

Sheetlines 1 to 6 were first issued between 1981 and 1983 under the editorship of Mrs Yolande Hodson. For this reissue the original pagination has been retained so as to facilitate bibliographic citation, and continuous pagination has been added at the top outside corners of each page in order to facilitate easy finding using the contents lists below, though the original pagination is also given in brackets, so that (3,2) indicates *Sheetlines* 3, page 2, e.g. Except for a few corrections of misprints the text has been left unaltered, notwithstanding that some of the material has been replaced by more recent research, some of the queries have been answered, and all the meetings have long since taken place. The unevenness of the appearance is due to variations in the original artwork. The references at some points in the text to ephemera being given away or to other enclosures are not applicable to this collected reissue of *Sheetlines*.

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SHEETLINES

The Newsletter of
THE CHARLES CLOSE SOCIETY

No.1

October 1981

EDITORIAL

The Charles Close Society has been founded at a time when at the international level the growing interest in map collecting in general is reflected in the increasing number of new societies which have sprung up, particularly in the States, to cater for amateur and professional interest alike. In this country, the British-based International Map Collectors' Society was formed last year, providing a focus for collectors of all cartographic persuasions. Our Society, therefore, is only the second map society to be formed in the UK (excluding the more professionally oriented British Cartographic Society and the Society of University Cartographers), and perhaps the first internationally to confine its attention to the products of one cartographic organisation.

It is the sheer range of these products, spanning nearly two centuries of evolution in design and production at different scales, embracing thematic cartography as well as topographical mapping that provides a sufficiency of subject matter to satisfy a broad spectrum of interests. Our aim, as you will have seen from the Minutes of the inaugural meeting of the Society, is to harness the collector's energy in order to produce the systematic documentation so far lacking of the maps, plans and other publications of the OS. We hope that when you fail to understand, for example, the intricacies of the publication history of the New Series One-Inch map, you will write to the Editor: this will prompt the commission of a willing volunteer to research the problem thoroughly so that it can be written up comprehensively.

Indeed, the production of detailed guides, or 'Collectors' Handbooks' to the various series of the OS is seen as a valuable contribution to the subject which can be made by members of the CCS, whether individually, or in collaboration with others. A great deal of work is already being done on recording the different states of the Quarter-Inch series by Chris Board (see the Working Paper in this issue), on the Half-Inch maps by Peter Clark, and on the Fourth (Popular) Edition One-Inch map by Yolande Hodson. The large-scale plans seem to attract less attention, presumably because of the sheer number of sheets involved - but they are no less important, as Alan Godfrey shows in his short note below on the First Edition of the Six-Inch map of Yorkshire. A most useful project would be the sorting out and listing of the large-scale pre-WW2 plans of London: if any member is interested in researching these or any other series or maps. please contact the Editor; beginners in this field are most welcome, advice and discussion will be made freely available.

It should not be forgotten that maps are not the only publications of the OS: a complete listing of the OS catalogues, together with locations, is not yet available; ephemera such as advertisements and 'Surveyors at Work' posters should be preserved for future study. In this way we hope to create an OS data bank which will be a reliable source of reference on the many aspects of our national survey organisation.

Finally, the Editor welcomes all critical comments on this Newsletter.

THE 3RD EDITION OF THE QUARTER-INCH MAP: A WORKING NOTE

by
Christopher Board

CCS Working Paper No.1

(Not to be quoted without permission)

In 1920 the new series of the Ordnance Survey's Quarter-Inch map was announced as being 'an entirely new production and ... thoroughly up to date'. Sheets 4, 8, 9, 10, 11 and 12 were published of England and Wales in 1920 and the rest were due to appear by the end of 1921. Scottish sheets were published in 1922 and 1923. It was distinctive in that it employed layer colouring for the first time at that scale, the previous edition having been hill-shaded in brown. 'Roads are classified according to their character; main roads being coloured a strong red, are very easily distinguished'. Indeed in their pillar box red they appear prominently. As a result this map to cover England and Wales in 12 sheets of normally 27 x 18 inches was described as 'perhaps the most useful Motoring Map produced by the Ordnance Survey'. (All quotations are from p.9 of the Description of the Ordnance Survey Small Scale Maps, 2nd edition, 1920.) The index (see Figure 1) published in this same handbook shows that sheet 12 was made larger to accommodate the northern suburbs of London and South Essex which would otherwise have been included on sheet 9, thus creating the only overlap in the series. Sheet 12 was originally engraved in 1912-1913 but not published until after the Great War, when presumably the overlap with sheet 9 was also added to the plate, delaying its publication until 1920. It was redrawn for helio-zincography to conform to the other sheets of the series and in that form was published in March 1926. This index also unusually carries some advertisement once again stressing its value 'to motorists and to all who require a clear map covering a wide area'. Curiously this same note says that main roads are shown by a 'distinctive brown', the implication being that the change to pillar box red was taken rather late. One other puzzling feature is that the indexes printed on the back covers of folded maps do not indicate any overlap between sheets 9 and 12, again suggesting a relatively late change in policy for the convenience of users. However, as the 7th edition of the Description (1930) explains (see Figure 2) the plates of this map were 'so arranged as to form an Atlas of convenient size' containing folios of double page maps being half the area of the full sheet. The Atlas contains a gazetteer of names and employs the same system of reference which appears on the separate sheets. Clearly overlaps were not required on atlas sheets. The Atlas appeared in 1922 and contains two extra plates: an index to the 24 folios with towns, county boundaries and main through-roads in red; and a title-page with a legend 'on an enlarged scale'. Originally it seems that railway stations now shown by small circles were to be left uncoloured as in the specimen plate in the 1920 Description, and the first printing seems to have appeared without red stations. Copies of sheets E & W 4, 5, 7, 8, 10 and 11 have been noted without station filling. Another feature of the first printing is the lack of a diagram for magnetic variation and the use of feet only to describe the limits of hypsometric tints in the colour wedge used for the legend. When reprinted these sheets had magnetic variation diagrams inserted and metric equivalents added to the colour wedge. At this stage too, the colour of the lowest two tints was changed to more of a yellow green from the blue green of the original printing and of the Atlas folios. Certainly when reprinted, as for example in the Atlas, stations always appear in red. In the first instance folded versions of the 3rd edition appeared with covers stuck onto the back of the mounted map. Later printings generally have covers which fold out.

By 1924 there is evidence of modification to the original scheme with the publication of a new, large sheet covering South Central England from Bridgenorth (Salop) to Welney (Norfolk) and Osmington (Dorset) to Seaford (Sussex). This was described in the 1924 edition of the Description (p.4). In 1925 the 5th edition of the handbook referred to this sheet as a special district sheet. In the 6th edition of the Description of the Ordnance Survey Small Scale Maps (1927) three special sheets are mentioned: North Wales; North Central and South Central. The first two

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TO THE

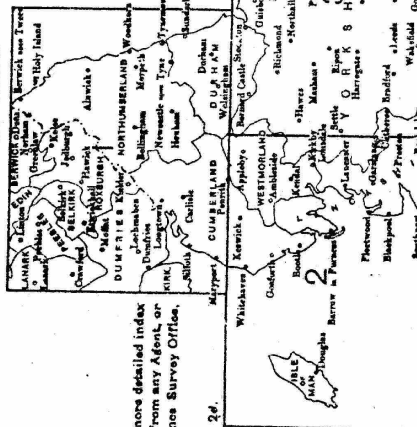
ORDNANCE SURVEY

MAP OF

ENGLAND & WALES.

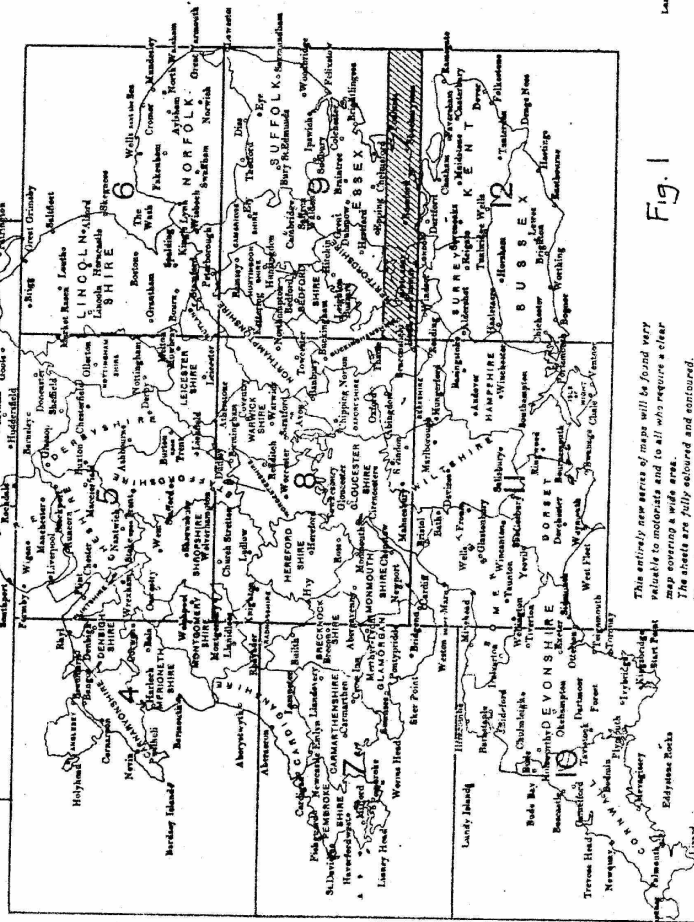
SCALE— $\frac{1}{4}$ INCH TO ONE MILE.

NEW SERIES.



A larger and more detailed index can be obtained from any Agent, or from the Ordnance Survey Office, Southampton.

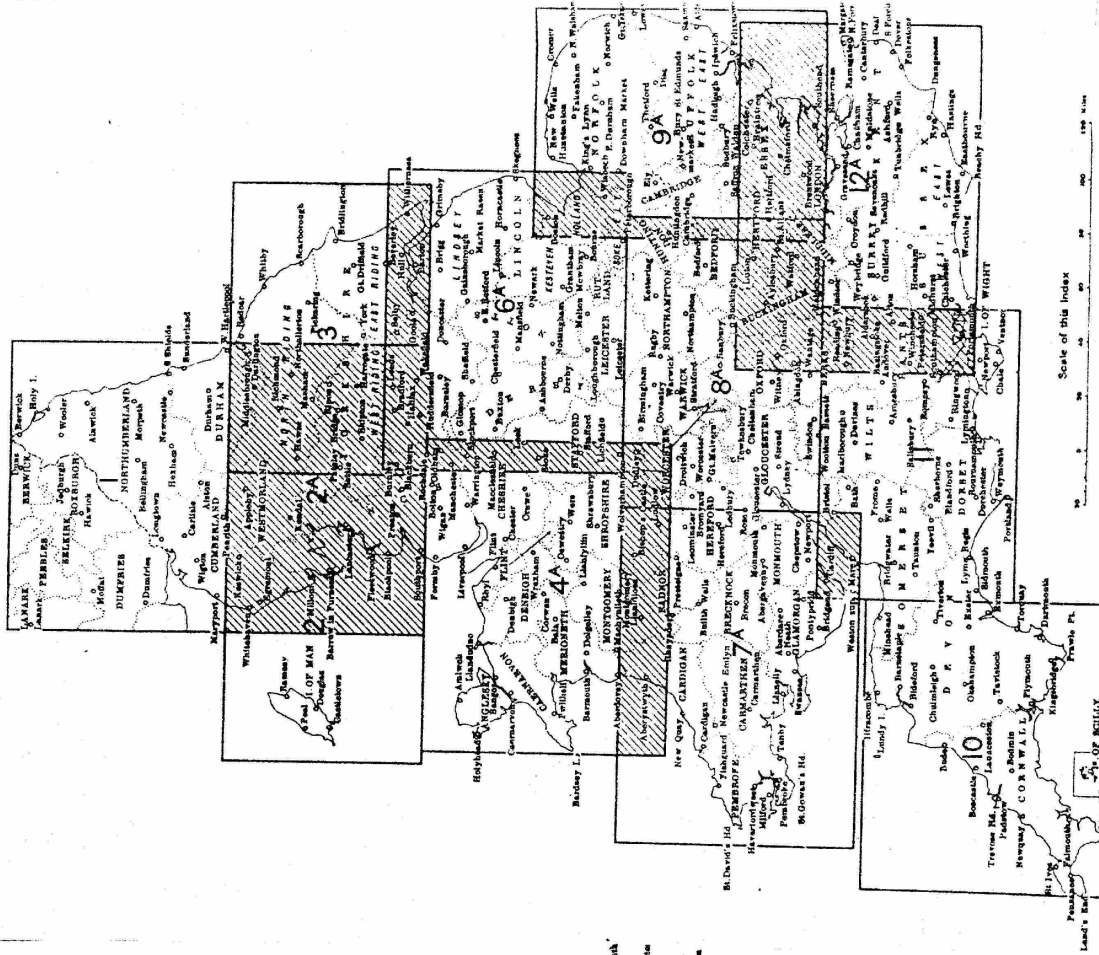
Price 2d.



This entirely new series of maps will be found very valuable to motorists and to all who require a clear map covering a wide area. The sheets are fully coloured and contoured. The main roads are shown by a distinctive brown, whilst other roads are shown in outline.

Fig. 1

INDEX TO THE ORDNANCE SURVEY OF ENGLAND & WALES. Third Edition (New Series). QUARTER INCH TO ONE MILE.



Scale of this Index

Fig. 2

are numbered 4A and 2A, but the latter did not receive a number and in fact disappeared from the scene. Winterbotham in his book A Key to Maps (1936) says that in 1928* the sheet lines of the Quarter-Inch map were changed and an A series was introduced. In fact sheets 2A and 4A are dated 1926 and 1927 respectively, but carry the print codes 5200/29 and 5000/28. They were originally published in 1926-7 and 1927-8 respectively. By 1930, however, we find that the 7th edition of the Description dubs the A series the New Series. This handbook describes the New Series as being of maximum convenience to motorists and others by the rearrangement of its sheet lines and the addition of Ministry of Road Transport Road Numbers. Sheets are larger than those of the original series and overlaps are more common. Sheet 5 disappeared. Although the layer colours are retained, the two lowest layers are now yellow-green rather than bluish-green. The title of the sheet is not in bold Roman lettering of the style appearing on the 5th edition of the One-Inch map, with the exception of that on sheet 10. Covers now fold out from the map allowing a fold-out of town plans generally dated 1932-3 to be tipped inside them. Road numbers appear in red. As a motoring map, the original edition was soon overtaken by the decision by the Ministry of Transport to number roads in 1921 so that these had to be added. Nevertheless the process of revision took some ten years in conjunction with the roads revision for the one-inch map. It seems that even though sheets of the New Series had been published, there was still a demand for the original maps on the old sheet lines. Sheet 6 was reprinted in 1930 and twice in 1934, yet sheet 6A had appeared in 1930. Sheet 11 appeared in the new style in 1931 but the old style sheet was apparently reprinted as late as 1934 with a different and larger set of town plans. The OS Annual Report for 1930-31 mentions that the town diagrams for sheet 11 had been passed for publication and referred to them as a new feature. They were simple, in black and red showing built-up areas and are undated. Those bound in with the reprinted old style sheet 11 of 1934 have 12 town plans in black dated 1932 or 1933. These are basically the same as those appearing in 'Routes through Towns 131 diagrams' published by the Ordnance Survey in 1934.

In Scotland there were 10 sheets, sheet 1 being common to England and Wales. Numbering then proceeded from east to west and south to north. All the Scottish sheets have diagrams with magnetic variation. Sheet lines were not changed, but a special Glasgow district sheet was first issued for the British Association meeting in Glasgow in 1928. Originally parts of sheets 1, 2, 3 and 4, it was named 'Glasgow and District' by 1930. Road numbers were added to the series in the late 1920s and fold-out town plans were inserted after 1931. These differ from those introduced later for England and Wales in that they are in two colours, red being used to emphasise main roads. They are also more simplified and include a generalised picture of built-up area. This sheet has been noted with a brown rather than a blue cover, suggesting that the special sheets were originally regarded separately and not as a new series.

A comparable Atlas of Scotland was published in 1924. It contains 18 folios rather than 20 because sheets 9 and 10 could each be represented on one folio. Some folios were extended a little to take in portions which would otherwise have been extrusions. This necessitated the slightly cumbersome procedure of folding over the edge of the extended folio usually on the left-hand side. The Atlas cost 30/- and apart from bearing the new royal coat of arms has preliminary plates similar to those in the Atlas of England and Wales.

By 1933 a new series to be called the 4th Edition was announced. This was to be on the Transverse Mercator Projection and roughly along the same sheet lines as the 3rd Edition (New Series) except that an even larger area was to be covered. By 1935 seven sheets of England and Wales were in proof, finally to appear in 1935. Slower progress with Scotland meant that the 3rd Edition continued to be reprinted well into the 1930s.

* However the Report of the OS for 1926-27 refers to sheet lines being rearranged.

Chris Board is currently compiling a listing of the different states of the 3rd Edition of the Quarter-Inch map and would be pleased to hear from those with an interest in, or collections of, this series. See the MEETINGS notice below.

COLBY'S COLUMN (or, contemporary comment)

The Tower
October 1981

Hesitant Heseltine's seeming inability to produce firm recommendations for the future reminds me of the days of the Commission of Military Enquiry back in 1811, when it was suggested that the publication of maps should be left to public enterprise, and my old mentor Mudge was left wondering whether the Survey would survive the year. I have already written elsewhere (I am even quoted: Seymour (Ed.), 'A History of the Ordnance Survey', p.72) of the 'moral discouragement' of this period, and can only imagine that such might now be the state of things at Southampton. How often have we heard that phrase 'the pace of innovation must be tempered by the available resources', or something similar. It means, of course, that you may do as you please as long as venture capital is not involved.

Talking about venture, I see that OS has produced a 4-colour map of central London* at 1:10,000 not, as you may expect, dressed up in the livery of their present town map series - perhaps this would not attract the eye of the cosmopolitan visitor - but with an integral cover featuring Trafalgar Square under storm-coloured skies and incorporating a street name gazetteer, an alpha-numeric grid system and a London underground map. Main roads and bus routes are highlighted in yellow, parkland in green, water in blue and selected places of interest in that wonderful OS colour, magenta. It folds to a convenient pocket size and costs 95p. One is inclined to wonder if the market will sustain another publication dealing with this well-covered area. In the year of the Royal wedding, when sales should be at their highest, it will be interesting to see if the OS entry into the 'risk business' is soundly based. It is sure to have more success than the 1930s three-inch London map about which one of my successors, worldly Winterbotham commented 'the less said the better'.

Yet another map of London has been published (also in time for the Royal wedding market). With the tourist very much in mind this map is a colourful graphic depicting the City under Roman rule. Entitled Londinium**, it shows archaeological finds and their original locations, superimposed on the 1:2500 OS plan which has been 'specially updated to January 1980' of the City. The brainchild of the Museum of London, this is a joint production between them and OS, the former having provided the text, illustrations and basic design, whilst the OS provided the base material, draughting of the Roman Town and symbolisation, and, printing the final product. With an integral cover, and folding to pocket size (1:50,000 dimensions) it is well worth the 95p being asked.

Which will be the next town map - Bath? Or perhaps it might be Aquae Sulis. Watch for Spring 1982.

I see that soon all the 1:50,000 series will be reprinting to a joint military/OS specification. At last there will be no more unfolding the entire map to locate a grid reference; grid letters and numbers will appear on the body of the map at ten kilometre intervals and the military form of edition numbering will appear in the margins. The old OS style of edition advancement by using letter, bar and asterisk will remain to aid the user in deciding the importance of change between facsimile, reprint with correction, selected revision and full revision. The military edition number will be advanced whenever a reprint with any form of change takes place. I daresay it will need a cataloguers' convention to sort that lot out bibliographically!

I hear that production of the Rights of Way components on the 1:50,000 can be done much more economically by digital methods than by conventional draughting and the production line will in future be switching over to this. No doubt that as time passes other components will follow suit until one day we may see the first digital 1:50,000.

More anon,
T.C.

* Central London. Edition A. Southampton: OS, 1981. 1:10,000. 103.5x71cm (whole sheet) folding to 11.5x18cm. Revised for significant changes 1973-79. 95p.

**Londinium. A descriptive map and guide to Roman London. Southampton: OS, 1981. 1:2500. 99x89cm (whole sheet) folding to 13x22cm. 95p.

RANDOM RECOLLECTIONS. An Occasional Series

No.1 Gilbert Ballantyne. OS employee 1912-1958

I was born on 2 February 1898 and joined the OS at Carlisle, after taking a simple entrance examination, as a Boy. This was in June 1912. My duties for the first four or five weeks were just fetching and carrying, but then I trained as a stamper. During the War I went to France as a Plane-Tabler with the 19th Survey Co. RE. When I returned to the OS in 1919 I was put to work on the Six-Inch series in what was known as the Reduction Department due to the procedure of drawing at the scale of twelve inches to the mile for reduction to the six-inch scale. The Department was housed in a large room in the N.W. Block (this was destroyed during the Blitz in 1940). The room had a glass roof, side windows and two smaller rooms were approached by an iron staircase. One of these was used by draughtsmen, the other by examiners, while typers and stampers worked in the large room itself.

The four twenty-five inch sheets which made up each six-inch quarter sheet were trimmed to the neatline and were butt-joined on large drawing boards. These mounted sheets were then photographically reduced to the twelve-inch scale, producing blue-prints on Whatmans paper. The only instruments used were a drawing or ruling pen and crowquill, or litho-pen which had a small nib with a very fine point. The drawing pen was used for outline work, while the smaller pens were for ornament such as rock features, embankments and gravel pits.

The ink (Indian ink) was mixed in china colour cups (shallow dishes) using black stick-ink and water. The procedure was to stir the ink stick in water until the mixture was at the right consistency to flow freely through the point of the drawing pen. Achieving the correct consistency of ink was mainly a matter of experience, but usually the final test was to blow into the centre of the mixture and note how slowly it moved back. In passing I might mention that one of a group of visitors, enquiring how I knew when the mixture was ready for use and was told 'blow in it', reported me for insolence, only to discover, to his amazement, that it was the right answer! The final operation before using the ink was to cork the mixture, and those fortunate enough to possess a cork from a champagne bottle were the envy of the rest of us. The setting of the pen point was very important as on this depended the quality of the line-work which needed to be very sharp and clean. The two points of the nib had to be exactly the same thickness and had to be precisely opposite, otherwise a ragged line would result.

With regard to the actual drawing, much of the twenty-five inch detail had to be generalised: individual buildings in towns were shown as one block along streets, but in the more open areas the general character of the larger scale was retained as much as possible. Once the twelve-inch drawing was completed the next step was typing the names, bench marks and levels, and stamping the trees and various vegetation symbols. The main instruments used for the names were the typing tripod which had adjustable legs which levelled the palette in order to provide an even imprint; a dabber, made of gelatine, was used to apply the ink to the type face and a type press, containing all the different type faces and sizes from which the required names were hand-compiled and set. The printing ink was also very carefully mixed as too much produced a blotchy image, and too little a grey image which would not photograph well and had to be touched-up to the required blackness. The actual application of the name was made by a sharp tap on the tripod; here again, experience was vital to a good result, and it was always a much underrated skill.

Examples of early twelve-inch drawings for Scotland may be seen at the British Library Reference Division, Map Library.

The Editor would be pleased to learn the whereabouts of any former OS employees with a view to collecting their reminiscences. Any information will be appreciated; she is prepared to travel reasonably vast distances in order to conduct informal interviews. Please contact her at the Society's address.

NOTES AND QUERIES

Yorkshire 6" Maps: The First Edition

The First Edition of the Six-Inch maps of Yorkshire, like those of Lancashire, were produced from six-inch surveys, unlike the maps at this scale of other counties which were derived from twenty-five inch surveys. Thus the first series of six-inch maps of Yorkshire were surveyed between 1844, when work commenced on sheet 116 (Conistone) and 1854, when several northern sheets were completed (contouring was normally completed about two years later).

The first maps to be published were 164 West (langden Head) and 198 (Great Mitton) at the western extremities of the county; both were published on 30 September 1848. The last map to be published was 51 (Muker) on 25 March 1857.

Several sheets were revised in their early years, generally to include new railways. However, it seems that by the early 1860s any attempt to keep them up-to-date had largely been abandoned.

A good example of this was sheet 190 (Tadcaster), published on 31 October 1849. The presumed first state includes only the York & North Midland Railway; a later state, date-stamped 1859, has the addition of the Church Fenton & Harrogate Branch Railway, together with a proposed line running north-east from Tadcaster; but an example date-stamped March 1890 still shows this proposed line in its incomplete form.

Alan Godfrey is currently preparing an index to the different states of the first series six-inch maps of the northern counties, commencing with Yorkshire, and would be pleased to hear from anyone who may have sheets showing information which has been incorporated since the original publication date. (see the MEETINGS notice for his address.)

Old Newspapers

Many fascinating insights to OS history can be gained from incidental documentation and printed material, apart from the standard official records. Contemporary newspapers, for example, often contain passing references to the Survey's progress through the country, of which the entry below, from the Exeter Flying-Post; Or, Plymouth & Cornish Advertiser, Thursday 28 August 1800, is a sample:

WHEREAS it will be expedient, in order to execute the Commands of the Master General of his Majesty's Ordnance for the SURVEY of DEVON and Parts of the adjoining Counties, SOMERSET and CORNWALL, to erect Staffs, and Staffs with Flags attached to them, as Circumstances may require; is it therefore earnestly requested that no Person will molest or throw them down, as such Proceedings will unavoidably be productive of much Inconvenience and Delay in the Execution of the said Commands.

WM. MUDGE,
Captain of the Royal Artillery,
Director of the Trigonometrical Survey.

Dunkery Beacon, Aug.22, 1800.

This previously unreproduced quote has been provided by Dr Brian Harley, who would welcome similar contributions from other readers. Please send them either to the Editor, or to Dr J.B. Harley, Exeter University, Department of Geography, Amory Building, Rennes Drive, Exeter EX4 4RS.

Fourth (Popular) Edition 1" map

Yolande Hodson is making a study of the publication history of this series (including the listing of the different states) for her Ph.D. thesis on the interwar years of the OS. She would be most pleased to hear from those who have collections of these sheets and would be willing to allow her to see them. Please contact her at: Cowper Cottage, Lower Green, Tewin, Herts, AL6 0JX.

MEETINGS 1981

EDINBURGH

Saturday 21 November Starting at 11.00a.m. and probably going on into the afternoon at the Map Room of the National Library of Scotland, 137 Causewayside, Edinburgh EH9 1PH. Lunch will be taken at a local hostelry.

This will be an open meeting, designed to allow members to get to know each other. There will be ample opportunity for airing personal interests, do bring along any items you may wish to know more about, or which you think may interest others.

If you wish to attend, please contact Alan Godfrey, 57-58 Spoor St, Dunston, Gateshead, NE11 9BD. Tel. 0632 608546.

Please note that to comply with the NLS security procedures, members may not be admitted unless they have first submitted their names to Alan Godfrey.

LONDON

Saturday 12 December 11.00 a.m. to 5.00 p.m. at the home of Dr. C. Board, 36 Wakefield Gardens, London SE19 2NR. Tel. 01 771 9503. A buffet lunch will be provided.

The themes of this meeting will be the Half-Inch map, the 3rd and 4th Editions of the Quarter-Inch map and the Ten-Mile maps. Please bring along any related material you may have, as well as any other items of interest.

The number of members will be limited to about 20. Please contact Chris Board if you wish to attend.

MEETING 1982

BRADFORD

Saturday 6 February at the Central Library.

This is only a provisional date at the moment, firm details will be given in the next issue of the Newsletter.

LECTURE 1981

BIRMINGHAM

Saturday 12 December at the Central Map Library, Chamberlain Square at 2.30 p.m.

Richard Dean of 'Cartographics' will be lecturing to an all-day meeting of the International Map Collectors' Society on 'Ordnance Survey maps for collectors'.

CONTRIBUTIONS to the Newsletter are welcomed from all members - it is your primary means of communication for the moment. Please address them to the Editor:

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