was no recent one-inch revision, and there is no firm evidence that any use was made of the revision made around 1920 for the Popular Edition. Where there was recent 1:2500 revision not incorporated in the latest six-inch, the surveyor was provided with a six-inch document that had

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1 In a letter of 17 November 1942 (TNA OS1/385 Enc 34) Cheetham expands this to ‘ARP and other civilian “war” use’. I am grateful to Richard Oliver for sending me his notes on this file and other material.
2 Richard Oliver, Ordnance Survey Maps: a concise guide for historians, 2005, 42.
3 In 1943 the internal name for this was to be ‘the Provisional (Emergency) Edition’ – TNA OS 1/385 Enc 52A. I shall not use this term here.
4 https://www.charlesllosesociety.org/SEE
5 This term is deliberately vague because of the various ways unpublished 1:2500 revision might have been incorporated. One possibility is a print of the previous published six-inch, cut up into ‘plots’ as for one-inch revision, with the 1:2500 revision material used to draw amendments in ink, just as would be done in the field.
been updated in the office with new developments, drawn in the generalised manner that the surveyor was expected to adhere to.\(^6\) One can see an example of this in the eastern half of Lincs 22SW, which had benefited from full revision earlier in 1938.\(^7\) Note in figure 1 the three stubs of streets extending north from St Michael's Road: the new streets are shown on the new 22.14 but not on 22.10 and the points where the stubs end is merely the northern boundary of 22.14. The surveyor must have been sent round the new developments to look for additional houses but found relatively few, except in Revesby Avenue (figure 2) where the 1:2500 revision had shown a line of houses to north and south whereas the SEE shows a complete horseshoe.

Few sheets had the advantage of recent 1:2500 revision. In most cases, the ARP reviser seems to have been sent out merely with a print from the latest six-inch, sometimes with a revision date of 1929-32 in urban or suburban areas but of around 1904 for most of the county. Most of his work consisted of marking new buildings – shown unfilled but shaded. The standard of survey and of drawing is variable, perhaps reflecting whether the surveyor was keeping to schedule or dropping behind. There are instances where one finds that an addition has moved from one side of a field boundary on the SEE to the other side on the main-series Provisional: does this indicate a gross error on the part of the surveyor? It may be better regarded as part of a wider phenomenon of new buildings on the SEE of which there appear to be no traces after the War. Figure 3


\(^7\) The OS Annual Report for 1938-39 states that small-scale revisers were diverted to ARP revision from August 1938. This appears to mark the start of revision on the ground.
shows one of the odder examples. What we have here is the new Caistor by-pass (coming through the ‘R’ of ‘Caistor’). Its eastern end appears to be fenced off: is it still under construction? And there is a new building with (seemingly) traffic on all sides. Is this a house or a petrol station that was about to be sacrificed to make a very spacious junction? Or is it a temporary building associated with the construction works. And what about the smaller new building by the southern boundary of the field? This too vanishes after the war. Normal OS practice was that temporary buildings should not be shown, but that rule might have been changed at the behest of the ARP organisation.

![Figure 3: Lincs 29SW, Caistor by-pass](image)

Not all the additions were unfilled. Public buildings were shown in solid black. Most of the new ones are schools but one finds the occasional church or hospital. Figure 4 shows the new northern block at Rauceby Mental Hospital. We know what we expect a 1930s mental hospital to look like and the new wing looks ‘wrong’; comparison with the main-series Provisional shows that it is a remarkable poor sketch – but that is the level of accuracy one tends to find with large buildings on the SEE.

As well as additions, one encounters deletions. Most of them are linked to additions: an existing building has been demolished so that something new can be built, or it has been part-demolished, so that an extension can be added. However, one does occasionally find deletions well away from any new activity. I spotted an average of less than one ‘pure’ deletion per sheet, but it is more difficult to spot a deletion than an addition, so they may perhaps be commoner than this. The poor quality of printing of some of the SEEs occasionally raises doubt whether one has a genuine deletion or a blemish in the printing. Figure 5 shows the disappearance of outbuildings (probably stables) at Scawby Hall. The edge of the road has been made good, which leads one to suppose this is a genuine deletion, but the remains of a belt of trees survive next to the carriage
sweep in such a messy state that the user might suppose there had been damage to the plate.

![Image](image_url)

**Figure 4 (left) Lincs 106SW, Rauceby Mental Hospital**

**Figure 5:Lincs 27NE, Stables at Scawby Hall on 1907 Edition and SEE**

The addition of road names was evidently in the surveyors’ brief. Names on new developments are the most obvious additions, but in Lincolnshire the surveyor of, say, 117SE in 1903, had taken the view that names in villages need not be shown if they could be regarded as merely descriptive (e.g., the Boston road). The SEE treats these as normal street names, so “BOSTON ROAD” appears both in Kirton and in Sutterton. More interesting are places like Mablethorpe on 57NE, where Washdyke Lane has become Golf Road – so much more select!

New additions might sometimes be named: “Grimsby Municipal Airport” on 30SE and “Biscuit Factory” on 22NW are among the more notable. Alterations to existing names raise more difficulties. Adding “(School)” to “Riseholme Grange” (61SE) might perhaps be useful; adding “(Grimsby Corporation)” to “Isolation and Tuberculosis Hospital” (30NE) seems a very low priority.

Deletion of names is the aspect that requires most care in the interpretation of SEEs. There seems to have been an edict that the buildings added must not be confused by having names written over them. Thus, if the surveyor had drawn a new building where there was a name on the map, the draughtsman was expected to clean the name off and re-position it. However, there was a shortage of drawing effort. Re-drawing parish names was perhaps considered too much trouble: on 30NE, the “W” of “WALTHAM” combines unhappily with a row of houses, and the first “A” is hollowed out to make space for another house. Lesser names were sometimes redrawn, and sometimes dispensed with altogether.

But one also finds names deleted from the SEE which do not impinge on new detail. For example, on 117SE “Gas Works” is deleted in Kirton. An internet search suggests that the gas works closed in 1937; so it looks as though the ARP reviser

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8 Street names are mentioned in this context in the OS Annual Report for 1938-39.
recognised this, and marked the name for deletion, even though the buildings were still there. Likewise, the Queen’s Arms by Scawby station (27NE), whose name vanishes on the SEE, disappears from Kelly’s Directory between 1926 and 1937. Supporting evidence like this is more difficult to find in most cases, but the removal of names which do not impinge on new detail should be regarded as prima facie evidence that those names had ceased to be applicable.

The Early Provisionals
The draughtsmen producing the early Provisionals had almost no new information they could use. That word ‘almost’ needs some clarification.

First of all, there are a very few cases where full revision had been undertaken after the 1938 ARP Revision. For example, the two northern quadrants of 67NW had been revised in 1940. Consequently, the northern half of the Provisional is drawn to peacetime standards (with diagonally-hatched buildings) on the basis of that work. This is noted in the sheet’s heading as “Revision of 1905 with additions in 1938 & 1940.” The wording is strange. “Revision of 1940 (part) and Revision of 1905 with additions in 1938 (part)” would have been more accurate. What matters is that one can identify such sheets from their heading (and from the description in the NLS catalogue). In cases like this, the SEE itself is the only source for the 1938 snapshot of the part that benefited from later revision.

In contrast, for the vast majority of sheets all that needed to be added were MOT road numbers, new administrative boundaries (sometimes) and the National Grid. So far as is known there were no surviving reproduction materials for the SEE, and its poor print quality precluded using any of the printed sheets. Consequently, the sheet was redrawn, going back to the most recent proper pre-war edition. The precision with which the 1938 additions were added is exemplary; it seems likely that a print was taken from the security enamel of the old edition and that the additions of the SEE were traced onto transfer paper and thereby added to that print, any deletions being removed by scraping; the result would then be photographed. Certainly, any difference between SEE and the early Provisional in the depiction of a building is far smaller than the errors acceptable in the 1938 survey. It is also very rare to find instances where an addition on the SEE does not appear on the early Provisional.

One of the difficulties with this process was the SEE deletions. Additions stand out; deletions do not; and going back to the pre-war edition meant that deletions were restored unless a conscious decision was taken to repeat them. Sometimes this was done: in the bottom-left corner of 118NW the SEE had deleted a cottage with a BM on it (though had left the BM height); the early Provisional repeats this

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9 Plus potentially the reduction to 1:25,000 in GSGS3906, if it is legible.
10 The very early provisionals lacked the National Grid, but none of the Lincs sheets is as early as this.
11 In OS 1/385, this is called ‘the Sales edition’, a potentially confusing term.
12 There is an instance on 31NW, where a house is omitted on N Sea La just west of the LB on the South side. On 36NW there is a water tower at Kirton in Lindsey which vanishes subsequently; since this is named, it is unlikely to have been omitted through carelessness.
depiction. In contrast, at Scawby Hall the draughtsman of the early Provisional either failed to notice the deletion or decided it was safer (or less trouble) to treat it as a printing blemish.

Where names of new features had been added on the SEE, the early Provisional normally repeats them, though occasionally one finds ‘obvious’ updates.\textsuperscript{13} For example, although the buildings at Grimsby Municipal Airport are retained from the SEE, the name vanishes. (The student of security deletions may care to note that the main-series Provisional restores the landscape to its 1905 state, even though RAF Grimsby – which the site had become – ceased to be a flying station before the end of the war.) So deletion of the name on the early Provisional seems to reflect an awareness that there was no longer a Grimsby municipal airport. The Archaeology Division too may sometimes have had a say. Along the coast the ancient sea bank had long been referred to (and recorded on the maps) as ROMAN BANK. Where a road ran along the top of it, that road adopted the name. At the northern edge of Skegness (84NE), the road had been straightened at a kink; the SEE had noted that the new road was known as ‘Roman Bank’, the old line being referred to as ‘Old Roman Bank’. This might be very useful to an ARP warden trying to understand a report of where a bomb had fallen but it clearly would not do on a peacetime map to have a 20th-century ‘Roman Bank’ – especially as the original one was regarded in academic circles as being medieval rather than Roman. So both names were left off the Provisional.

It was the SEE’s deletion of names from the previous edition that caused the biggest problems. Without the surveyors’ manuscripts – which almost certainly did not survive – the compilers of the Provisionals had no certain way of deciding whether a name had vanished because it had been thought too troublesome to re-draw or had been deleted deliberately. This applied particularly in cases where new additions were close to an existing name but did not quite impinge on it. The easiest course of action for the compilers was to leave the name as it had been on the pre-war edition and there appears to be about one instance of ‘sloping shoulders’ in this way in every four sheets examined.

Additions made on the SEE to an existing name were another problem. “(School)” (61SE) and “(Grimsby Corporation)” (30NE) both vanish; perhaps the compilers had reason to believe they were no longer applicable.

**Main-series Provisionals**

Compared to what had gone before, the main-series Provisionals were a massive undertaking. For Lincolnshire there was generally little new information other than that provided by the RAF air photographs and the compilers made a good job of extracting information from them. One finds not just new buildings (left unfilled to indicate the provisional nature of their survey), but also changes to drainage ditches and field boundaries. The depiction of new housing development varies noticeably across a sheet: perhaps it was easier to see garden

\textsuperscript{13} One type of ‘obvious’ update undertaken on sheets with railways was to replace pre-Grouping by post-Grouping company names.
fences on some photos than on others. When I had the opportunity to compare
the depiction of an RAF huddled camp against detailed official plans, it appeared
that the positioning of the buildings on the six-inch was inaccurate to the point of
droppiness. One rarely encounters such irregularity in the depiction of housing
estates and one may suspect that the draughtsmen took more care when they
knew that irregularities would stand out.

There must have been something of a production line process and the
existence of an early-Provisional version of a sheet seems to have been regarded
either as a disruption or an irrelevance. Main-series versions normally credit the
air photos alone – ‘Additions in 1947’ – and it was perhaps felt that a rushed
ground survey from a decade ago could offer little in comparison to air photos.
The white additions of the earlier map might conceivably have been used to
check that new buildings had not been missed on the air photos. However, one
can find examples where this was patently not done. For example, in Louth
(48SW) the SEE shows ribbon development along Elkington Road. The buildings
correspond more or less to houses that one can see today, and those houses
appear to be of the 1930s rather than the 1950s. The early Provisional repeats the
depiction of those houses, whereas the main-series sheet fails to show them.

The real problem with the main-series Provisionals comes with deletions.
Looking at air photographs for buildings that had vanished seems to have been a
low priority. Thus the cottage with a BM on 118NW reappears. In Scawby village
(27NE) the SEE reviser had noted a couple of cottages on the west of the High
Street which had been replaced by buildings further back on the plot. The main-
series Provisional returns Scawby village (not to mention the stables at the Hall) to its 1907 state.

The main series is more reliable in showing names of new streets but there are nevertheless
instances of sloppiness: for example, on 118NW, the SEE had correctly recorded a GRANVILLE
AVENUE at Wyberton; the main series changes this to GLANVILLE. New road developments of a
grander sort are infrequent, but at Sutterton (117SE) a roundabout appears on the SEE where the A16
crossed the A17; this is duly copied on the early Provisional but the main series restores the roads to
their 1903 state (see fig 6). This is despite inserting new buildings adjacent to that junction.
Incidentally, one of the new buildings was an octagonal concrete water tower. The SEE shows it
as circular – an entirely excusable generalisation – and this is repeated on the early Provisional. The
tower was something of a landmark until it was

Figure 6: Lincs 117SE, Sutterton roundabout and water tower.

demolished a few years ago. The main series inexplicably shows it as a hollow quadrangle.

The names that had been deleted on the SEE re-appear, almost without exception, on the main-series Provisionals.

**Conclusions**

The first lesson to emerge from this exercise is about the main-series Provisionals. Incorporation of new building was prone to omissions. Deletion of features that had vanished (even when this should have been perfectly apparent from air photographs) seems to have been accorded a low priority. Realignment of road junctions might not be shown, even when adjacent buildings were being plotted. One also gains the worrying impression that draughtsmen knew the types of development where errors would be spotted by supervisors and gave such developments a degree of care that they failed to give to more nondescript additions. Housing estates look just as they ought; so do permanent public buildings like hospitals; but for the scatter of huts on a RAF domestic site or, it seems, the miscellaneous buildings around Sutterton water tower, sloppy drawing would only be spotted if comparison was made against the photographs – and it seems that such a check was not routine. In doubtful cases, anyone interested in a particular site may need to consult the air photographs.

For those sheets where an early Provisional exists, this should be consulted in conjunction with the main series. Where a feature or name has vanished from the early Provisional (compared to the pre-war regular edition) this should be regarded as *prima facie* evidence that the feature had gone or the name had ceased to be applicable by the date of the ARP revision, even when the feature or name reappears on the main series.

Except for those sheets where full revision took place in or after 1938, the SEE provides very little information that cannot be deduced from the early Provisional. Instances where a new addition on the SEE was not copied on the early Provisional are very rare. More common are the cases where a name appears to have been deliberately deleted from the SEE (as opposed to being deleted because it impinged on new additions) and was restored on the early Provisional; this cannot be regarded as definitive evidence that the name was no longer applicable in 1938 but it may be of use in conjunction with other evidence. Such instances are encountered on average on one in four sheets. Altogether, on the 33 sheets examined, there were just 18 instances where the SEE appeared to provide additional information.

How similar the results would be from a similar exercise in a different county must be regarded as an open question. Nevertheless, it is to be hoped that this paper indicates the processes that should be looked for.

**Correction:** Please note that on *Sheetlines* 107 page 41, ‘At (5) it adds an open-sided structure’ should read ‘At (6) it adds an open-sided structure’.
**London postscript**

**Nick Savage:** I signed up for volunteer Fleet Driver duties at the 2012 London Olympics, ferrying anti-doping teams and IOC bigwigs around the various venues, mainly in Greater London and Thames Valley. I was provided with a bespoke satnav, a brand-new flashy and liveried BMW saloon and a 256-page A4-size *Fleet Drivers Route Book*.

The route book has maps of routes to all venues, in the familiar ‘Geographia’ graphic design style. A note says “includes mapping data licensed from the Ordnance Survey with permission”. There is a street-names index and the mapping appears to be 1:10,000 or better – no scale is given.

Like all the best hastily-designed software, the satnav was prone to frequent nervous breakdowns so occasionally the route book came in quite handy when off the dictator-era ZIL lanes. These privilege lanes regularly provoked the profane wrath of black-cab drivers; as a life-long Londoner it provided the chance to dust off my profanity lexicon in reply. Happy days!

**Graham Bird:** May I correct a minor error relating to the Night Tube. The date of its introduction on the Piccadilly Line was actually 16 December 2016.

**Stuart Hicks:** A new edition has appeared of the *London & the South East rail services and London Rail & Tube services* map, dated 11 December 2016 with green background to the cover.

There seems to be some confusion between limited service stations such as Finstock and junctions such as Swindon, which both have rings (as opposed to solid station blobs used for most locations). Limited services routes, such as SWT Yeovil to Westbury are clearer as the route line is not solid.

The key change on the London & SE rail services side is the opening between Oxford and Oxford Parkway for Chiltern services. All GWR services are now referred to as such. Services in Anglia are run by “Greater Anglia”. Also changed is the Greenford branch which is now shown as a shuttle from West Ealing.

The curve from Fulwell to Strawberry Hill with its peak hour service does not appear (and probably should) and nor does the curve served by the solitary train from Tulse Hill to Streatham Hill (which probably should not be included). Nor is the peak hour Anglia service via Seven Sisters.

The London side shows the planned engineering work closures at Custom House, Lambeth North, Lancaster Gate and London Bridge; also the line closures on TfL Rail between Brentwood and Shenfield (January to May 2017) and the London Overground closure from Gospel Oak to Barking until February 2017.

**New Tube map.** After a lengthy period (the previous one was dated June 2016) a new version of the tube map has been produced, dated December 2016 on the cover and ‘correct at time of going to print, November’ inside.

Main changes appear to be inclusion of the current and forthcoming station closures (Lancaster Gate, Lambeth North and Custom House for Excel, and access

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1 Readers respond to John King’s ‘London stories’, *Sheetlines* 107, 26.
restrictions at Edgware, Highams Park and Hounslow West), along with Gospel Oak to Barking until February (whose bus replacement details are no longer shown) and Brentwood to Shenfield TFL rail from early January to May. It is slightly surprising that exact dates are not quoted for some of the timings in the next couple of months that have recently been announced elsewhere.

Two new interchanges appear – Walthamstow Central to Queen’s Road and between Forest Gate and Wanstead Park.

The cover features Metropolitan Diamonds by Gillian Carnegie – an array of red, white, and light blue diamonds, interspersed with black ones.

New Night Tube map: The December 2016 version has appeared. The cover is designed by Samara Scott and shows an interesting collection of cylindrical objects, from electric cables to what may be a lemon. The map shows the five night tube routes and the station index includes all stations now served by the night tube, with notes about the forthcoming Lancaster Gate closure, Edgware’s restricted step free access from January to March 2017, and Hounslow West’s step free access being only available for manual wheelchairs. It also notes that Charing Cross will not be served by night tube services until July 2017.

The geographic London Connections map that John King mentioned in Sheetlines 107 is among the many and varied London maps displayed and described on the Mapping London website at http://mappinglondon.co.uk

Mind the gap!

There was a gap in the mapping of the Berwickshire coast on the First Edition 1:50,000 maps. A short stretch of the coast and the East Coast main line was missing between sheets 67 and 75. This was remedied by the inclusion of an extension into the margin on later editions of sheet 67.


Jim Chisholm
Ordnance Survey and hunt maps

Tony Burgess and Derek Deadman

Sheetlines has touched on various aspects of the adaptation of OS maps for use by huntsmen on several occasions (c.f. Sheetlines 11,16; 21,2; 22,15; 22,19; 66,33-36; 67,31; 97,38-42; 106,41-42) but members may still be unaware just how geographically widespread this practice was, or for how long such maps have been produced. The database constructed from his research by Tony Burgess \(^1\) contains an extensive listing and description of fox hunting maps of the UK and includes three sections detailing nearly 150 Ordnance Survey maps adapted in some way for hunting purposes. Full details of the maps mentioned below may be found on this site.

The earliest recorded hunt map (not OS) produced for huntsmen was the W. King Map of a Tract of Country Surrounding Belvoir Castle that was published in 1806 at a scale of approximately one-inch to the mile. Although the map title does not explicitly mention hunting, that it was intended as a fox hunting map is attested by the fact that it was available in a box that carried the title King's Hunting Map. Sold by J. Day, Bookseller, Melton Mowbray. The map was dedicated to the Duke of Rutland whose seat was at Belvoir Castle, and who had his own pack of hounds. He apparently commissioned his agent William King to carry out the survey. Whilst the exact area covered by the Belvoir Hunt is not indicated, individual fox coverts are shown and named on the map. The relevance of this map to the Ordnance Survey has been well documented and discussed by Harley \(^2\) and by Hellyer and Oliver.\(^3\) Harley establishes that Lincolnshire (and consequently Rutland) was mapped ‘out of turn’ because ‘the gentlemen of the county’ in about 1818 – principally members of the Burton Hunt – wanted an up-to-date hunt map of their county comparable to that of King. Because of their efforts (which included a financial inducement), their appeal to the OS worked and the Lincolnshire and Rutland map was promoted up the order and published in 1825 (though with an imprint of 1 March 1824). As with the King map, the Lincolnshire and Rutland OS sheets did identify individual fox coverts (on these sheets termed covers – e.g. Normanton Fox Cover). Though not constituting a hunt map, the Lincolnshire and Rutland Old Series sheets do display information relevant to the huntsman. It does not seem to be known whether this was as a result of requests from hunts (e.g. the Cottesmore and the Burton Hunts), or whether such features were routinely shown as features on Old Series maps. OS maps, from the Old Series to the present, have marked fox coverts in words and not by a symbol. Presumably information on which areas were fox coverts would need to have been transmitted in some way to the OS. This could have been done by agents of leading landowners covering named

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\(^1\) www.oldkentmaps.co.uk


features of estates. Less probably, hunts themselves could have provided the necessary details.

The period between about 1830 to 1880 was not one for which the Ordnance Survey provided much specifically for the huntsman. This may be because the market for such maps was well served by private map publishers who made scant reference to the OS for their source material. For example, Brown & Hewitt, Coombe and Oakden all provided maps for huntsmen in Leicestershire in the early 1830s. The Greenwood large scale (one-inch to the mile) map of Leicestershire (1826) had a special symbol on the map for ‘woods and fox coverts’ though the map of Rutland of the same year did not. It appears that most Greenwood maps did not carry the symbol. The Greenwood’s major competitor in the production of large scale county maps in this period, A. Bryant, also had a special symbol for fox covers on at least some of his maps (e.g. Surrey, 1823; The East Riding of Yorkshire, 1829). Dewe’s New Map of the Country Around Oxford (c1840) had fox hunting symbols indicating fox covers, Robinson (c1860) published a circular map of the bearings and distances of villages 12 miles from Grantham marked to show the fixed meets of the Belvoir and Burton Hunts in covers entitled Illustrated Map of the Belvoir Hunt and Maclehose (1862) produced a Hunting Map of Ayreshire. The Sporting Magazine published a series of hunt maps in the 1840s and Hobson’s (later Walker’s) Fox Hunting Atlas was available from 1849 with Walker’s small folding hunting maps of the counties appearing from the 1850s. It should also be remembered that the Ordnance Survey was continuing its surveying of the country from south to north for the Old Series maps of England and Wales during this period. Ninety of the final 110 maps for the Old Series had been surveyed and published by the early 1840s, but the publishing of the mainland maps north of the Preston-Hull line was only completed in 1869. Thus, for some time, not all the country would have had OS maps available for use as hunting maps. The odd map such as Johnson’s Hunting Map of Cheltenham (1845) that was ‘reduced from the Ordnance Survey’ paid lip service to the OS but this was unusual.

A group of little-known maps that did explicitly reference the OS as their source and which also (sometimes) gave hunting information were those of auctioneers Walton & Lee and of Farebrother, Ellis, Clark & Co. who both produced topographical map front covers for Sale Particulars for grand properties from the early 1880s. Elaborately decorated lithographic topographical map covers were prepared with the position of the property for sale marked in red. Where the property might appeal particularly to the hunting fraternity, the map would also display the places of meets, and also the local hunts prominently named across the face of the map in the same style as that used in the Hobson/Walker hunt maps. Unsurprisingly, given the pre-eminent position of Leicestershire in fox hunting, several of these hunt maps relate to that county (East Langton Grange, 1882, Freehold Estates near Melton Mowbray and Lutterworth, 1882, and the Gumley Hall Estate, 1892), but similar examples exist for other counties (e.g. Stanford Hall Estate, Notts, 1887). Most of these hunt maps do not give a specific scale, though that for East Langton Grange is stated to be
drawn at five miles to the inch. Several Sale Particulars refer to the Ordnance Survey as the source of the maps. For example, the Gumley Hall Estate details state that ‘The Plans are prepared and the quantities are taken from the Ordnance Survey of Great Britain, recently corrected by the Auctioneers’. These ‘corrections’ on this map included the insertion of a completely fictional railway connection north of Leicester between the Leicester & Swannington line and the line from Leicester to Peterborough. Examination of the Walton & Lee map covers suggests that all their topographical maps stemmed from the Ordnance Survey. A few maps even included hachuring reminiscent of that found on the Old Series. The major competitor to Walton & Lee in the auctioning of large estates was Farebrother, Ellis, Clark & Co. They produced at least one hunt map cover. This was almost identical to those produced by Walton & Lee. Again, it was a Leicestershire property (The Misterton Estate, 1883). Further information on these maps and on the firms that produced them can be found in Deadman.4

Once Ordnance Survey maps were available for an area in which hunting was an established practice, it would have made sense that those desirous of having a hunt map would seek to use an appropriate OS map rather than go to the expense and trouble of having a specific map printed. Judging by the maps discussed above, it appears that, ideally, the huntsman would desire a map to list the places of the meets, the area over which the hunt operated with its boundaries clearly marked and the locations of fox coverts. Additionally, if the map could be small enough to carry on the hunt for reference, this would be an advantage. Certainly, as noted above, some Old Series sheets did mark fox coverts, but whether this was standard practice for early OS mapping across the country remains uncertain. No systematic study seems to have been published on this type of feature on OS maps (though de la Mare5 has considered kennels on one-inch OS maps) and none of the Ordnance Survey Instructions to one-inch field revisers of 1896, 1901 and 19096,7 refer to fox coverts explicitly. The one-inch revision instructions of 18968 did require that ‘Special attention should be given to hill, valley, forest and district names, and to names of commons, and objects well known in the district’. This might be interpreted as including fox coverts. On OS maps from the Old Series onwards, coverts may also appear under other names, such as holes, fox places, foxholes, gorse and named spinneys. Coverts were carefully planted and maintained by hunts. They spent thousands of pounds converting and maintaining patches of gorse by planting trees and shrubs to create ideal habitats for foxes.9 The Quorn Hunt alone, which

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covers parts of Leicestershire and Nottinghamshire, had sixty-nine named gorse, covers and coverts in 1869-70 as well as at least as many other named ‘venues’, many of which would also have been coverts under other names.

For interest, an examination of a group of fox coverts near to the landmark hill of Billesdon Coplow, which is about six miles due east from Leicester, was carried out. This hill is in the Quorn Hunt area, just north of the boundary with the Fernie Hunt (originally part of the Quorn and later the Sir Bache Cunard in the 1870s -1880s). The history of these and other Leicestershire and Rutland hunts have been discussed by Clayton. The examination of OS maps over time shows that the OS did update their information on coverts (or covers). Around Billesdon Coplow, the Old Series maps show Fox Hole Spinney, Botany Bay Fox Cover and an unnamed cover, and at a short distance near King’s Norton, Norton Gorse and Norton Spinney. The New Series and all other series maps of scales of one-inch to the mile and 1:50,000 maps to the present that show this area omit the unnamed cover and Norton Spinney but include Lord Morton’s Covert (west of Tilton). The importance of such notable coverts and spinneys to the huntsman is attested to by the accounts of hunting in this area in the late 1800s. Pennell-Elmhirst devotes one chapter to ‘The Tilton Day of 1881’. As part of the route taken, the hunt ‘ran to within two fields of Lord Moreton’s covert; then swung leftwards towards The Coplow’. Similarly in the season of 1878-79, he reports (p.250) that ‘So they went to Billesdon Coplow, with a vain appeal, on the way, to Lord Moreton’s little gorse at Cold Newton; and at the Coplow, or rather in its twin covert, Botany Bay, they hit upon a whole bevy of … “the little red beasts” ’. The scale of the half-inch map might be expected to mitigate against showing small hunting features such as coverts and kennels. Surprisingly, however, the half-inch small sheet series map of 1905 does show Botany Bay Fox Covert, though incorrectly named as Botany Pay Fox Covert. This error was corrected on the half-inch Large Sheet Series map of 1914.

The Ordnance Survey maps could be adapted to meet at least two other of the requirements suggested above – those for the precise delineation of the area and boundaries of the hunt and the portability of the map – and such maps began making their appearance in some numbers from the 1870s.

Early OS-based hunting mapping was mainly restricted to overlaying limited, if any, actual information onto a standard OS map. Unfortunately, in many cases the sheet marginalia would be removed from the map, making the dating a little more problematical. In the formative days (mid to late 1800s) the maps could be a one-inch or, less often, a six-inch map. The simplest approach was to case the map and entitle the case and/or map with some reference to a hunt, or an individual (possibly the name of the Master of the Hunt). For example, a box of two six-inch 1901 maps in red cloth entitled North Staffordshire Hunt in gold block lettering

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on the cover with a ‘North Staffs Hunt – Duke of Sutherland – North East’ and ‘South East’ on the maps that otherwise have no information of specific interest to huntsmen. More commonly, the map would simply show a shaded outline of the hunt area with the hunt named. An example would be that of an Old Series one-inch map (post 1878) with the hunt outlined by a strong pink border and the words ‘North Staffordshire’ in blue uppercase across the hunt area.

Nicholson has explored the development of the OS one-inch map from one designed with the military in mind to the emergence of a map that would appeal to the general public. Sir Charles Wilson, Director General of the Ordnance Survey, writing in 1889 stated ‘The Department is directed to make maps … for state purposes … The construction of special maps for popular use was designedly left to private enterprise, and any attempt to complete with private firms in ‘catering for the public’ has been discouraged’. In terms of the provision of specialist hunt maps based on the Ordnance Survey maps, the firm of Edward Stanford & Co. stands predominant. As an agent of the Ordnance Survey, Stanford had been offering high quality hand-coloured maps folded to go into the pocket from at least 1857. By the time of the Dorington Committee of 1892 which considered both the out-of-date nature of the one-inch map and the suitability of OS maps for public use, Edward Stanford Junior was the sole agent for OS maps of England and Wales. Stanford’s offered a service to hunts and huntsmen by offering to mount dissected OS maps in covers, with maps marked up to show hunt areas and names, and sometimes also with places of meets denoted on the map by red circles. They would (for a fee, of course) produce maps using OS sheets for single hunts or multiple hunts and even to very large maps made to hang from walls on rollers covering a dozen or more hunts. Typically, Stanford’s maps carry a label for the firm, the earliest of which located so far is for a map covering seventeen named hunts in the counties of Leicestershire, Oxfordshire, Essex and Cambridgeshire. This used Old Series sheets electrotyped in 1879 and 1880 cased in a box with label entitled ‘Country Around Upper Caldecote’. The whole map is hand coloured in pastel shades of ochre, yellow, purple and pink with Upper Caldecote Hall at the centre and marked with radiating circles from the Hall at one inch intervals. A more modest but still attractive production of the same period was a map with a Stanford label constructed from New Series sheets electrotyped in 1891 and sold in a red cloth Stanford case entitled ‘Belvoir Hunt’.

Burgess has identified thirty-seven separate hunt maps produced by Stanford’s using one-inch sheets published by the OS from the Old Series in the 1880s through to the 1960s and the Seventh Series. Most of these maps, however, cover the period up to the 1930s, after which a second firm – Sifton Praed & Co. – appear to have become the major provider of hunt maps using OS sheets. Fifty-

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14 ibid, p 8.
15 ibid, p 6.
16 www.oldkentmaps.co.uk
nine of their hunt maps have been noted, the last being a map for the ‘Hambledon Hunt’ published in the 1960s using a Seventh Series OS map. Sifton Praed productions typically show a single hunt area outlined in a strong pink colour, possibly with the hunt named, in cloth or card covers with a decorative label with a handwritten or printed title. The hunt maps of these two firms cover the whole of England, from Exmoor in the south west to Yorkshire in the north. On the basis of hunt maps inspected, few other firms seem to have offered huntsmen such a service. Labels for George Philip & Son (Herts Hunt, 1907 – For use by the ‘Herts Hunt Wire Committee’), William Stanford & Company (Hunting Map of the Country Round Oxford, 1905-07) and Cook, Hammond & Kell Ltd. (The Warwickshire Hunt, c1945) have been noted.

The Ordnance Survey did print one hunting map under its own name. This was the Cotswold Hunt Map with imprint date of 1903 that stemmed from the one-inch Revised New Series map of England and Wales. The hunt overprint was in green. In 1912, a map with the same title was printed by the OS but now based on the one-inch Third Edition map of England and Wales. On this map, the places of meets and the boundaries of the hunt were marked in red. It was bound in standard OS white covers (Hellyer 3.2.b.1)17 entitled Cotswold Hunt Map. This latter map (at least) carried a note ‘Printed Specially for Cotswold Hunt’ making it an early example of a repayment service map.

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One type of map intended for hunting use and using OS material is that which has been specially folded, presumably to allow the huntsman to consult it whilst in the saddle. Wheeler has recently discussed an example of one version of this, the Stanford-Bridges method of Map Mounting, which was advertised as being ‘Especially valuable for Hunt, Motoring and Touring Maps or generally for Maps used in the open air.’ Wheeler describes a Vale of White Horse hunting map using a Popular map published before 1927 that displays the usual Stanford’s bright pink outline of the borders of the hunt. Burgess reports two other examples both on Popular sheets (South Notts c1923 and a composite of two hunts, Bicester & Warden Hill and Whaddon Chase c1929). In both these cases, Hunt Meets are marked with red spots. Stanford’s were also involved in an earlier attempt to provide a novel form of mounting, namely Tunmer’s Patent Mounting. This method of folding was similar in intent to Stanford-Bridges in that it allowed only a small strip of map to be visible at a time. Whether the method was intended for use with hunting maps seems unknown. The example inspected has an Edward Stanford label and is a purely topographical map made up from first edition quarter-inch maps of 1902-03 stretching from Beachy Head in the south to Leicestershire and Rutland in the north and from Reading in the west to Lowestoft in the east. The whole is in three vertical sections each mounted ingeniously concertina style with tabs that allow parts of maps to overlay others. Major G.K. Ansell devised a system of back-to-back map folding that Stanford’s copyrighted in 1906. Whilst no hunt maps are known using this system of folding, a Stanford

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19 www.oldkentmaps.co.uk
catalogue of 1909 lists a Major Ansell Aldershot District Manoeuvre Map priced at eight shillings. This would suggest that hunt maps may have been priced at a similar sum. A fourth, much later, example of folding is the method of laminating and folding maps using Seventh Series sheets proposed by Lt-Col RA Turner, DSO, MC, as described in his booklet *Hunt Maps ‘Of Name’*. “Ord Survey Crown Copyright” is claimed, but this may be for the maps used rather than the method of folding. Seventh Series maps c1965 for the ‘Old Surrey & Burstow Hunt’, the ‘Puckeridge Hunt’ and the ‘Heythrop Hunt’ have been found, each dissected and double-sided and contained in red pliable plastic covers. It is perhaps surprising that Stanford did not appear to use Pegamoid waterproofing often on their hunt maps. Only one example of a hunt map using this process has been noted. Its only connection to hunting is through the map title and cover (*A map of the South Western Environs of London for Cycling, Boating and Hunting*, Edward Stanford, 1899).

Ordinance Survey maps have been adapted and used for hunting in one way or another from nearly the start of OS mapping. Echoes from the hunts of the early nineteenth century remain to this day as named places on maps. Agents of the OS (and in one case, the OS itself) busied themselves colouring, dissecting, mounting and covering OS maps to show hunting boundaries, places of meets and kennels for the use of huntsmen all over the country. In rare cases, attempts were even made to come up with specially folded maps that could be used in the saddle. Hunting has resulted in the use of a surprisingly wide range of OS maps reflecting many aspects of this activity, new information on which is still being collected.


Thanks are given to Rob Wheeler and Squire de Lisle for their useful comments on an earlier draft of this article.
I enjoyed Rob Wheeler’s detailed detective work on the Ryde Special 1:2500 sheet.\(^1\) His interesting conclusion (his footnote 6) that the wall shading line is thickened to the inside of the building (so that the shading does not increase the apparent dimensions of the building) is based on clear cartographic evidence. The key point is that the former back wall of the building lost its wall shading when it became an internal division after the addition of a rear extension to the building, and that the line of that internal division coincides with the line of the outside of the adjacent wall shading. I noted recently\(^2\) that comparing buildings’ on-the-ground measured dimensions with the dimensions as measured off hard-copy and digital scans of the relevant maps pointed to the wall shading in those cases being applied either side of the line of the wall that was shaded. My finding, being based on a different line of evidence from that used by Rob (and being itself subject to uncertainties related to various possible distortions of the various maps being measured), does not of course contradict Rob’s conclusion, but it does point to there perhaps being differences in practice across OS through time. Indeed, as I also noted, Richard Oliver has commented that “unfortunately for those concerned with precise

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measurements, the [wall] shading was sometimes drawn along the centre line, and sometimes to one side or the other of the ‘true’ position of the line”.  

Richard’s comment is reinforced by the extract from the First edition 1:2500 (25 inches to the mile) mapping of a corn mill in Milngavie, which is being investigated as part of the documentation of the mill’s structure and history (fig. 1). The internal wall created by the small lean-to extension at the south corner of the mill is clearly aligned with the inside of the wall shading of the south-eastern exterior wall (wall B). This alignment means that the shading of wall B, unlike the shading reported by Rob Wheeler, is on the outside of the wall line, therefore increasing the apparent size of the building.

Figure 2 shows the same mill on the Second edition 1:2500 mapping. Here the wall shading convention has been changed from that used in the First edition and, notwithstanding that change, the small lean-to extension at the south corner seems to have become unroofed by the time of the Second edition and the cartographic evidence for the placement of the shading in relation to the small extension at the south corner has been lost.

Returning to the dimensions of the building and ignoring the small lean-to at the building’s south corner: the mill’s footprint consists of six straight segments, A to F (fig. 1). Each of these six segments has been measured on an architectural drawing of the mill in 1960 at 1:96 scale. These dimensions have been checked by measurement ‘on the ground’ (with Niall Logan, who is thanked for making these measurements available to me). The on-the-ground measurements of five of the six wall segments (A, B, C, E and F) agree to within a few percent with the dimensions from the architectural drawings. The origin and significance of the mismatch between and the measured length of wall D and the architectural drawing (7.1 m and 6.73 m, respectively) are unclear at this stage.

In order to assess the dimensional accuracy in various renderings of OS mapping, the mill dimensions were measured on the National Library of Scotland (NLS) maps website thus: (i) using Vernier calipers on the First edition 25-inch individual sheet in the ‘Find by place’ option on the NLS website, with the map at the maximum magnification for the whole mill still to be visible on-screen, and by comparing the caliper-measured dimensions to that sheet’s map scale open in a second browser window at the same magnification as the map sheet itself; and (ii) using the Distance measurement function on the Second edition 25-inch map in the ‘Explore georeferenced maps’ option on the NLS website, again with the map at the maximum magnification that permits the whole mill still to be visible. The wall shading and the changes in wall shading between the two editions mean that the measurements from the scanned maps are in fact a range of lengths, depending on the wall shading and how the measurement is made.

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4 See Bishop, op. cit., figure 1.
The mill’s dimensions were also measured using a vernier caliper to 0.005 mm precision on a later printing of OS First Edition 1:2500 mapping that is held in the University of Glasgow Library; these measured dimensions were converted to on-the-ground lengths using both the map’s nominal scale (1:2500) and the 500 ft length on the map’s printed bar scale. This hard-copy map sheet is demonstrably not distorted (shrunk or expanded) because the prescribed dimensions of the mapped area (1 mile in the North-South direction and 1.5 mile in the East-West) are 1.003 and 1.508 miles respectively on this sheet. As well, the dimensions measured on the map agree when calculated using the sheet’s nominal scale and the printed 500 ft bar scale.

The range of measurements of wall lengths made on on-screen enlargements of the scanned (online) maps encompass the on-the-ground measurements of wall lengths, except for walls A, C and E. Annotations on the architectural drawings confirm that walls A and E have been lengthened since the OS mapping investigated here. The only mismatching lengths – of wall segment C: 9.3 m to 10.6 m on the on-screen scanned maps, and 11.9 m and 12.0 m in the corresponding measurements on-the-ground and on the architectural drawing respectively – are not yet understood. The measurements made on the hard copy later printing of the First edition 25-inch map match variably well with the measured dimensions of the unlengthened wall segments – B: 13.4 m on-the-ground measured length versus 12.3 m from the hard copy map; C: 11.9 m vs 9.9 m; D: 6.73 m vs 6.3 m; F: 6.1 m vs 6.1 m.

I conclude from this small sample of measurements of building dimensions that more reliable measurements are likely to be obtained from enlargements of the online scans on the NLS website. Individual buildings are small features, even on moderately large-scale mapping such as at 1:2500, and therefore subject to relatively large uncertainties associated with small measurement errors, even when the measurements are made carefully with vernier calipers and with the assistance of a magnifying glass. The various wall segments as measured here on the 1:2500 scale sheet are only 2.5 mm to 6.35 mm in length and small inaccuracies in tracing might also be involved in the discrepancies found here (remembering that the sheet is not distorted). Measurements made on enlargements of the NLS scanning are more accurate, a conclusion that is consistent with the fact that the scanners used by NLS have a specified scanning accuracy of +/- 0.1% or +/- 1 pixel.

I thank Chris Fleet, Richard Oliver and Rob Wheeler for thoughtful comments on the material presented here. Any errors are, of course, my own.

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6 Dumbartonshire and Stirlingshire Sheet 23.8; Surveyed 1861, Printed 1882.
7 Personal comment Christopher Fleet (NLS), 27 January 2017.
CCS publications

The following books and reproduction maps are available to members at www.charlesclosesociety.org/publications

- The first Ordnance Survey map, Roger Hellyer and Richard Oliver, 2015, £40
- The Ordnance Survey in the nineteenth century, Richard Oliver, 2014, £45
- Ordnance Survey maps: a concise guide for historians, Richard Oliver, 2013, £17.50
- Mapping the Windmill, Bill Bignell, 2013, £20
- Old Series to Explorer: a field guide to the Ordnance map, Chris Higley, 2011, £12
- One-inch engraved maps of the Ordnance Survey, Hellyer & Oliver, 2009, £50
- Military maps, Roger Hellyer and Richard Oliver, 2004, £30

Maps from the past:

1 London Passenger Transport map (1934), £5
2 City of York 6-inch map (1920), £5
3 Crystal Palace and environs 1:2500 (1863), £5
4 Half-inch second series sh 37 Leicester (1960), £5
5 2½ inch Sheet 85NE Cambridge (1914), £5
6 Seventh edition one-inch sheet 143 Hereford (1949), £5

David Archer spotted this book cover (left) on the website of booksellers Postscript (psbooks.co.uk). He asks if you can identify the two well-known map covers that have been combined for this image? See page 59.

Poverty maps, rich resource

LSE has launched Charles Booth’s London, a website making available the famous poverty maps and the descriptively rich police notebooks arising from Booth’s ground-breaking study Inquiry Into the Life and Labour of the People in London (1886-1903).

The new site allows visitors to view, interact with and download the poverty maps, and to geo-locate the police notebooks against the maps. Visitors can also browse and download the notebooks. In addition, the site provides a wealth of contextual information about Booth, the Inquiry, and Victorian London more generally. The site is at https://booth.lse.ac.uk/
Locations and methods:
1:2500 National Grid maps 1944-57

John Cole

In accordance with the recommendations of the Davidson Committee in 1935 an overhaul of some 200 square metres took place in Wiltshire in 1938, the area roughly bounded by Devizes, Grafton, Salisbury east and Dinton. In simplistic terms this entailed positioning new trigonometrical stations on to the County Series maps, converting the Cassini projection values to the new National Grid, obtaining a best mean fit of the old detail to the new grid and then revising the maps. Although there may have been an intention to publish the resulting maps in National Grid format it would appear that the County Series was adhered to at the time.

Overhaul still being experimental, the next attempt took place in 1947 at Chipping Sodbury at the south end of the Cotswold Hills giving thus rise to the expression ‘Cotswold Overhaul’. The twenty-five maps involved appear to have been ‘shelved’ for a year or so before publication.

Before this, survey or compilation methods using revision points was tried first in 1944 at Hampreston just north of Bournemouth followed by three more experiments at Edinburgh involving (i) an area surrounded by 1:1250 (Arthur's Seat), (ii) an area with 1:1250 on three sides (Braid Hills) and (iii) a slightly more extensive area between the 1:1250 of Musselburgh and the 1:1250 of Dalkeith-Lasswade. These three experiments taking place in 1947-48 produced no particularly significant results and by 1948 work in earnest commenced in the form of ‘Cotswold’ overhaul near Plymouth (Devon) and stereo-comparator controlled survey by air photography near Chelmsford (Essex), the former being the more long lasting and popular method.

From about 1950 to 1955 a modified resurvey using revision points (as per Hampreston) and chain survey was adopted for a number of small towns, and also compilation using a small number of points. These were to the same accuracy of the revision points used for the early 1:1250 maps and from 1955 to 1960 (approx.) a slightly less accurate detail point (not published so not possible to trace from the maps the extent to which used) was utilised in the same way.

From 1957 on, experiments had proved that simple graphical revision from air photography could considerably speed up the overhaul. Initially this was carried out at Southampton headquarters but an experiment in 1962 established that this would be an even greater success at local level – at least for the bulk of the remaining 1:2500 which still stood at about 140,000 km² maps at the time.

Mention should also be made of the short-term expedient (1952-57) of ‘bypassing’ many maps (particularly in rural Devon where little change seemed apparent) by simply publishing the un-revised County Series mapping on National Grid sheet lines. Away from Devon and Cornwall the bulk of the 2230 km² involved had been properly revised by 1959-60 following complaints from inside and outside OS.
There follows a list of all counties involved in 1:2500 work other than the fringes of some 1:1250 areas, largely to ‘square off’ incomplete 1:1250 km squares.

**Cornwall east and Devon**
Overhaul commenced 1948. Also, resurvey as described above at Launceston, Saltash and Torpoint (Cornwall), Brixham, Dartmouth, Galmpton & Goodrington, Kingswear, Kingsbridge, Okehampton, Glenholt, Bull Point, Plympton, Plymstock, Salcombe, Sidmouth, Tavistock, Tiverton and Totnes. Compilation was also utilised at various south Devon coastal locations stretching from Heybrook Bay to Stoke Fleming. Numbers of revision points varied from very few, though not always published apparently, to ten RPs for a small coastal estate at Stoke Fleming where overhaul would not have been possible. Over 1600 ‘by-passed’ maps were published for east Cornwall and north to southeast Devon (excluding areas revised 1948-51) and roughly west of that line. A note was made that reconnaissance had indicated little change on the map concerned.

**Cheshire, northwest and southeast Staffordshire**
Overhaul commenced 1953 in northwest Staffs, and on the Cheshire fringe. Resurvey/compilation (or a mixture of both) at Alsager, Biddulph, Tamworth and various smaller locations. A few by-passed maps to be found in all three county locations, revision in 1955 being on the Warwickshire fringe. Overhaul also commenced in the north part of Wirral in 1957 and continued southeast of Stoke-on-Trent and north of Wolverhampton in 1956.

**Dorset east, Wiltshire south, Hampshire southwest and southeast**
Overhaul commenced 1952 in Dorset east. Resurvey at Swanage and Wimborne, compilation at Broadstone, Holton Heath, Upton and possibly elsewhere. Over 200 by-passed maps with a few inside the fringes of Hants and Wilts. In Hants southeast, resurvey at Cowplain, Purbrook Park, Waterlooville, Emsworth and Havant – the latter pair apparently using air photography. Compilation in and around Portsmouth Harbour with over fifty RPs on Horsea Island, four on Peewit Island and two on Burrow Island. Whale Island may have been at 1:1250 scale.

**Essex mid, south and east, Suffolk fringe**
Air graphic ‘resurvey’ to the north of Chelmsford 1948-53 approx (in fact known as the Chelmsford method following an experiment at Avonmouth near Bristol). Overhaul *appears* to have been used for the rest of mid and east Essex and presumably the south, though the highly-developed areas at Laindon and Pitsea would suggest otherwise unless the County Series was not much out of date. Resurvey by air photography (but using RPs) was carried out at Braintree and compilation in the vicinity of Thurrock Marshes.

**Gloucestershire south and Somerset**
Kent east and northwest
Possibly air graphic at Swanscombe Marshes in 1952-53 as it adjoined Gravesend 1:1250 air graphic resurvey. Overhaul in east Kent commenced 1955 and including over twenty by-passed maps.

Lancashire southeast and Yorkshire West Riding
The unreliable linear accuracy of the County Series 1:2500 mapping caused by unsound survey practices in the nineteenth century had led to a quote from a 1952 report to the effect that the Cotswold method of overhaul would almost certainly be unworkable in these counties. The initial consequence was that many 1:1250 areas contained more rural territory than in other parts of the country. And when 1:2500 scale work commenced in 1951 approximately 200 maps were surveyed using revision points, to be followed in 1956 by an unspecified number using the slightly less accurate (and unpublished) detail points. The revision point areas stretched from Bradford to Wakefield and from Leeds southeast to Castleford and Pontefract, from Bolton southwest to Tyldsley east. Small areas surrounded by 1:1250 at Kearsley south, Bury and Heywood south, Royton north, Milnrow southwest and from Oldham northeast to Mossley southwest. No by-passing took place but at some point in the late 1950s over-confidence in the Cotswold method seems to have crept in and overhaul resorted to. Problems thus caused may not have wholly been eliminated before the enhancement programme of 2001-05.

Leicestershire
Overhaul immediately east of the city itself commenced in 1954 continuing to the northwest in 1956. Nineteen maps were by-passed.

Lothian mid and west, Lanark and Stirling fringe
Three experiments into compilation methods without adding extra points took place in 1947 at Arthur’s Seat (surrounded by 1:1250 mapping); at Braid Hills (1:1250 on three sides) and a roughly 4 km gap between Musselburgh and Dalkeith 1:1250 areas. There was also a curious ‘part by-passed’ 1:2500 quadrant and an extrusion to include the low water mark ordinary spring tides and low water channel of the River Esk (both surveyed 1947), whereby the foreshore detail was as per the 1912 revision. Overhaul in Lothian west commenced in 1954 with forty by-passed maps. One with small parts of others was in Stirling and also one in Lanark similarly fringing on Lothian. There was also a 4 km² RP compilation area surrounded by 1:1250 at Pollok Gardens east of Paisley. Resurveyed towns in 1953-54 were Bo’ness, Broxburn-Uphall and Linlithgow, and compilation at Shotts and Fauldhouse. Overhaul west of Kirkintilloch commenced in 1956.

Shropshire east
Overhaul commenced 1956 to the west of Wolverhampton.
Sussex
Overhaul commenced north and east of Brighton in 1954 although some whole or part 1:2500 maps may have been revised using compilation in the Rottingdean area in 1951. Resurvey took place at East Grinstead and Newhaven in spite of both town centres being at 1:1250. At the former location, this involved a mix of resurvey and compilation for 2 km² and the 1:2500 halves of two others. Resurvey at Haywards Heath and Lindfield, Burgess Hill, Keymer & Hassocks and Peacehaven. 104 maps by-passed.

Warwickshire

Durham and Northumberland
Overhaul commenced north of Ashington and south of Sunderland in National Coal Board areas in 1956. Just three maps appear to have been by-passed in Northumberland.

Glamorgan
Overhaul commenced north and south of Mountain Ash in 1957. Four Revision Points noted at Ynys-y-bwl, presumably for RP compilation.

Nottinghamshire
Overhaul commenced at Burton Joyce and Radcliffe on Trent in 1957.

Surrey
RP survey/compilation south at Epsom Downs, Walton Downs and Headley Court during 1953-4.

Although much of the above has appeared in previous articles (mainly Sheetlines 50,47; Sheetlines 58,7; Sheetlines 64,19 and Sheetlines 80,58), this is a more coherent county-by-county approach with a number of added details. The reason for 1957 being the cut-off date is that is the start of air revision (less the Chelmsford rural area and the towns of Braintree, Emsworth and Havant).

Roger Carnt was intrigued to see a ten-figure OS grid reference on this toilet sign in Cornwall. WC gone mad? Or a whole new meaning to a relief map? Have readers found other examples of such precise reference on public signboards?
“Whoever controls the map controls the world – indeed, whoever makes the map makes the world” is Alan Ereira’s conclusion to this gung-ho new take on the strange, shadowy life and career of John Ogilby. To us, Ogilby is remembered as a seventeenth century polymath whose most lasting legacy was Britannia, his 1675 atlas detailing 7,500 miles of roads through England and Wales.

Britannia was such a cartographic game-changer that we have, thinks Alan Ereira, rather taken it at face value and forgotten its highly-charged political context. For even at face value, it is dazzling. This was the first road atlas and the first appearance of the strip map, conventions that have remained omnipresent ever since. It was the first time a statute mile was nailed down at 1760 yards, and the first time the scale of one inch to this mile was employed (laying the ground for the arrival of Ordnance Survey in the following century). It mapped for the first time hundreds of towns and villages, as well as the roads between them. By any measure, Britannia represents one of the pivotal advances in British cartography.

According to this new book, this is all true, but a mere fraction of a far larger, and much more intriguing, story. Ogilby’s life was extraordinary. We knew that he had been a dancer, an impresario, the Master of the Revels in Dublin, a classicist, the choreographer of Charles II’s Restoration coronation and – only towards the end of his life – a publisher and map maker. What Ereira has done in his exhaustive combing of archives and libraries, and looking at even familiar documentation with a new and searching eye, is to join the dots of this remarkable career, and to place them firmly in the context of their feverish age.

The details he unearths are thrilling. Ogilby’s lifelong talent seems to have been a sleight of hand and ability to sink into the shadows when necessary. As a highly prominent Royalist, this was indeed necessary for large periods of the mid seventeenth century, yet remarkably, as Ereira notes, “he managed not to appear in a single letter, diary or official document during the entire interregnum.” This seems almost impossible, as do other conclusions drawn here, but though they include a good deal of inevitable supposition (numerous crucial documents have vanished or been purposely destroyed), Ereira’s theories are unquestionably borne out by his spadework.

It all started with Britannia, and a 2008 TV series (Terry Jones’ Great Map Mystery) that Ereira produced for BBC Wales about Ogilby’s Welsh maps. I was an interviewee for that series, and remember Alan’s bubbling excitement at his growing certainty that Ogilby’s monster atlas was nothing less than a blueprint for
Catholic invasion of Britain. To that end, *Britannia* was sprinkled with clues, from an apparently excessive number of odd routes to obscure western harbours (a ‘back-door’ invasion through Wales or the west country was seen as far more viable than the south coast) to what Ereira believes was a rushed decision at the very end, and from the very top, to excise all reference to obdurately Puritan Liverpool. He picks up too on the preponderance of useful mines and metal works mapped throughout, as well as Catholic shrines and households.

To set the scene, his comprehensive deconstruction of *Britannia*’s strange and ornate frontispiece (left) is utterly fascinating and wholly credible; it seems to be littered with pointers that all is not as it first seems. Ogilby had grown up in an age of codes and ciphers for every occasion from childish recreation to pitch-dark intrigue; his talent for it is a leitmotif through his many careers, and it reaches an apotheosis in *Britannia*. If Ereira is right, then there are surely other clues to its subversive nature scattered amongst the hundred strip maps and accompanying text. Doubtless on the strength of having studied (and travelled) them for his BBC Wales series, its Welsh routes are unpicked to a much greater extent than any others; it would be good to see the same forensic analysis applied to the rest.

*The Nine Lives of John Ogilby* is either sensational new ground, or a conspiracy theory gone mad. Some have suggested the latter, but I am on Ereira’s side. Yes, there are moments when we see what we want to see, caught up in the tailwind of his puppyish exuberance, but the sheer heft of evidence culled from such a wide array of sources compels, and it all fits. The clincher comes if we follow the money, as we always should. At today’s prices, the budget for *Britannia* would be some tens, possibly hundreds, of millions of pounds. Demagogues and despots demand a great deal more for that kind of money than just a few nicely-drawn roads.

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*Mike Parker*

*Detail from the frontispiece showing three slightly perplexed geographers examining a globe with the landmasses reversed (as is obvious from the shape and position of Britain and Ireland). This, says Ereira, is a cipher to unlock further clues in the illustration, but more simply it is also hinting that we should look for the unexpected.*
Christopher Fleet, Margaret Wilkes and Charles WJ Withers, Scotland: mapping the islands, Birlinn, in association with the National Library of Scotland, 2016, ISBN: 978 1 78027 351 8, hardback, £30.00.

To the considerable benefit of the Scottish diaspora as well as people in Scotland, the National Library of Scotland has over the years made digitised images of its extensive collection of historical and more recent maps and charts easily accessible on its website,¹ and has in addition facilitated the publication of Scotland: mapping the nation (Birlinn 2011) and now Scotland: mapping the islands.

Scotland: mapping the islands provides a nicely-judged social history of the Scottish islands, a well-illustrated account of their mapping and an authoritative guide to sources and further reading (which includes several references to papers in Sheetlines). Its thematic chapters on peopling, naming, navigating, defending, improving, exploiting, picturing and escaping are complemented by an excellent index which (helpfully) comprehends persons, places and topics. The style is academically convincing without being in any way obscure or exclusive. Birlinn at £30 has provided a resource which deserves a place in every Scottish public, private and school library.

But how about the members of the Charles Close Society? Many of Richard Oliver’s thoughtful comments on Scotland: mapping the nation² also apply to Scotland: mapping the islands. Reasonably enough, it devotes more attention to the purposes of mapping than to the processes of mapping. Nevertheless, the authors do in some chapters share their extensive knowledge of cartography, and in addition to the rich display of historical maps they make good use of those from Bartholomew and the Ordnance Survey. The quality of the illustrations is excellent, and, where the maps have had to be reduced to fit the page, they respond well to a magnifying glass (and even better, for NLS maps, to viewing on the NLS website).

However, this reviewer, as a fan of James Gardner,³ was disappointed that Gardner was given no credit in the caption to Figure 8.6 for his panorama of the Grampians, which provides a very accurate contrast to the more imaginative view on the same page of the heights of the principal mountains of Scotland. More importantly, he felt a real detriment, compared with Scotland: mapping the nation, as a result of the reduction in the font size of the main text and in the line spacing of the captions.

Nevertheless, the verdict is clear. Scotland: mapping the islands is complete in itself and yet an encouragement to find more on the website of the National Library of Scotland. It is sufficiently lucid for a newcomer to the subject, and yet it offers many new perspectives to those who are already acquainted with the Scottish islands. It is a credit to the publisher and the authors deserve our thanks.

David L Walker

¹ maps.nls.uk (for National Library of Scotland map images)
ReCycled Wire by Paul Matosic is a 3D topographic map formed of a steel grid and recycled electrical cable, located alongside the Trans Pennine Trail at Hazelhead (SE 193028) west of Penistone, South Yorkshire. It shows the Trans Pennine Trail in orange cable and Stage 2 of the Grand Départ 2014 in yellow. Winscar (left) and Langsett reservoirs are depicted in blue cable.

The Trans Pennine Trail is a 215 mile walking, cycling and horse-riding route from Southport on the west coast to Hornsea on the east. The section shown here follows the disused Manchester to Sheffield via Woodhead railway.

I do like to be beside the seaside – but where?

These seaside towns, shown in alphabetic order, have something in common – other than that they have had their names redacted on these Landranger extracts. Can you identify them and the common theme?

Answers to the editor by 30 May. No prizes, but honourable mention in next Sheetlines.
**Kerry musings**

David Archer

We all love to receive a parcel, whether wrapped in brown paper, with knotted and slightly whiskery white string, or a plain box with any means of ingress hidden by wide brown plastic tape. Slit the tape, lift the flaps and behold: a box of maps. Nice work if you can get it, and for many years, for us, it was, and we did. Two or three small parcels or packets would arrive in the post each week, all bulging with maps. Not unusual maps, nor in bright, almost new condition; no, just good clean standard series maps: stock for our business. The Ordnance Survey has thriven on selling such maps, so why should we not? Scarce and rare OS maps were only ever a small sideline, mainly because by definition they seldom came our way, and secondly because one cannot make a living without selling lots and lots of standard maps.

I certainly derive a lot of pleasure from opening, looking into and decanting a box of maps. It was the initial opening that mattered, whether I had an idea of the contents or not. The exciting, all important first glance to judge whether the contents looked as imagined. As I had pictured them. The overall condition could usually be judged at once, making me either relaxed, knowing all was well, or anguished that something had gone wrong. This is totally different from looking down on an open box of maps in a bookshop, where a glance shows a pretty well-rooted bunch of sad rejects needing to be checked, just in case. Yes, a freshly-arrived parcel had prospects. Most of our stock of folded maps were bought via adverts, and arrived in small parcels. I usually had a good idea of what was in them and whether any gems might be present. Knowing the contents did not take the gloss off a new arrival, as I had asked for the maps to be sent and therefore probably wanted most of them. I was seldom disappointed, and at the very least would be merely satisfied.

One must allow plenty of time to open a box, it must not be rushed, even a box of Seventh Series or 1:50,000 maps. If the maps were in no particular order, then the enjoyment increased, like a jumble sale of old. As I took the maps out I sorted them into piles for each series, together with one for tourist maps, another for Bartholomews, and another for so obviously sad items. Barts maps would always be sent, even though I said I did not want them. Neither did the sender, and they correctly reasoned that I would not waste money by returning them. I never opened a map on the first forage, preferring to see the total of what had been sent. If there was something I really wanted to see, I would rummage until I found it, put it to one side, and then carefully go through the others, opening and checking every map against my notes and suggested prices scribbled in the telephone book.

On three levels, curiosity and hope are the two words that best describe how I felt when going through a box of maps. Firstly, I was curious as to exactly what was in the box, even though the contents had been described over the telephone. I was also hopeful for the appearance of something pleasantly unexpected. On the second level, I was curious how well the sender had answered my questions, and hopeful that they were accurate. Whilst on the third level, I wondered how good I was at asking the right questions, and making correct assumptions. Sometimes one was disappointed, sometimes unexpectedly pleased but usually just content, meaning that things were very much as imagined. By far the most upsetting thing was when a box
was opened and the smell of stale smoke knocked me to the floor. More upsetting than finding the maps had been annotated; a fact not mentioned by the seller. I would say that in ninety per cent of cases, when I mentioned the annotations to the seller, they said they had not actually opened the maps before contacting me.

As I say, most of the maps bought over the last thirty years arrived by post, in small packets and small parcels. True, we did buy large lots, but the majority came in parcels 14" by 10" by 8" or smaller, purchased from the good old general public as a result of advertisements in magazines. We inhabited the classified sections, and were constantly looking for new places to advertise. Many places were tried, but they had to have a large circulation and cheap lineage, less than £10 per insertion, because most adverts would only bring in one or two replies. But it worked, and people wrote or telephoned saying they had maps for sale.

Flat maps, rolled and arriving in cardboard tubes do nothing for me. All right, I prefer flat sheets to maps folded and cased (as the Ordnance Survey used to put it), but as a way of getting me excited by the arrival of the post, sending them in a tube is a waste of time. Take the end off, pull out any padding, gently twist the ends of the inner maps to relieve the tension and out they slide. To sit as a pile on the table with only the top sheet showing, or more likely to remain tightly rolled. Nothing visible, no excitement, even if the maps are deliriously wonderful or perhaps rare. Why, one hardly handles them. Flick through them, looking only at the very edges. So boring. Now, if the consignee had sacrilegiously folded each sheet, noted the details in pencil on the upper surface and sent the whole lot as a packet, things would be looking up. I would have the fun of opening each sheet to see what it looked like, and would work my way through the pile.

I always preferred to speak to anyone wishing to sell maps. One can get so much more from a conversation than the written word. By getting a feel for the person at the other end, one can also judge their ability to accurately describe what is in front of them. Not only describe, but also to assess the quality of what they are trying to sell. Such conversations could be quite tiring, as I was constantly trying to visualise the cover being described, deciding on desirability, digging for an idea of condition and jotting down notes of maps mentioned and sums to be offered. Most of the time I had to divert the seller from what they thought important, to what I needed to know. “The first map has a price of 2/6, and then there are five others with 3/-.” A typical opening to a telephone call. Helpful? No. My go: “Do these have a man sitting on a hillside with a dark red border?” “Yes.” “Are there any others like that?” “Let me see, ten in all.” “What are the sheet numbers, and how would you describe the condition, well used, clean and sound, or nice and bright?” And so on. Having gone through the maps, I would then suggest an offer within a small price range, subject to seeing them. And most of the time, the maps would be packed and sent.

In the old days, when parcel post was cheap, very cheap, before the Post Office totally messed up their pricing structure and sent us all off to use carriers, the cost of postage was a handy tool in negotiations. If I was offered maps which I just could not decide about, but wanted to see, I would suggest that they were sent for inspection, and if a deal was not agreed, I would return them and refund the outward postage. If there was something I was desperate to have, or thought I might
offer more if I could view the maps and the seller was hesitating, I would again suggest that I would see they were not out of pocket if a sale failed to materialise.

Once it was agreed that the maps would be sent, I was always slightly on edge, more so if an exciting map was on its way. Auctions, where I rang for details and left a telephone bid were worrying as someone might have shuffled things between lots after I rang. Regardless of the sender, I was jittery. Would they be packed well enough? Would the best items fall out? Did the sender take my address down correctly, and such nightmares. Of course, if possible, at the end of a telephone conversation, I would always give advice on packing. A good strong box from the supermarket, not having been near soap powders, securely wrapped, and addressed clearly. I would even suggest the probable cost of postage in order to make things appear simple. Life was easy in those days, no problems of measuring the size of small, medium and large parcels. One could send as much in one parcel as could be lifted with a struggle, for what now seems a pittance. To help the Post Office personnel avoid a slipped disc, the receiving post office had to put a green cross all around an item to show it was super heavy. When at times I had to telephone and ask whether the maps had been sent or not, without exception, any delay was because a box could not be obtained.

After the post arrived, it would be wrong to picture a scene similar to the pirate kneeling before an open trunk overflowing with gold doubloons, “Mine, all mine”. Alas, this never happened, though I have shared the smug smile of many collectors who find something particularly nice in an unexpected place. Ah, I can see you smiling again at the recollection. Finally, I would ring and confirm an offer, send off a cheque, and once enough packets and parcels had arrived, they were listed in a catalogue and the whole process started anew.

When I pack parcels or packets, things are slightly different, and necessarily so. Items ordered are listed on an invoice, making it easy to check all are present. Maps are listed in numerical order within series, but sometimes there is a sequence of larger or non-standard sized items. In the end, it all comes down to preparing a neat package that will travel without damage, whilst trying to make it easy for the recipient to check the contents. Here, I will hold up my hand and admit that sometimes when sending maps that a customer has not yet agreed to buy, I have been known to 'dress a parcel' as I call it, by putting the most interesting maps on top. A good impression can be obtained if the best items are seen first. What is the point in putting less interesting or lesser condition items on top of a pile? An initial sinking feeling needs something really wonderful to make up for it, whereas lesser items encountered later in an inspection seldom mar a favourable first impression. And the same holds true for when I open a box.

A while ago I was chatting to a bookseller whom I have known for about thirty years, and she mentioned that although she was now over eighty, she continued working, as she enjoyed it, so why not? Why not indeed? “I still get a thrill from looking in a box of books that has just been brought in” she said. I know the feeling.
Letters

I took advantage yesterday of the offer to CCS members of spare maps from the Bodleian collections. My wife and I travelled down to the store in Swindon where we were met by Stuart Ackland, who was most enthusiastic and helpful, and generous with his time. We came away with a couple of hundred maps published by the Survey of India, a particular field of interest to me, and I now reckon that I have the best collection of these maps in the UK outside the deposit libraries!

I’d like to express my thanks to the Bodleian and to the officers of the Society for making the process happen.

Chris Bartlett

Following Bodleian’s generous invitation to members to acquire maps from the map library’s surplus stock for their personal collections only, I have come back with one which at first puzzled me.

It concerns a map entitled La carte géologique de la France, in a series first published in 1853 by le Depot de la Guerre but heavily revised and republished in 1935.

The scale is stated as 1:320,000 but the scalebar, which I have measured carefully several times, measures 3 cm to 10 km, which is not 1:320,000.

Eventually, the penny dropped! As your readers have probably guessed, the 1935 reprint is evidently slightly enlarged from the original.

David Fielding

I write in praise of The Alan Godfrey Series. This is an invaluable set of maps for transport and local historians, industrial archaeologists and genealogists.

The maps are taken from the Ordnance Survey mapping at 1:2500 (25 inches to the mile) and reprinted at about 15 inches to the mile (1:4340). Whilst the majority have been published in black and white, colour is now being used for some maps, which improves the readability.

The maps cover selected towns in Great Britain and Ireland in great detail, showing the extent of urban development in the last decades of the nineteenth and early twentieth century. They show individual houses and property boundaries, railway tracks, factories, churches, mills, canals, tramways and even minutiae such as dockside cranes, fountains, signal posts, pathways, sheds, wells, etc. On the reverse, most maps have historical notes on the area concerned. Many also include extracts from contemporary directories, listing local inhabitants or businesses house by house.

Most maps are very detailed and cover about one and a half square miles: normally one mile (1.6 kms) north/south, and one and a half miles (2.4 kms) across. They use the sheet reference sequence of the original Ordnance Survey maps which were arranged by county. Adjoining sheets
can be assembled together to provide wider coverage. There are also some more detailed maps of some inner-city areas eg Manchester.

Coverage is gradually being extended – concentrating on the larger urban areas. To date, more than 3000 titles have been published.

The company is based in Consett, County Durham and operate a very efficient mail order service using card-backed envelopes. More details of each map are available on their website www.alangodfreymaps.co.uk

Maps are currently priced at £3 each, but they also offer a subscription system for specific counties or areas where you can request eg the next ten maps of Yorkshire for £22, thus making a significant saving.

Graham Collett

Last night I was watching *Who do you think you are?* about Ricky Tomlinson and at one point he wanted to know where in Liverpool his ancestors had lived. The researcher reached for an Alan Godfrey map to show him. Great maps!

Pete Stubbs

On page 51 of *Sheetlines* 107 a note appeared about the Manchester Ship Canal, in which I recalled having been told about a large-scale plan of a lock, to which funnels had mischievously been added.

I had never understood why someone would think a conventional lock looked like a ship, but had never investigated it, and had never asked John Paddy Browne whether my recollection of his tale was correct or not.

Alas, it was not. Alexandra Mitchell, who asked the original question, has emailed and suggests that it was in fact a dry dock that featured in the tale. Dry docks have outward pointing gates at one end with the other end rounded, and might well bring to mind a child’s plan drawing of a ship.

See [http://manchesterhistory.net/manchester/outside/drydocks.html](http://manchesterhistory.net/manchester/outside/drydocks.html)

David Archer

Two classic map covers: Ten-mile map of 1927 and Quarter-inch map of 1934
The latest tranche of material to be auctioned from Ian O’Brien’s collection included item 235, VEB road map number 6 Leipzig (1972), with the comment ‘marks ‘transit roads’ (query: what were these?)’.

I can answer the question about transit roads. During the period of the DDR it was possible for Western tourists, other than those from West Germany, to obtain a short-term transit visa to drive across East Germany to Berlin. I can recall doing this as late as June 1989, but using a slightly out-of-date road map. This showed road no. 5 from Hamburg to Berlin as a transit route, even though the E24 autobahn to the North had been open since 1982. At the West German border the guard respectfully told us that although it was a transit route on my map, it had been downgraded and we would have to use the autobahn instead.

Travelling back from Berlin we had booked an overnight stay on a campsite just North of Leipzig. As this was not directly accessible from the transit autobahn, I came off it at the first possible exit and, almost certainly breaking the terms of our transit visa, drove instead down the old road no. 2 through Wittenburg, famous for the church where Luther nailed his theses to the door. Luckily the East German police were nowhere to be seen. One of the aims of the transit routes appears to have been to keep tourists away from typical East German towns, so that we should not have been able to see just how run down and depressed they were compared to their equivalents in the West.

VEB was the de facto monopoly supplier of road maps in East Germany at the time, although we used generally higher quality Western maps, sometimes – ironically – produced by Cartographia of Budapest, but re-badged under names including that of the Daily Telegraph! VEB’s maps for Western tourists often carried the branding Intertank, for the hard currency petrol stations sited along the main transit routes.

Ian Byrne

The Bodleian offer mentioned above by Chris Bartlett and David Fielding and the auction mentioned by Ian Byrne were both recently publicised to members by email.

Emailing enables the Society to provide information and offers to members rapidly and efficiently and will increasingly become our preferred method of communication.

However, our email register is incomplete and we are working to make it as comprehensive as possible. If you are able to receive emails but have not been receiving ours, then please let us know at memsec@charlesclosesociety.org