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large scale map”

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

Uncommon boundary mereings on the OS large scale map

John Cole

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

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

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

As has been remarked *CR* must rank amongst the most common of mereings. *SR* (Brynmawr) indicating *Side of Road* is much less so. In this instance an unbounded sidewalk is involved and had the boundary been on the road side of the (presumed.) kerb, *EK*, *Edge of*

Kerb would have applied and if on the sidewalk limit away from the road, *SFP*, *Side of Footpath*. Much less common is *CG*, *Centre of Gutter or Gully* (Bristol NW). A presumed error, *SC* for *EK*, was noted on Leicester NW and an unexplained mereing *CC* (unless the second *C* is a *G* misprint) on one side of a Scottish road (Haddington). On *Worcester NE* appears *CBR* – *Centre of Bridle Road* whilst just off a Reading street appears *C Yard* and in the middle of a Birmingham courtyard, *C Gutter*.

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

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

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

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

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

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

Finally a further miscellaneous list of uncommon mereings:

<i>STP</i> – <i>Side of Tow Path</i> (Wednesbury),	<i>S Pier</i> (SZ5992),
<i>CDW</i> – <i>Centre of Double Wall</i> (Rotherhithe),	<i>EM</i> – <i>Edge of Moat</i> (SU6100),
<i>CL</i> – <i>Centre of Lane</i> (Bristol),	<i>SD</i> – <i>Side of Dam</i> (SK4247),
<i>Top Of Weir</i> (Wincobank),	<i>SR</i> – <i>Side of Reservoir</i> (SD9504),
<i>C Gap</i> (Seacombe),	<i>CFB</i> – <i>Centre of Footbridge</i> (NS9281),
<i>F Shed</i> – <i>Face of Shed</i> (Tipton),	<i>SB</i> – <i>Side of Bath</i> ¹ (TG2306),
<i>Side of Tunnel</i> (Edge Hill),	<i>SOCR</i> – <i>Side of Old Course of River</i> (TG2306),
<i>CT</i> – <i>Centre of Tramway</i> (Sheffield), ²	<i>C Ave</i> – <i>Centre of Avenue</i> (ST5873).

¹ In this case, a swimming bath.

² A mineral, not a street, tramway where the mereing is usually *Centre of Road*.