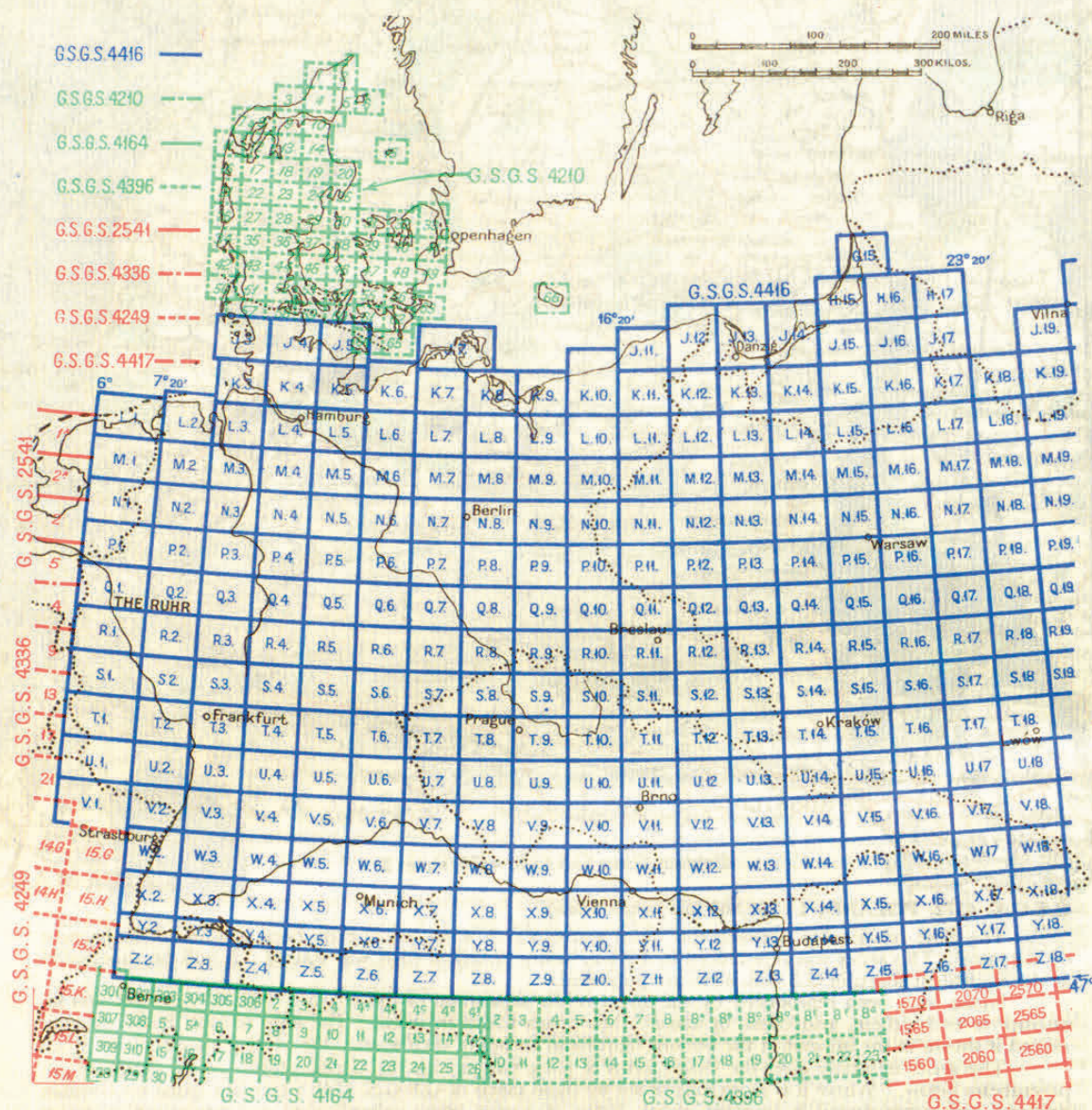


1 : 100,000 SERIES

**General.**

The index above shows that nearly all Central Europe is covered by one main 1 : 100,000 series, G.S.G.S. 4416. The only other main series involved is G.S.G.S. 4210, the Danish 1 : 100,000 series. G.S.G.S. 4416 is not yet completely available (it is described in detail below), and it is, therefore, necessary to describe the other maps of similar scale which have been published covering Austria, Czechoslovakia, and Poland, and which will finally be superseded by G.S.G.S. 4416. These old "national" series are described on pages 14, 15, and 16.

It will also be seen that this main Central European 1 : 100,000 series extends down to the 47° north parallel, where it joins on to the Italian 1 : 100,000 and the Yugoslav 1 : 100,000 series. The former of these covers the southern half of Switzerland, and both together cover a small area of South Austria. To the west, exact junctions have been made with French, Belgian, and Dutch 1 : 100,000 series.

In addition to the diagrammatic index above, a large detailed index is given in Appendix VII. The glossary of Conventional Signs at Appendix I should also be consulted.

G.S.G.S. 4416, CENTRAL EUROPE, 1 : 100,000 (See sample on page 11).

All sheets of this series have been compiled from local material of equivalent and larger scale, and have been completely redrawn.

In Germany, sheets have been based primarily on the German 1 : 100,000 series (which has been reproduced direct as G.S.G.S. 4081; see sample at top of page 15); these German 1 : 100,000 sheets are mostly dated post-1930. Additional details have been taken from the German 1 : 25,000 series (reproduced as G.S.G.S. 4414; see page 17). All names, as well as the general topographical framework of the map, have come from the German 1 : 100,000 series. The 1 : 25,000 sheets have been used as a basis for contours (and hence layers), and have also been consulted for points of detail where they are more modern than the corresponding German 1 : 100,000 sheet, or where the latter is indistinct and difficult to read. In addition, certain sheets have been checked against air photographs, and some revision has been carried out from this source. Each sheet carries a diagram showing the 1 : 25,000 sheets which fall in the same area and their dates; this diagram also shows by a red tint the extent of revision from air photographs. (It should be noted that this air photo revision has been made direct to the 1 : 100,000 sheets, and not to the 1 : 25,000 sheets which, when reproduced as G.S.G.S. 4414, are only direct copies of the German originals.) Below this diagram a complete list is shown of all authorities consulted. It will be seen from this list that railways have been revised by reference to the official German railway map. As in G.S.G.S. 4346, roads have been classified on the width basis laid down for Germany. Certain additional information concerning Autobahnen has recently become available from Intelligence reports, most of them based on examinations of air photographs, and such information has, in several cases, made first edition sheets of this series more up-to-date in respect of this road category than the corresponding first editions of the 1 : 250,000 series. It must, however, be emphasized that in all respects

the road system shown on this series is only approximately accurate, and possible future revision from air photographs may produce considerable alterations. The route numbers of the Reichsstrassen have been marked against that class of road, which is shown by a single thick red line with "bobbles" along it.

In Austria the series has been based on the Austrian 1 : 75,000 series, most sheets of which are dated about 1936. Treatment here has been similar to that in Germany, though less revision information has been available. As in Germany itself, roads have been classified by width, and railways have been revised from the German railway map which includes Austria. Larger-scale Austrian material has been consulted where necessary, but no direct air photo revision has been possible owing to lack of photographic cover at the time of compilation.

In Czechoslovakia, as in Austria, sheets have been based on the Czechoslovak 1 : 75,000 series, which is very similar to the Austrian 1 : 75,000 series, both having developed from the same Austrian source. Practically no other material for detailed revision has been available in Czechoslovakia, but as in other countries, roads have been reclassified on a width basis worked out for the country from modern touring maps, and railways have been revised from the local official railway map.

In Poland sheets are being based on the sheets of the Polish 1 : 100,000 series, and, as in all the other three countries, such isolated scraps of large-scale material as are available have been consulted. Here, too, the same type of communication revision has been made, though the system of classification of Polish roads was considerably more difficult to formulate and is somewhat different from those used for countries to the west.

In Austria, Czechoslovakia, and Poland, the large-scale basic material already mentioned carries contours, so that detail has come direct from the main basic source, without much necessity for such consultation of other scale material as was necessary for obtaining contours in Germany.

In the northern half of Switzerland, which is covered by sheets of this series, Swiss 1 : 100,000 material has been used as a basis; certain detail has been taken from large-scale Swiss material such as the Swiss 1 : 50,000 and 1 : 25,000 maps, which supplied, among other features, the contours. Swiss roads and railways have been revised from recent small-scale maps, and roads placed on a width basis of classification.

All sheets are reproduced in Army/Air style, and carry layer tints. (It is possible that an unlayered edition of all sheets will also be published.) The maps are exceptionally clear, though they carry a good deal less detail than the rather over-elaborate basic material from which they are derived; certain users may, therefore, find it necessary to consult copies of the basic map for additional detail. This, however, does not imply any neglect of the main features of military interest, but rather the economies in style which are necessary in the production of an extensive map series in war time. The reproductions of these local large-scale series are described on page 14, while some further details of their history and origins are given in Part 2. The glossary of Conventional Signs at Appendix I shows the relationship between G.S.G.S. 4416 and the local series, and shows the type of generalization which has been necessary on this new map by way of omission of detail.

Certain sheets in this series (sheets east of the lines K8—S8 and T3—Z3) have been prepared by the Army Map Service, Washington. They have used precisely the material described above, and there is little distinction in style between sheets prepared by them and those prepared in this country, since both have been worked out to a standard specification. The German sheets prepared by them carry the additional identification number A.M.S. M641, the Polish sheets carry the additional identification number A.M.S. M651, and the Czech, Austrian, Hungarian, etc., sheets have been grouped as a Middle Danube series and given the identification number A.M.S. M671. The only differences between the sheets produced in Washington and those produced in this country are slight variations in certain conventional signs, and the fact that the former tend to translate into English certain topographical feature names, such as "meadows," while in this country the policy of leaving the map entirely in its local form has been followed.

Most of the sheets in the western half of the area covered by this series (as far east as the "8" vertical row) are now available.

G.S.G.S. 4210, DENMARK, 1 : 100,000 (*See sample opposite*).

This series is a direct reproduction of sheets of the Danish 1 : 100,000 series, with the addition of the British military grid. No revision of any sort has been incorporated, and hence the up-to-dateness of each sheet is dependent on the date of the Danish original copied (which is shown at the bottom right-hand corners of sheets, and which may be any year between 1927 and 1938). The width system of road classification used on G.S.G.S. 4479 (the 1 : 250,000 series of Denmark) has not been employed on G.S.G.S. 4210, and it is known that certain recent road developments are not shown. The latest information on communications is therefore shown by the 1 : 250,000 series, though obviously roads and railways are shown in far greater detail on the 1 : 100,000 series.

Comparison between the samples of the two series shows that this Danish 1 : 100,000 series is a very much more detailed map than G.S.G.S. 4416. The clarity with which this detail is shown on G.S.G.S. 4210 is a measure both of the excellence of the original Danish map and of the success of the colour-separation by which the G.S.G.S. series has been reproduced. The only names which often are not very clear are those in blue, which merge too much into the sea or lake tints, especially round shore lines (which are picked out by a rather unfortunate band of solid blue). No attempt has been, or is being, made to produce this series in Army/Air style with purple layer tints, etc.

Other points worth mentioning about this series are : the considerable (and unusual) amount of nautical detail shown on coastal sheets, including marine contours (in metres, not fathoms); the large number of abbreviations used, for the interpretation of which the short glossary at Appendix III is of value; and that it is known that revision from air photographs would show many alterations in shapes of woods, as well as corrections to roads and railways.

The index on page 10 shows that the southern row of sheets joins up without overlap with the three northern sheets of G.S.G.S. 4416; to effect this join, second editions of the southern row of G.S.G.S. 4210 are being produced. Certain essential revision will also be included on these sheets since the opportunity offers; no general revision of the whole series is at the moment contemplated.

It should be noted that the Gazetteer of Denmark (Appendix XI) refers to this series. Further details of original Danish maps are given in Part 2.

All sheets of this series are available.

G.S.G.S. 2541, 4336, and 4249 cover respectively Holland, Belgium, and France at 1 : 100,000, and extend immediately west of G.S.G.S. 4416 (see index on page 10). All three series are produced in Army/Air style, and correspond closely with G.S.G.S. 4416; this is especially so in the case of sheets of G.S.G.S. 4249 and of the northern two sheets of G.S.G.S. 2541, which have been redrawn in the same style as G.S.G.S. 4416. Full descriptions of these three series are given in "Notes on G.S.G.S. Maps of France, Belgium, and Holland."

G.S.G.S. 4164, ITALY, 1 : 100,000 is fully described in "Notes on G.S.G.S. Maps of Italy." The index on page 10 shows that sheets of this series cover the southern half of Switzerland; the sheets which do so have been redrawn from the same material as was used for G.S.G.S. 4416. Sheets of this series also cover a small area of southern Austria (south of the 47° N. parallel). Sheets are direct reproductions of the Italian 1 : 100,000 series, and have been revised as regards railways and roads, the latter being re-classified on the various national width bases. The series is not produced in Army/Air style (being unlayered), and hence has a different appearance from the redrawn series to the north.