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

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

A Six-inch Lancashire and Yorkshire cartobibliography
Rob Wheeler

Rationale

The 1st edition six-inch maps of Lancashire and Yorkshire are one of the Ordnance Survey's most attractive and interesting products. Finely and delicately engraved, they show northern England at a time of enormous change with the massive investment under way that produced the world's first industrial economy. One sees the country scattered with coal pits and - more prominent and also more costly - the canals and railways that carried their output to consumers. One sees vitriol works, iron works, glass works, the buildings of the cotton and wool trades, along with the housing thrown up to house their workers. It is a fascinating picture and it is one which, on some sheets can be followed through multiple stages.

Between sheet publication and a date around 1867, new public railways were surveyed in within a few years of opening. As I explained in *Sheetlines* 113, mapping a new railway required attention to not just the structures of the railways itself but also the alterations to roads, field boundaries and watercourses that it had caused. Moreover, the railway needed to be fixed in relation to adjoining detail, so, if that detail had altered, those changes needed to be mapped too. Thus new industrial buildings or houses adjacent to the new railway were mapped. The process was extended to new private railways that connected coal pits, etc, to the new line. Normally the rest of the sheet was left unchanged. However, CHA Townley [1] gives instances where private branches elsewhere on the sheet and tramways unconnected to any public railway were altered at the same time. I suspect that these alterations were outside the remit of the officers sent to undertake these revisions; however, those officers will necessarily have had dealings with coal-owners' agents, and if the agent to the Duke of Bridgewater took the trouble to draw one's attention to important developments on his Lordship's property elsewhere, it would be inexpedient to refuse to take an interest. Such factors may explain how revision sometimes extended beyond its normal bounds.

When these alterations were added to the copper-plate, no change was made to the marginalia. The Survey subsequently realised the problems this might cause. A few sheets were even stamped with a note in red, warning that railways had been added after the "publication date hereon", but these amount to less than 10% of the sheets affected by revision. This causes problems when 'desk-top assessments' are commissioned from archaeologists who all too often are ignorant of the finer points of Ordnance Survey maps, and assume that, because a feature appears on a map that declares itself to have been published in 1849, that feature must necessarily have been extant at that date. The problem is made worse because the most readily-available copies of these maps are those on the NLS

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[1] CHA Townley, "1:10,560 Ordnance Survey Maps - Lancashire Sheets 85, 92, 93, 94, 95, 102, 103", *Sheetlines* 42, 10.

website; and the copies they scanned are usually 'Record maps' from the very end of the series' publication history.

It would therefore be a great boon to have a list showing which sheets were revised when, and where specimens of that state can be found. In effect, what is needed is a cartobibliography. The task of addressing all the counties surveyed at this scale would be a major one, and Roger Hellyer, quite understandably, felt he had enough on his plate already. I therefore floated the idea of a cartobibliography which should be a cooperative project and which should appear on the Society's web-pages as a working tool even while it was still incomplete. Indeed, the existence of pre-publication states (as recorded in *Sheetlines* 113) means that no list of this nature is ever likely to be altogether complete.

With the invaluable assistance of Roger Hellyer's list of public railways, which he kindly expanded to show which six-inch sheets were traversed by each line, I have put together a structure listing, for each sheet, the lines constructed between the commencement of survey and the end of the 1860s.[2] These are listed in date order, and there is an implicit assumption that they were added to the plate in that order: in other words, if one railway on my list is shown then all the preceding ones will be shown too. If this turns out to be false (as it surely will in at least a few cases) this can be accommodated by changing the order of railways in the list. Against each railway, there is space for the location (and date) of specimens which include that railway and its predecessors but not those which follow. Of course, many of these potential states will turn out not to exist. If two railways open within a month of one another, it is unlikely that surveyors sent to deal with the first will ignore the second. There are a few complications like non-railway alterations, which typically arose from sanitary surveys or from the creation of new municipalities, but enough has been said to convey the general idea.

Much of the work of populating this structure for Lancashire has been undertaken by Richard Oliver. What is needed now is for CCS members who have occasion to use 1st edition maps for the two counties in question to see whether they ought to be added to the list and, if so, to let me know.

Description of the Lists

Separate spreadsheets have been compiled for Lancashire and for Yorkshire. Each is presented in three versions: a pdf for normal reference, a shortened pdf, and a csv (comma-separated variables) file for those who would like to import into a spreadsheet or have a format to which they can add extra columns. The shortened version is intended for those who encounter a map in an archive and want to check it using a file they can download to a smartphone. To keep the size down, the Yorkshire shortened version is split into three: sheets 1-100, sheets 101-200, and sheets 201 onwards.

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[2] These are to be found on the Society website at *https://www.charlesclosesociety.org/provo*

Normal pdf and csv layout

<u>Column A</u> gives the Sheet number.

<u>Cols B & C</u> gives dates of survey and of publication, taken from the sheet's lower margin.

<u>Column D</u> lists the railways on the sheet. All public railways opened to passengers before 1870 have been listed, along with selected private lines and mineral branches. A *name* and/or *description* are given. The name is that used by the OS, albeit heavily abbreviated to save space. It is normally taken from the (late) NLS copy but it is thought that changes during the life of the edition are unusual. Where a line does not appear on the NLS copy, the name is taken from the following edition. Although some of the names abbreviated may be unfamiliar, it is easy enough to check whether a railway name that might be abbreviated to (say) OA&GB appears on the map. The *description* normally takes the form A-B; if A or B are places off the map (and not indicated by a marginal "from A" or "to B"), the place name is placed in brackets. A name preceded by a '*' indicates that the place is within the area of the map and may be found on later editions but not on the 1st edition. Villages close to the edge of the map are sometimes used in preference to places off the map; their use does not imply that the railway terminated there, this aspect being apparent from the following two columns. Where *name* and *description* are both given, they are separated by a colon.

To ease the task of searching for a particular railway,

<u>Cols E & F</u> give a 2-figure sheet-specific reference for the beginning and end of the railway; for example a spot slightly to the right of the mid-point (west-to-east) and almost at the bottom neat-line is designated as '50'. If a railway runs right to the neat-line this is indicated by using W, E S or N in lieu of a figure. Thus a point on the neat-line slightly to the right of the NW corner is designated as '0N'. These references have been estimated by eye, so absolute accuracy is not to be expected. When a number of railways appear in col D (typically when listing railways already in existence at the date of survey) cols E & F may describe just one of them. When a railway vanishes from the map (through crossing neat-line or county boundary) and re-appears, a note '(2 parts)' appears in col D; only the extreme end-points are referenced in cols E & F.

<u>Column G</u> gives the date when a railway opened for passenger traffic in form yyyymmdd. If opening for goods is given, the date is followed by 'g'. A suffix 'app' indicates 'approximately'. Likewise only the year or year & month may be given in some cases.

<u>Column H</u> gives the copies that have been found of that state. An abbreviation indicating the collection is followed by a hyphen, a letter, and a date (m.yy, or just yy). The letter indicates the evidence for dating:

 e - embossed printing date
 a - accession date
 c - 'circa', an argument based on a collection having been assembled at the same time,
 l - electrotype date

If none of these is available, a single digit is given, which is the price in shillings (with 6d rounded up). Prices were reduced in 1866, but sheets which are mostly sea (or blank) were cheaper, so dating a by price alone is not straightforward.

P after the date indicates 'pre-publication', recognisable by incomplete marginalia.

R after the date indicates a Record Map Library stamp, or similar.

Only copies which indicate the extreme ranges of currency of a state are shown in this column, except that at least one accessible copy will be listed here when possible.

Column I is used occasionally for the 'Y' or 'N' indicating presence or absence of a non-railway feature (like a municipal boundary) - explained in Col J.

Column J is for notes. 'Addition' or 'Insertion' is entered against a railway opened close to the publication date to indicate that it appears, by the different depth of engraving or by clashes with names, to have been added after the rest of the detail had been engraved. The practice was mentioned in *Sheetlines* 113 and appears to have been common.

Column K is used for further specimens of a state, listed because they may be more accessible for some, and to save their repeated examination in fruitless searches for a missing state. Copies listed by Townley at Lancs Record Office are not repeated here.

Abbreviations for Collections
BLg - British Library, geological maps
BLo - British Library, bound volumes on open shelves
CUL - Cambridge University Library
LROo - Lancs Record Office, open shelves
LROp - Ditto, photocopies
NLS - maps.nls.uk
PC - Private Collection
RGS - Royal Geographical Society

Shortened pdf Layout
This starts with the sheet number, then a 'Y' if a specimen of the state is known, otherwise "..", then columns E & F above. The free-text items (railway description and notes) follow, in a single column, with '|' as a separator between the two. This is so that, even with a very small screen, the user can scroll down the left-hand side of the pdf to find the state in question and then scroll right if he needs confirmatory details like the railway name.