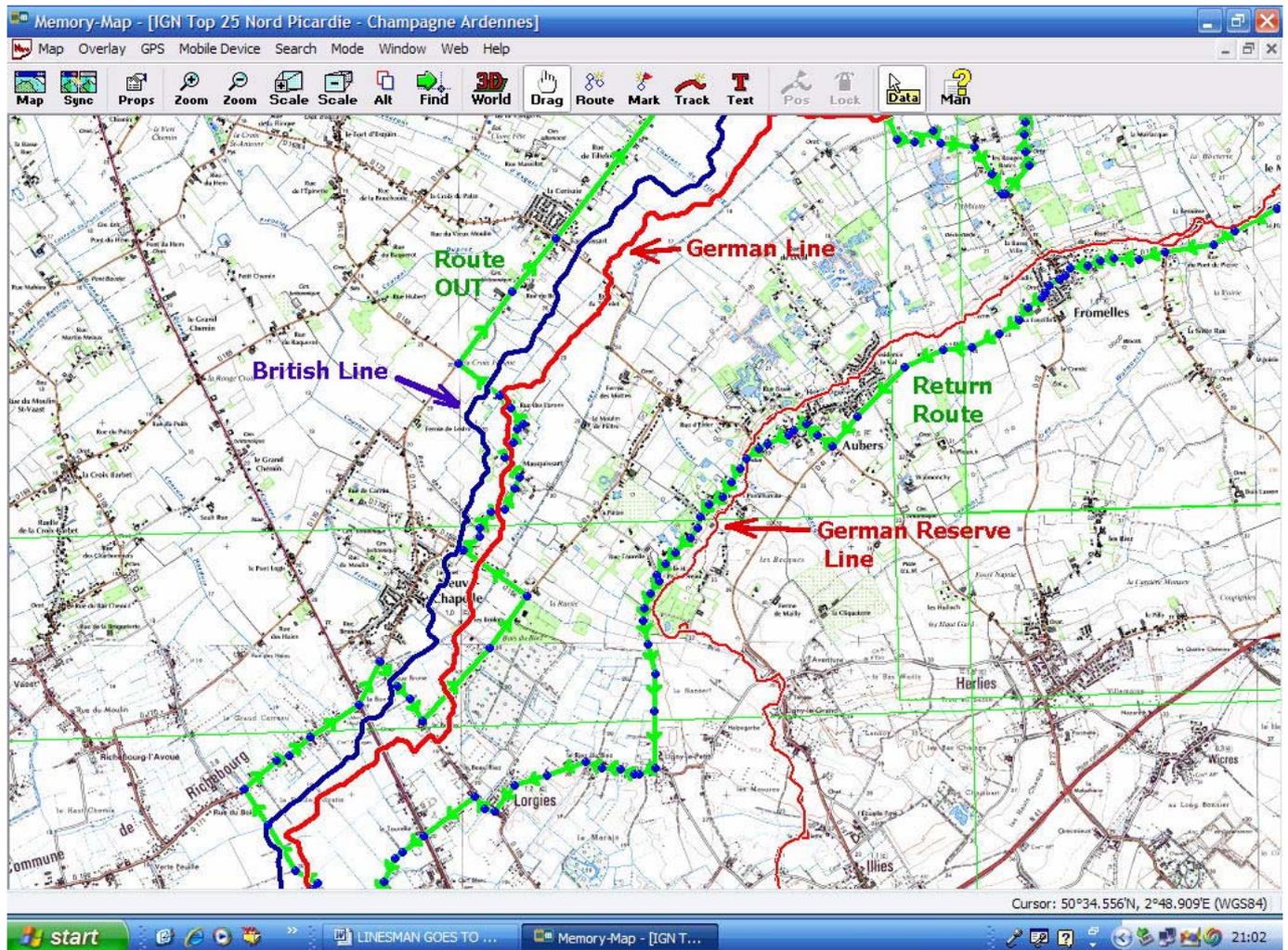


## LINESMAN GOES TO FRANCE.

Planning our cycle routes for our April visit to France was a delight with Linesman (L). We were to cover the section of front from Givenchy to Plugstreet and gone were the days (and nights) of plotting trench lines on IGN 1:25,000 maps before planning our cycle routes. All that graft had been done by [www.greatwardigital.com](http://www.greatwardigital.com) and I could concentrate on reading up history and coming to terms with using L.

Below is a section of the out and return route on the Givenchy/Armentieres loop.



The blue dots are the direction change points which the user “clicks” onto the map and L forms the routes. From that L also calculates route length, height ascended/descended, route profile and more. After completing the route planning a print can be made at any scale, the number of A4 sheets needed being determined by the route length and scale required.

I came across a problem though. Whilst it was easy to transfer and display the maps on my PDA (mini-computer) it was not possible to put on my PDA the trench lines and routes. The reason for this is the Memory Map system holds the trench lines and routes as map overlays in a single file. The single overlay file whilst not too large (approx 10 MB) is exported into the RAM on the PDA and many PDAs do not have enough capacity to cope (mine included). It is possible to either use a rather complicated “work-around” to transfer routes only, or manually to input routes separately onto the PDA. I did this and commenced Day 1 with 1:25,000 sheets similar to above in my map case and PDA on my handlebars showing trench maps with our route superimposed in green as above. However this was not very successful since it is difficult to see the PDA screen in good daylight since old WW1 trench maps are not as clear as current IGN or OS maps. Also diverted attention from watching road/track conditions.

Despite this problem I am very happy with everything else that I have discovered L can do, in particular to pinpoint locations using GPS. With greater familiarity who knows what else can be done!

A few photos etc from our trip.

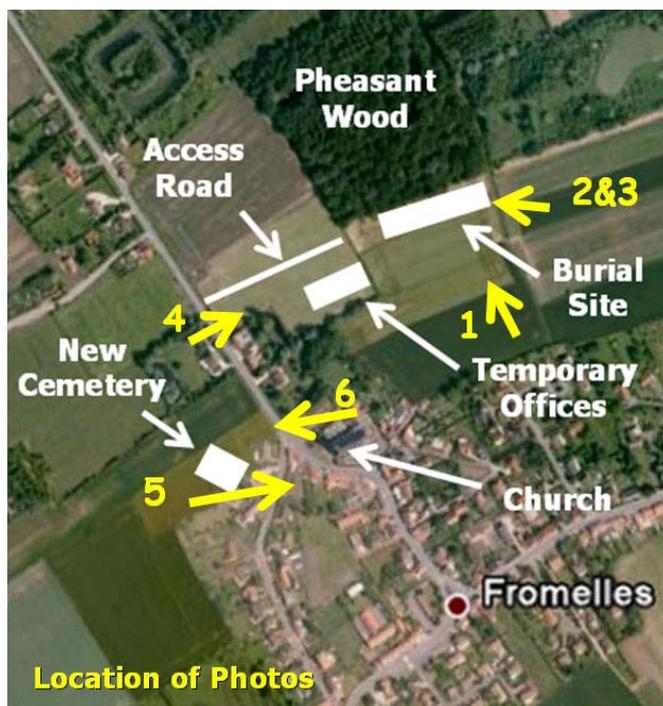
### Le Trou Aid Post Cemetery, Fleurbaix

Not having cycled this section of the front before I have not previously seen this attractive cemetery but it is now in our top league.



### The Fromelles Project

Despatch contains a brief report of what is happening. Here are several photos starting with where photos are located:





1. Pheasant Wood viewed from South (Burial site immediately this side of wood)



4. Access to Burial Site & Temporary Offices



2. Burial Site showing plaque location



5. New cemetery location opposite Church (Screw Picket on line of rear wall to cemetery)



3. Plaque at burial site



6. Entrance location to new cemetery opposite Church