

USEFUL LOCAL HISTORY SOURCES 2

Ordnance Survey Name Books

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Purpose of the Name Books

Shire by shire and parish by parish, almost 1700 name books were created by the Ordnance Survey's field surveyors between the 1840s and the 1870s, during comprehensive mapping of Scotland. The purpose of these was to provide a register of the names appearing in first edition Ordnance Survey maps, showing the provenance of each name, including spelling. This information was obtained at local level, in theory from landowners and their agents, and local figures such as school teachers, parish ministers and doctors, but in actual practice the surveyors were often obliged to rely on humbler members of the community.¹ Typically they consulted three witnesses of perceived good character.² The handwritten information is set out in pro-forma style, in five columns headed 'List of Names as written on the Plan', 'Variant modes of spelling the same Names', 'Authority for those modes of Spelling', 'Situation' [plan reference] and 'Descriptive Remarks or other General Observations which may be considered of Interest'. For local historians the fifth column often contains the most useful information; as well as describing the property at the time of survey it sometimes contains background historical information down to that time. The handwritten name books are held in the National Records of Scotland, Edinburgh. However, in recent years they have been transcribed by RCAHMS and made available in user-friendly format on the ScotlandsPlaces website.³ To launch this service an exhibition was held at the National Records of Scotland during the period 6 December 2013-31 January 2014.⁴

A Published Survey

An example of a typical parish survey, that of Larbert, was published in printed format by Falkirk Local History Society in 2002, with editorial input by Geoff Bailey and Brian Watters.⁵ The names listed include those of towns, villages, hamlets, substantial or distinctive dwelling houses, housing rows, public houses, inns, mills, industrial buildings, farms, steadings, schools, churches, manses, post offices, railways, railway stations, rivers, streams, bridges and archaeological features; also one or two 'site of' listings for demolished buildings, notably the much lamented Roman structure 'Arthur's O'on' dismantled during the eighteenth century.⁶ Apart from pointing out an inaccurate date for the demolition of 'Arthur's O'n' and an exaggeration of the number of ships

operated by the Carron Company,⁷ the notes on names in the Larbert survey by Brian Watters are largely non-critical and seem to confirm the competence of the Ordnance Survey field surveyors, bearing witness to their confident *modus operandi*. In general, this was the consistent position across Scotland, although on occasions when the recording of names did not flow with its accustomed smoothness it is sometimes possible to detect a degree of frustration on the part of the surveyors. This can be illustrated by an account of their experience in the village of Lenzie, known at the time as 'Campsie Junction'.

Campsie Junction

When the surveyors arrived at Campsie Junction in 1860 the community was very new, with an identifiable origin in 1848, just a dozen years earlier. As suggested by its name it was created around a railway station on the Edinburgh-Glasgow main line. It seems likely that the tentative nature of development there had an unsettling effect on the surveyors, more used to dealing with well-established communities. When the inter-city railway line was opened in 1842 a station was established on the site now occupied by Lenzie Station.



Fig.1: 'The Tower', Lenzie (ex 'Woodlands', ex 'Bochara House').

There was as yet no immediate community and the station was named 'Kirkintilloch' after the nearest town, a mile and a half away. The option of building commuter houses around the new station had already received consideration, but none were built for a few years.⁸ For a complicated set of reasons the station was moved half a mile eastwards a short time later, but was returned to the present site in 1848, so that it could serve the Campsie Branch railway, opened that year from a junction nearby.⁹ It was at this point that construction of commuter houses began, and about 1850 it was further encouraged by the offer of free season tickets to commuters building houses near the station.¹⁰ In 1849 the station was renamed Campsie Junction because the new line branching from there served two stations in Campsie Parish, at Milton of Campsie and Lennoxton.¹¹

Bochara House

It is not an easy task to identify the full range of Lenzie villas that qualified for the Edinburgh & Glasgow Railway's 'villa ticket' (free travel) scheme that operated throughout the 1850s, but one of them was the large villa at the start of Garngabber Avenue facing the shops in central Lenzie, across from the Old Parish Church. For obvious reasons it has long been known as 'The Tower', but it was once known as 'Woodlands' and during the early 1860s it was 'Bochara House'. The Ordnance Survey field surveyor noted that this name had been confirmed by Mr J Shearer, farmer of Easter Gallowhill, Mr William Moore, and Mr William Crawford of Blair Cottage nearby. Describing it as a 'superior house the property of and occupied by Mr. Robertson' he went on to make a surprising and potentially controversial statement:

The Cottages and Villas east of this, & as far as Garngabber & Florabank ... are generally referred to by the name of the Junction, but this name cannot be given to anything else besides the object to which it belongs – the Railway Station.¹²

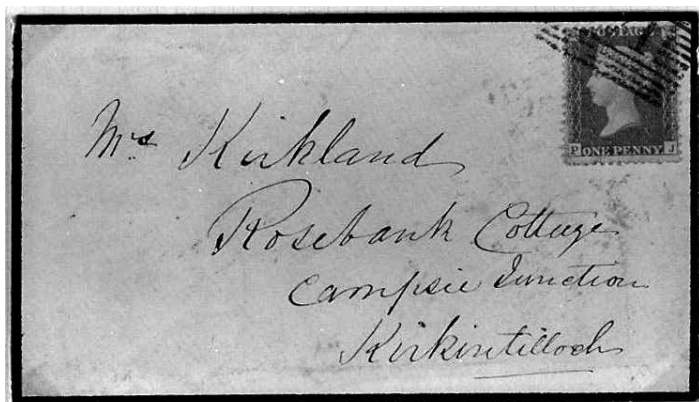


Fig.2: Postal cover with 'Campsie Junction' address name.

This authoritarian pronouncement that a name 'cannot be given' seems out of place in the context of an exercise the purpose of which was to determine definitive use of place and building names at local level. There is not the slightest doubt that the name of the railway station 'Campsie Junction' was in widespread use as the locality name for the cluster of houses near the station. It can be found in press reports, local documents of many different kinds and as an address on contemporary postal covers.¹³ The station was new, the houses were new and it seemed an obvious

local option to refer to them both by the same name. In truth it was a very poor name for a community, but it prevailed until 1867 when the railway company renamed the railway station Lenzie Junction and the locality name became 'Lenzie' almost overnight.¹⁴ Campsie Junction Post Office closed on 30 September 1867 and was reopened as 'Lenzie' on 1 October.¹⁵ For a short while thereafter the community was sometimes referred to as 'Lenzie Junction', but the distinction between the railway station name and the place-name was soon confirmed in practice. For a second time the community had been named after its railway station and this time the Ordnance Survey did not object.



Fig.3: House names in Garngabber Avenue. From Ordnance Survey, Dumbartonshire, 25 inch to the mile, Sheet XXXIV.12, surveyed 1859, published 1864..

Auchnapoodle

The Ordnance Survey Name Book entry for Bochara House includes another interesting statement:

The names between 'Bochara House', including Bochara and Garngabber, are merely known by the residents of the Cottages, on each side; and in some cases it has been found that tenants and Proprietors' Houses adjoining their neighbors [sic] are not known by any name although the occupants of each give a name to their own. Each name authorized of these Cottages has been properly identified by persons living here but it can't be said that any of them are known beyond the extent of the Cottages themselves.¹⁶



Fig.4: 'Hillside', Lenzie (ex 'Hope Villa', ex 'Auchnapoodle'); photographed in 2014.

In point of fact some of these house names were reasonably well authenticated by three people including the likes of Mr J Shearer, the farmer of Easter Gallowhill, and John Brock, Station Master at Campsie Junction Station. However, a noted exception was 'Auchnapoodle', the second villa beyond Bochara House on the north side of Garngaber Avenue, going eastwards. This was authenticated only by Mr John Inglis, the occupier of Auchnapoodle and his neighbour William Crawford who occupied 'Blair Cottage', the next house along Garngaber Avenue.¹⁷ The name 'Auchnapoodle' duly appeared on the first edition Ordnance Survey maps, but despite a diligent search over a period of years the name 'Auchnapoodle' has never been found in any sources, local or otherwise, apart from the OS name book and related maps; nor has this name been traced in any other Scottish context. It is tempting to conclude that Mr Inglis just offered the first name that came into his head, and his neighbour Mr Crawford did not feel competent to disagree. The valuation rolls of the period do not enter any name at all for Mr Inglis' house; nor do the Glasgow Post Office Directories, which describe him as a partner in the firm of Dennistoun, Inglis & Co, Merchants, of 66 George Square, with an anonymous house at 'Campsie Junction'.

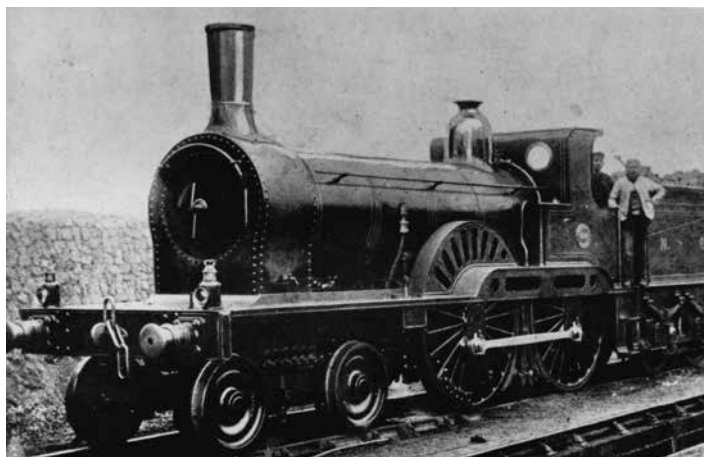


Fig.5: Thomas Wheatley's pioneer 4-4-0 locomotive, NBR No 224.

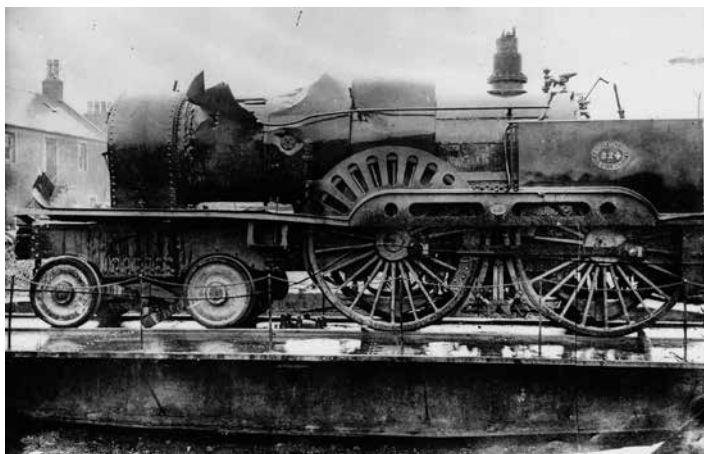


Fig.6: No 224 after removal from the Tay.

This confusion over its identity is a pity, for 'Auchnapoodle' has had some interesting occupants over the years. During the early 1870s it was the home of Thomas Wheatley,¹⁸ an Englishman who had moved from the Wolverton works of the London & North Western Railway to become locomotive superintendent of the North British Railway¹⁹ in 1867, a post he retained until 1874.²⁰ It was very easy for him to commute from Lenzie Junction (formerly Campsie Junction) five miles along the railway to Cowlairst Station,

Springburn, where his place of work at the NBR's Cowlairst Works was immediately adjacent.²¹ In 1871 he there designed and built a very well-known locomotive, NBR No 224, which is regarded as an 'engineering milestone', as the first in a classification (inside-cylinder 4-4-0) that was soon to be established as a passenger engine standard throughout Britain, remaining so for about half a century. In due course No 224 became even better known as the engine involved in the Tay Bridge disaster of 1879, when it ended up at the bottom of the Firth.²²

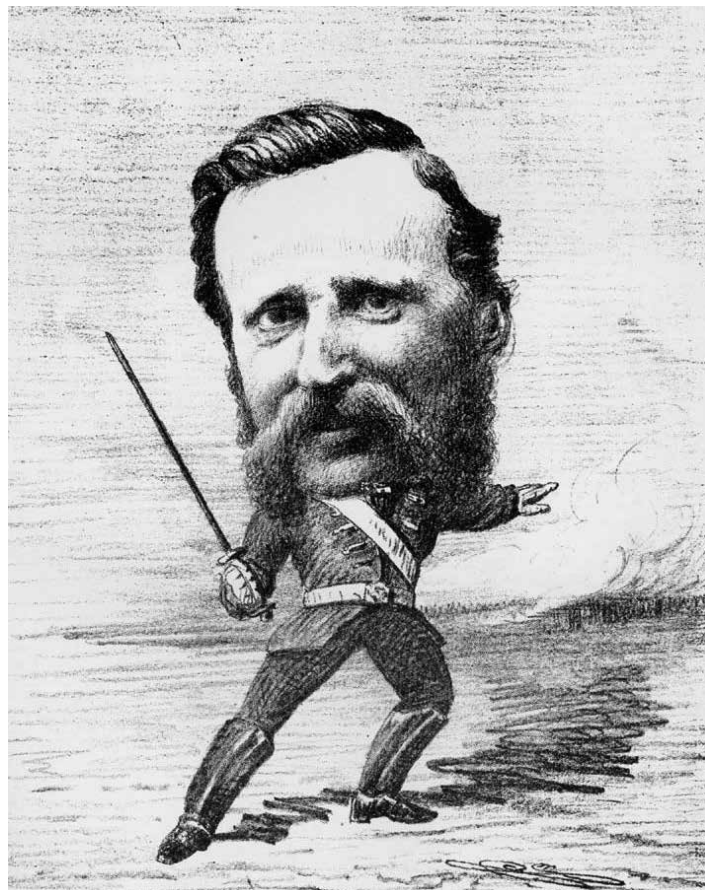


Fig.7: Colonel EHB Lysons. Bailie portrait.

During the late 1870s and for most of the 1880s Auchnapoodle was the home of Captain (later Colonel) EHB Lysons,²³ who commuted from Lenzie Junction Station to the Glasgow (Bath Street) office of the Glasgow Society for Prevention of Cruelty to Animals.²⁴ In both Wheatley's and Lysons' time the house was known as 'Hope Villa',²⁵ but a few years later it became 'Hillside',²⁶ a name it retains today. It is worth noting that the adjacent house 'Blair Cottage' has retained its name throughout its lifetime, albeit with a minor modification from 'Blair Cottage' to 'Blair Villa'. These two villas share an interesting attribute as the best authenticated recipients of free season tickets under the Edinburgh & Glasgow Railway's 'villa tickets' scheme of the 1850s. The following is from an E&G Railway Directors' minute of 4 June 1856:

House Ticket. Submitted certificate from Mr Munro, Architect, stating that cottages at present occupied by Mr Ramsay cost £950 and by Mr Arnot £850 – Tickets to be granted according to scale.²⁷

It is clear from the evidence that Mr William Arnot was the first occupant of the third villa in sequence along the north side of Garngaber Avenue (i.e. 'Auchnapoodle') and Mr David Ramsay the first occupant of 'Blair Cottage', the fourth in sequence.²⁸



Fig.8: Notice advertising free 'villa tickets' at stations on the Edinburgh & Glasgow Railway, 1850s.

Conclusion

Despite the idiosyncrasies noted above, there is little doubt that the OS Name Books provide some interesting insight into the early development of the Glasgow commuter suburb of Lenzie. This serves as further confirmation of the value of the Name Books as a local history resource. The online user-friendly database of Name Books www.scotlandsplaces.gov.uk/digital-volumes/ordnance-survey-name-books is one of a growing number of detailed online sources that can provide fundamental assistance to local historians in Scotland, but these are best employed in conjunction with more traditional formats and the examination of historical sites at local level. In this connection it is perhaps worth ending with a plea to the present owners/occupiers of Victorian commuter villas to take care to retain the original names of their houses if these are still in use. It has frequently been shown that the integrity of such names is a vital element of the history of early commuter suburbs.

Acknowledgements

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Notes & References

- 1 www.rcahms.gov.uk/news/ordnance-survey-name-books-online, accessed 22 July 2015.
- 2 GB Bailey, 'Ordnance Survey Name Book: Larbert', *Calatria: the journal of the Falkirk Local History Society*, No.17, Autumn 2002, pp.29-43.
- 3 www.scotlandsplaces.gov.uk/digital-volumes/ordnance-survey-name-books.
- 4 www.rcahms.gov.uk/news/ordnance-survey-name-books-online, accessed 22 July 2015.
- 5 GB Bailey, op cit. A similar article on the Falkirk Parish name book was published in *Calatria*, No.20, Spring 2004; and there have been others in the same journal on parish name books relating to the wider Falkirk area, including those for Airth, Bothkennar, Denny and Polmont.
- 6 GB Bailey, op cit, p.30.
- 7 *Ibid*, p.42.
- 8 D Martin, *The Story of Lenzie* (Strathkelvin District Libraries, Bishopbriggs, 1989), p.14, quoting a Glasgow newspaper advertisement dated 14 August 1841 for 'Desirable villa ground near Glasgow to be feued' near to the projected station.
- 9 D Martin, op cit, p.13; *North British Railway & Shipping Journal*, 1, 8 & 15 July 1848.
- 10 D Martin, op cit, pp.15-17; East Dunbartonshire Archives, JF McEwan papers T25/17/1337.

- 11 D Martin, op cit, p.13. The name 'Campsie Junction' first appears in railway timetables in December 1849.
- 12 www.scotlandsplaces.gov.uk/digital-volumes/ordnance-survey-name-books (Reference OS1/9/10/24-5 Dunbartonshire).
- 13 D Martin, op cit, p.19. Apart from 'Campsie Junction' newspaper references, directory entries and postal covers, a list of office-bearers of Free St David's Church, Kirkintilloch, dated 25 October 1864, gives Campsie Junction as the address of two elders and a deacon; and a local news sheet of the 1860s, known as *The Journal*, includes 'Campsie-Junction' in a list of communities where it was intended to circulate.
- 14 D Martin, op cit, pp.19-20; National Records of Scotland (NRS) BR/NBR/1/15 North British Railway Directors Minute Book, 8 August 1867; T Watson, *Kirkintilloch: Town and Parish* (John Smith & Son, Glasgow, 1894), p.128. The 'Lenzie' name was taken from a medieval barony that extended from Kirkintilloch right over to Cumbernauld. Only about half of modern Lenzie is actually within the barony. Its boundary traverses Lenzie Station.
- 15 JA Mackay, *Scottish Post Offices* (James A Mackay, Dumfries, 1989), p.45 & p.85.
- 16 www.scotlandsplaces.gov.uk/digital-volumes/ordnance-survey-name-books (Reference OS1/9/10/24).
- 17 www.scotlandsplaces.gov.uk/digital-volumes/ordnance-survey-name-books (Reference OS1/9/10/21).
- 18 The Springburn section of the *Post Office Glasgow Directory for 1870-1871* (1870), p.742, has the following entry: 'Wheatley, Thos. Locom. engineer. North British Railway Compy. Cowlairs works; house, Hope Villa, Lenzie junction' and similar entries were included down to 1874-5; see also East Dunbartonshire Archives BK3/3/1, Parish of Kirkintilloch Valuation Roll, 1873.
- 19 The Edinburgh & Glasgow Railway became part of the North British Railway in 1865.
- 20 D Ross, *The North British Railway: a history* (Stenlake Publishing, Catrine, 2014), p.78 & p.101.
- 21 Cowlairs Station was closed during the Beeching era, on 7 September 1964, see M Quick, *Railway Passenger Stations in Great Britain: a chronology*, 4th edition (Railway & Canal Historical Society, Oxford, 2009), p.136. The adjacent Cowlairs Works was closed in 1966, see D Martin & AA Maclean, *Edinburgh & Glasgow Railway Guidebook* (Strathkelvin District Libraries, Bishopbriggs, 1992), p.9.
- 22 EL Ahrons, *The British Steam Railway Locomotive 1825-1925* (Locomotive Publishing Co, London, 1927), pp.195-6; Stephenson Locomotive Society, *Locomotives of the North British Railway* (1970), pp.66-7. After its 1879 adventure No 224 was taken from the Tay, repaired and returned to service, surviving until 1919.
- 23 About 1888 Colonel Lysons moved along Garngaber Avenue to Woodlands (formerly Bochara House) which he renamed 'The Tower'. See *Post Office Glasgow Directory for 1889-1890* (1889), p.1239 and the Lenzie section of Glasgow PO directories for the years immediately previous and succeeding.
- 24 EHB Lysons had an English military background. During his stay in Scotland he became involved in the Volunteer movement, including a spell with the 19th Lanarkshire Rifle Volunteers. In 1888 he was granted the honorary rank of Colonel with the 1st Volunteer Battalion of the Highland Light Infantry; see *London Gazette*, 13 July 1888.
- 25 *Post Office Glasgow Directory for 1880-1881* (1880), p.1045.
- 26 The 'Hillside' name first appears in the Kirkintilloch Parish valuation roll for 1896-7 (East Dunbartonshire Archives BK3/3/23). At that time the house was still owned by Colonel Lysons but was occupied by Ninian Glen, a Glasgow accountant, who later moved his residence to Bearsden where he became very well known for his involvement in community affairs.
- 27 NRS BR/EGR/1/16 Edinburgh & Glasgow Railway Directors Minute Book, 4 June 1856.
- 28 D Martin, op cit, pp.16-18. There is an entry for David Ramsay at 'Blair cottage, Campsie Junction' in the *Post Office Glasgow Directory for 1856, 1857* (1856), p.205. The address for 'William Arnot Jun.' on p.43 of the same directory is simply 'ho., Campsie junction'. He was a partner in a firm of merchants and commission agents at 8 Springfield Court, off Queen Street, Glasgow. David Ramsay was a partner in a firm of glass merchants, located at 128 St Vincent Street.

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