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Patterns of rural settlement in Sierra Leone: methods of geographical analysis in a tropical environment

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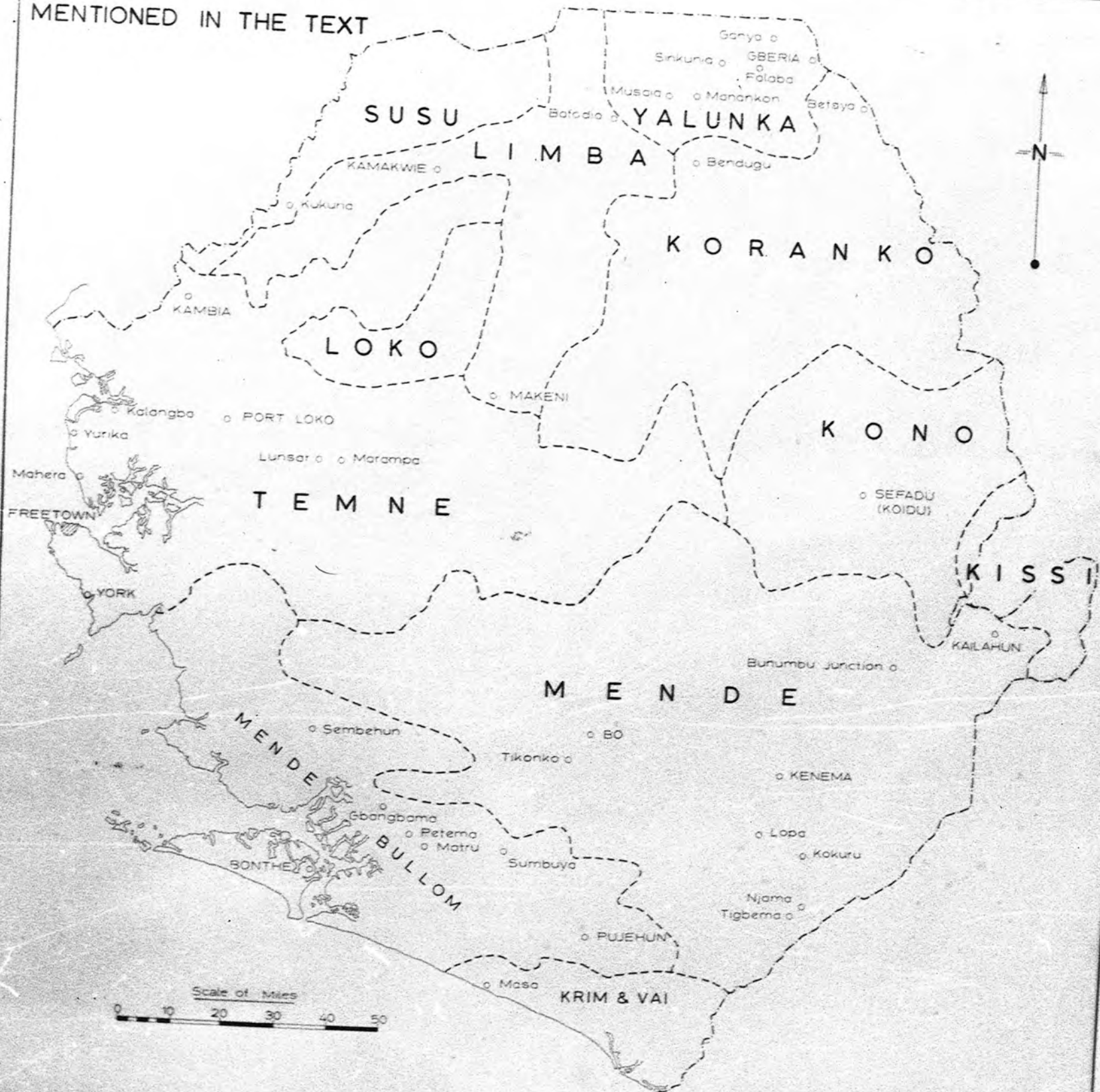
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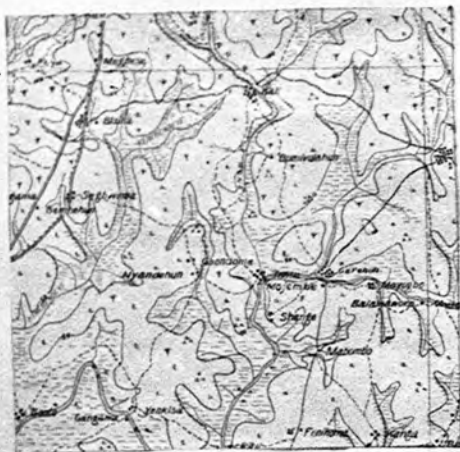
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M1

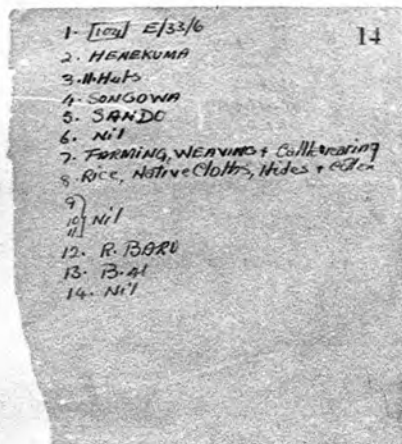
TRIBES AND PLACES MENTIONED IN THE TEXT



M 2a



1. 62,500



Village Book Record

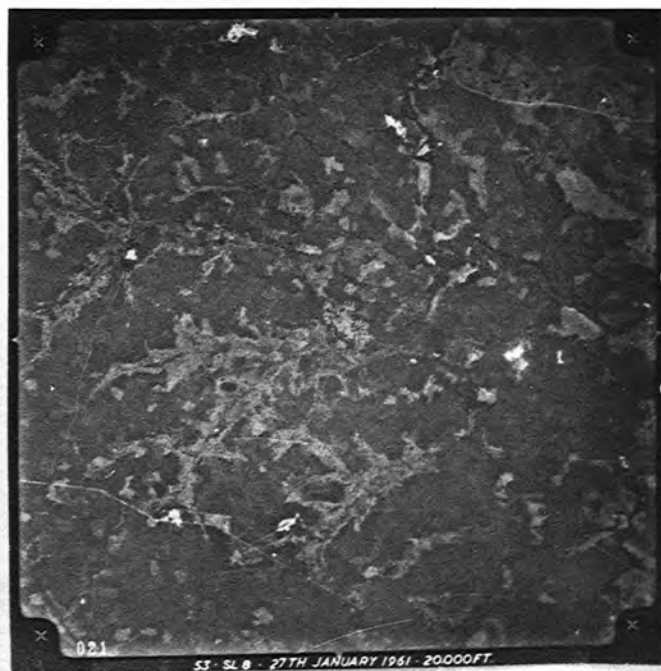
THE RAW MATERIALS OF RURAL SETTLEMENT ANALYSIS



1. 50,000

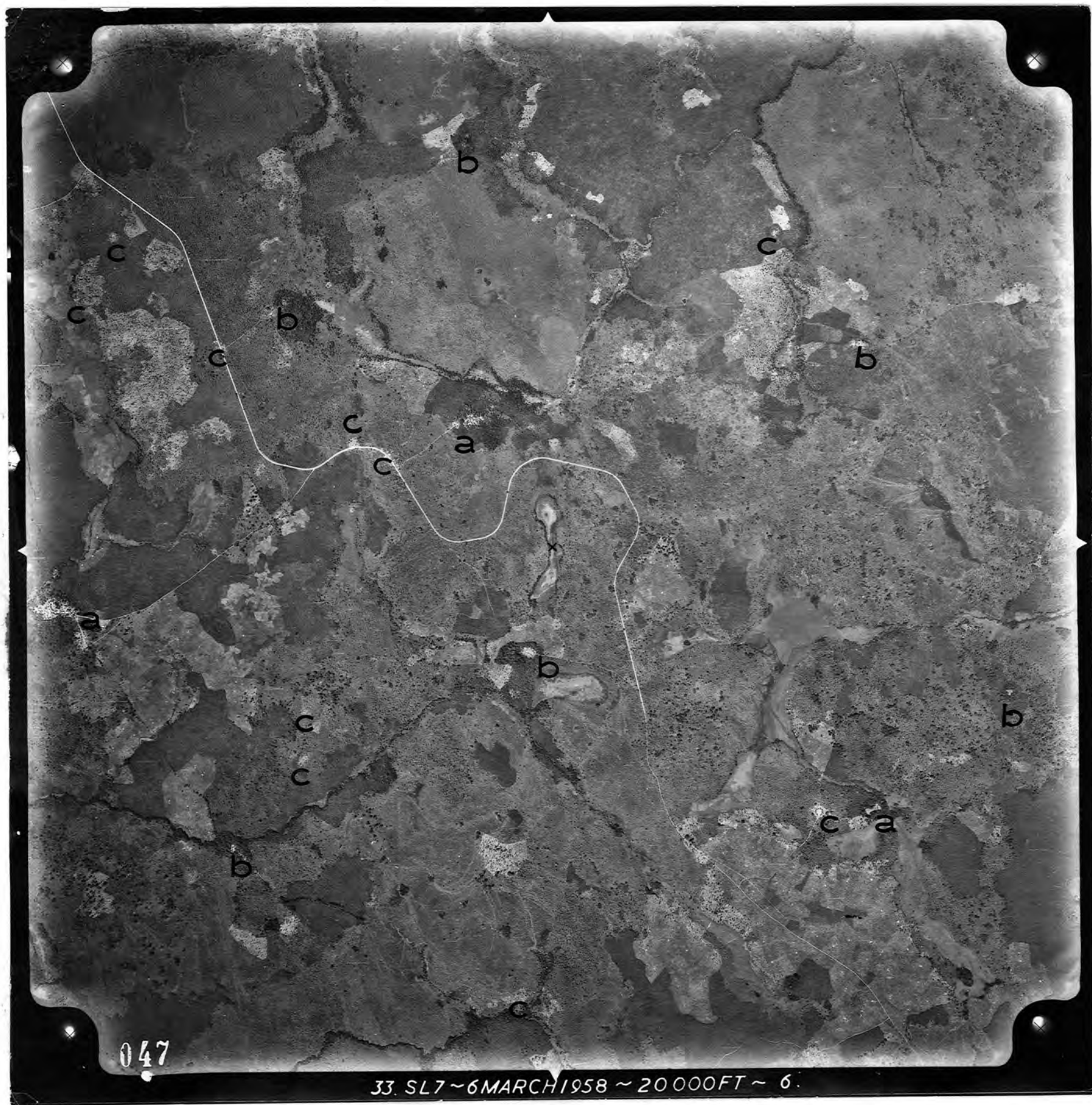


X2, X7
Magnification



1. 40,000

M 2b

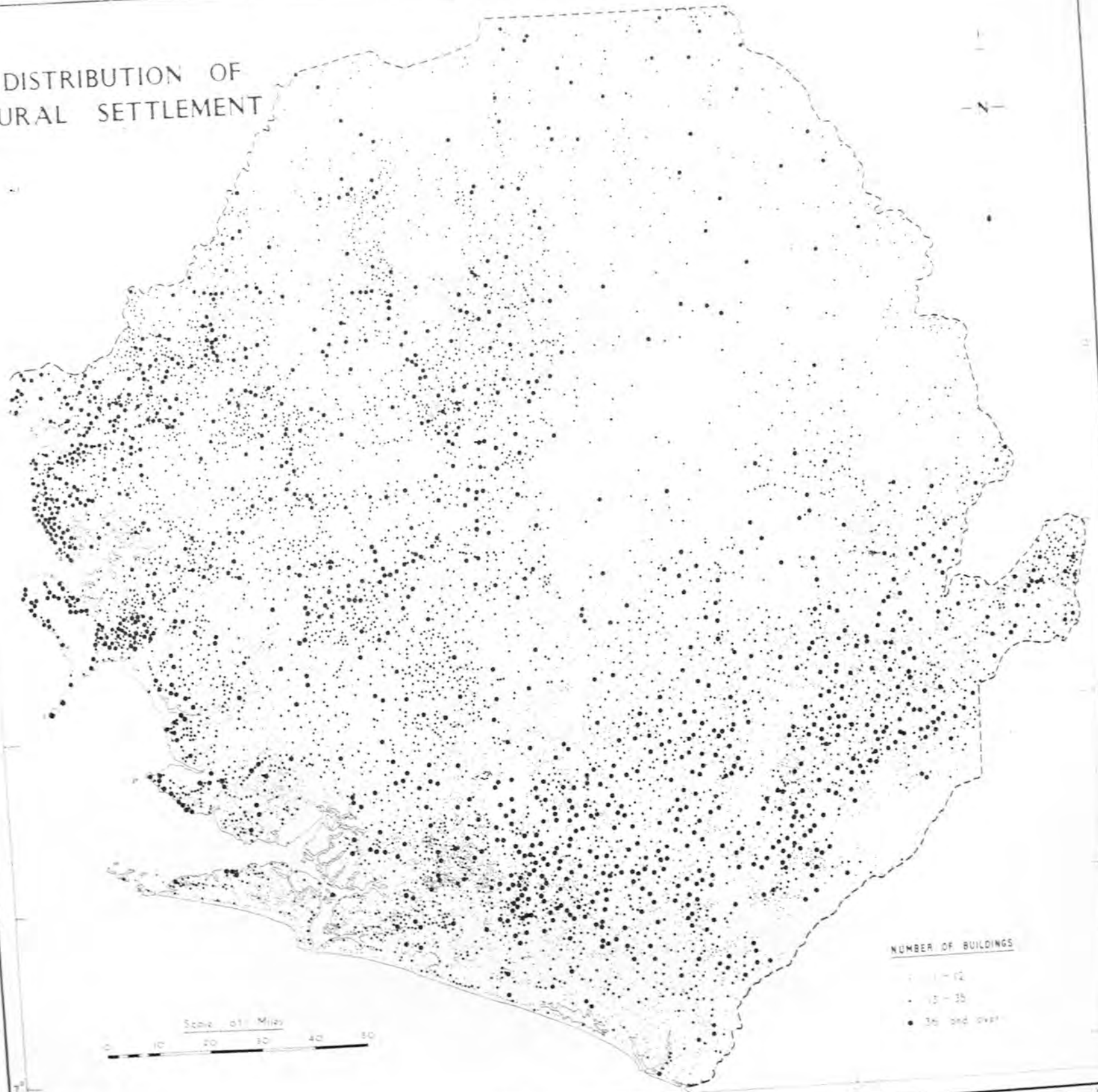


047

33. SL7 ~ 6 MARCH 1958 ~ 20000 FT ~ 6.

M 3

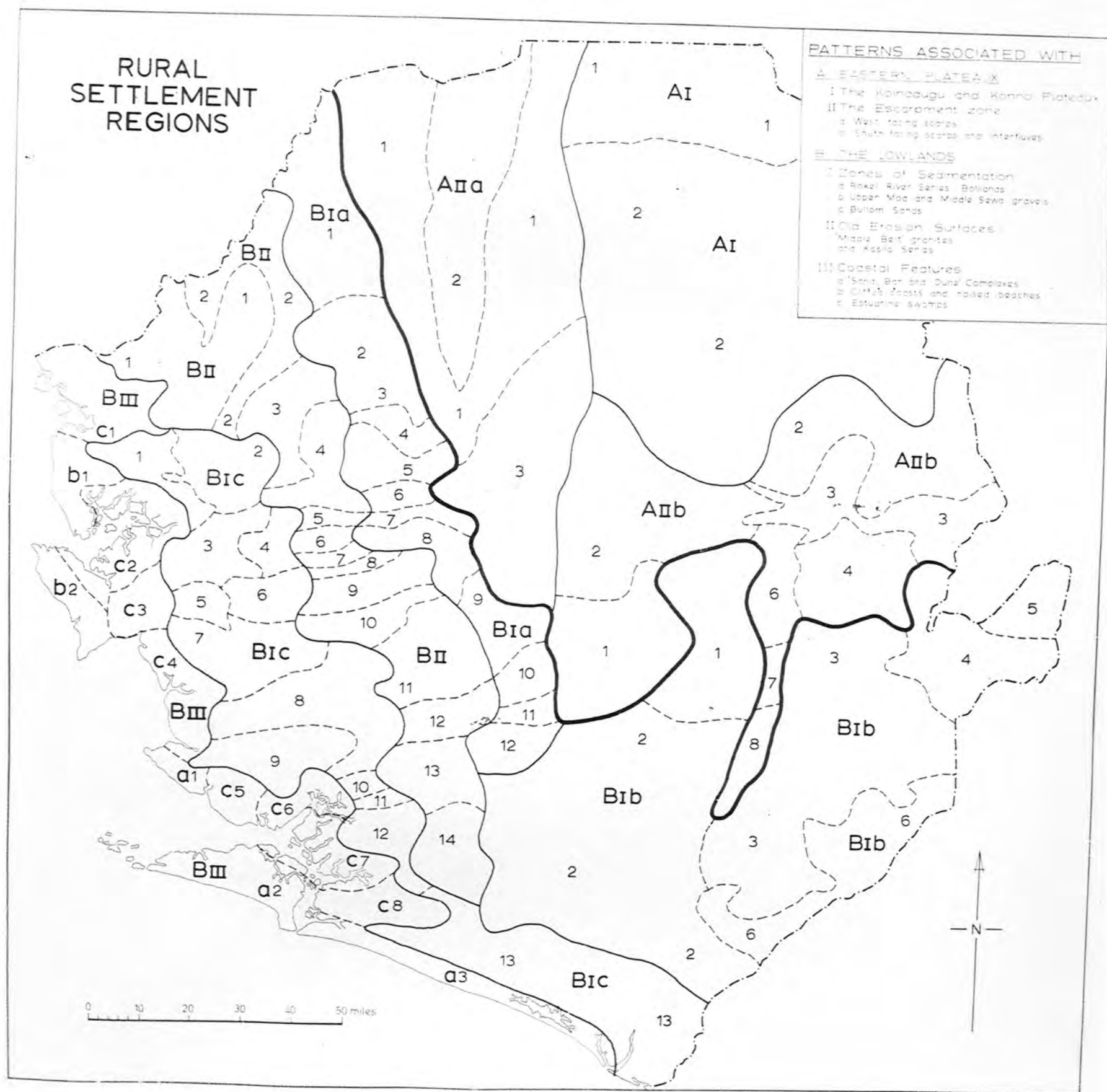
DISTRIBUTION OF RURAL SETTLEMENT



DJS/SJAN

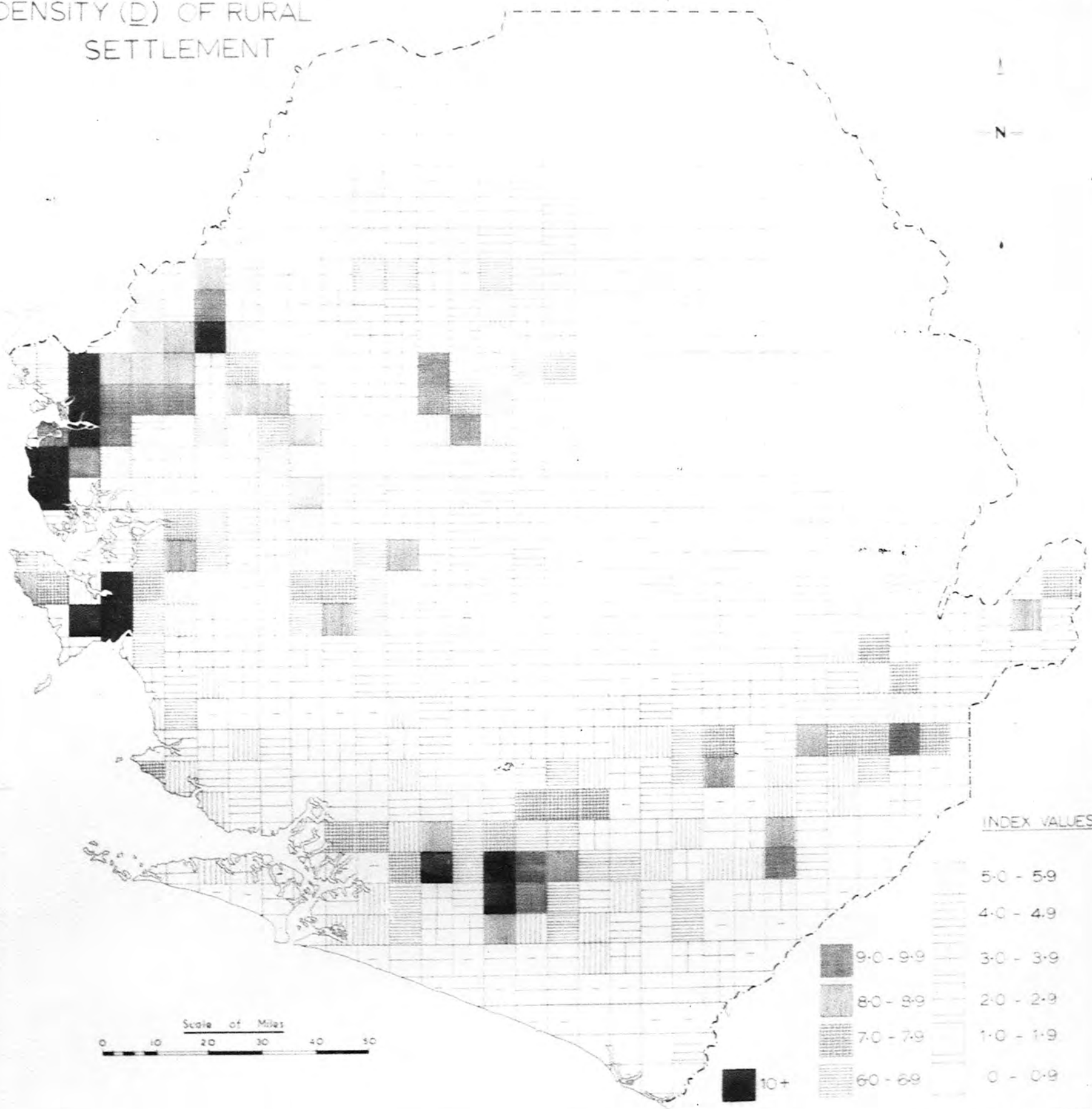
F B C

M4



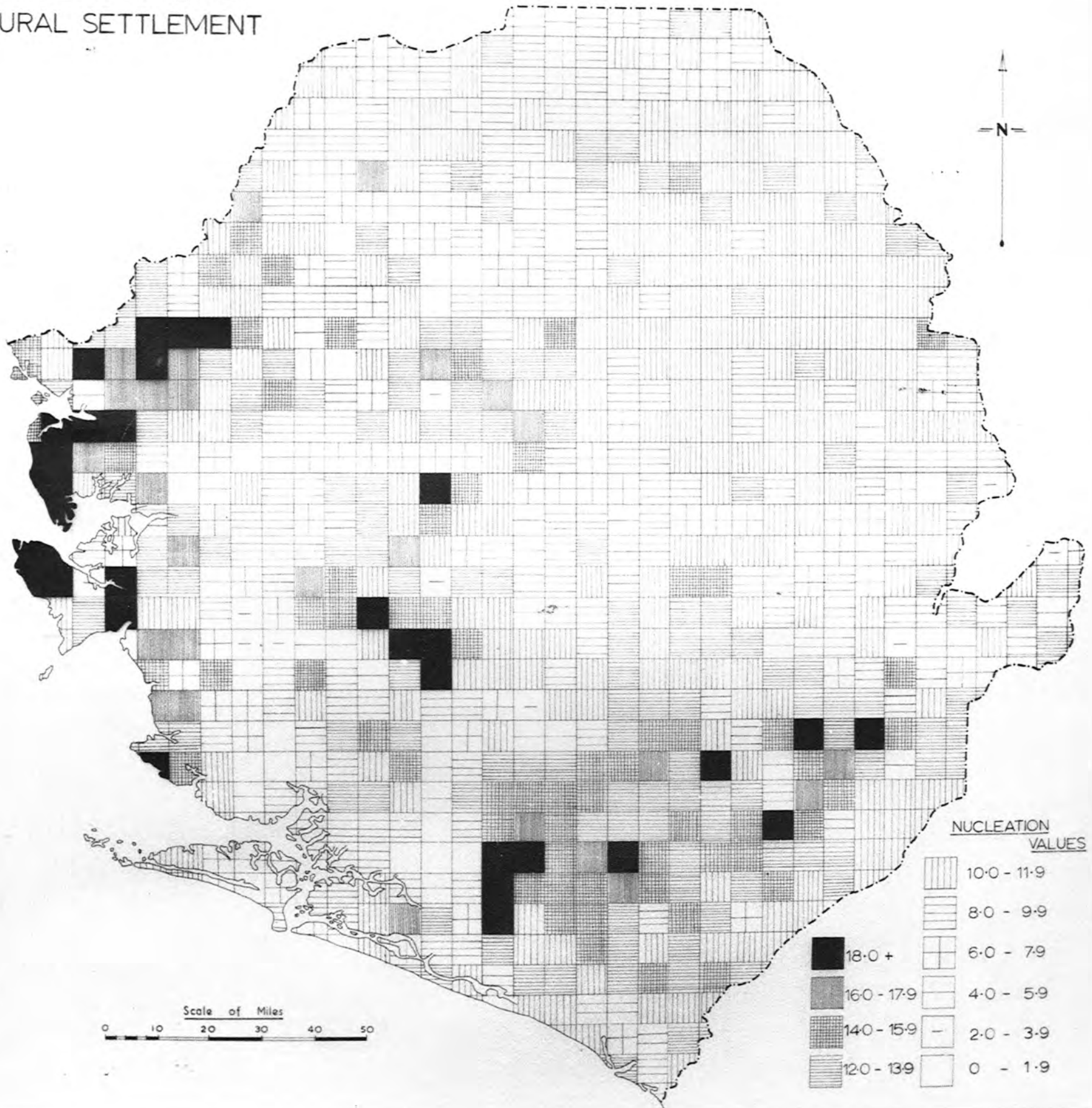
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DENSITY (D) OF RURAL SETTLEMENT

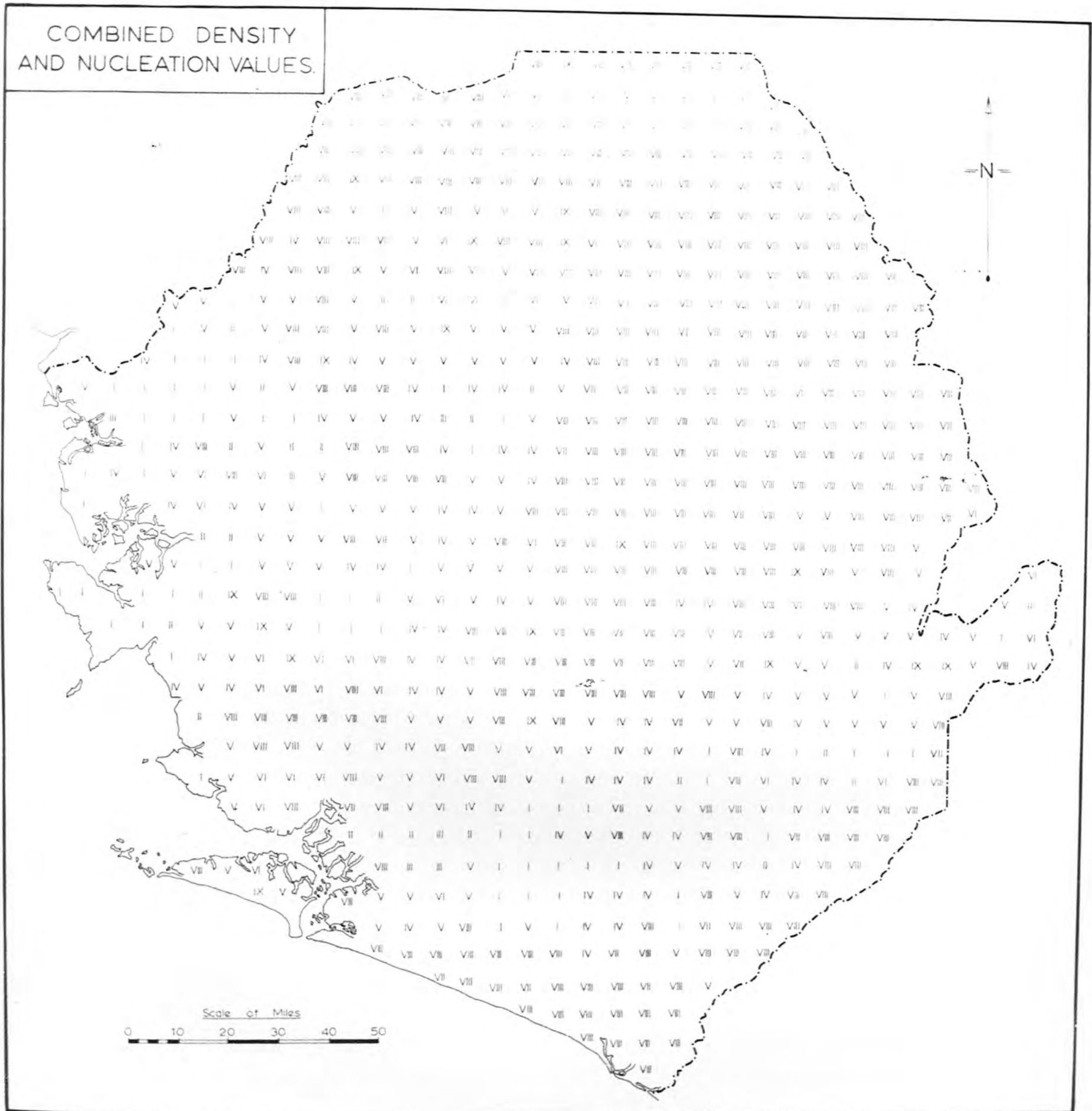


M 6

NUCLEATION (N) OF RURAL SETTLEMENT

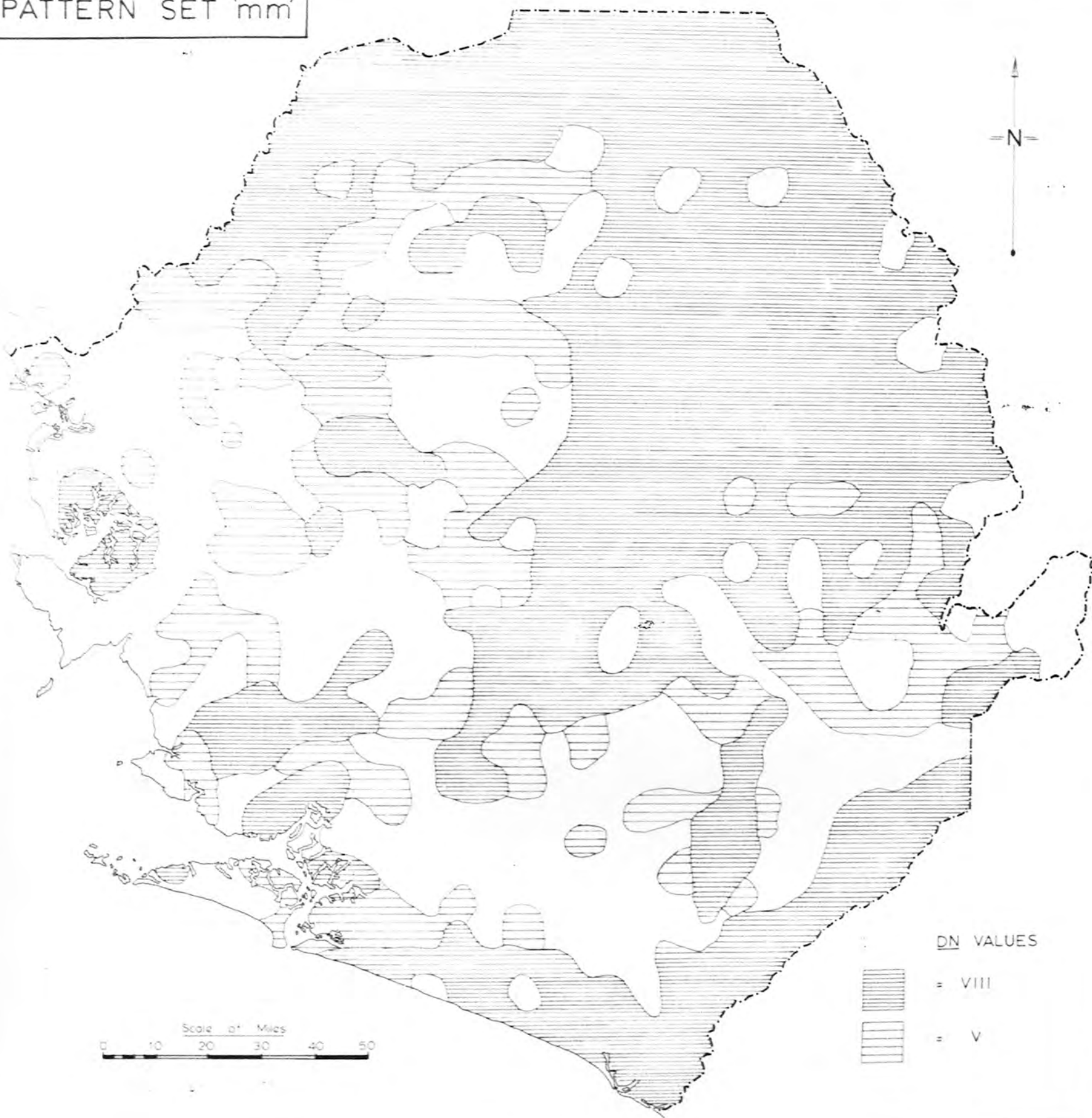


M7



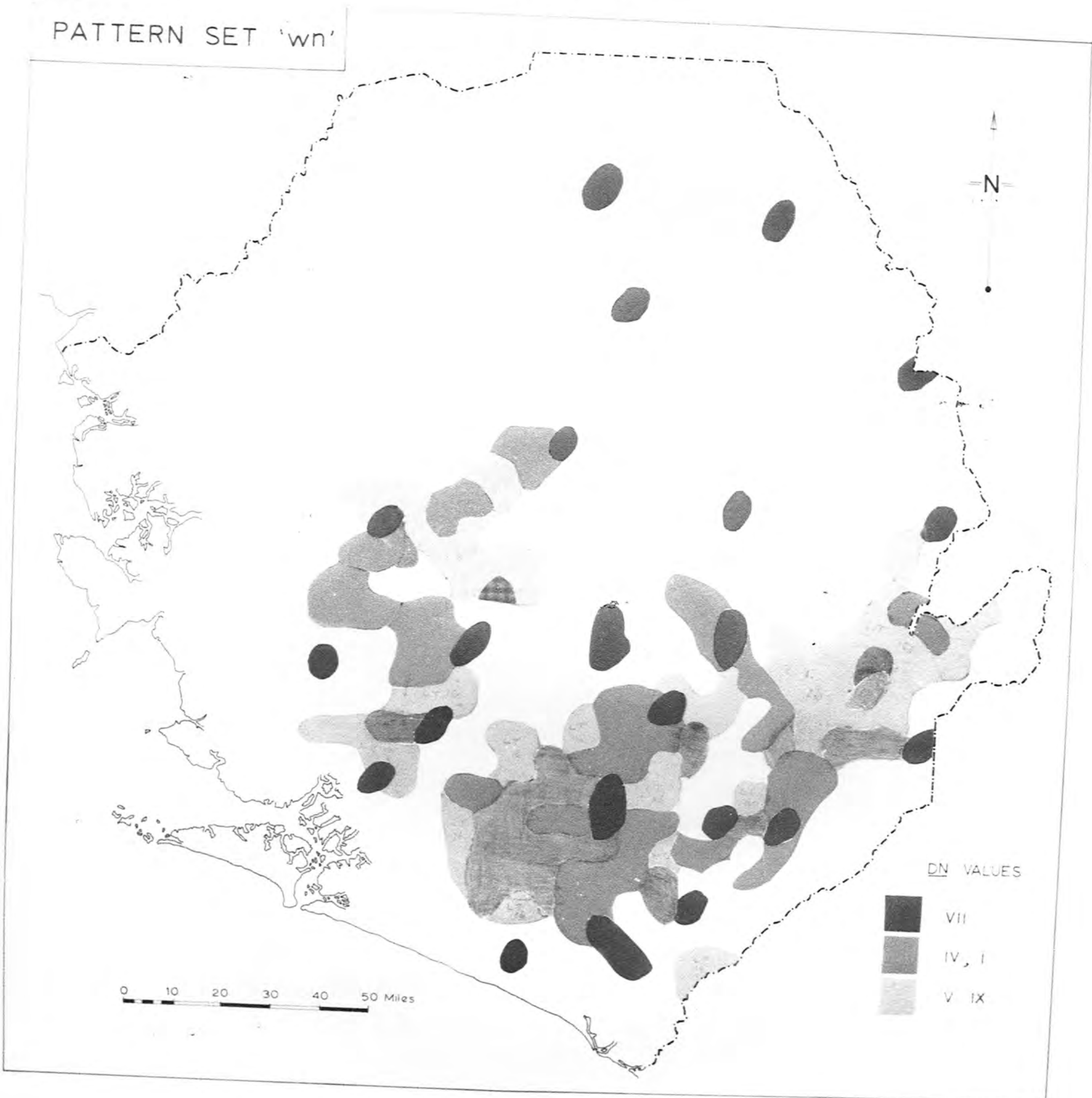
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PATTERN SET 'mm'



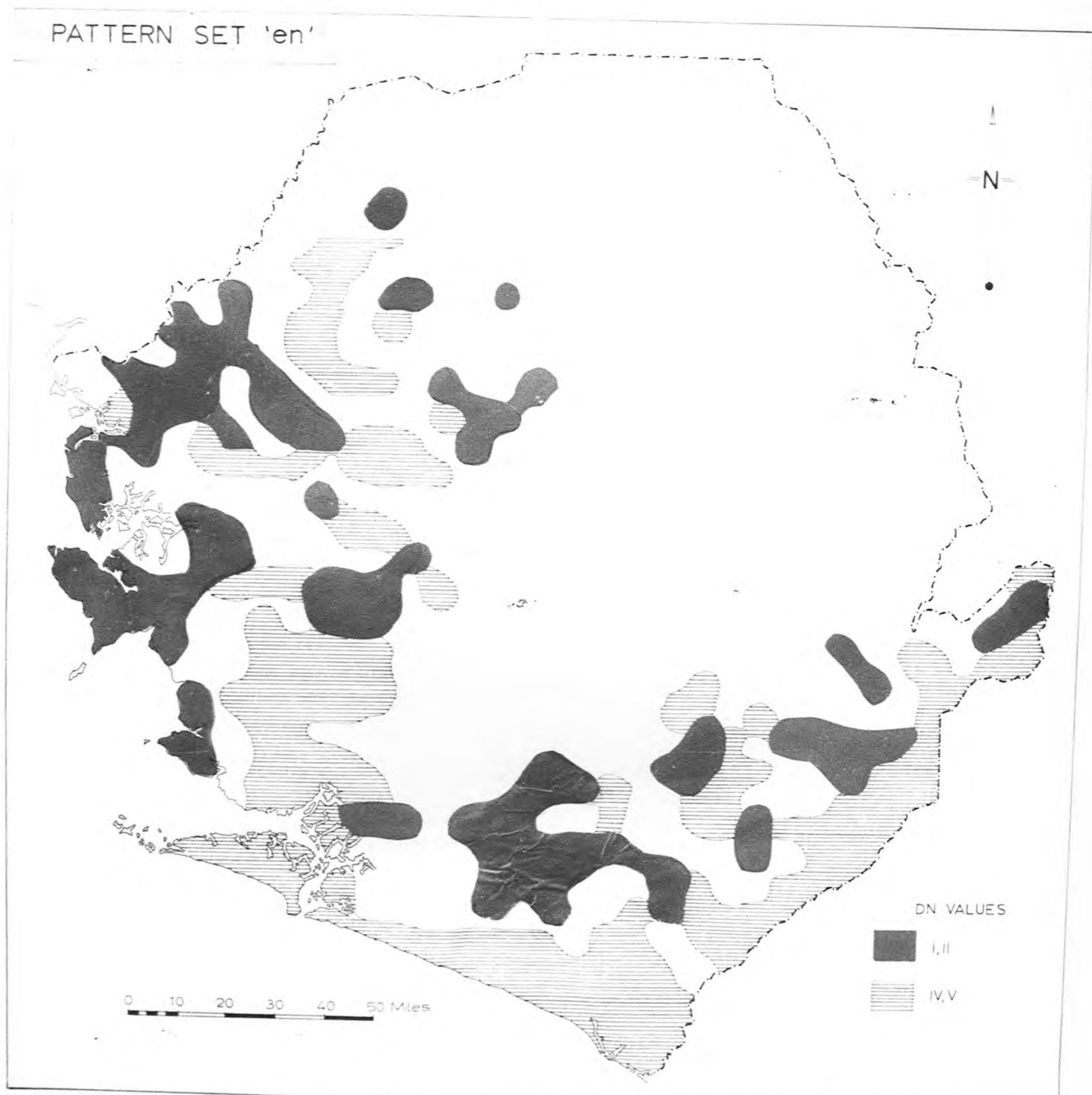
M 9

PATTERN SET 'wn'



M 10

PATTERN SET 'en'



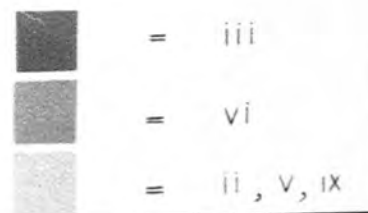
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PATTERN SET 'ef'

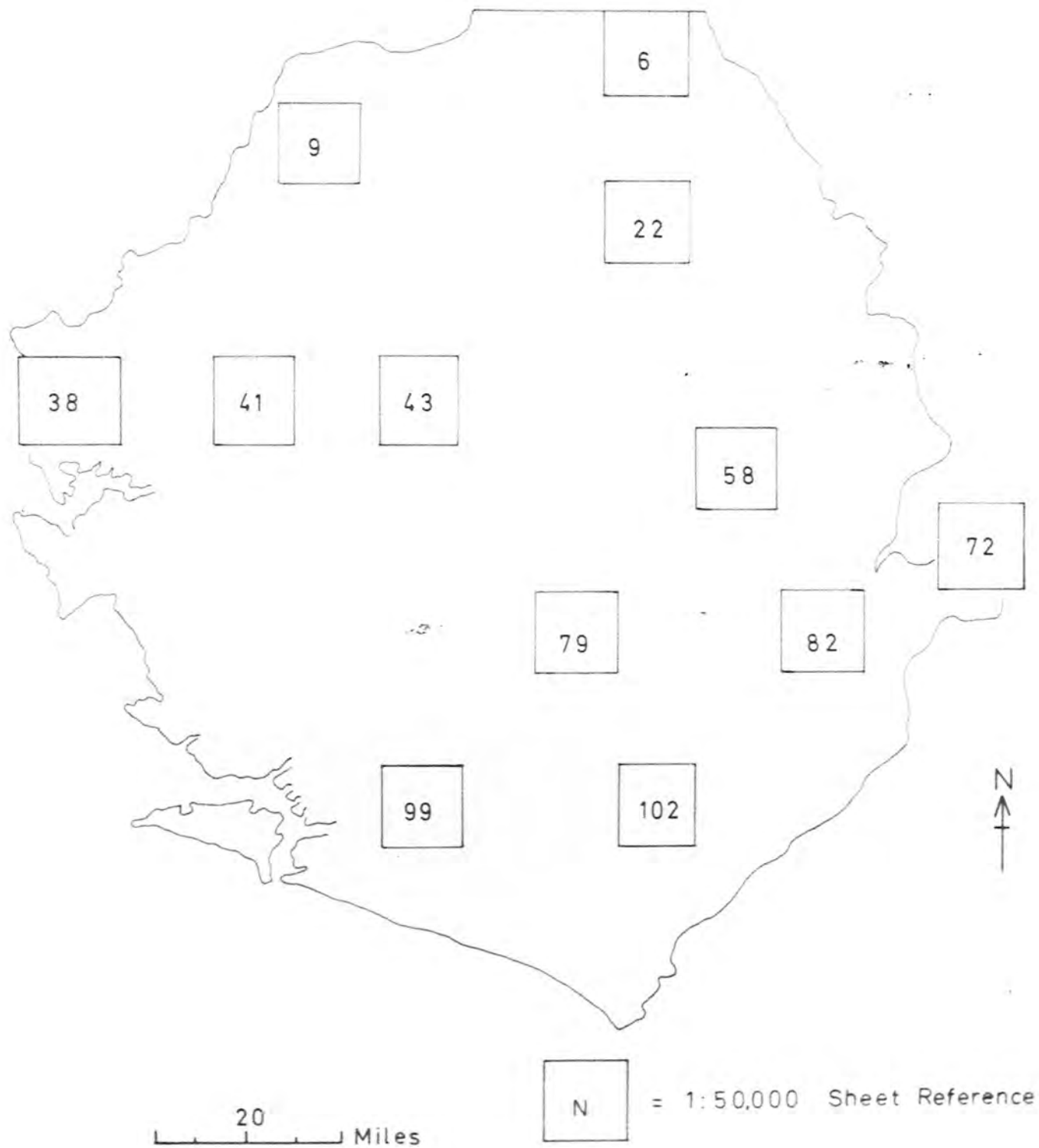


Scale of Miles
0 10 20 30 40 50

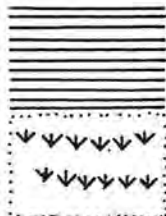
DN VALUES



KEY TO MAPS USED IN FIGURES M12-15



Key to Maps in this series (M12-15)




High ground

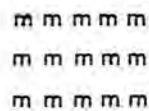
Marshes and Swamps

- Settlements with 1-12 buildings
- Settlements with 13-35 buildings
- Settlements with 36-200 buildings

 Railway

 Motor road

 Footpath



Mineworking

M 12

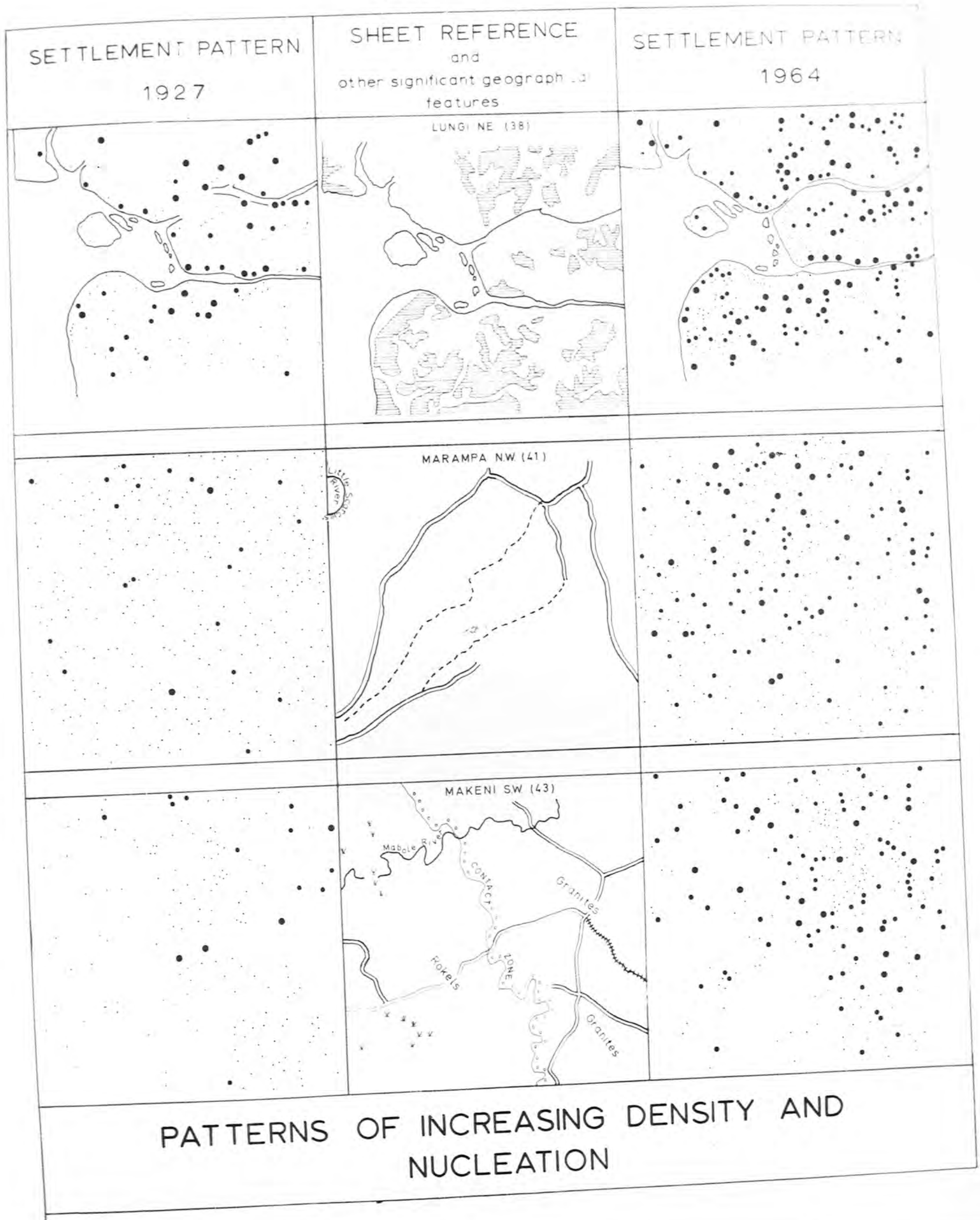


M 13

SETTLEMENT PATTERN 1927	SHEET REFERENCE and other significant geographical features	SETTLEMENT PATTERN 1964
	<p>KABALA NE (6)</p>	
	<p>YANA SE (9)</p>	
	<p>SEFEDU SW (58)</p>	

PATTERNS OF INCREASING DENSITY AND
FRAGMENTATION

M 14



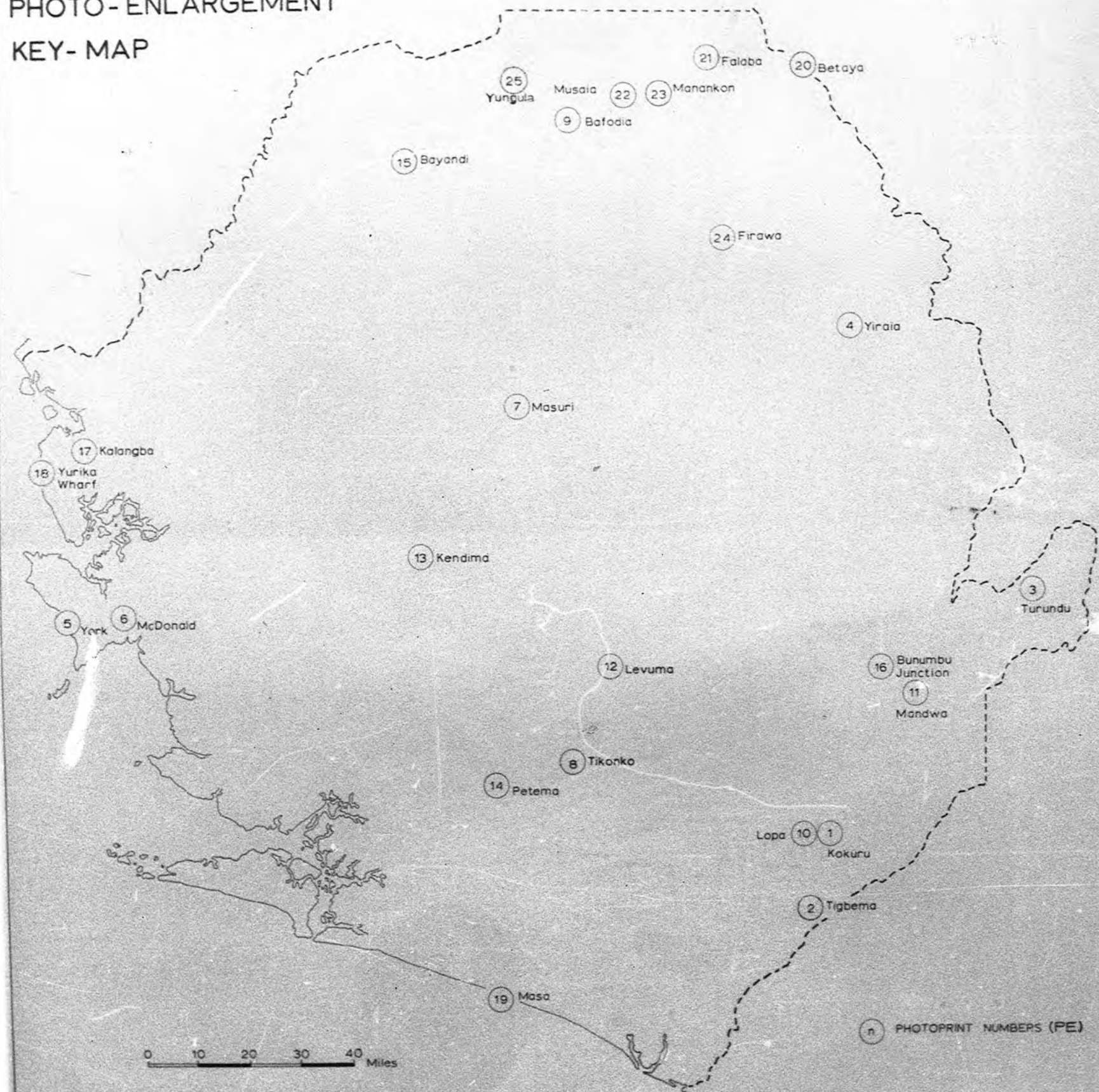
M 15

SETTLEMENT PATTERN 1927	SHEET REFERENCE and other significant geographical features	SETTLEMENT PATTERN 1964
	<p>KABALA SE (22)</p>	
	<p>BO NW (79)</p>	
	<p>KENEMA SW (102)</p>	

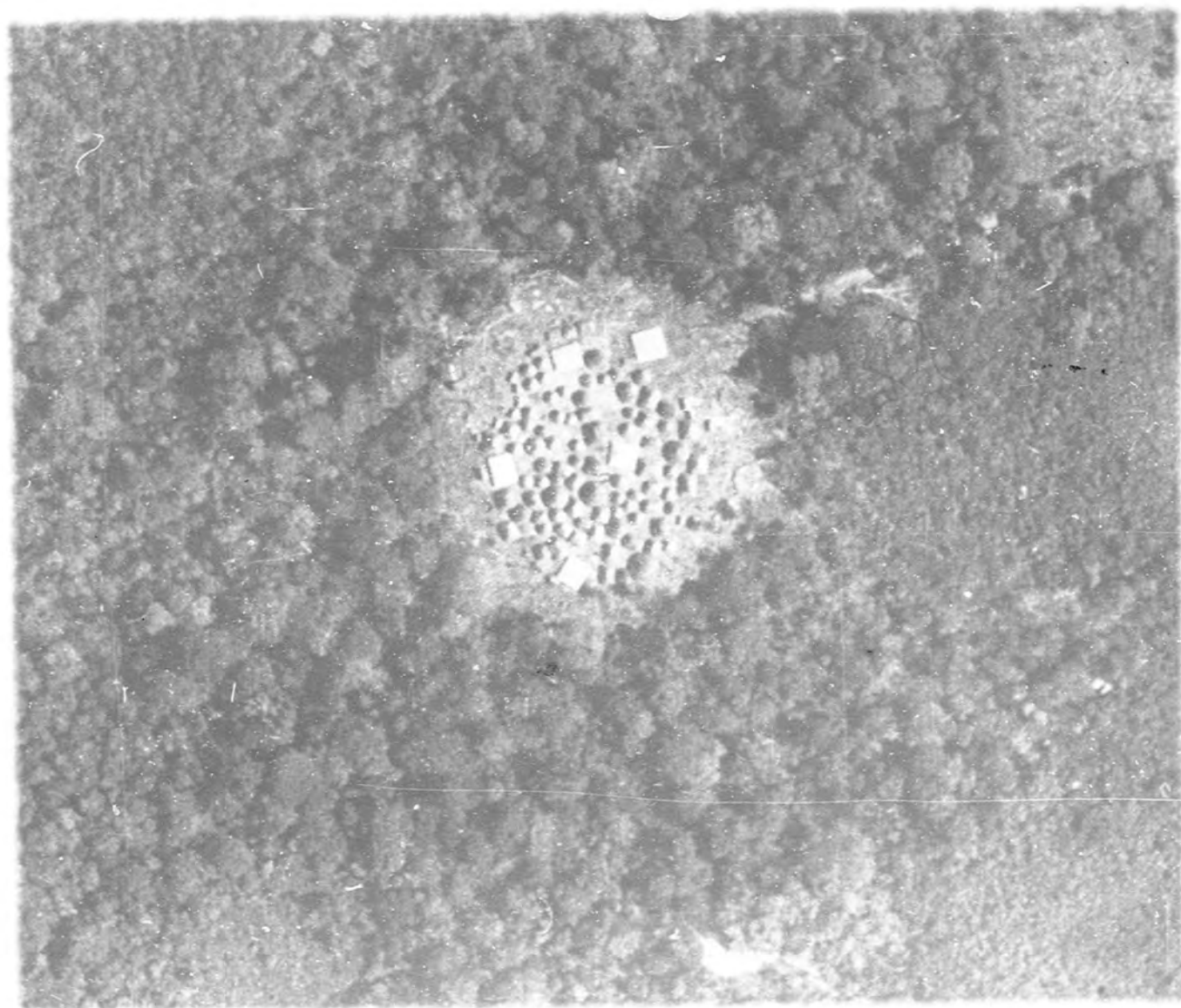
PATTERNS OF LITTLE OR NO CHANGE

AERIAL
PHOTOGRAPH
ENLARGEMENTS
(PE)

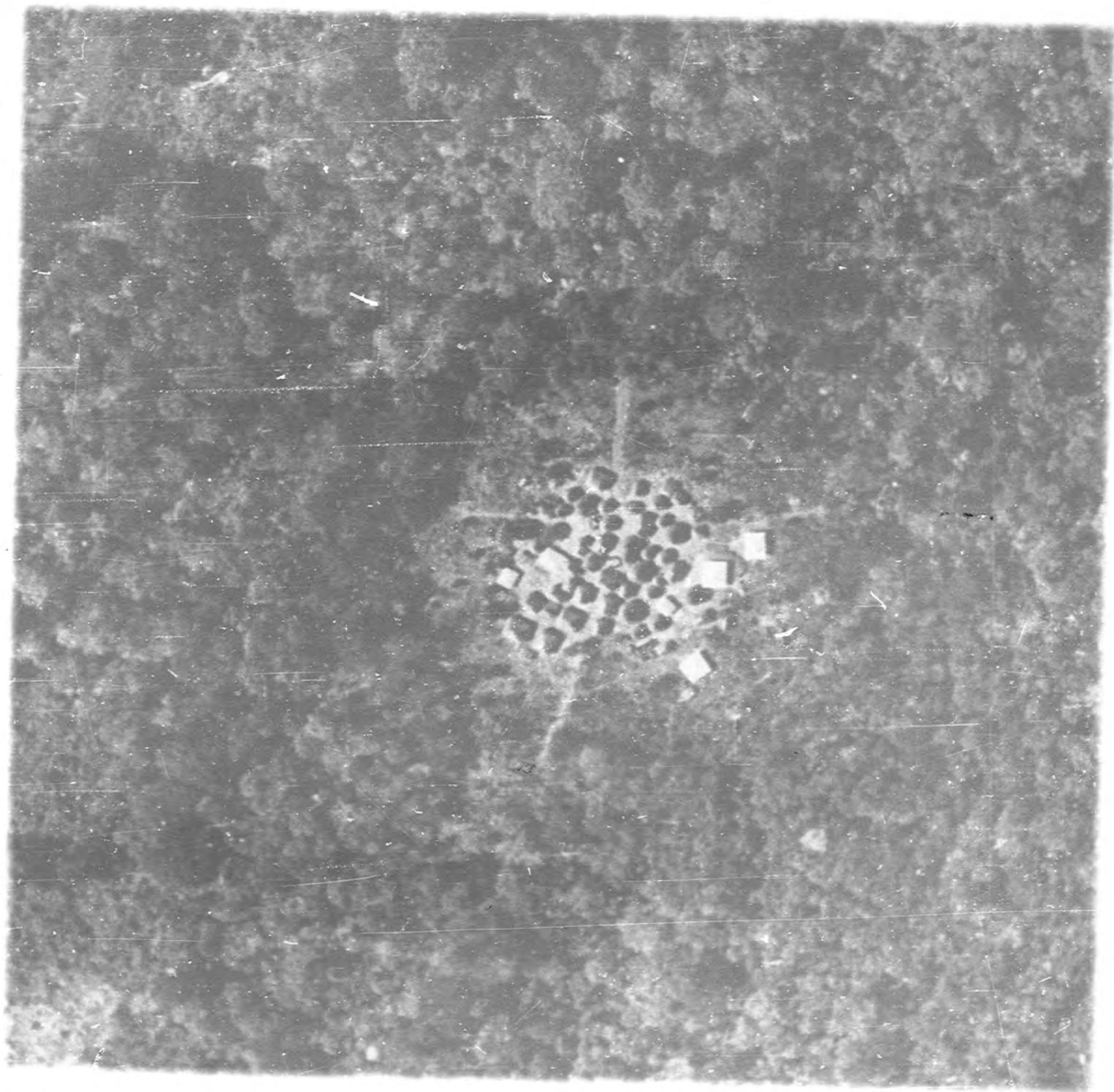
PHOTO-ENLARGEMENT
KEY-MAP



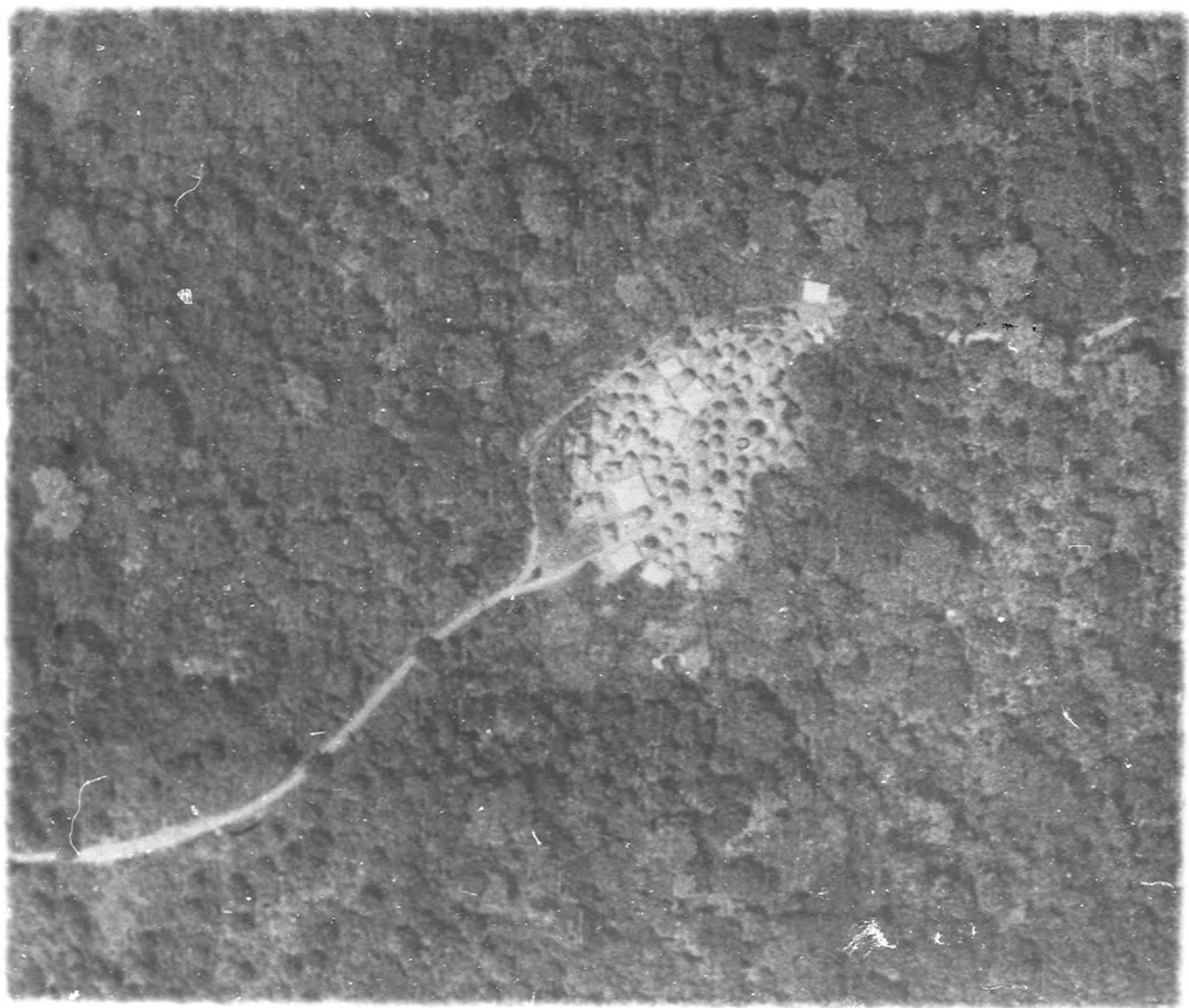
PE 1



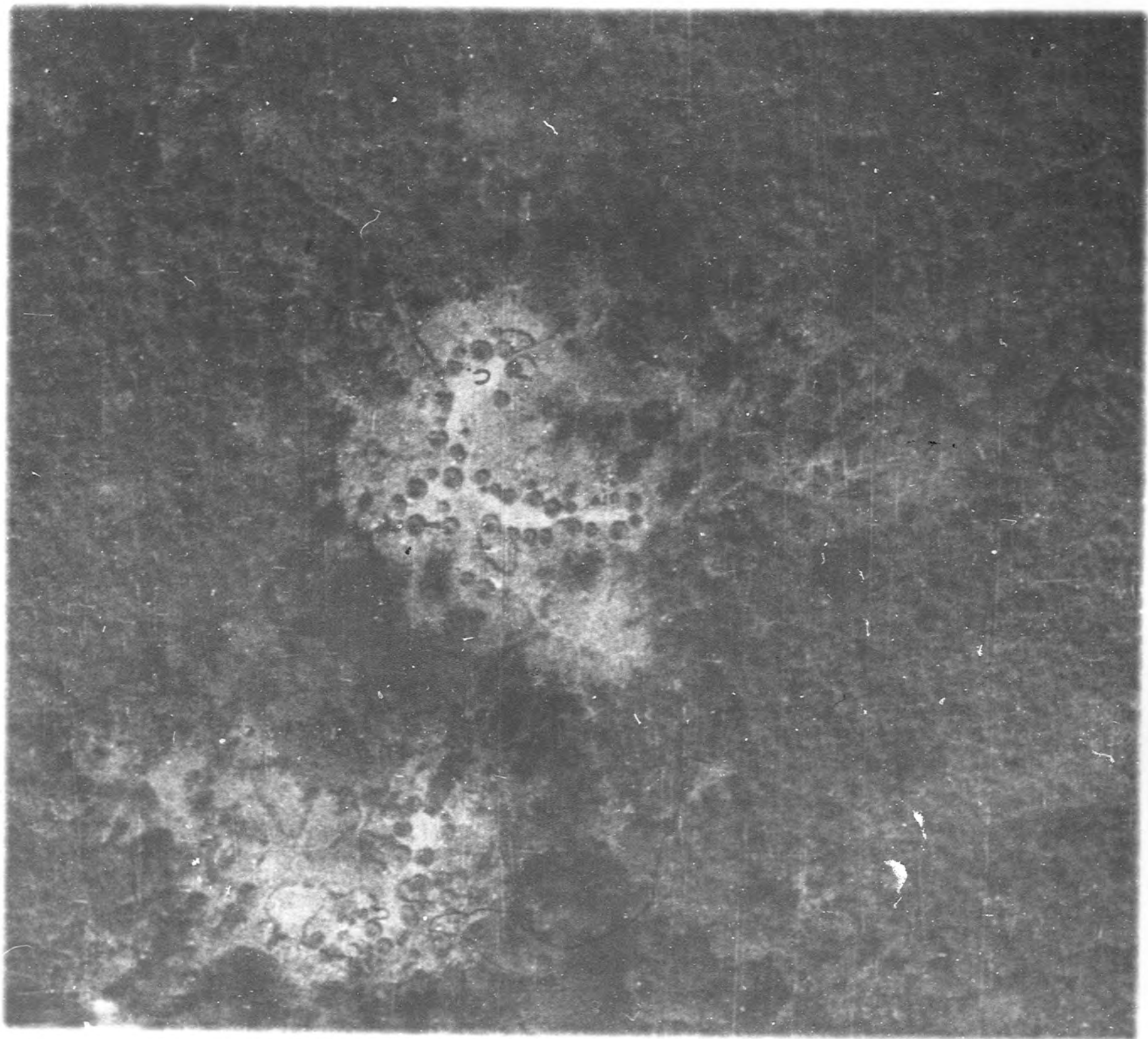
PE 2



PE 3



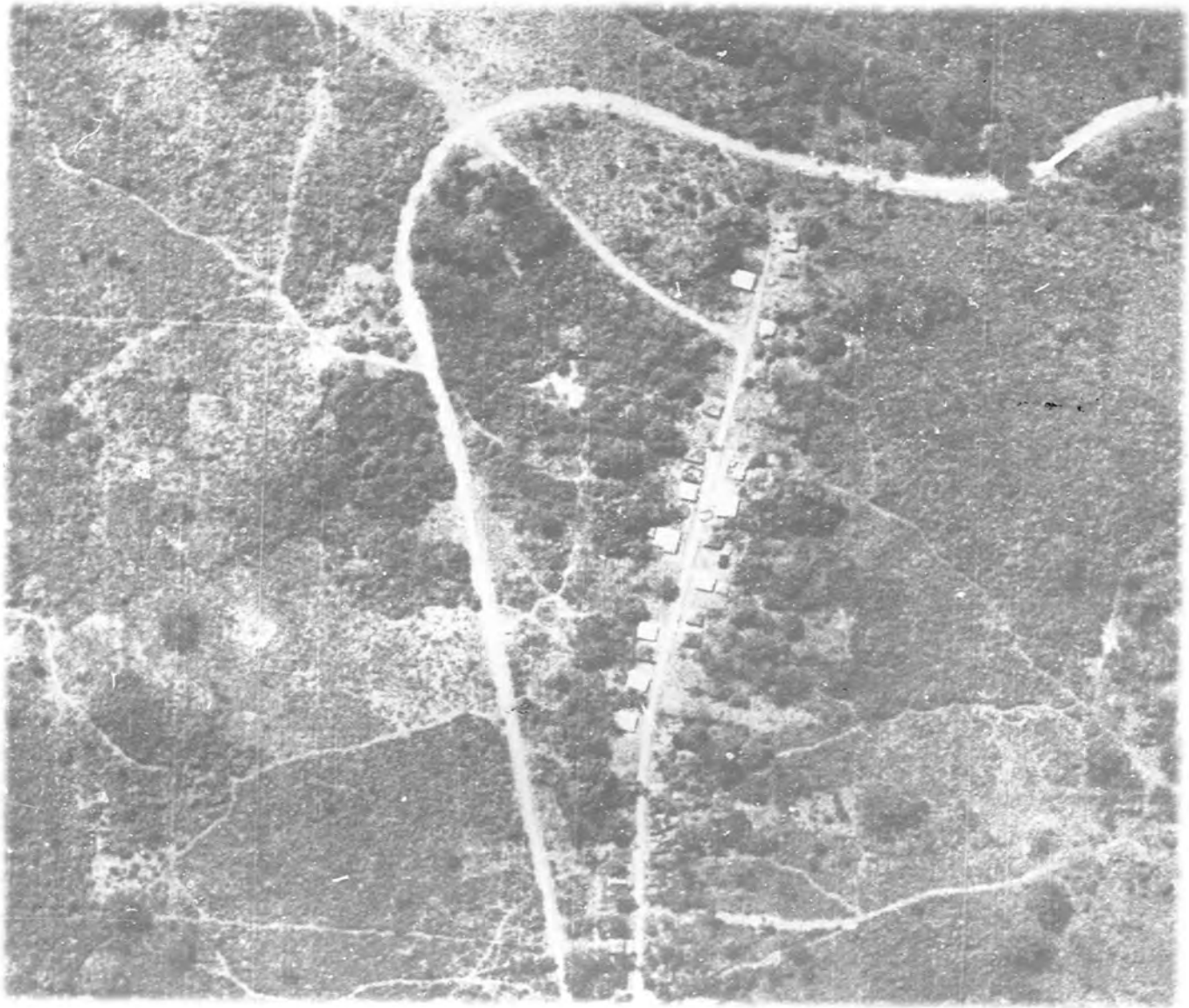
PE 4



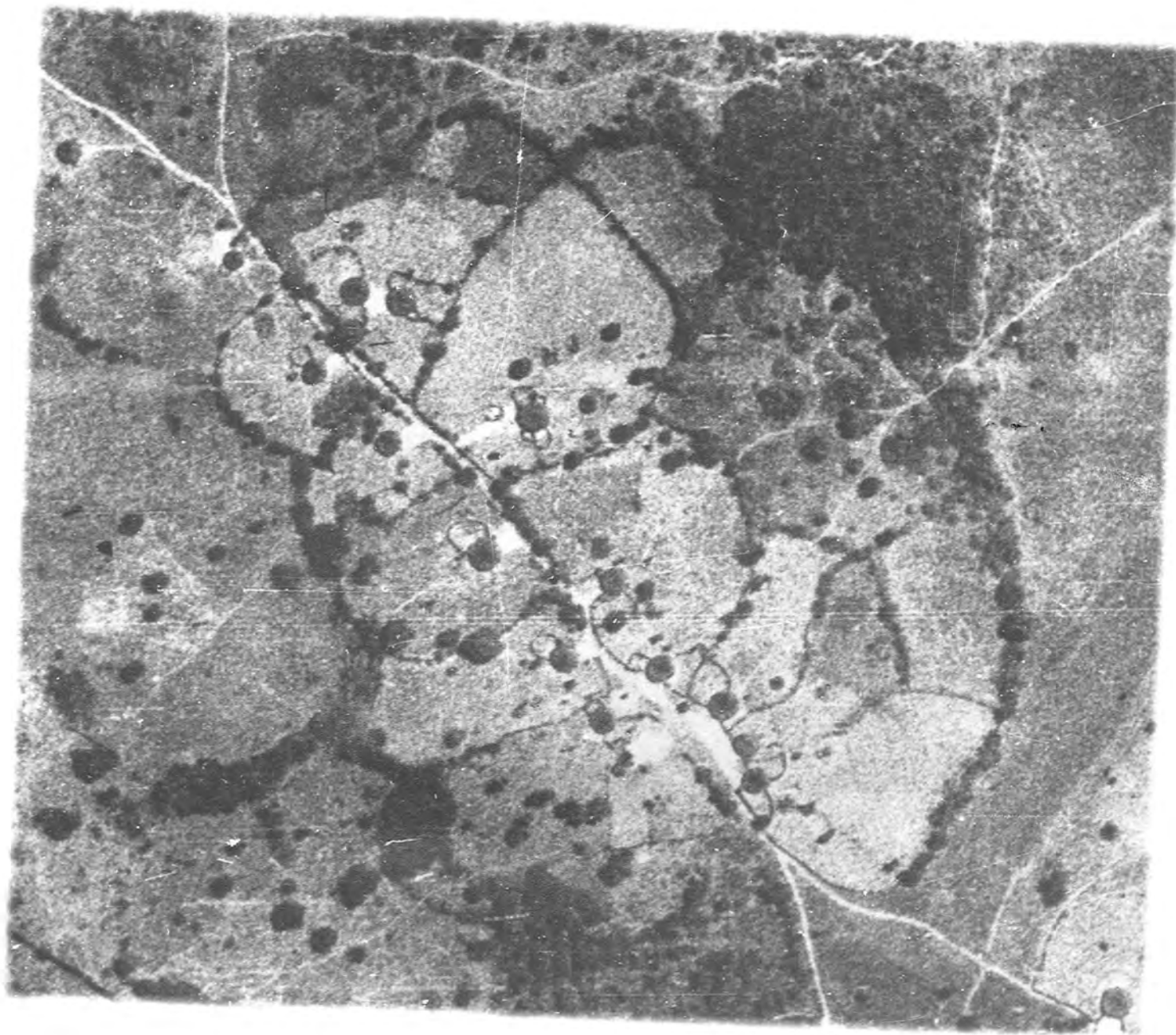
PE 5



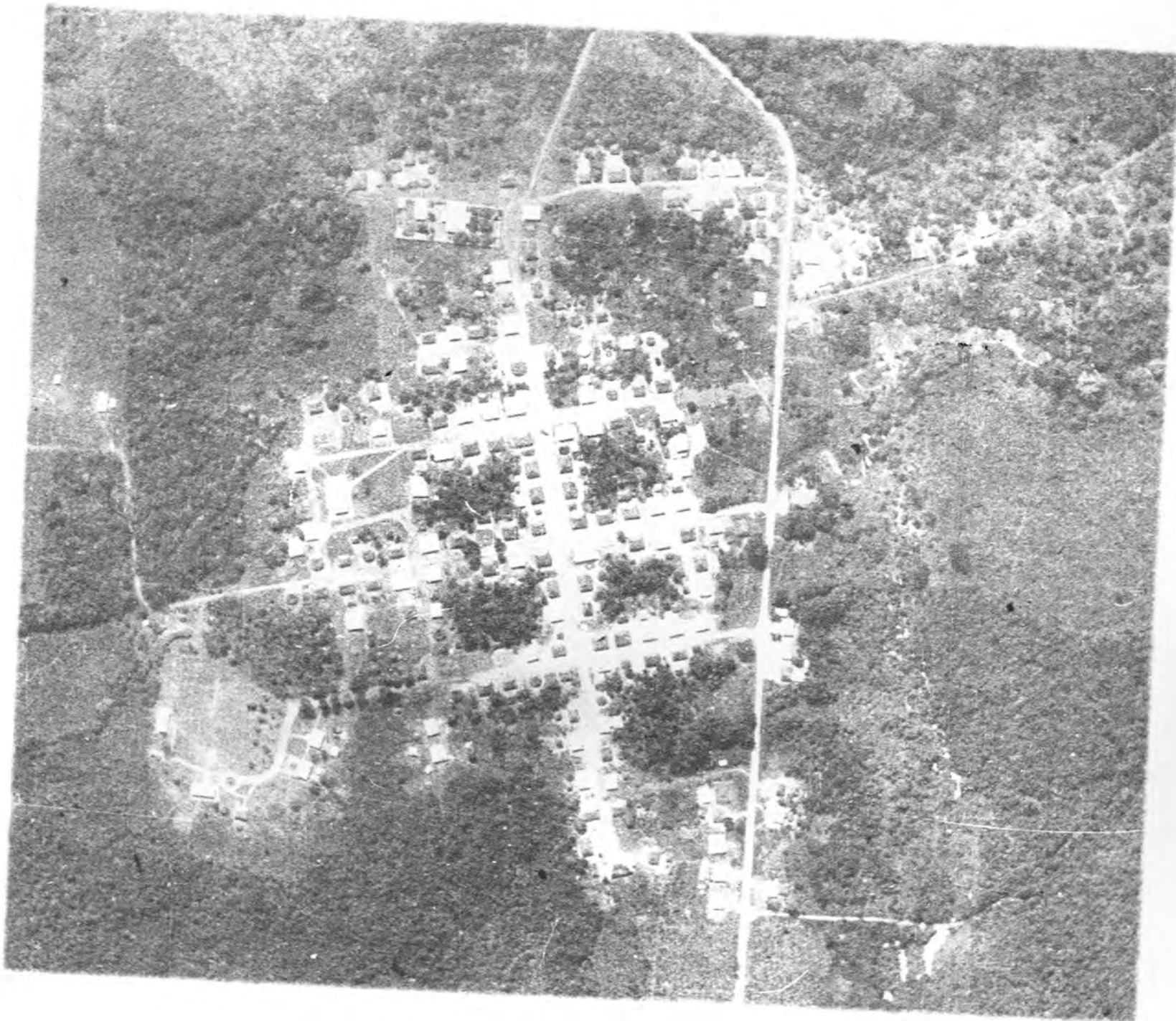
PE 6



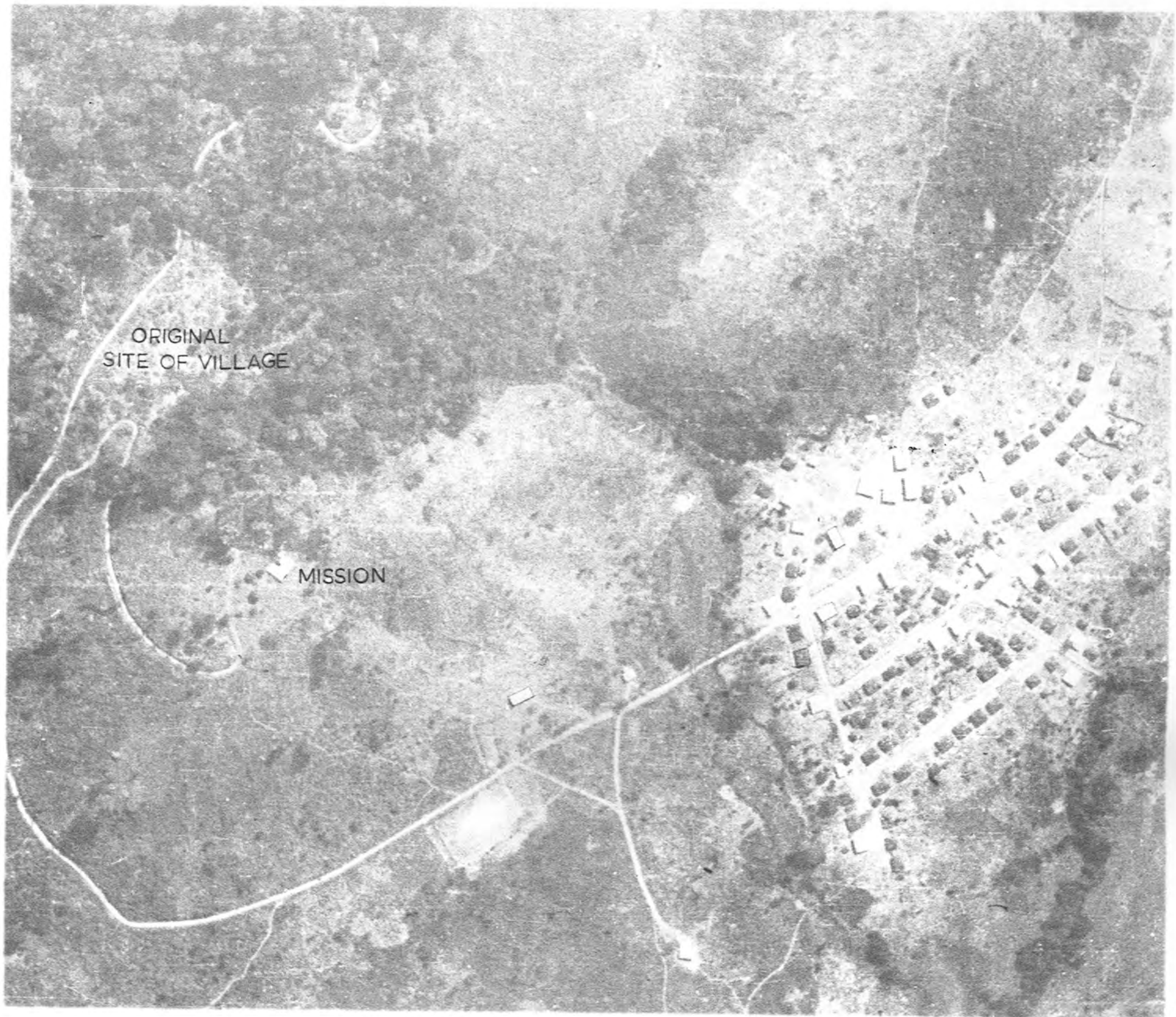
PE 7



PE 8



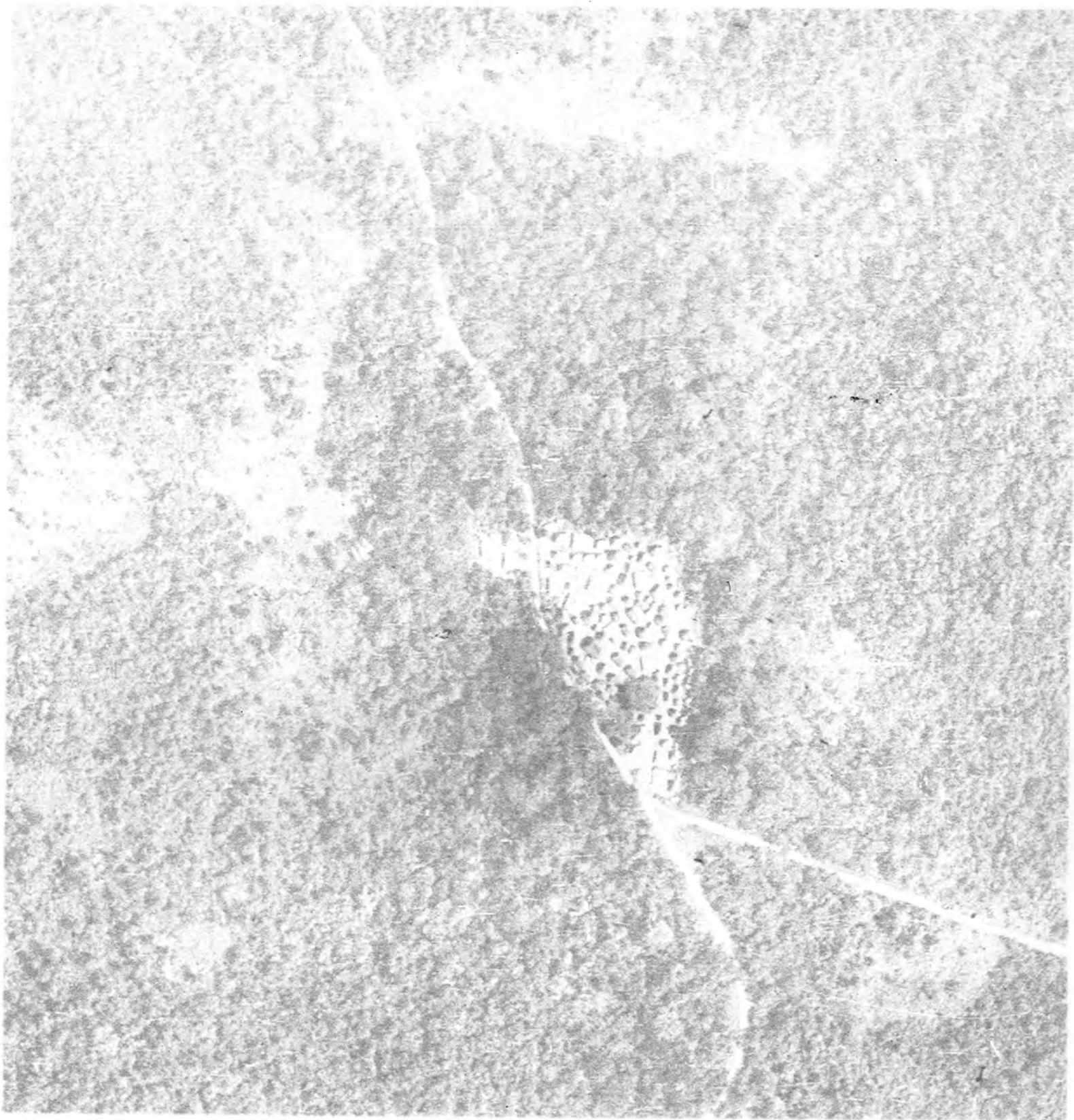
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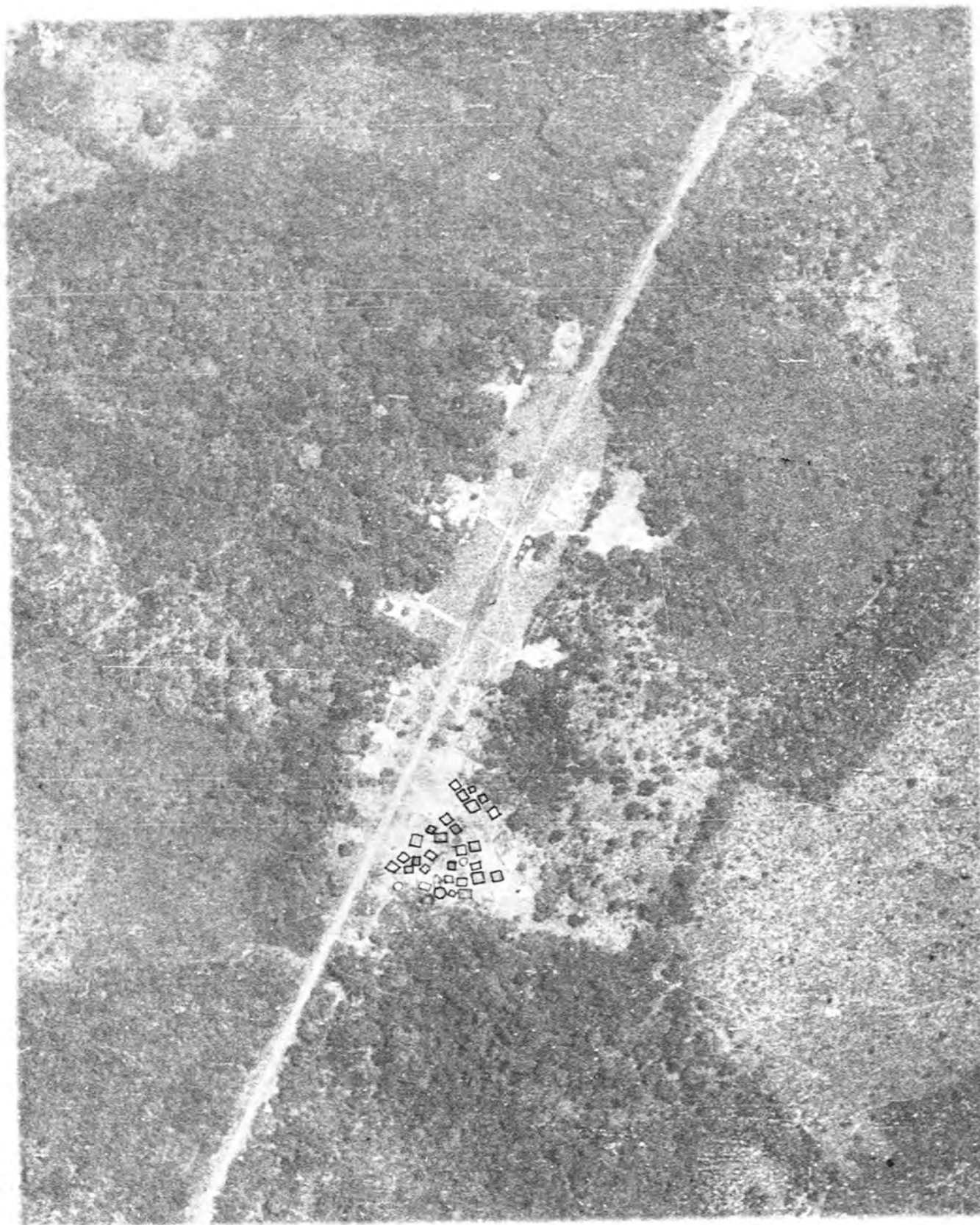
PE 10



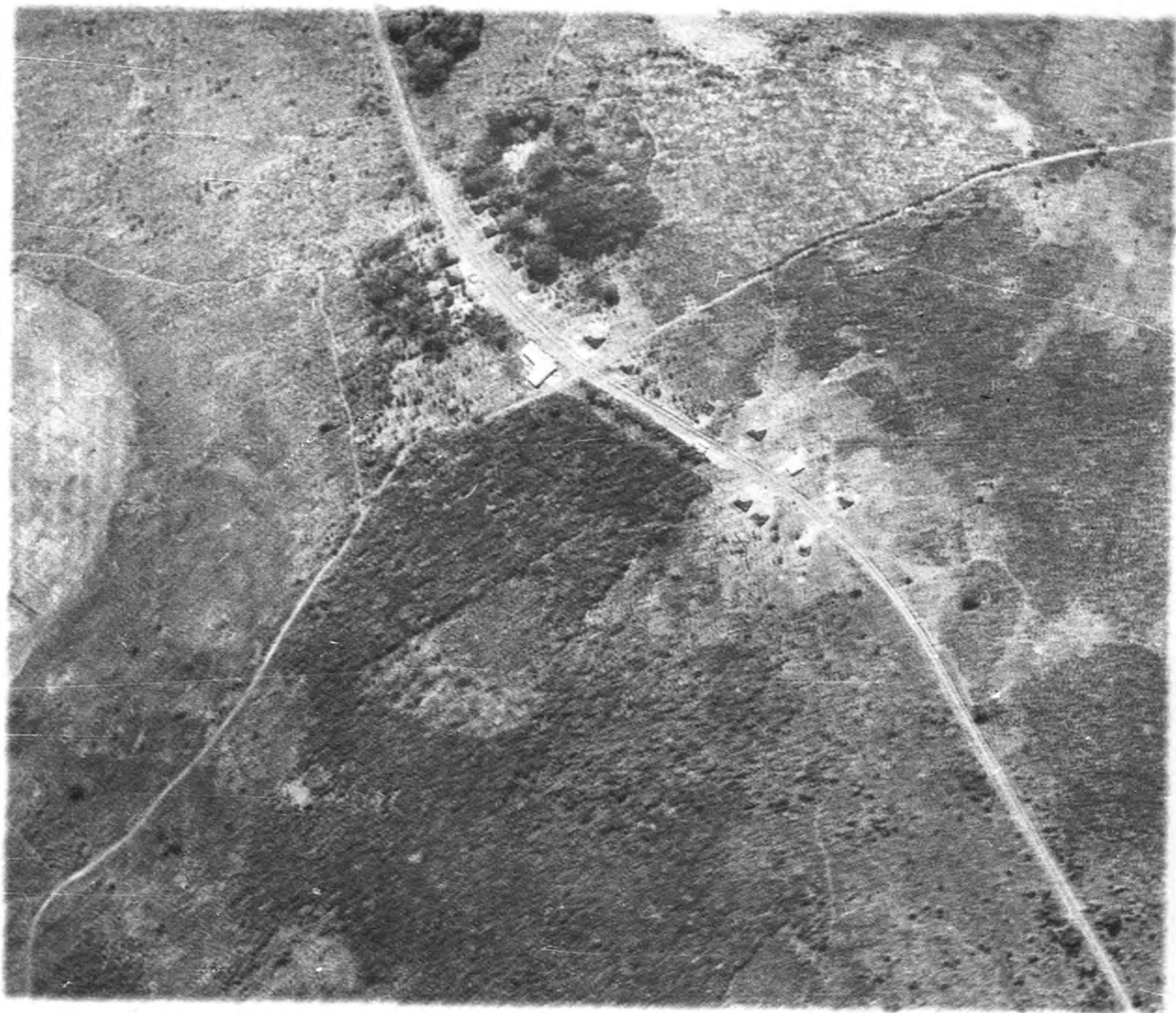
PE 11



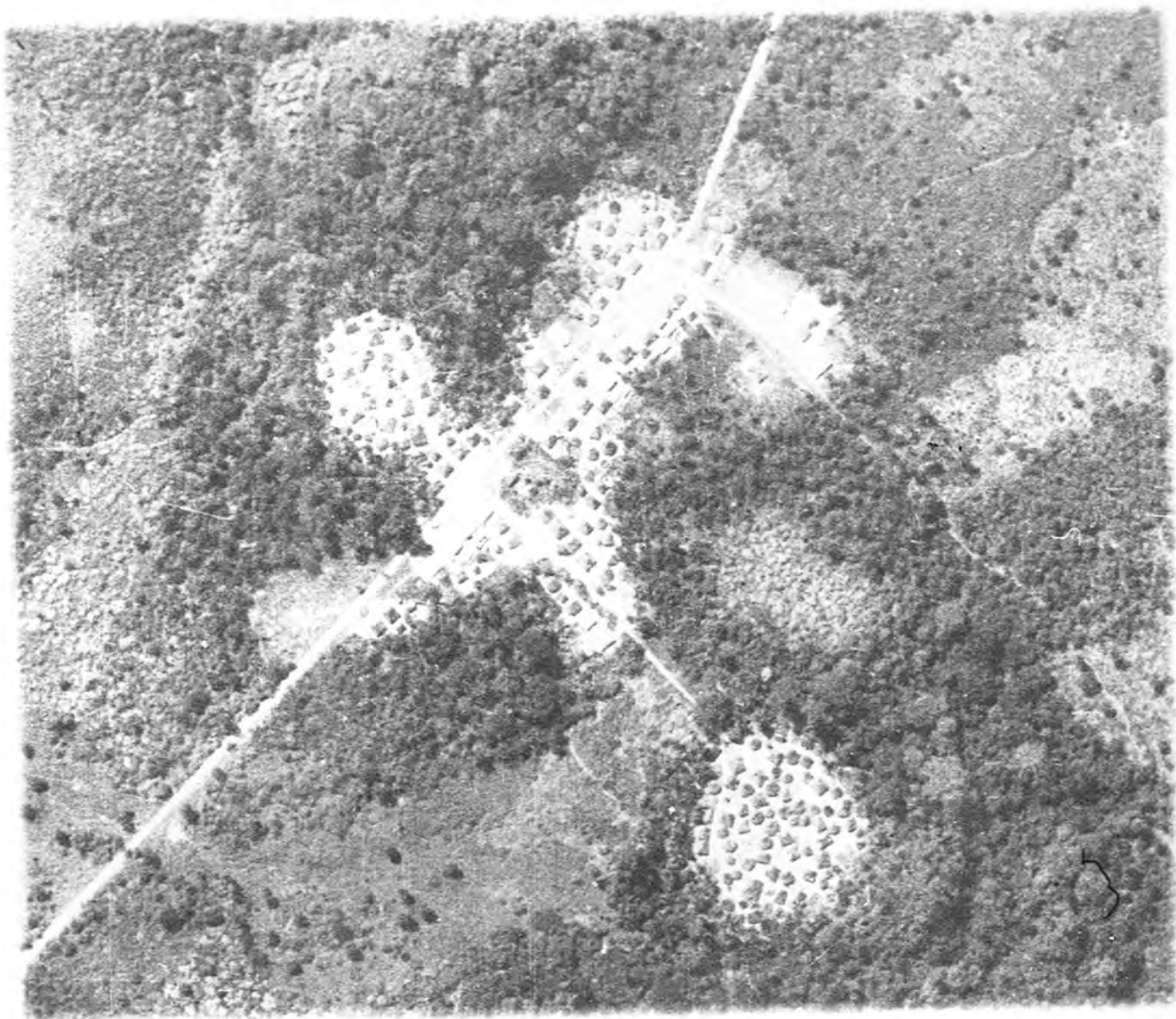
PE12



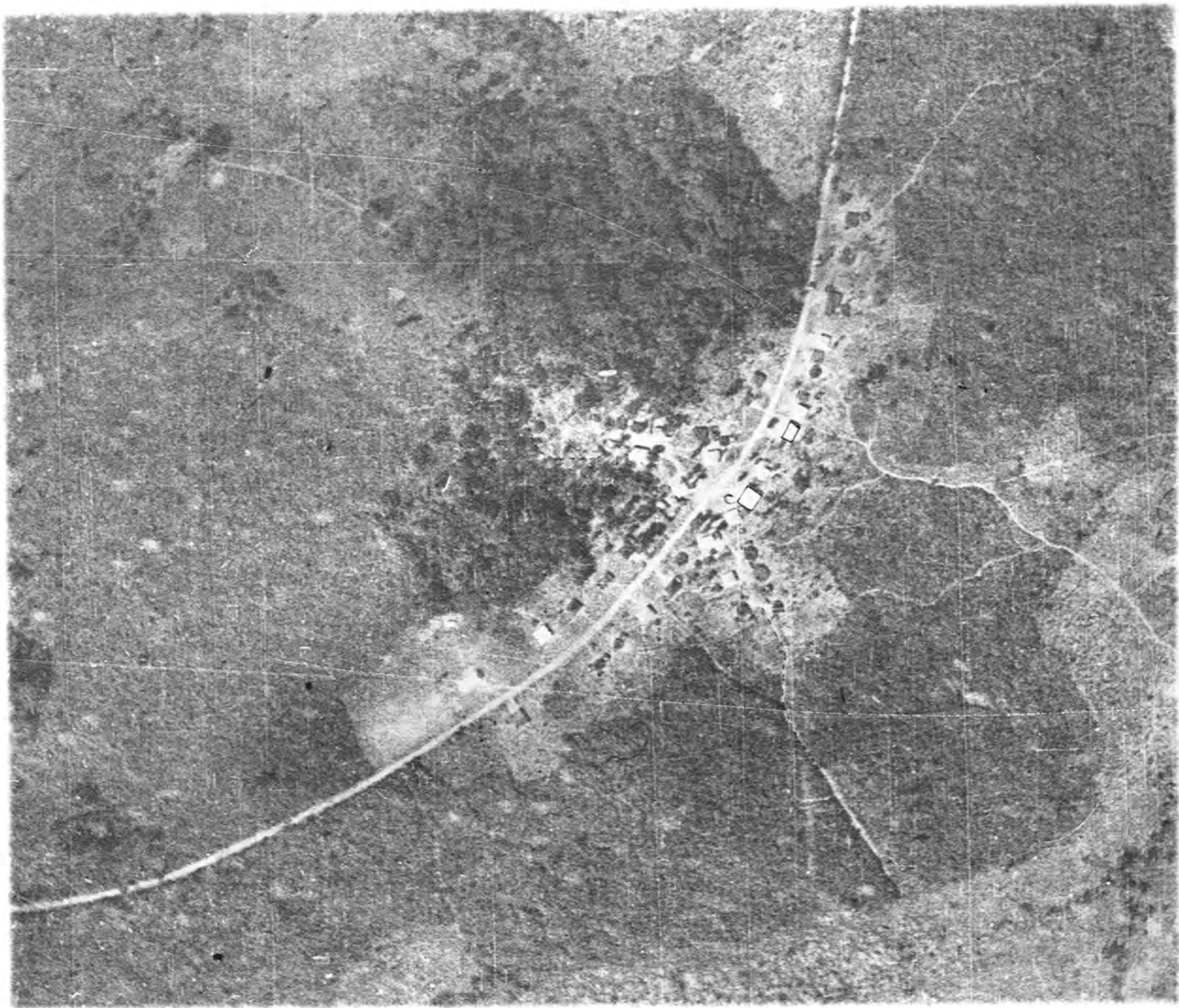
PE 13



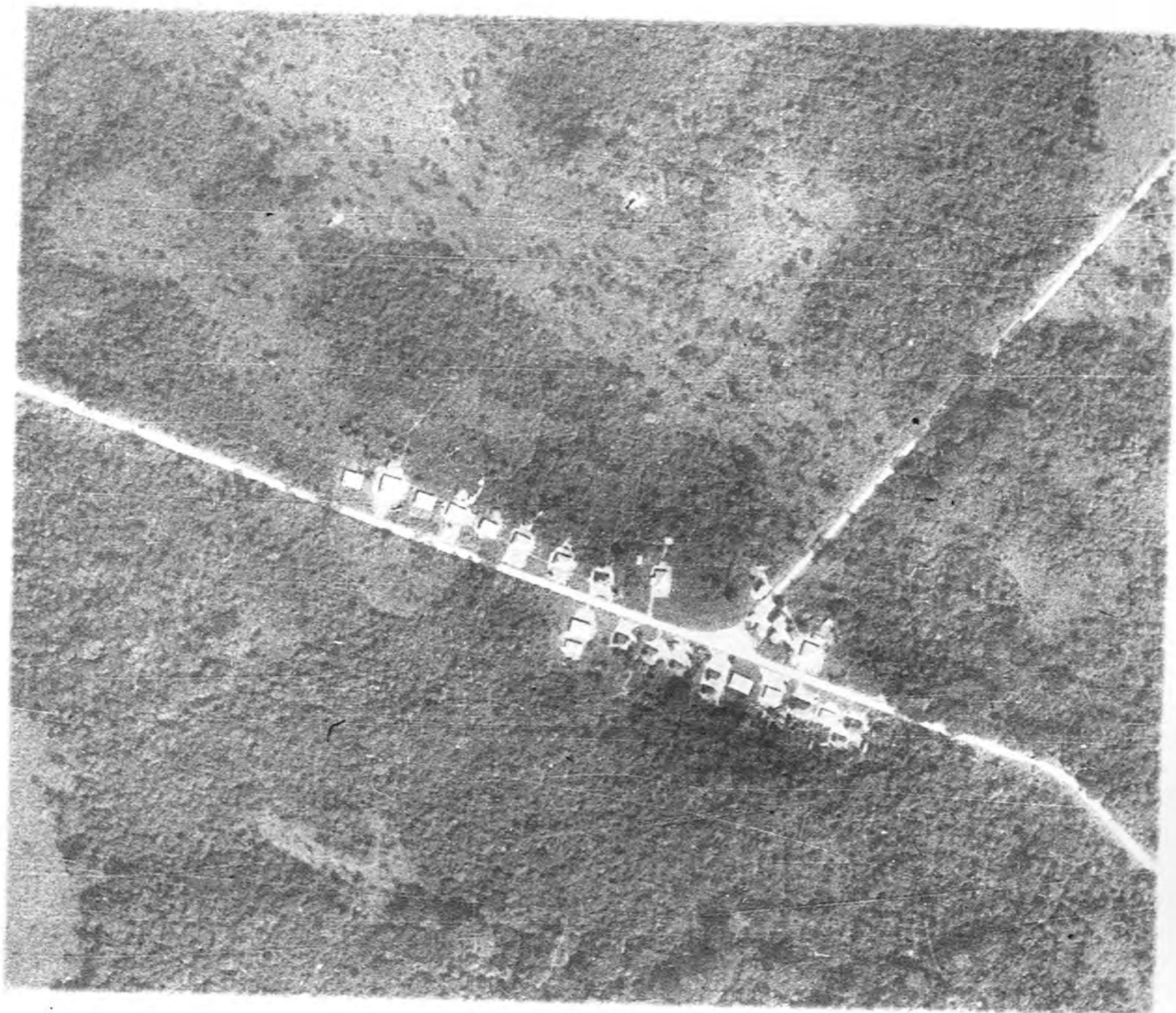
PE 14



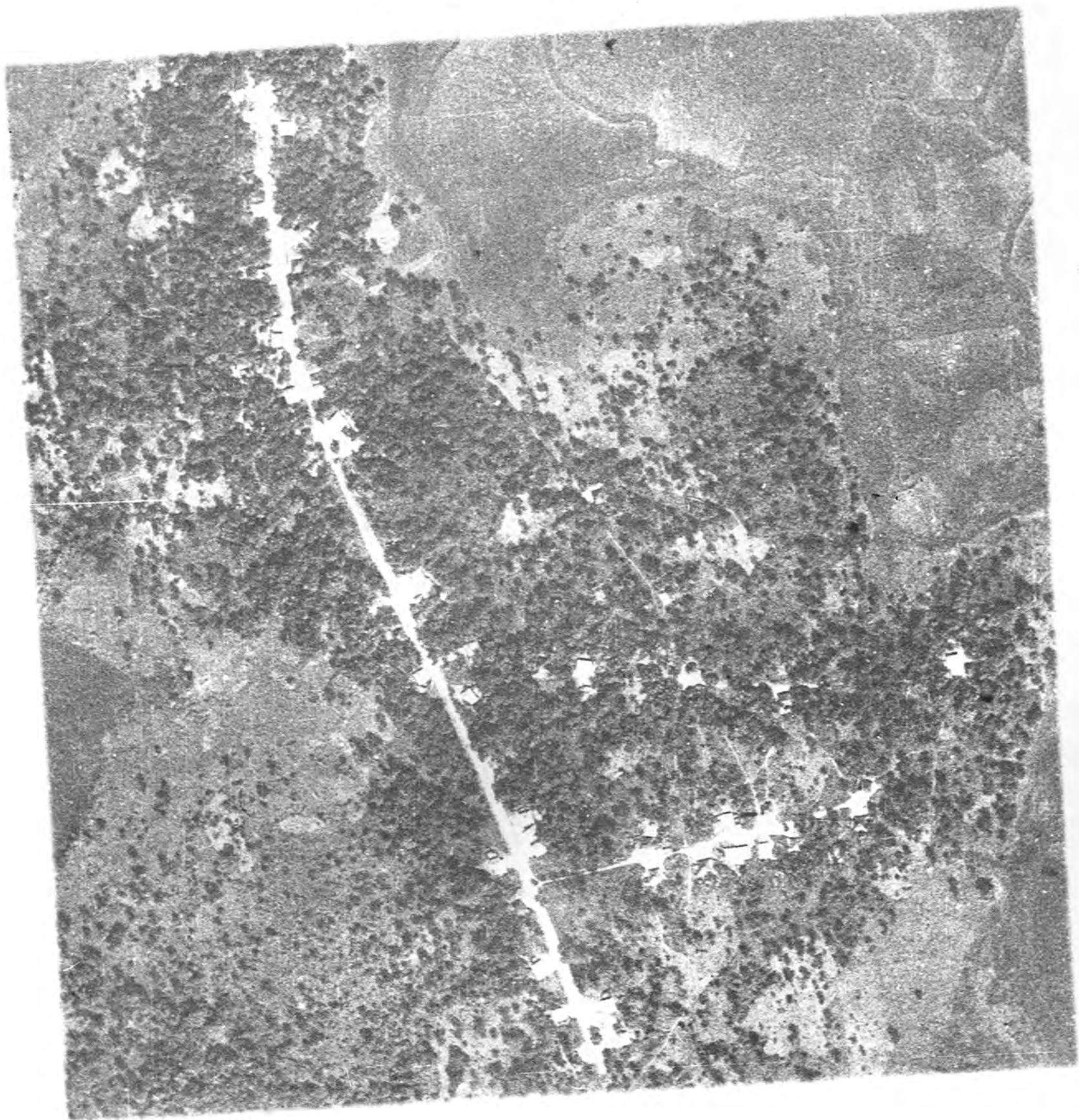
PE 15



PE 16



PE 17



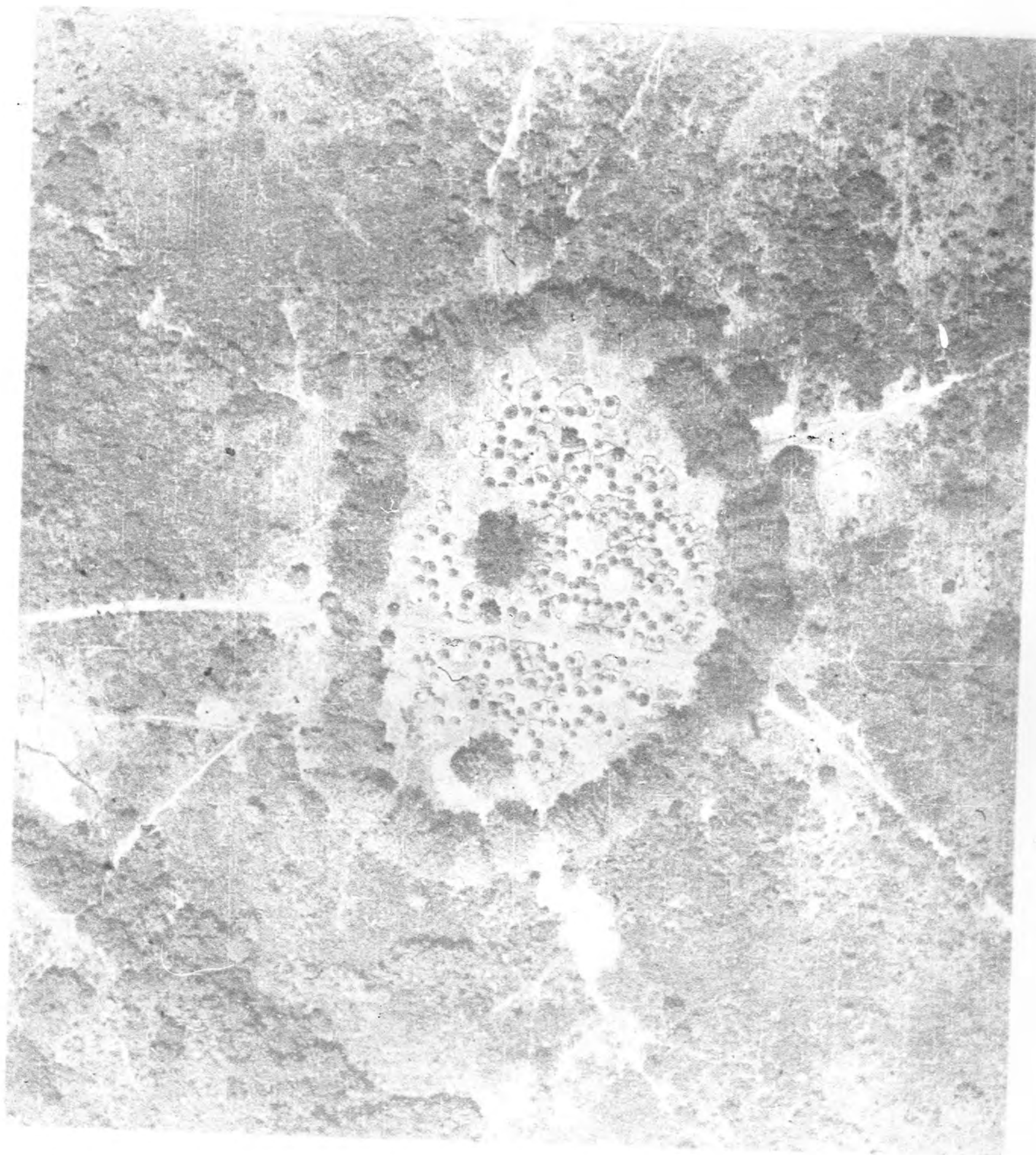
PE 18



PE 19



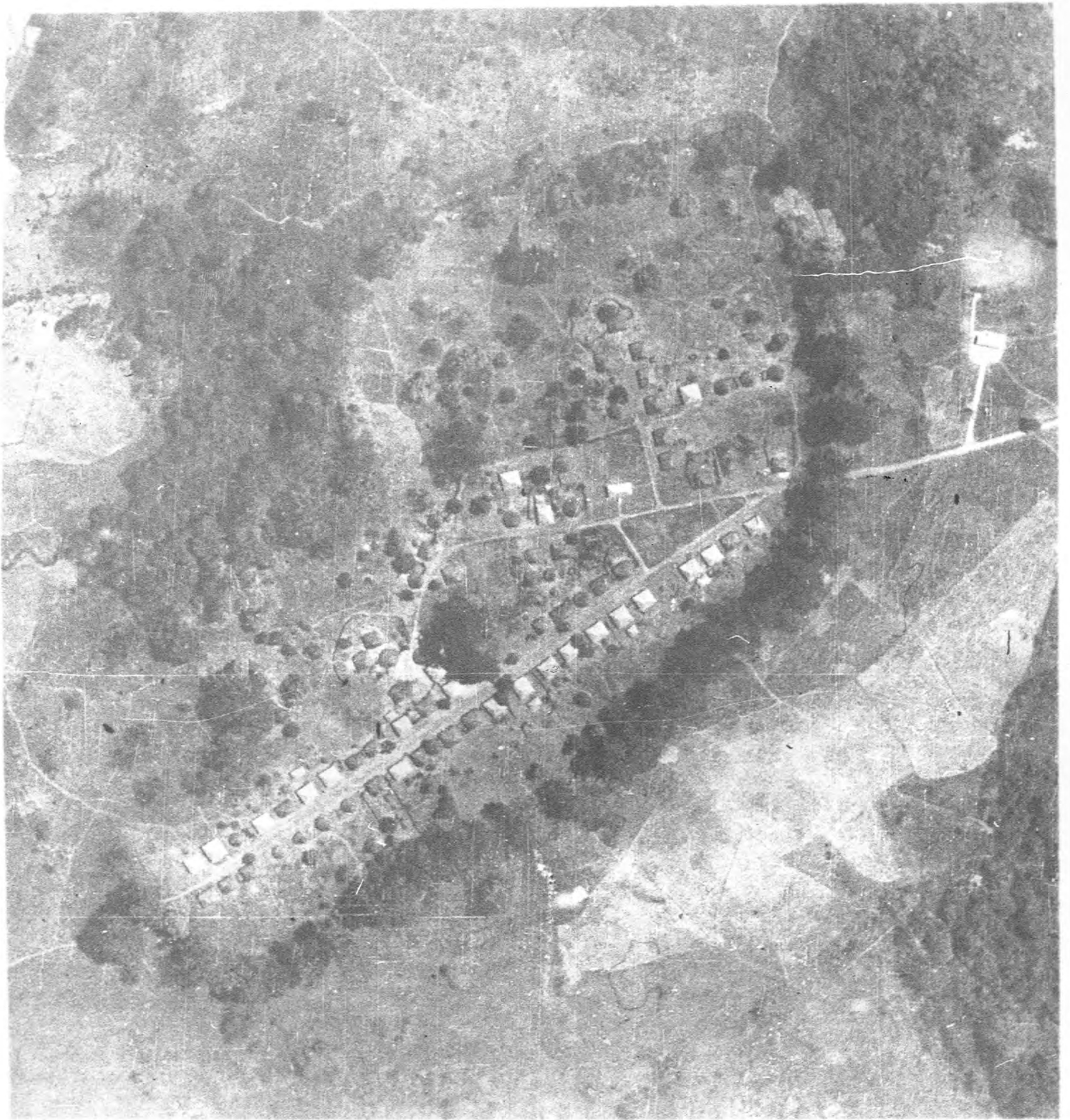
PE 20



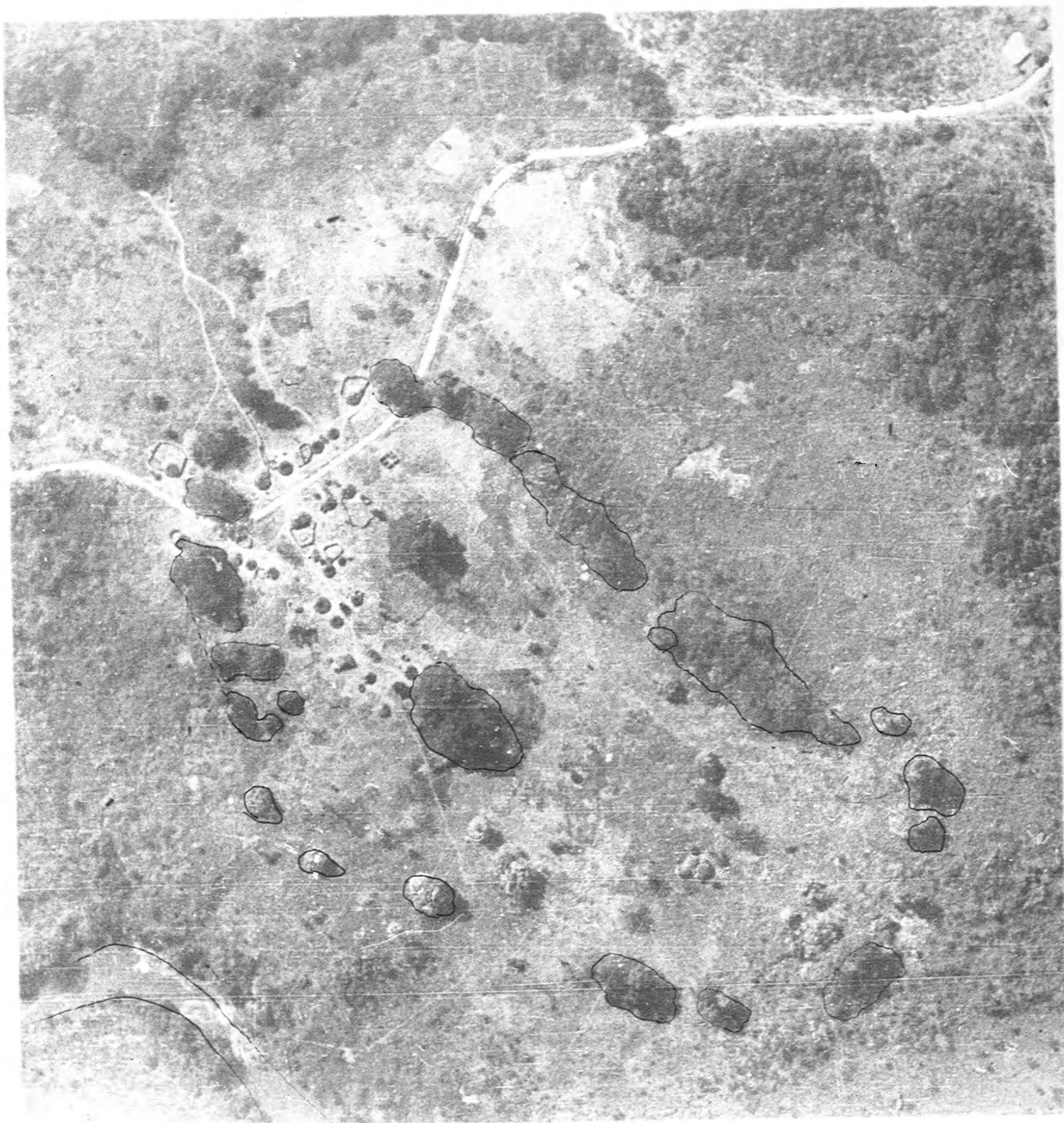
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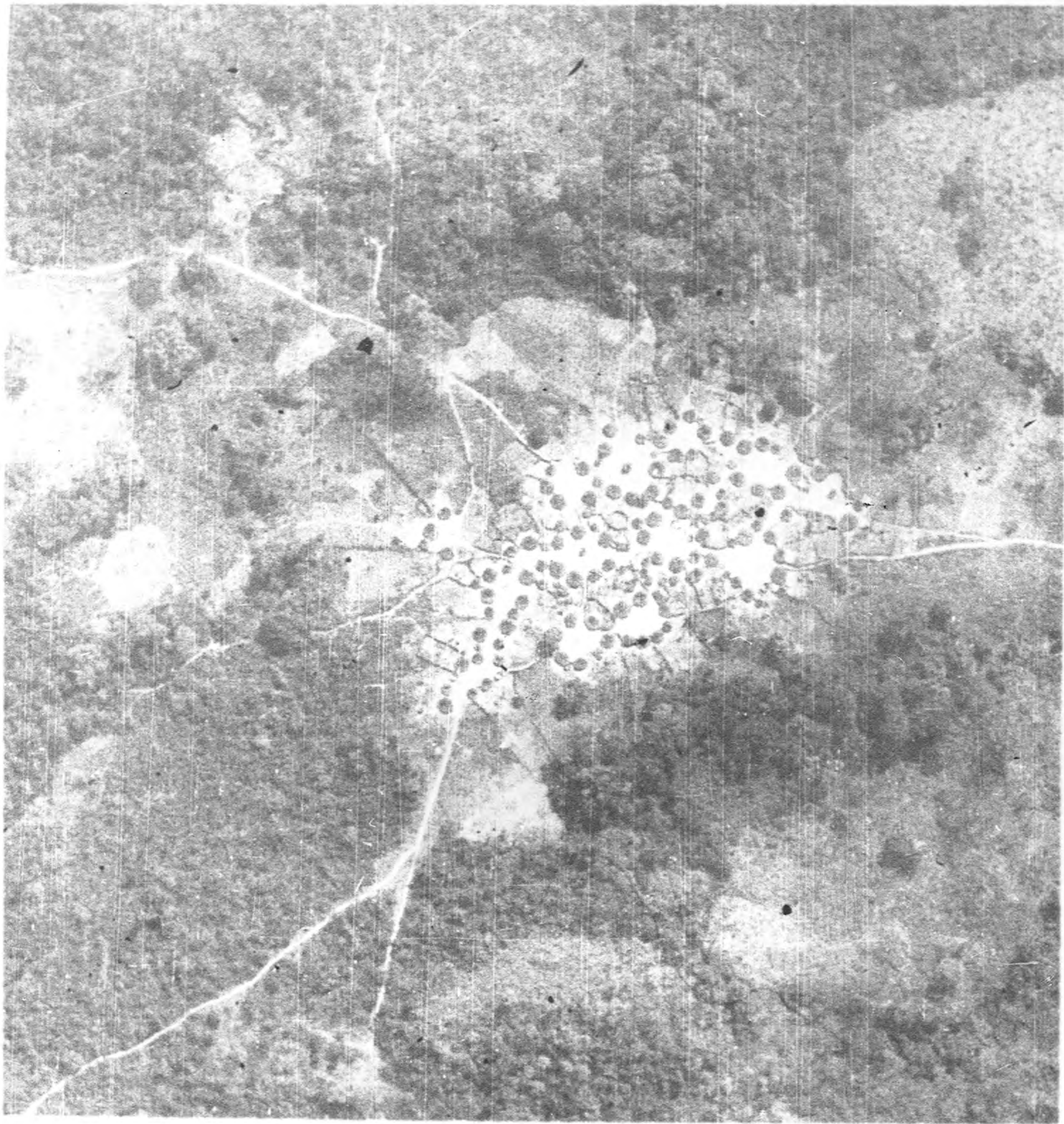
PE 22



PE 23



PE 24

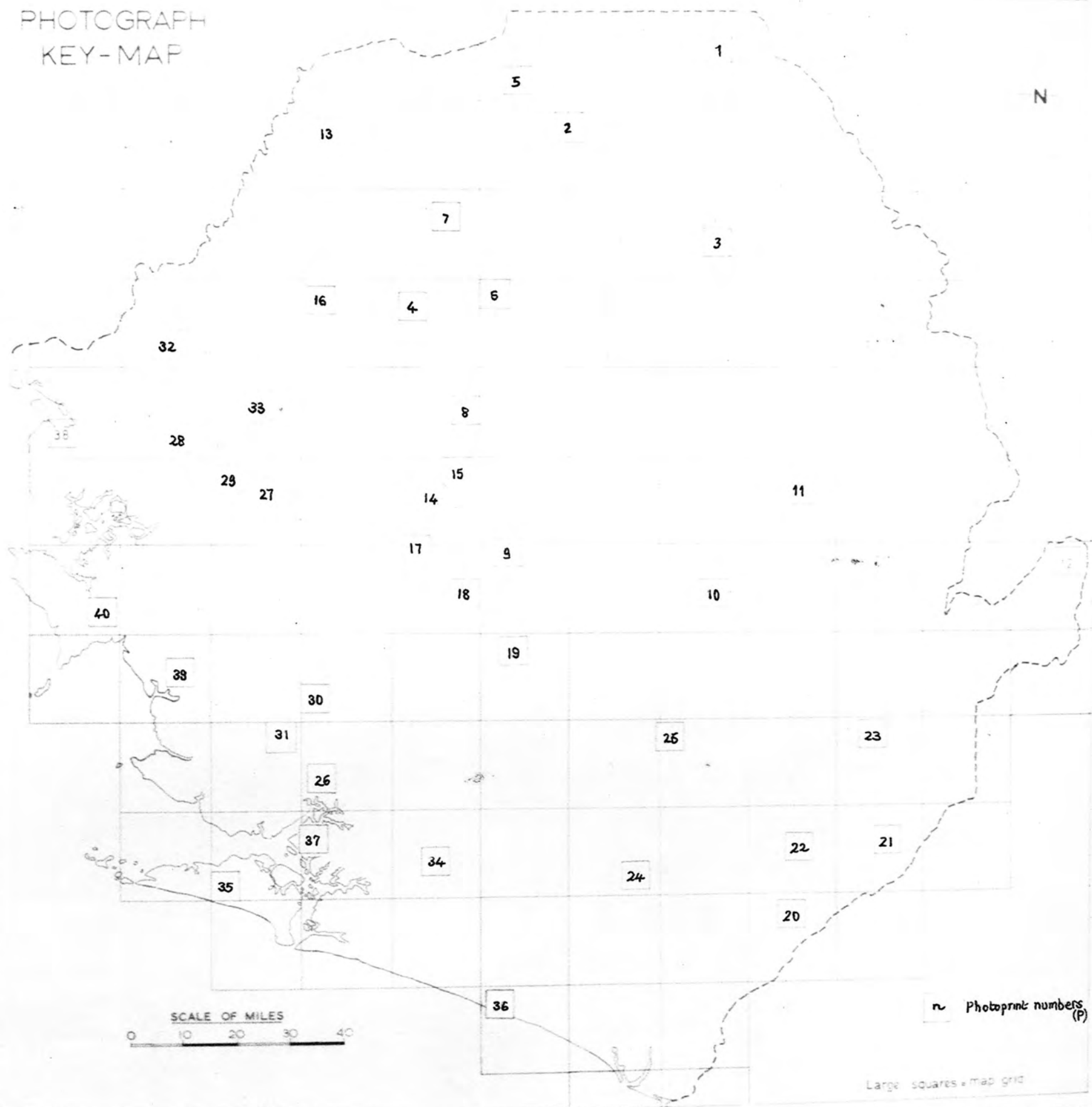


PE 25

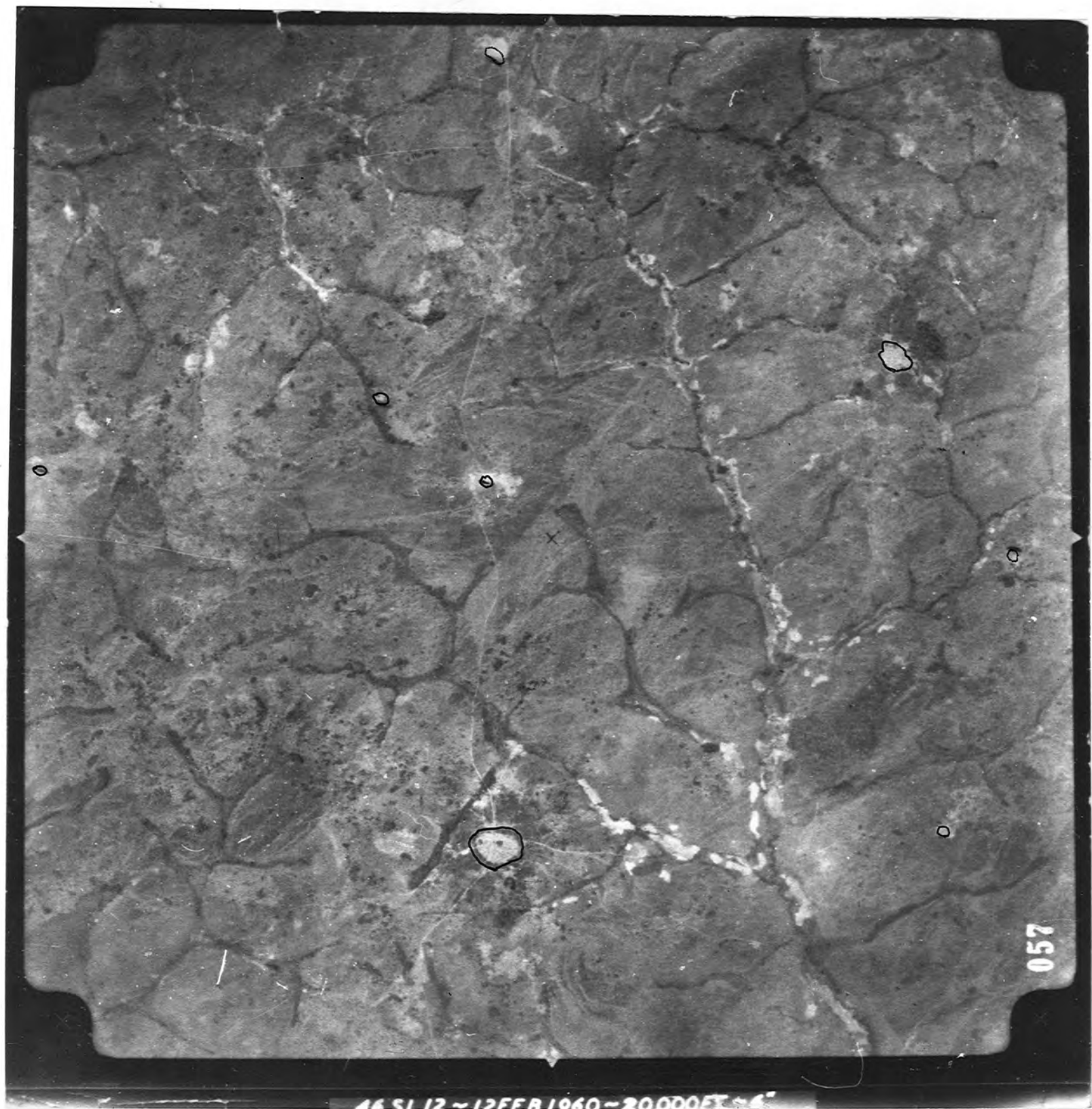


AERIAL
PHOTOGRAPHS
(P)

PHOTOGRAPH
KEY-MAP



P1



057

46 SL 12 ~ 12 FEB 1960 - 2000057 ~ 6

P2

070

446SL 9~11 FEB 1960~20,000 FT~6"

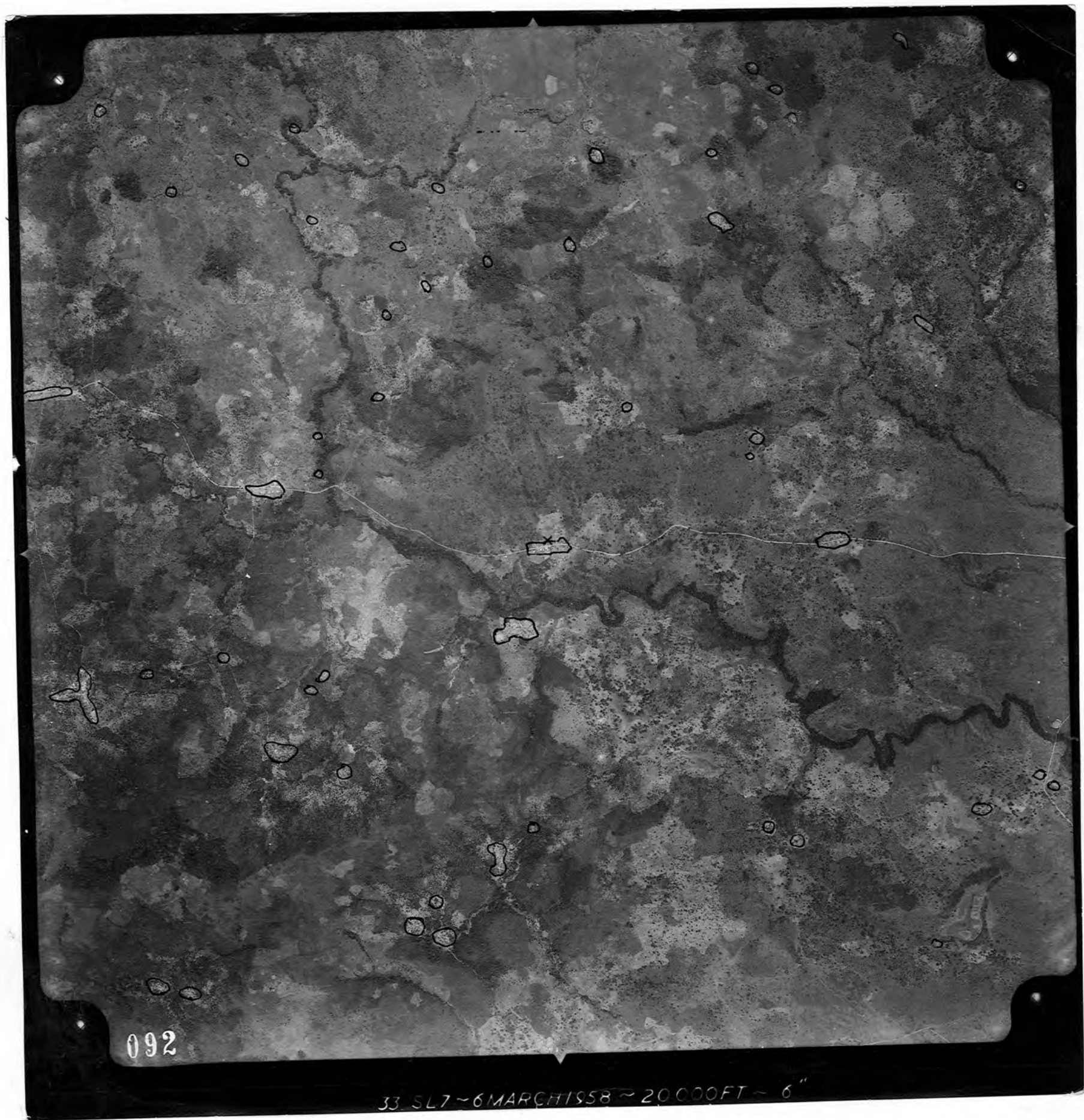
P3



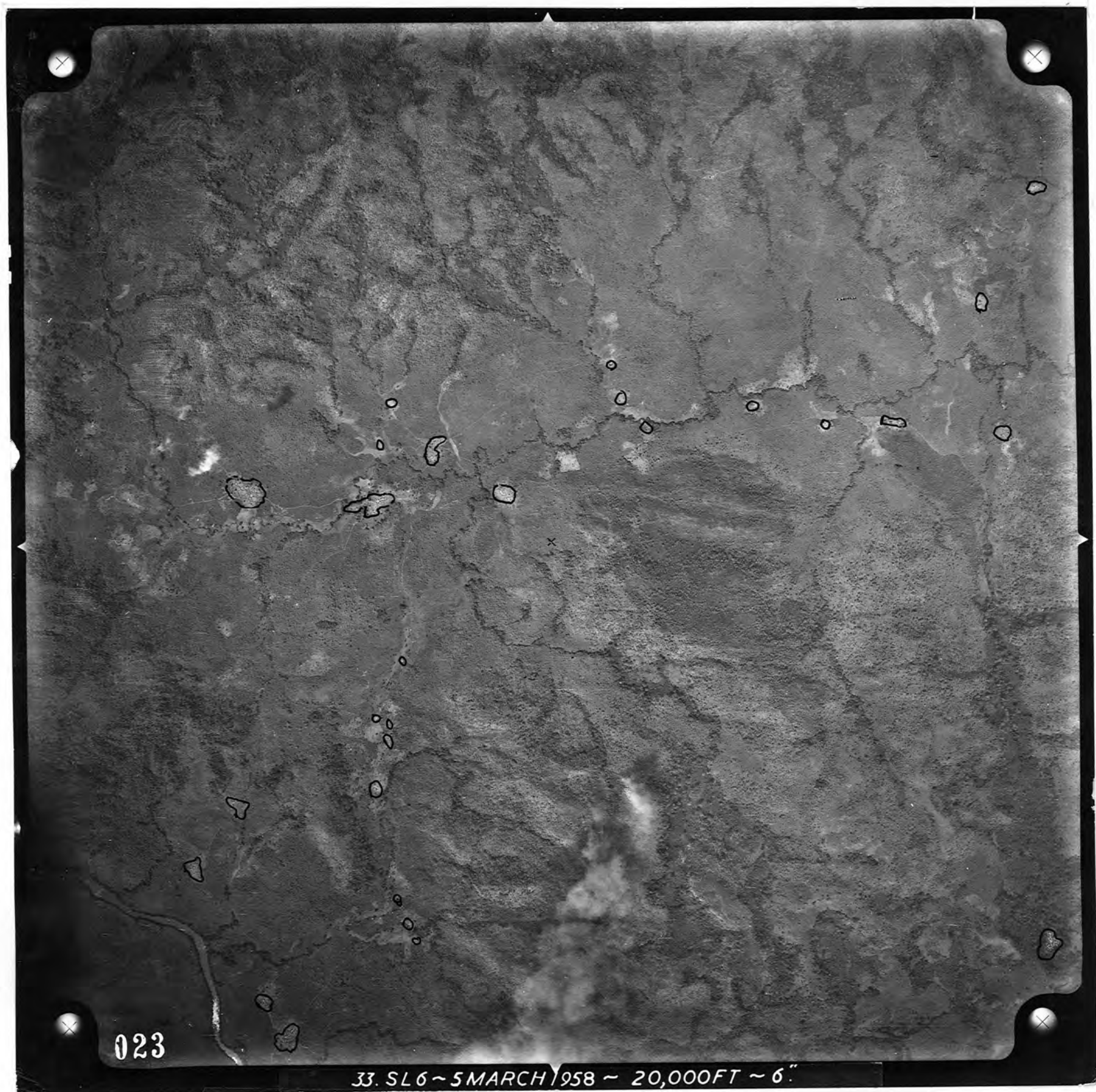
070

46 SL 10 ~ 11 FEB 1960 ~ 20,000 FT ~ 6"

P4



P5



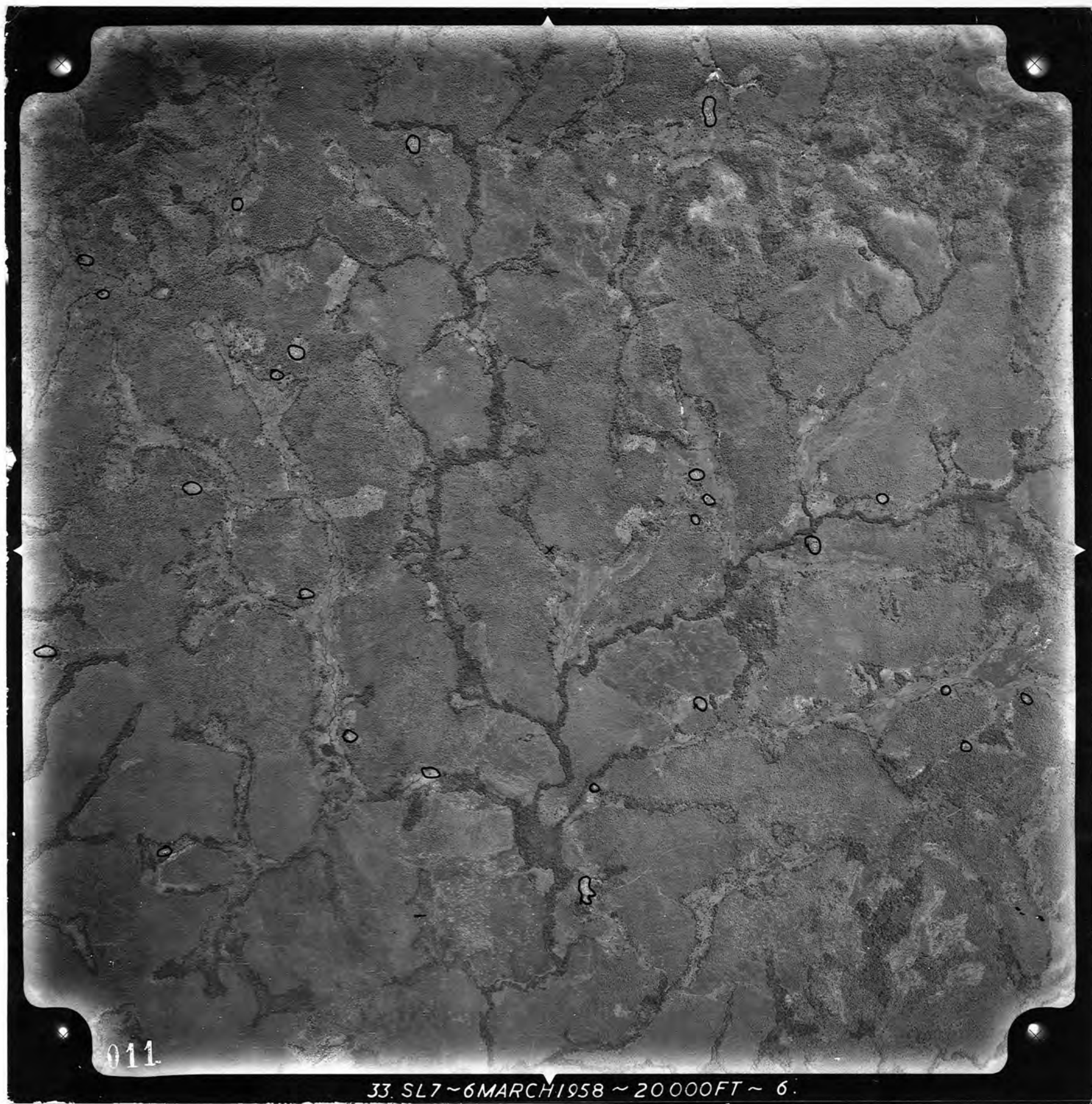
023

33. SL 6 ~ 5 MARCH 1958 ~ 20,000 FT ~ 6"

P6



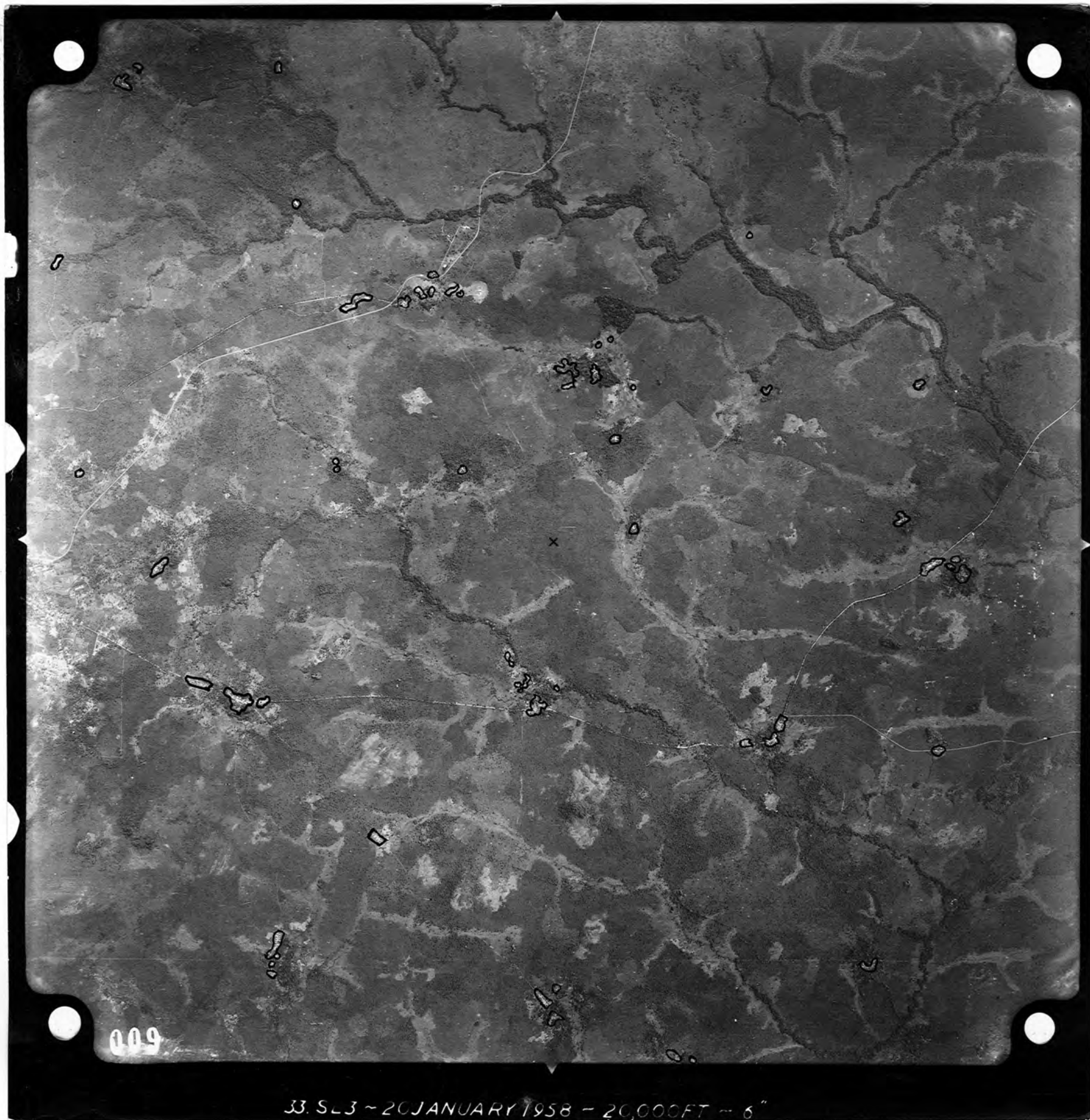
P7



011

33. SL7 ~ 6 MARCH 1958 ~ 20 000 FT ~ 6.

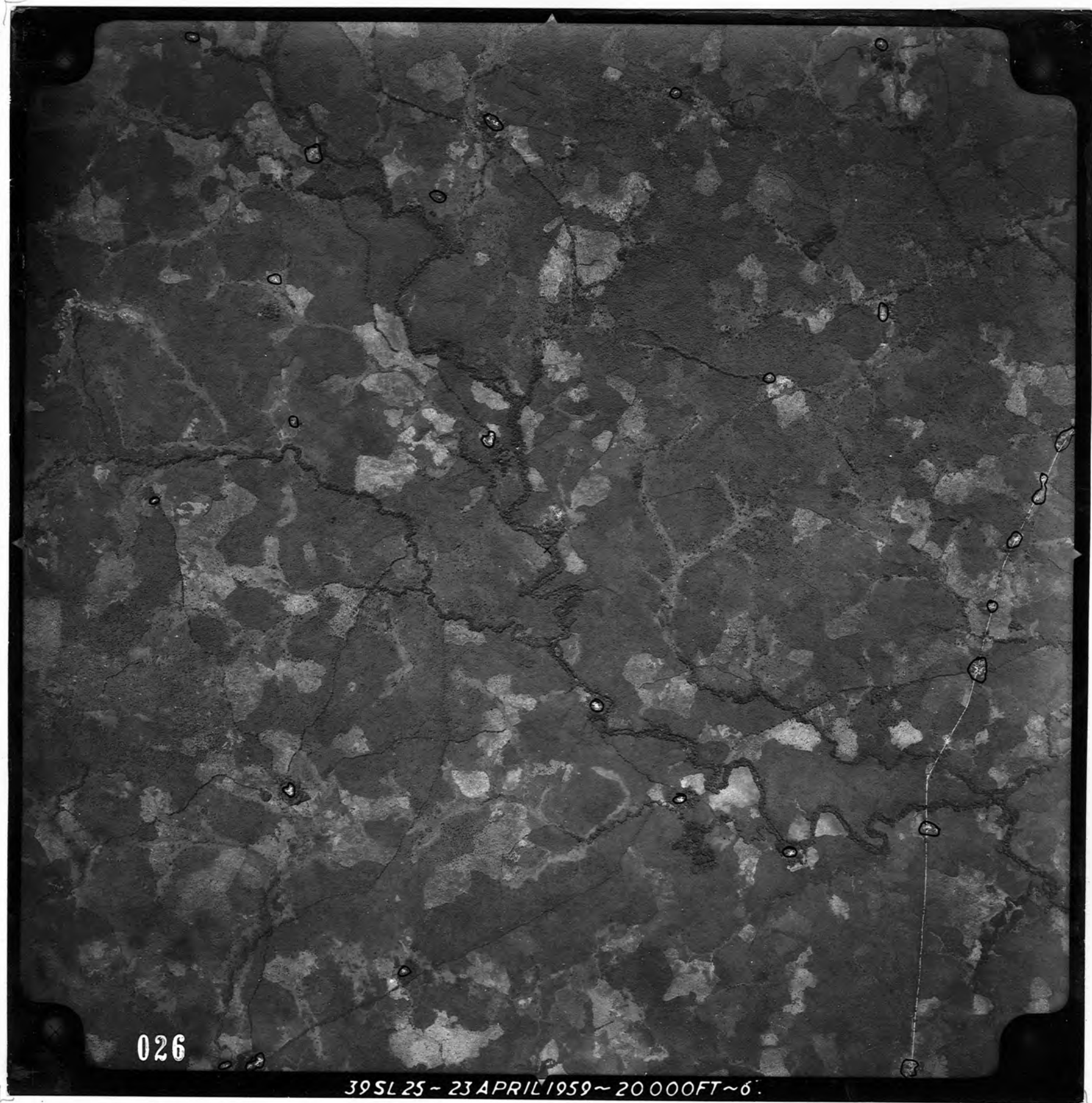
P8



009

33. SL3 ~ 20 JANUARY 1958 ~ 20,000 FT ~ 6"

P9



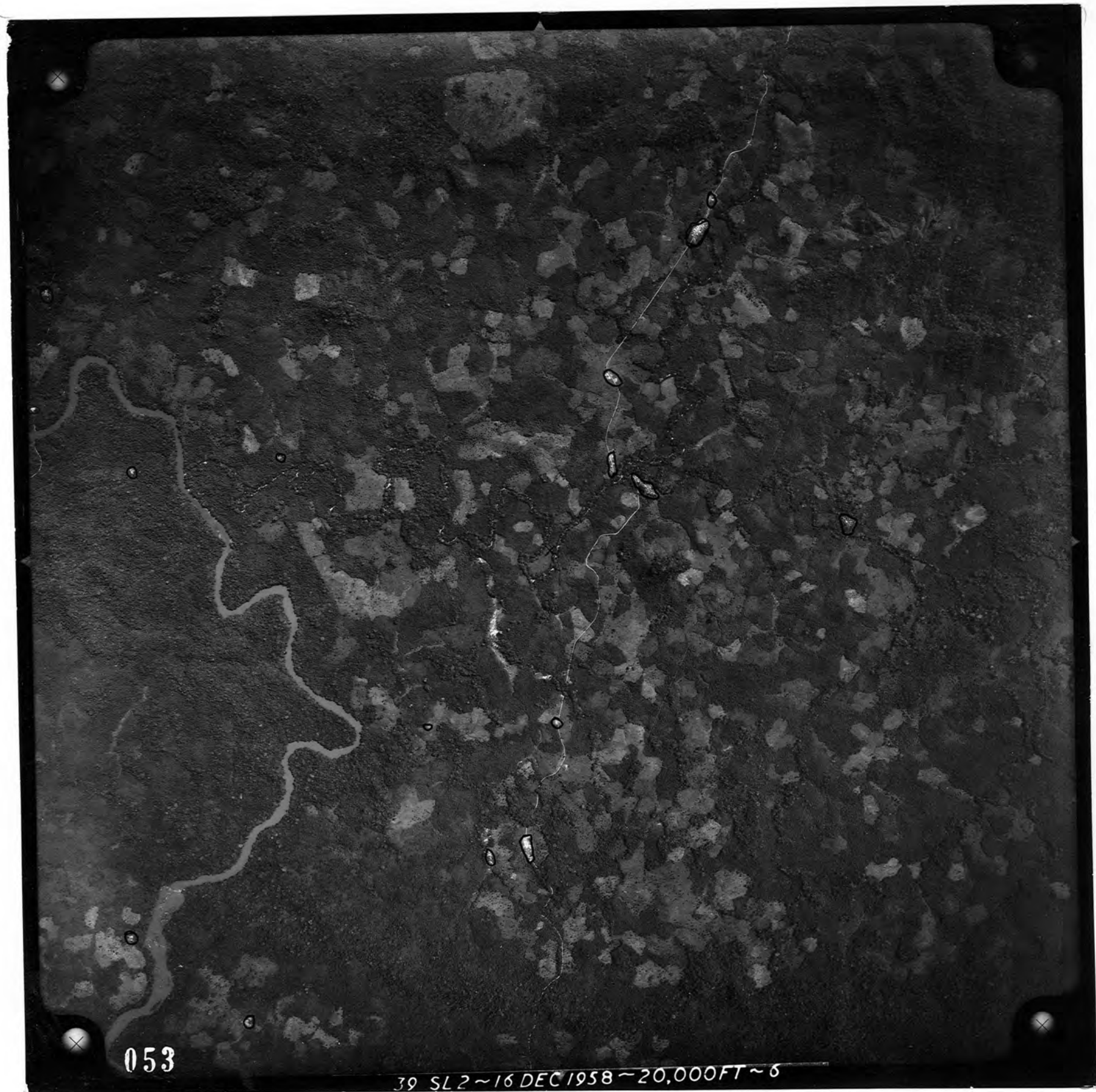
026

39SL25 - 23 APRIL 1959 - 20000FT - 6.

P10



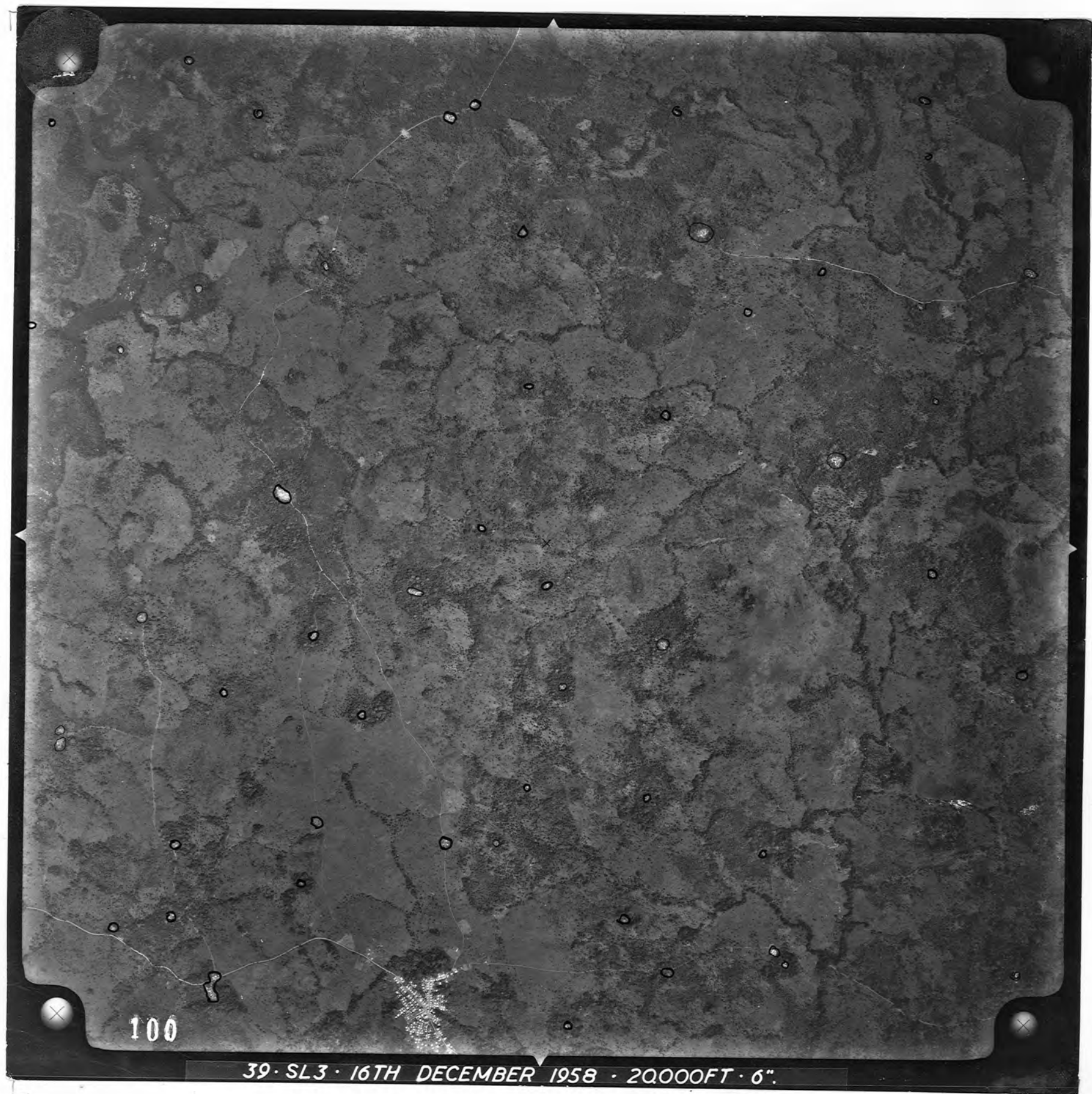
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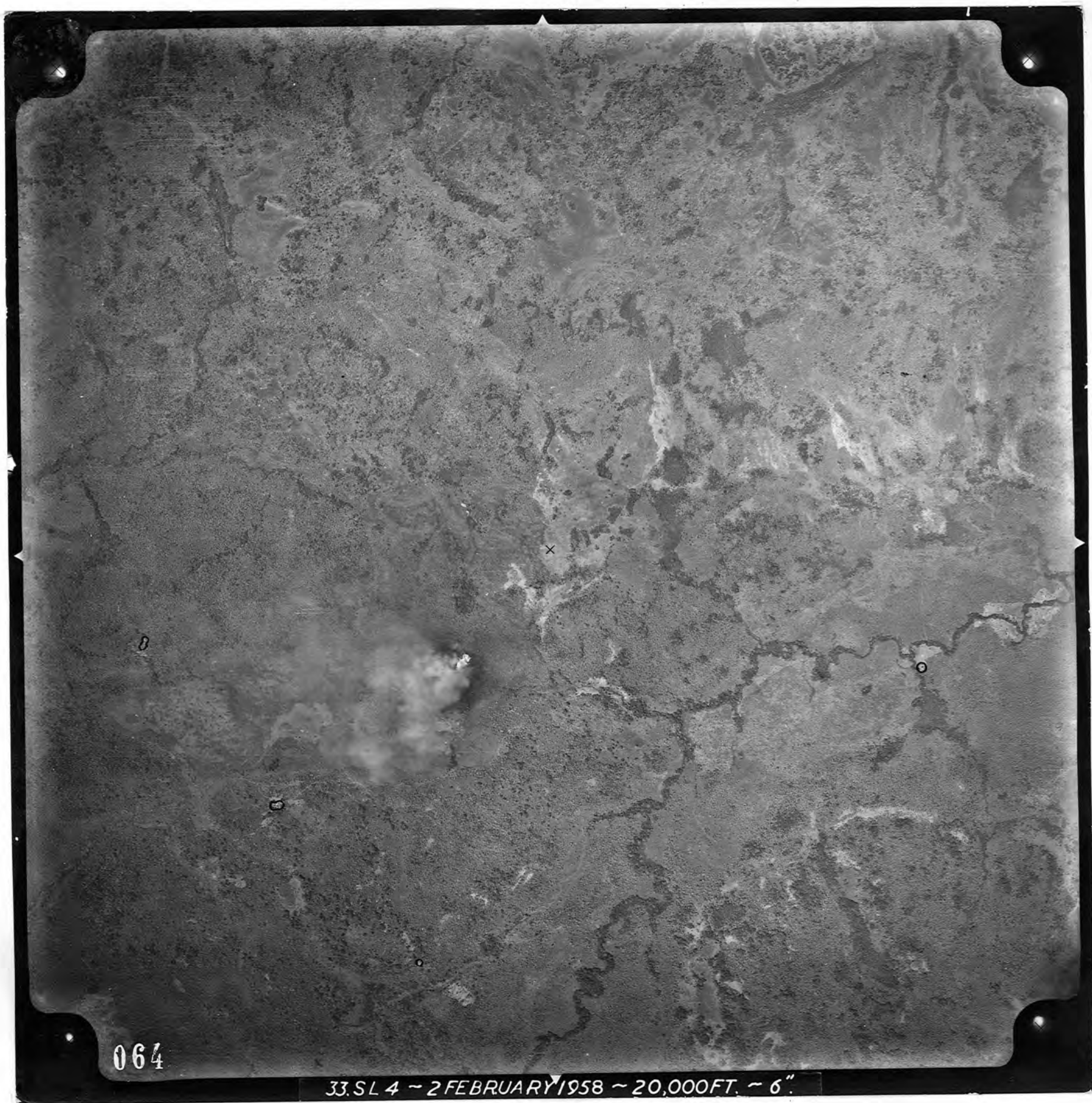
053

39 SL2 ~ 16 DEC 1958 ~ 20,000 FT ~ 6

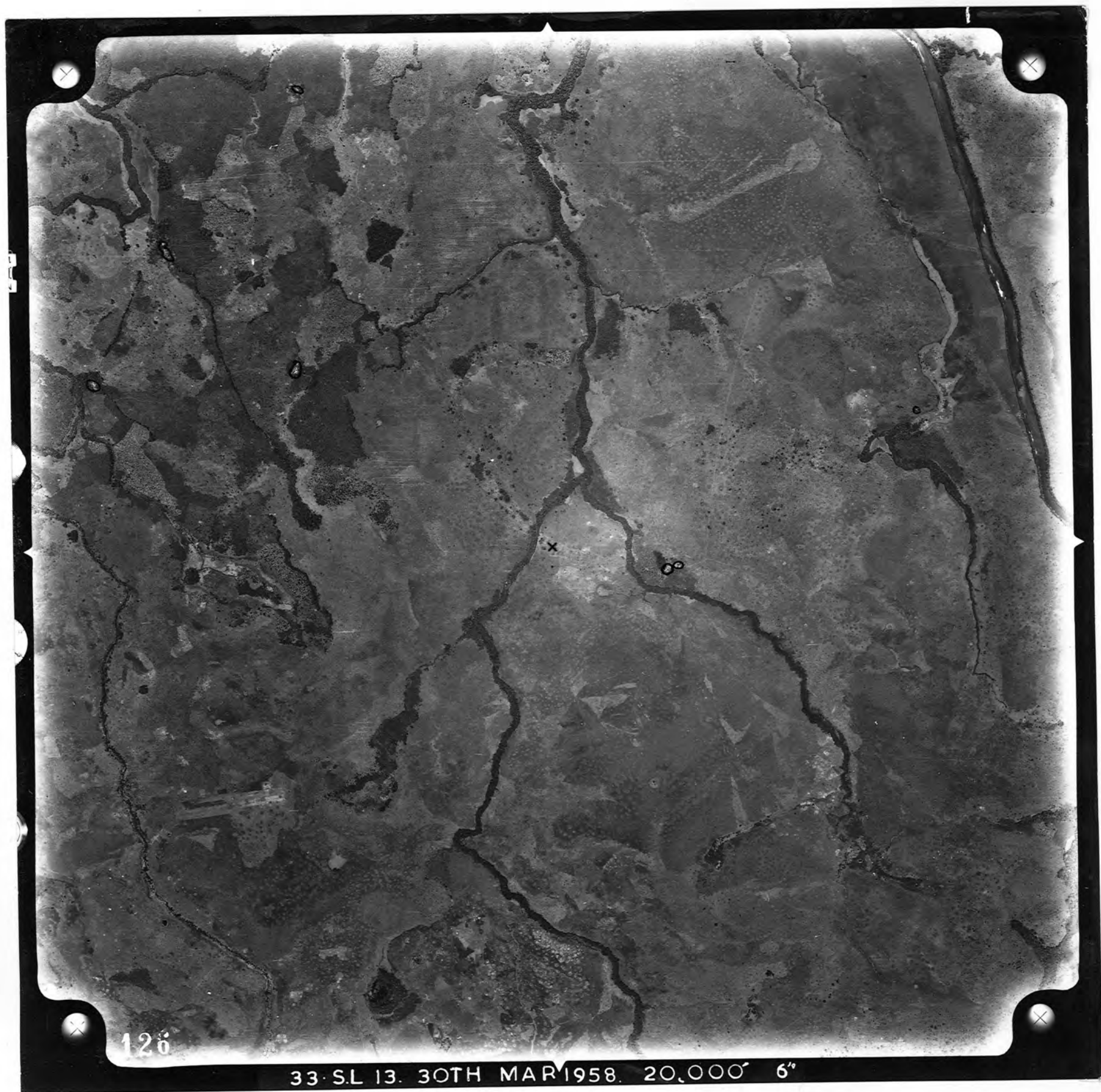
P12



P13



P14



126

33 SL 13. 30TH MAR 1958. 20,000' 6"

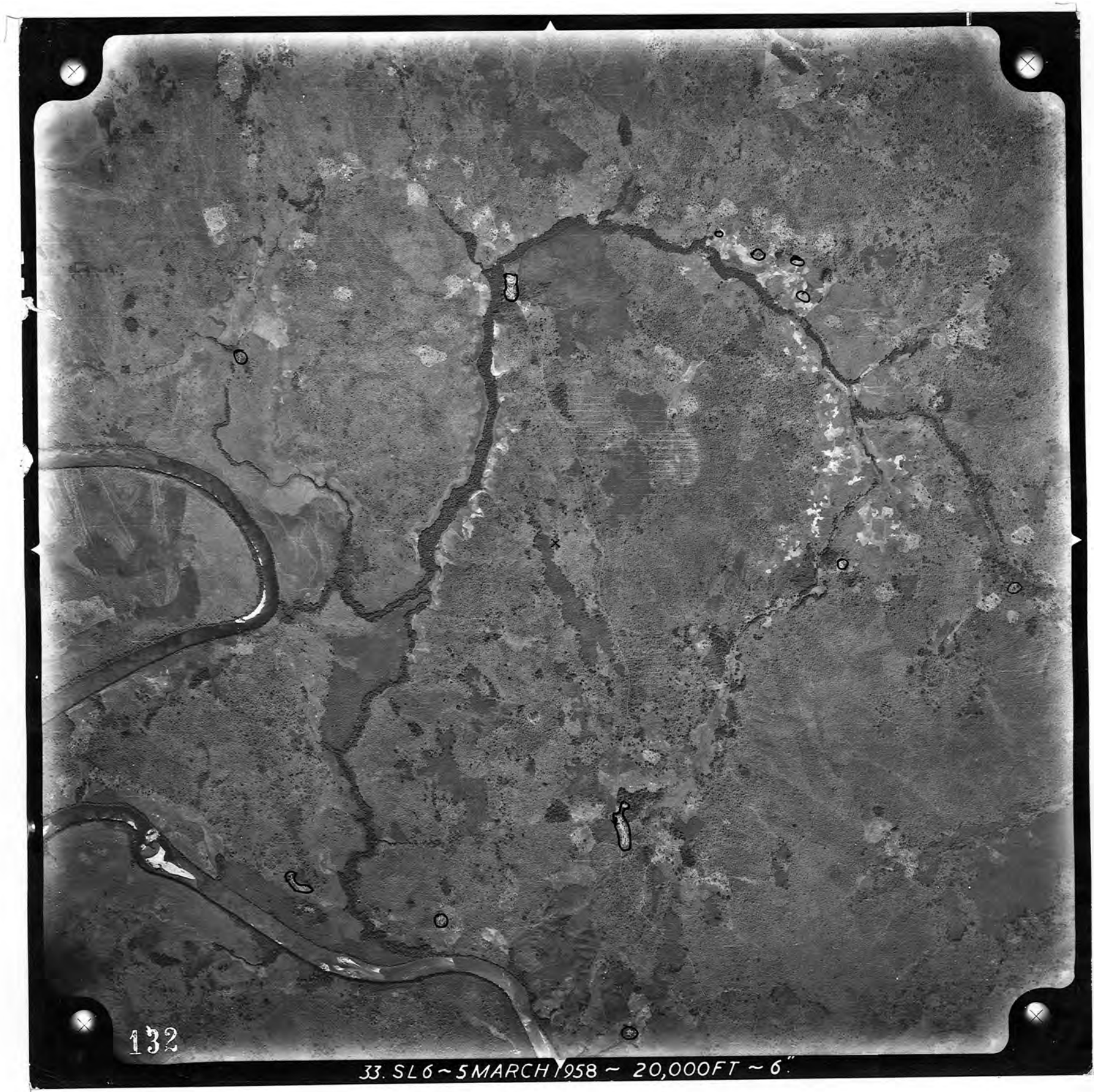
P15



094

33 5L2 15TH JANUARY 1957 20,000 FT 6"

P16



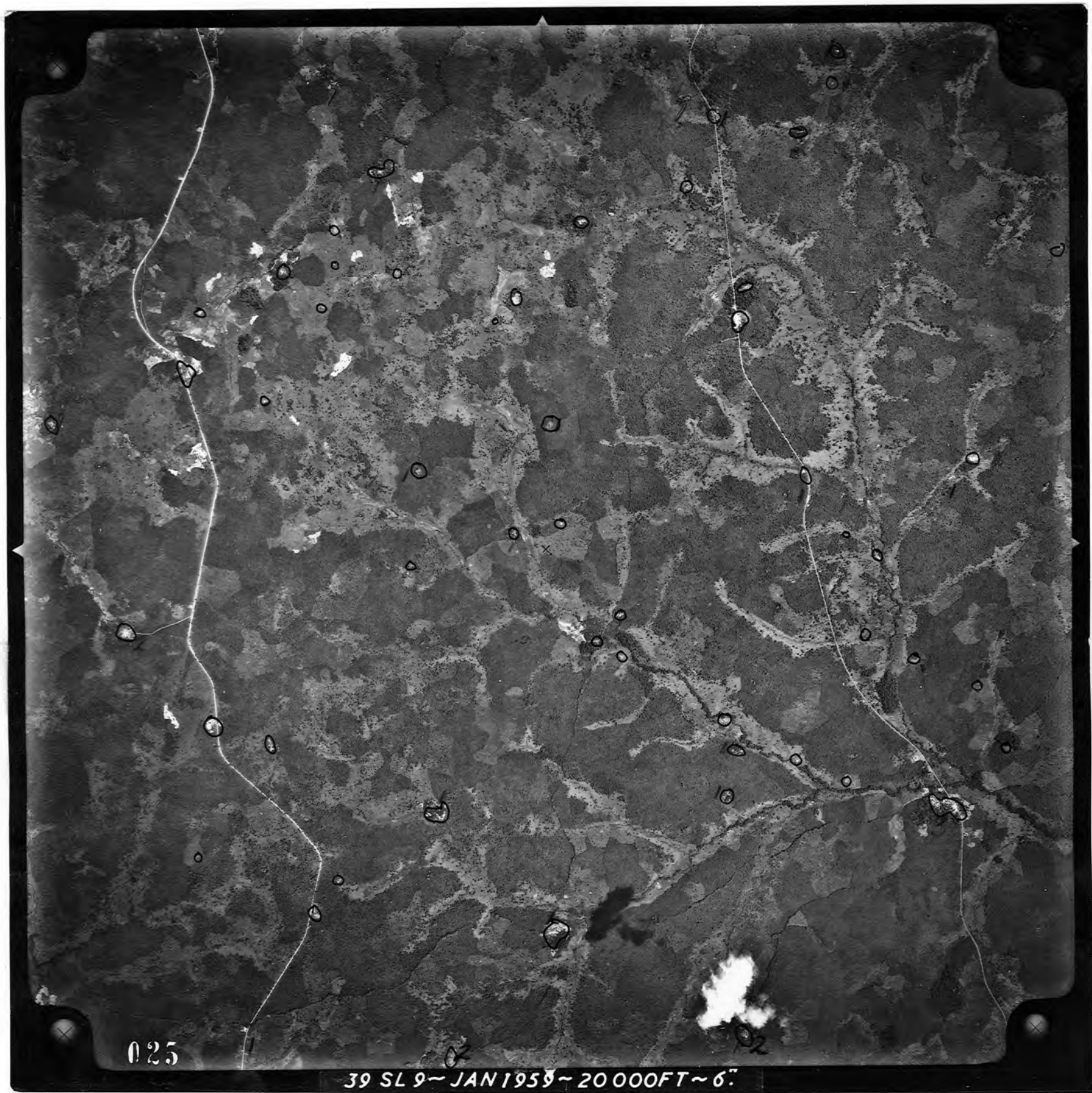
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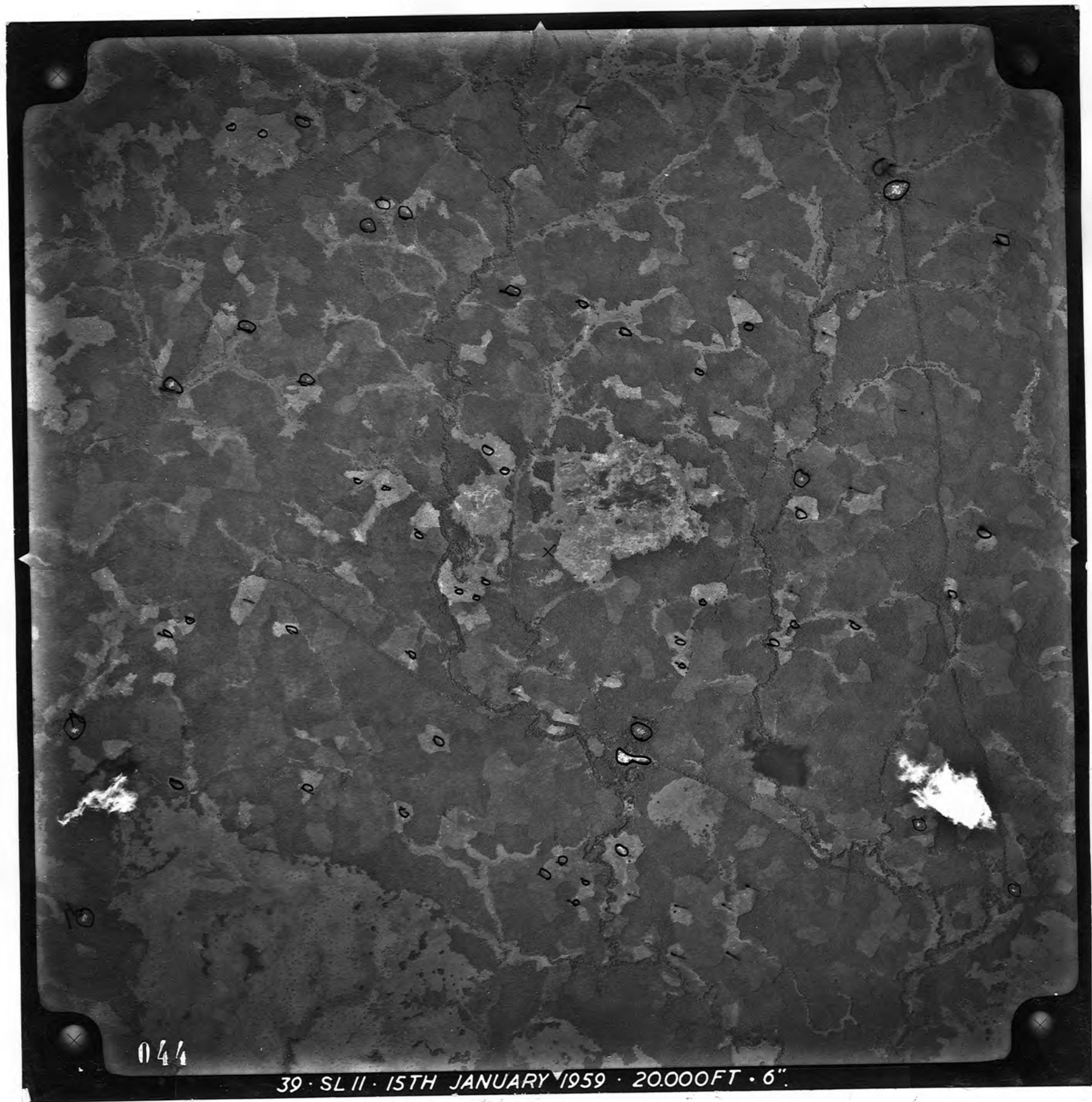
022

33 SL 14 ~ 3 APRIL 1958 ~ 20,000FT. 6"

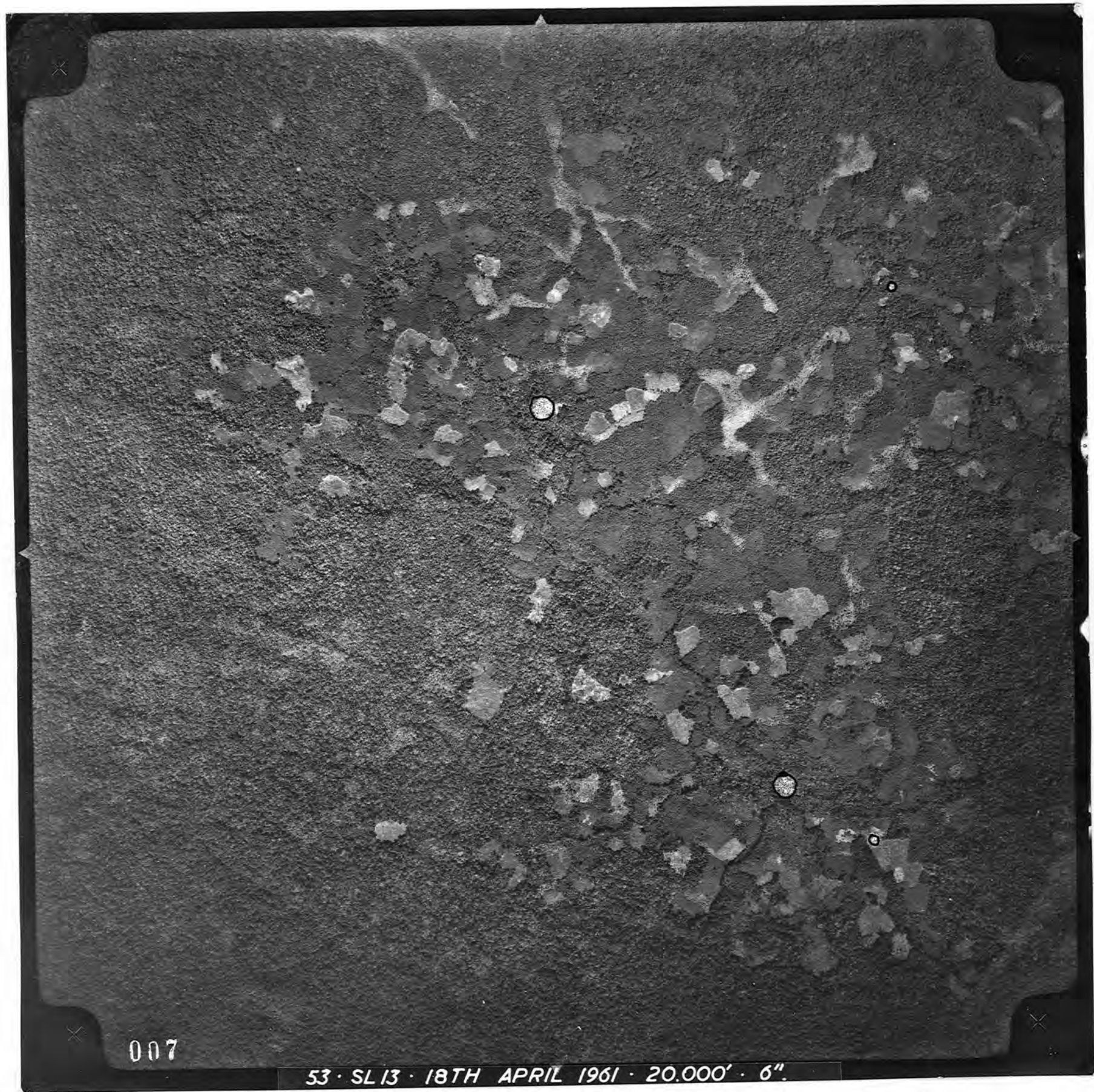
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P19



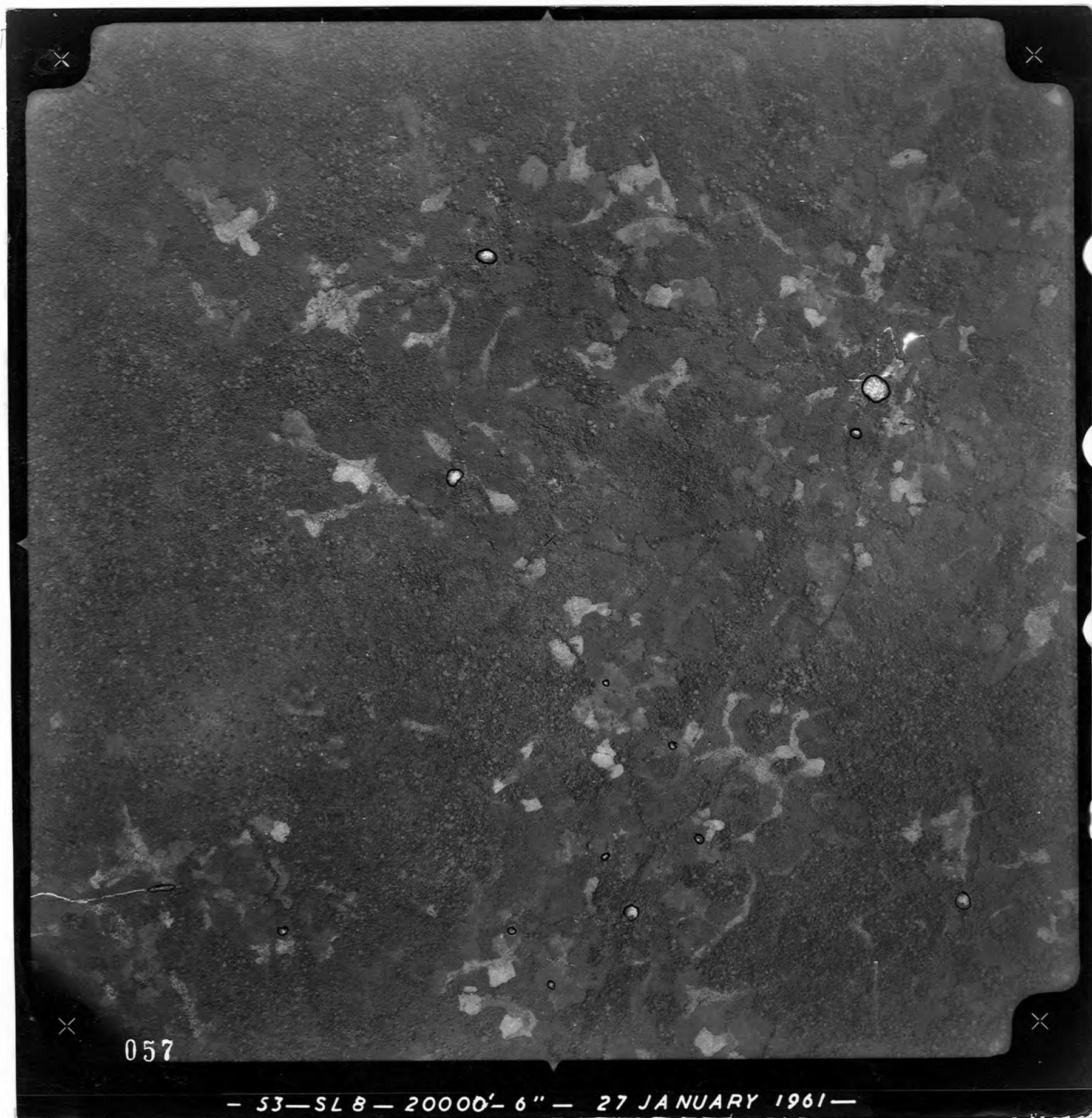
P20



007

53 · SL 13 · 18TH APRIL 1961 · 20.000' · 6"

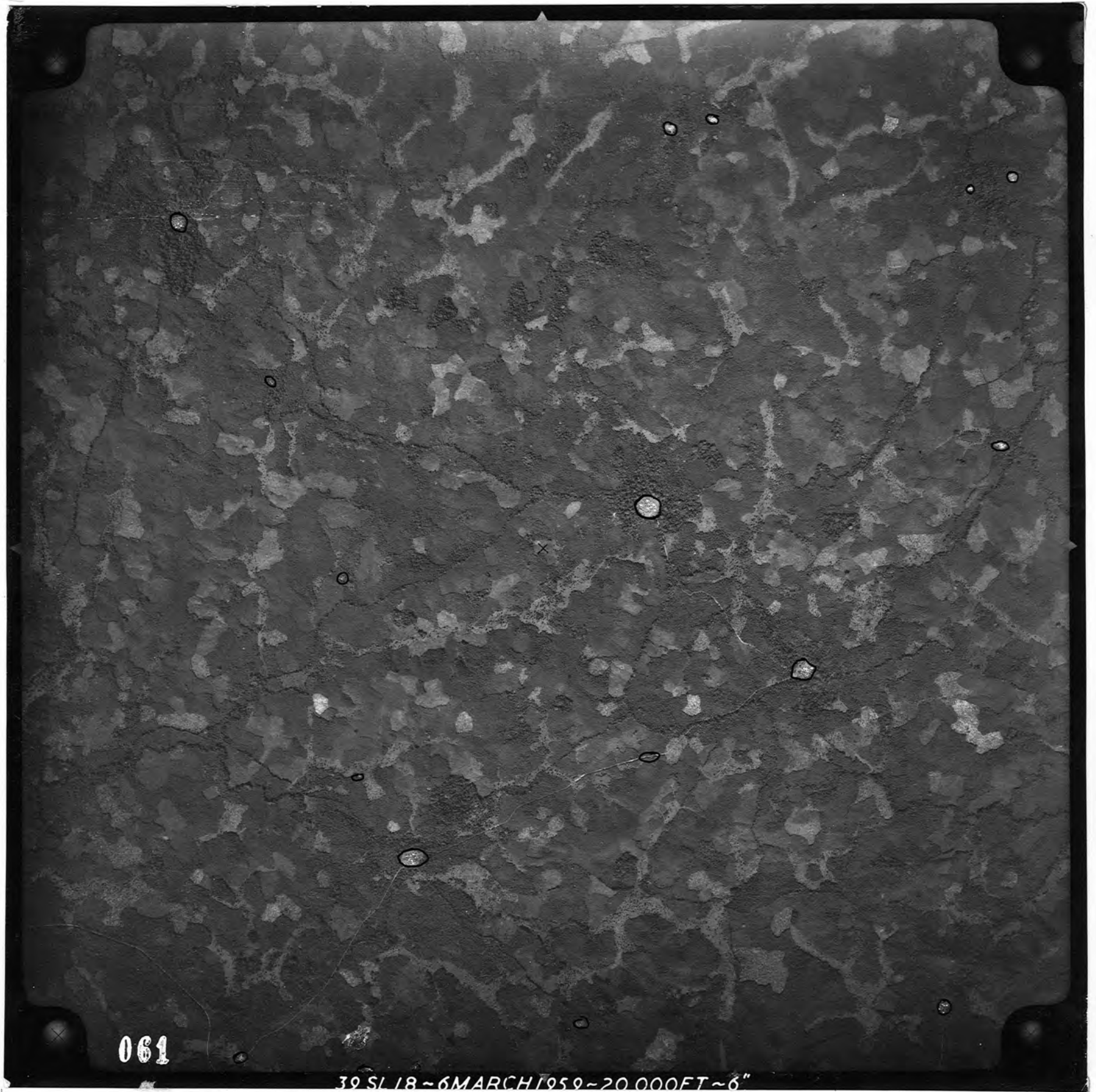
P21



057

- 53-SL 8 - 20000' - 6" - 27 JANUARY 1961 -

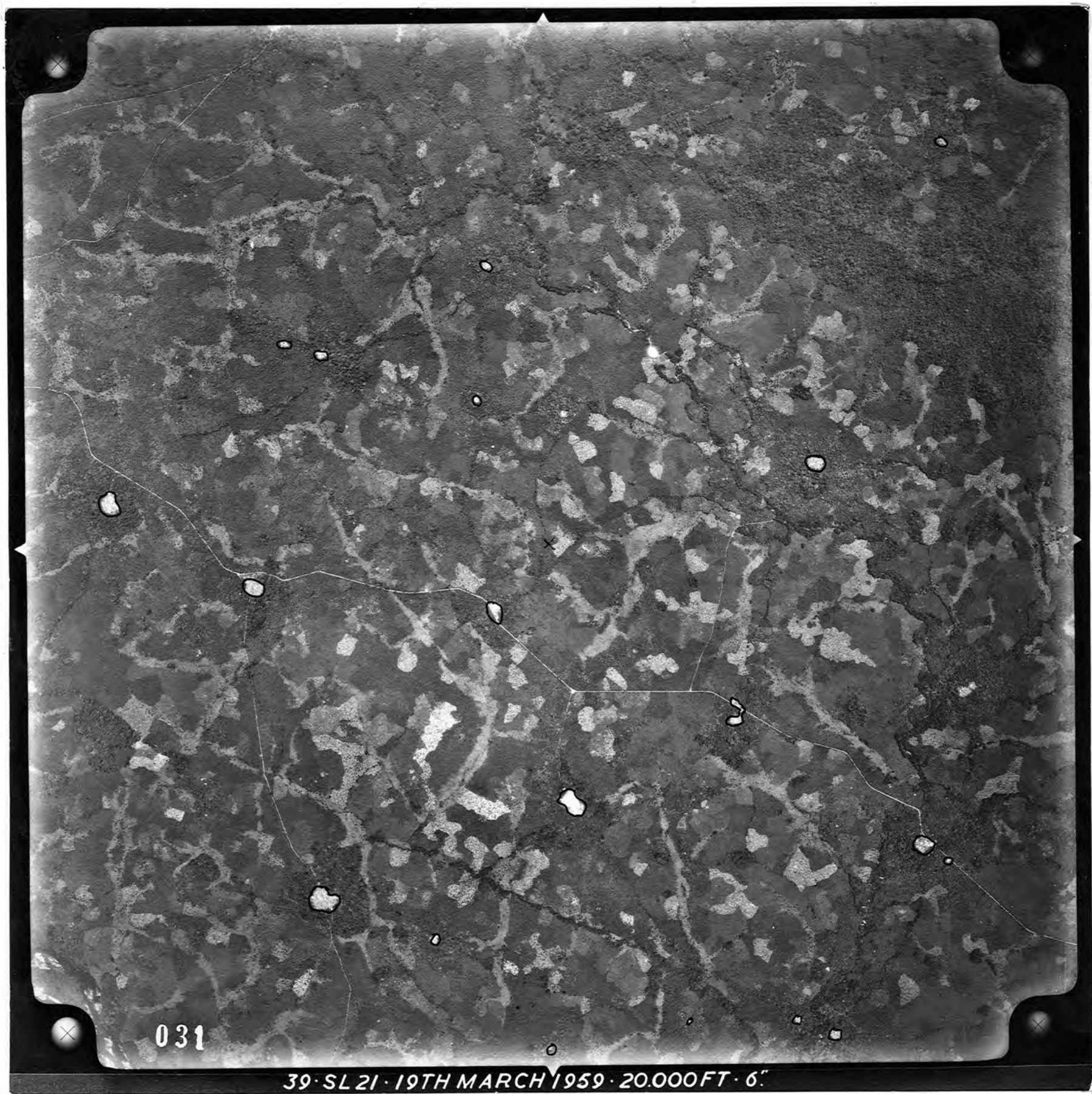
P22



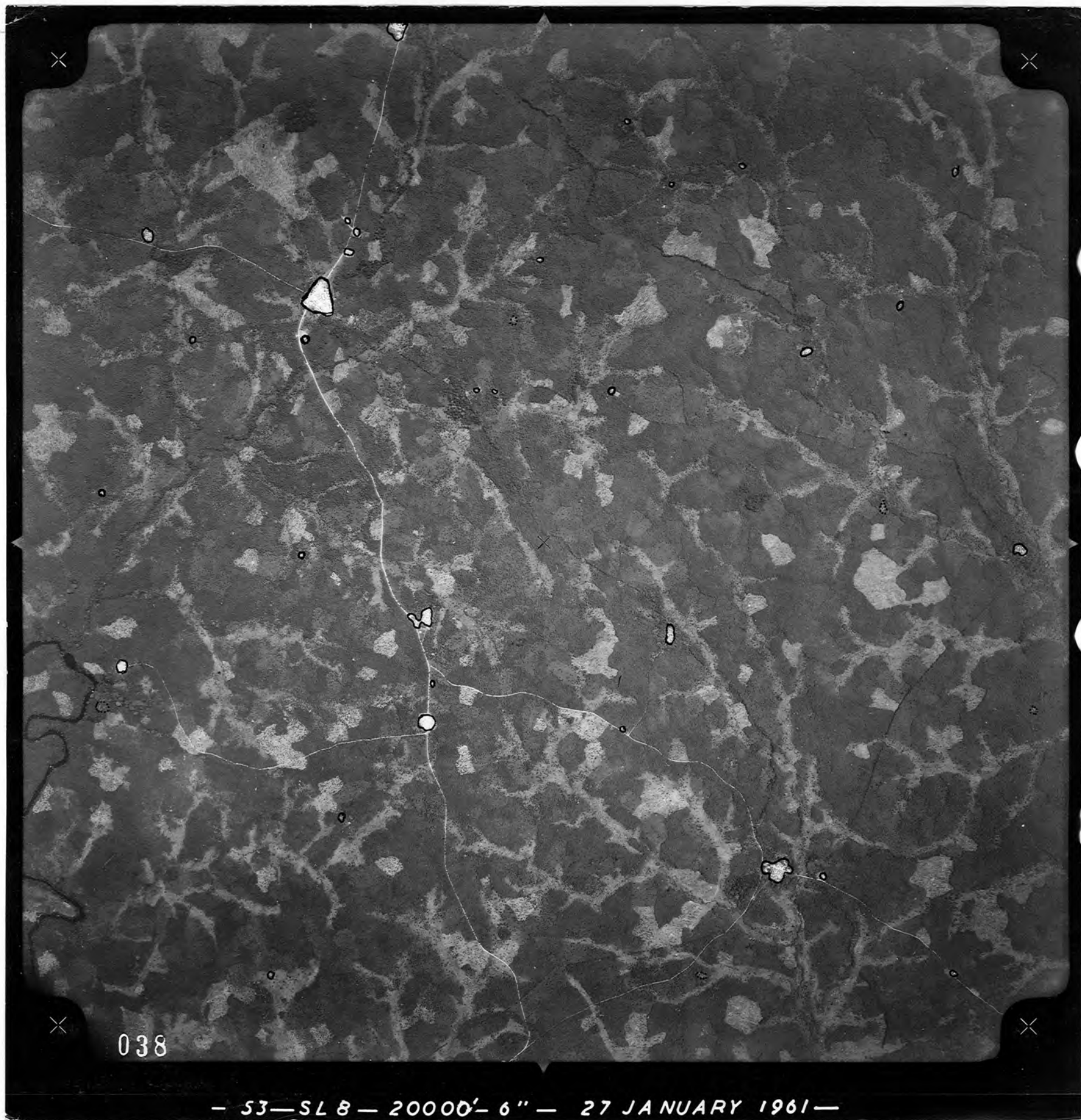
061

39 SL 18 ~ 6 MARCH 1959 ~ 20,000 FT ~ 6"

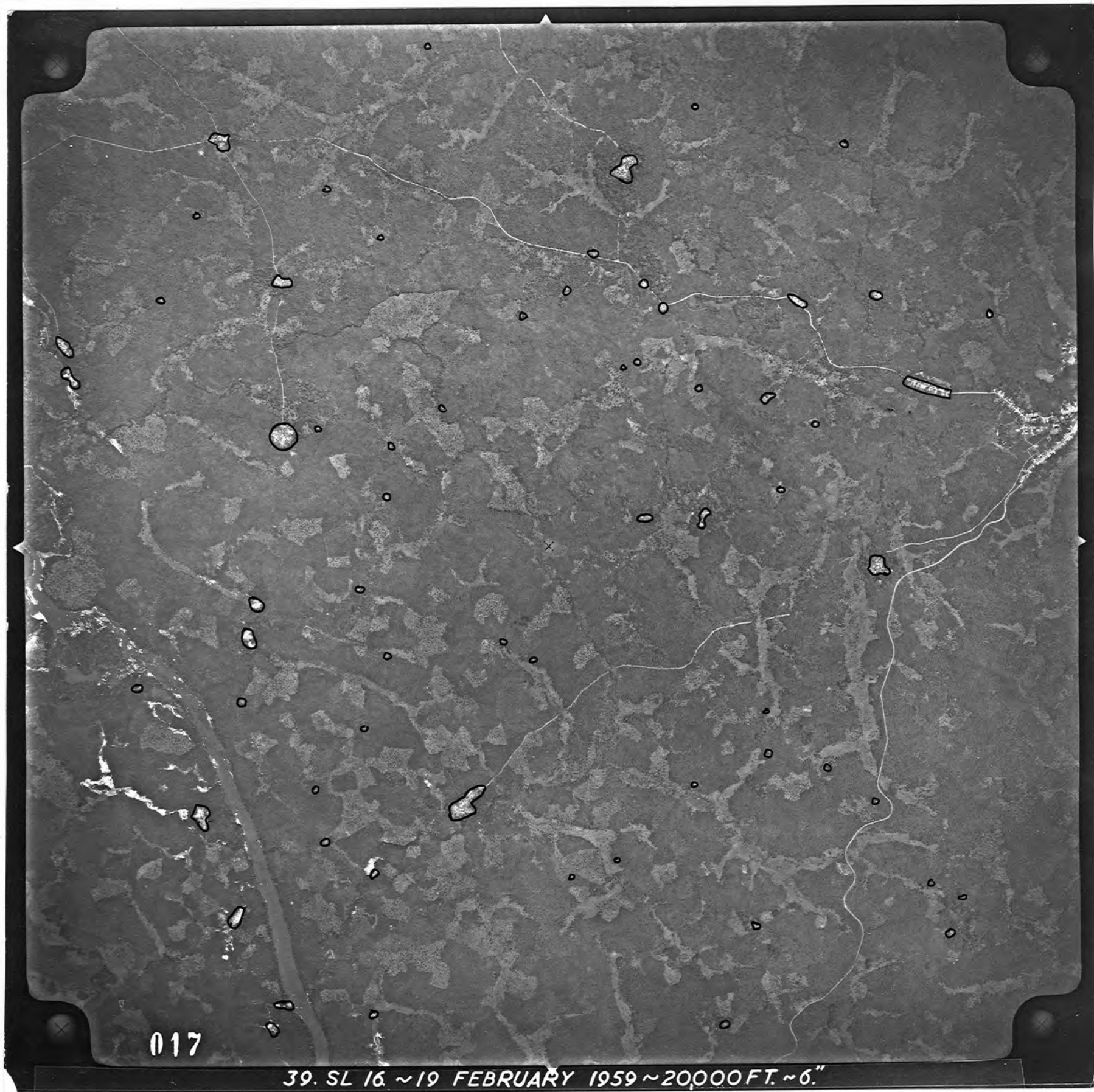
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P24



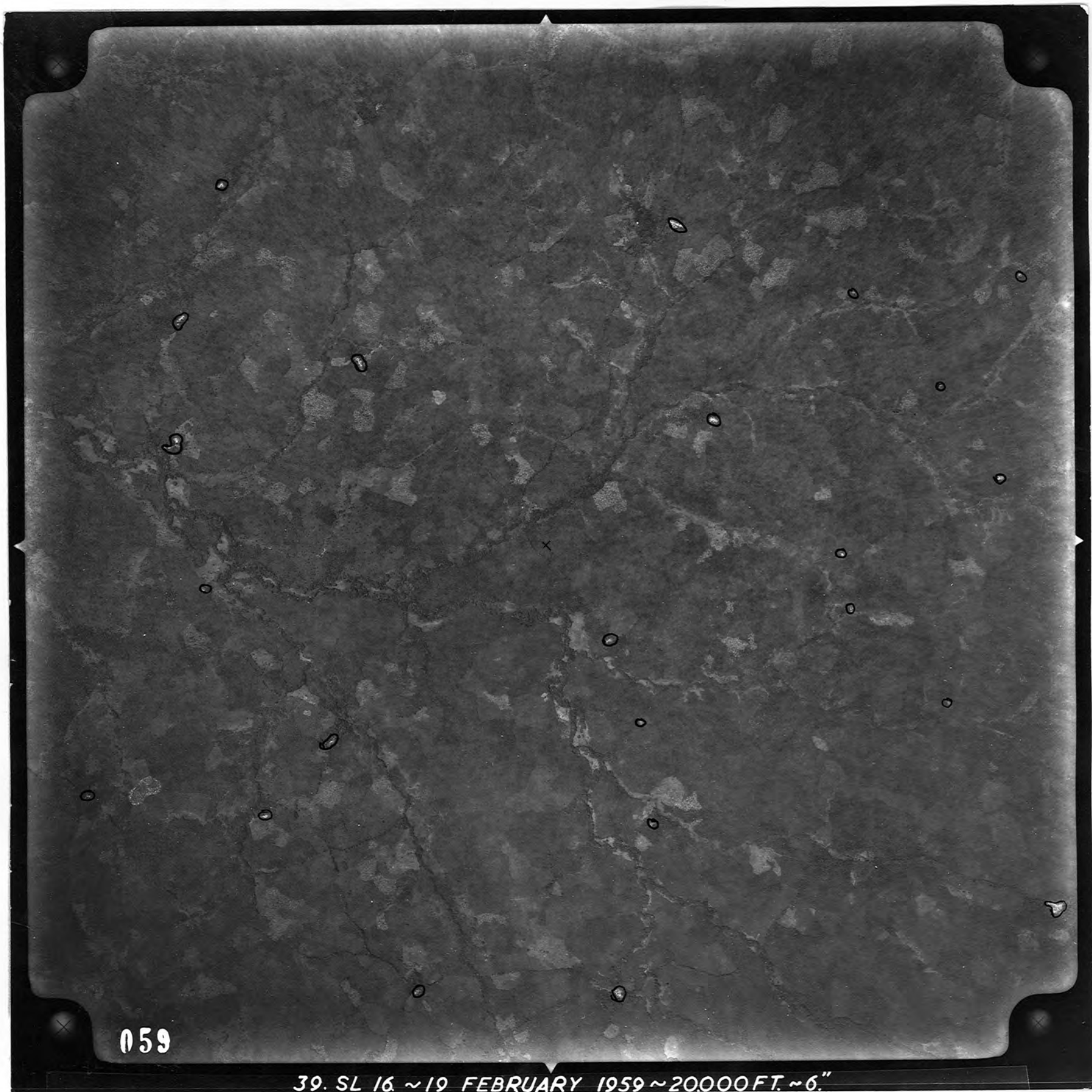
P25



017

39. SL 16. ~19 FEBRUARY 1959 ~20000 FT. ~6."

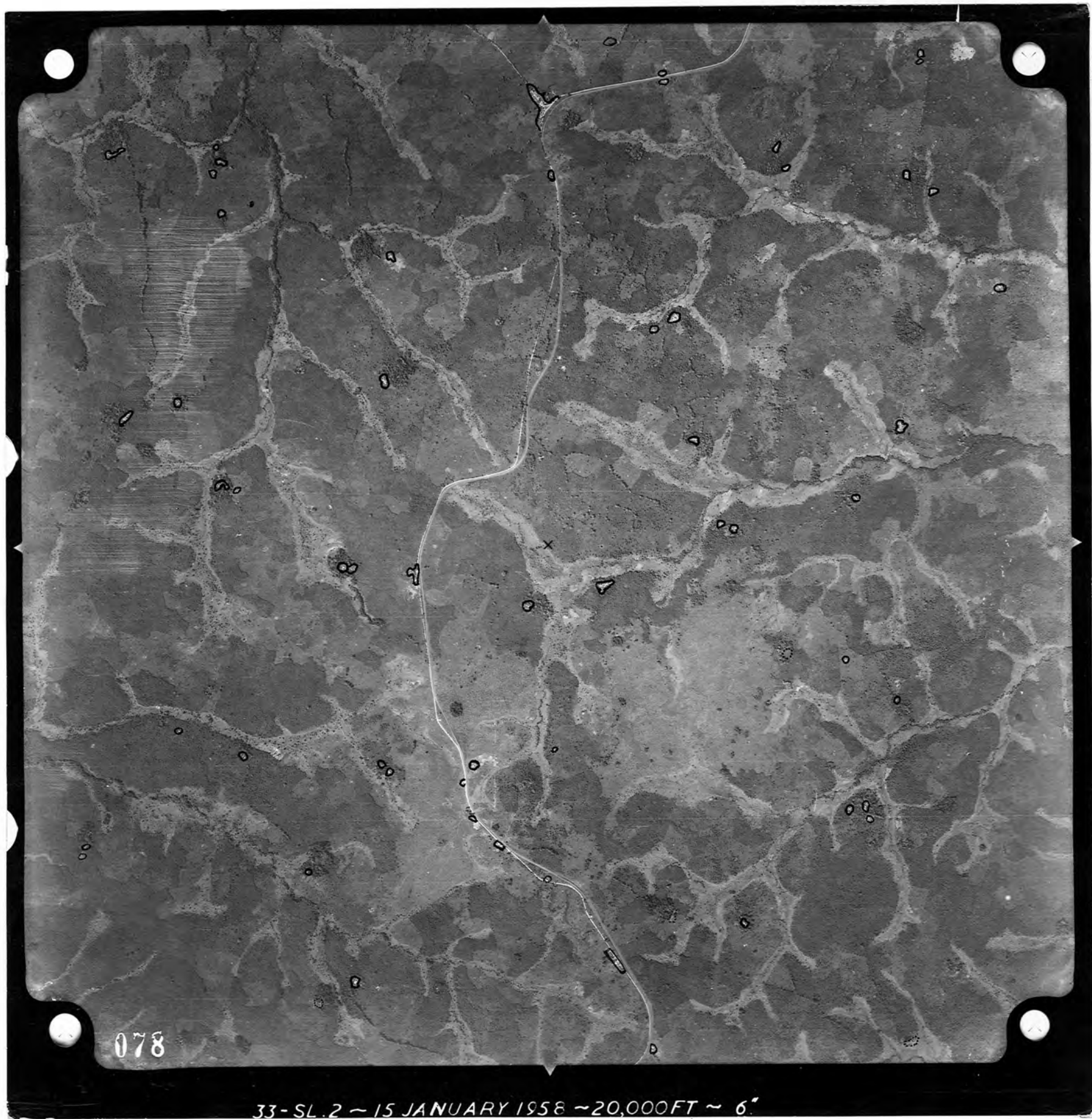
P26



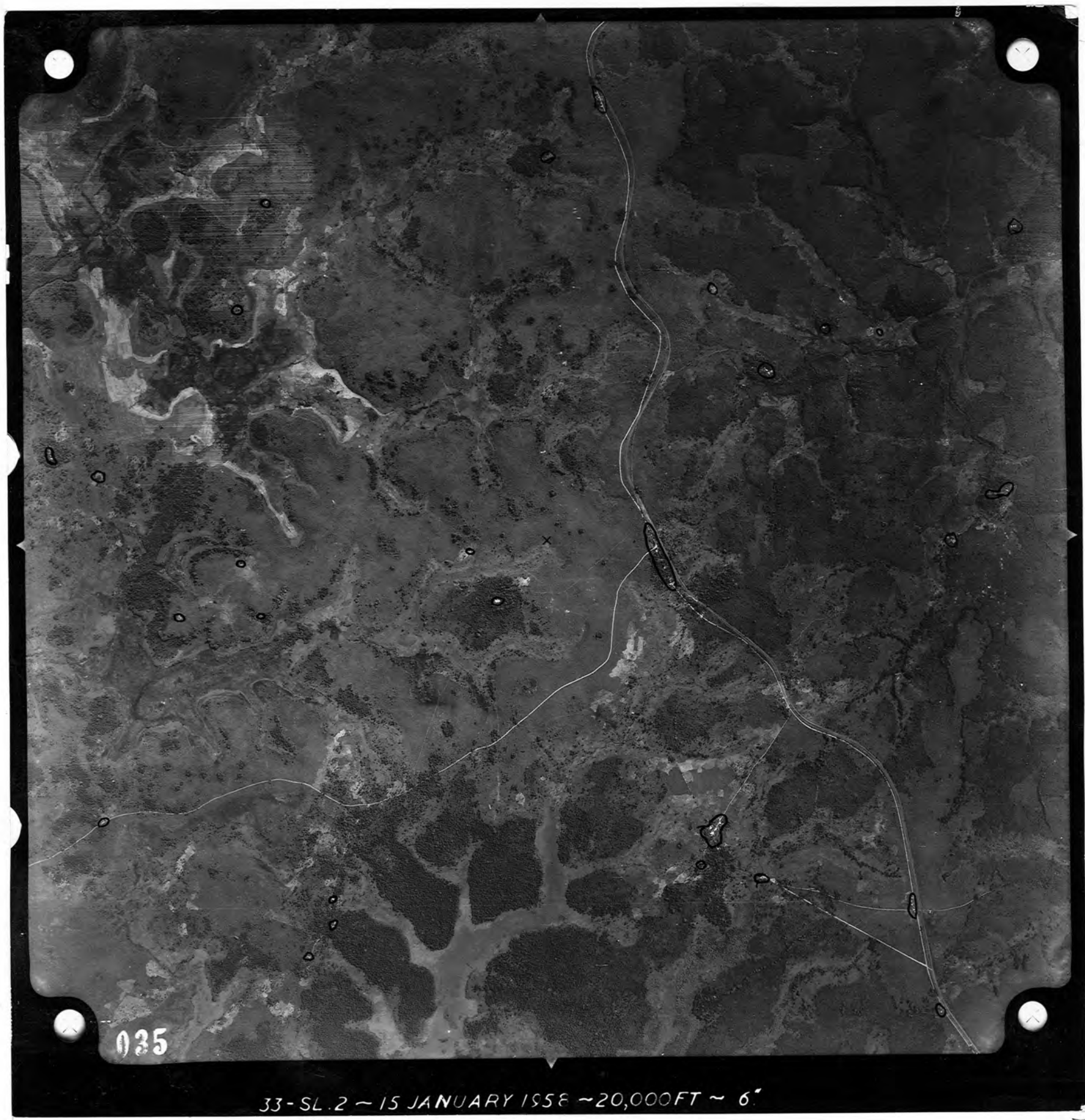
059

39. SL 16 ~19 FEBRUARY 1959 ~20000 FT. ~6."

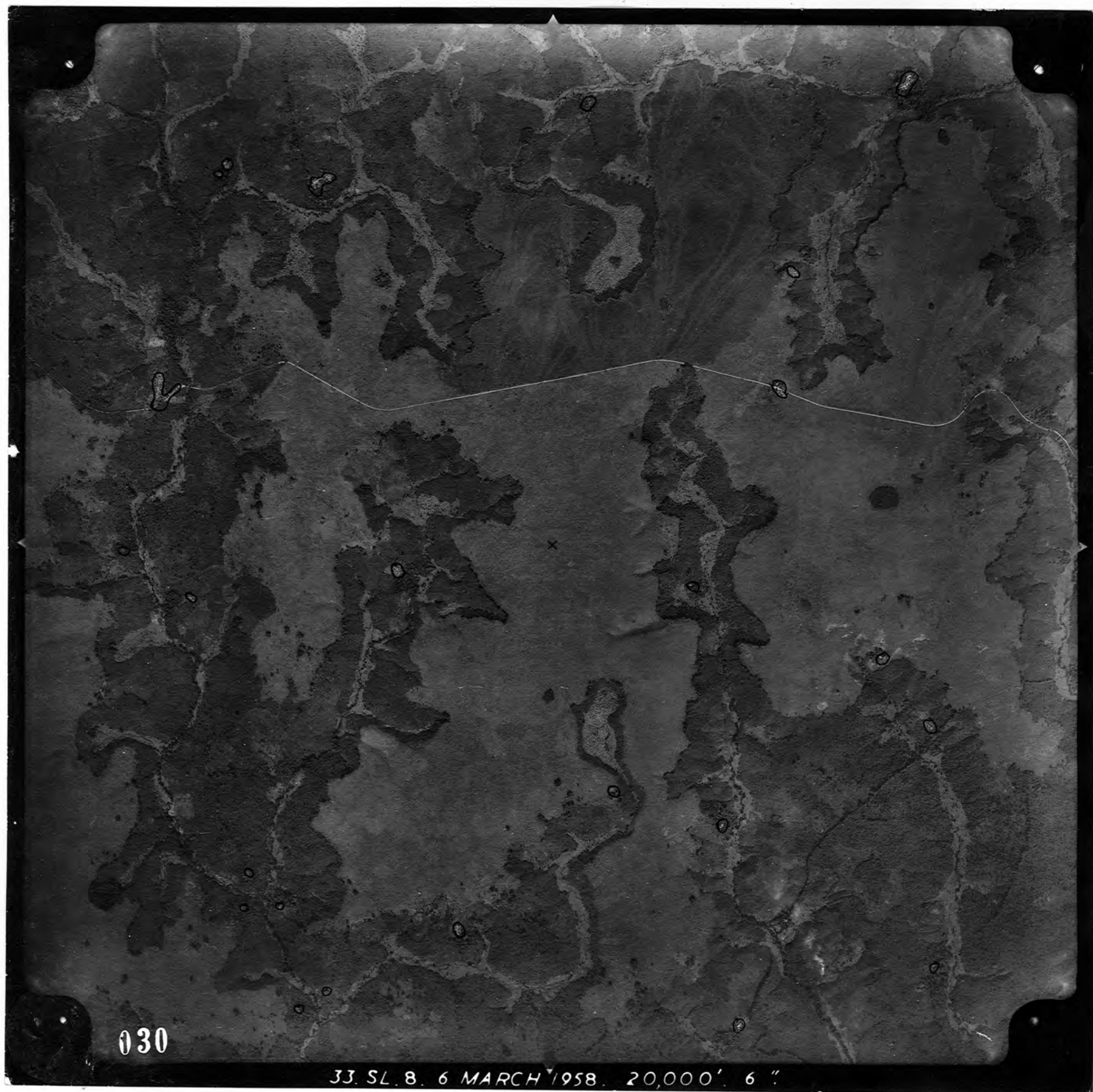
P27



P28



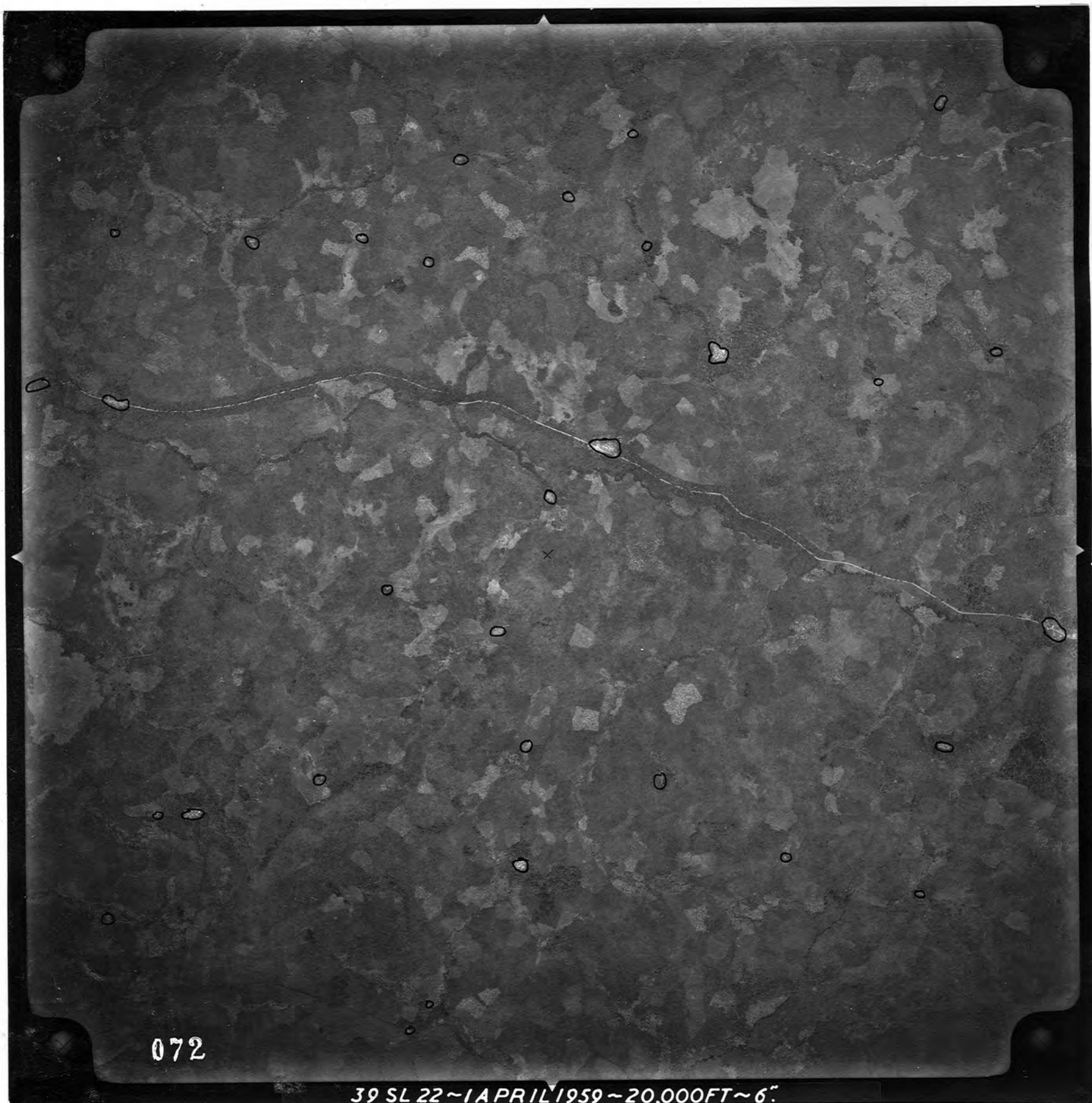
P29



030

33. SL. 8. 6 MARCH 1958. 20,000' 6"

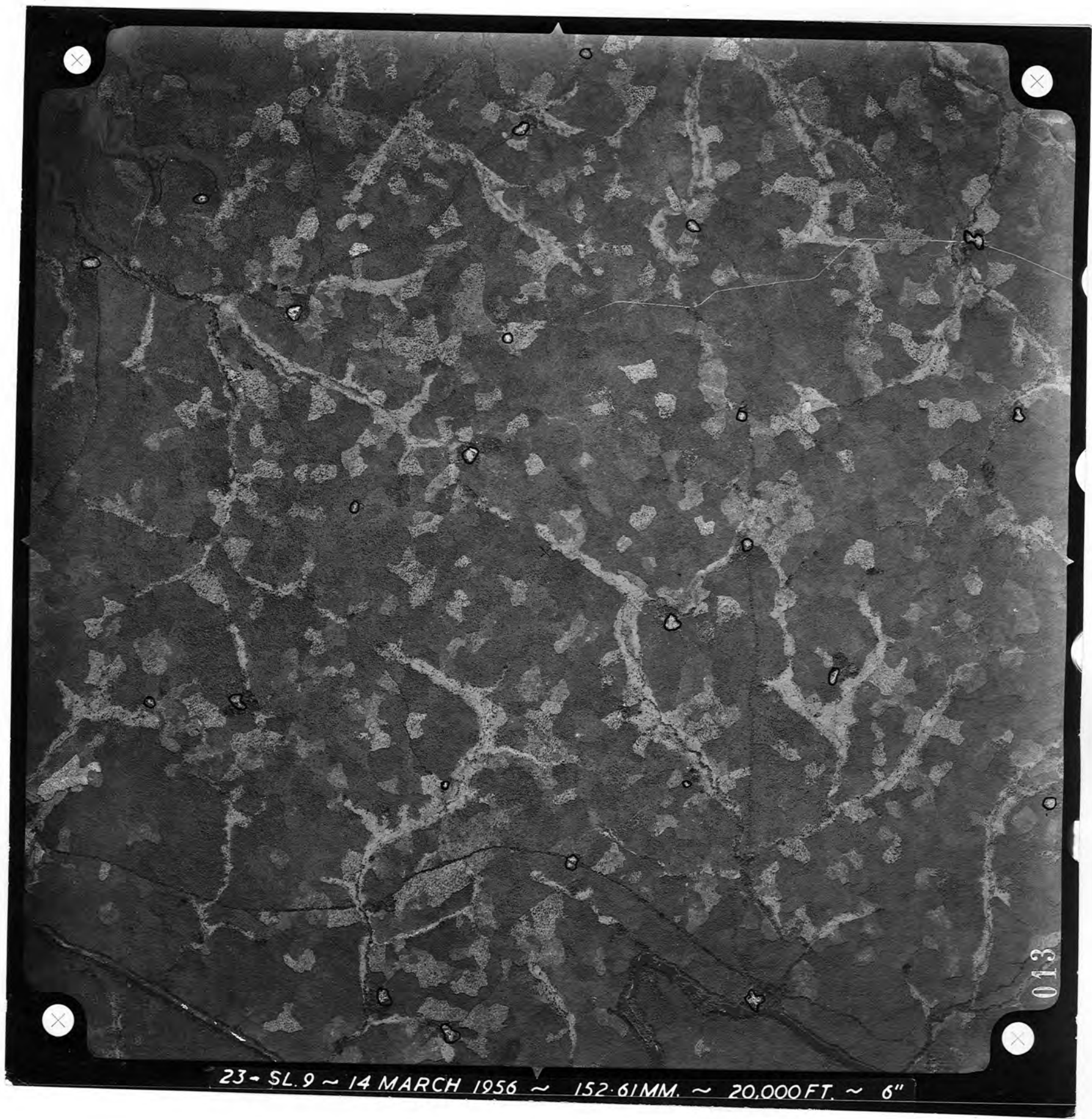
P30



072

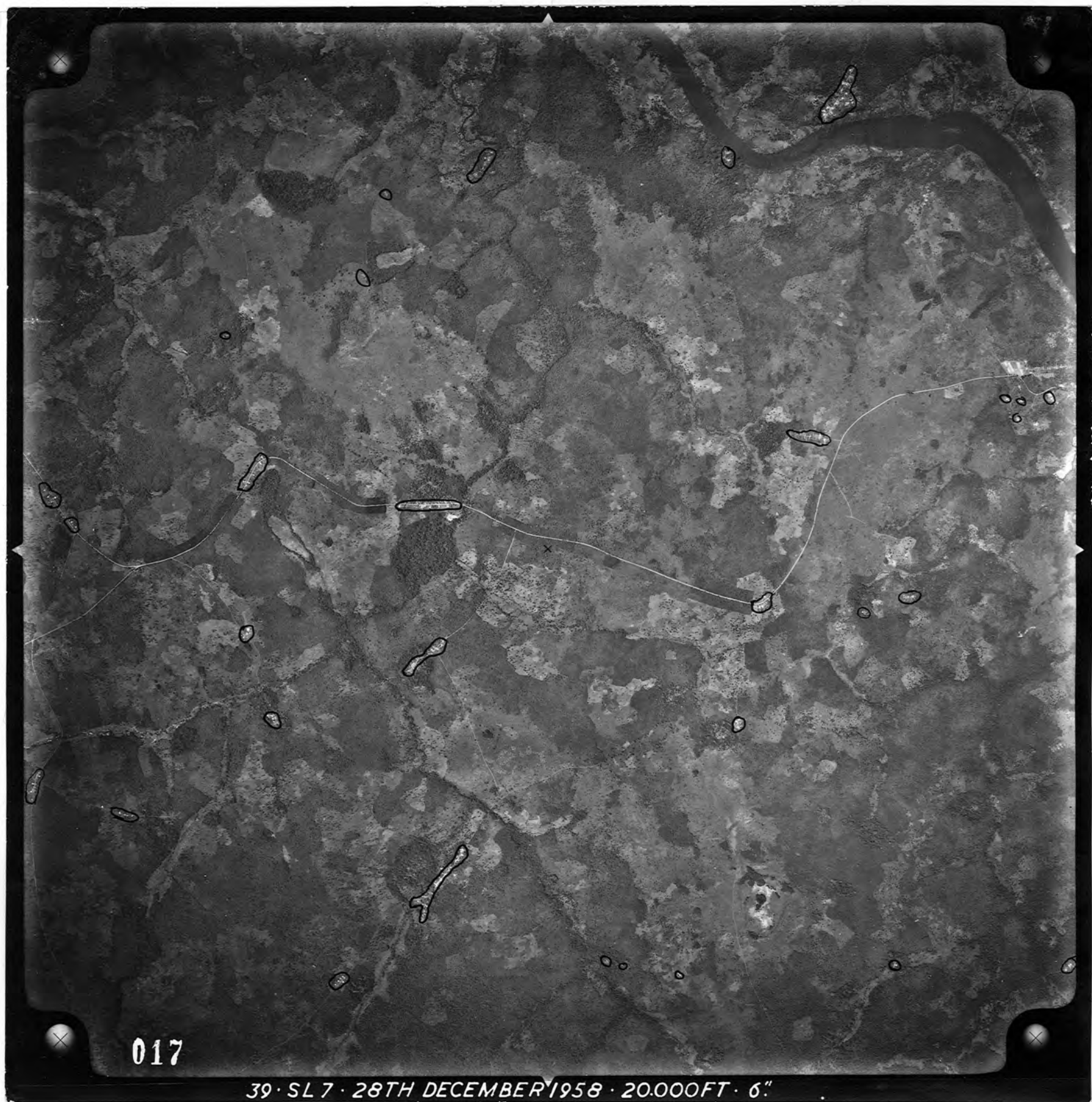
39 SL 22~1 APRIL 1959~20,000FT~6"

P31

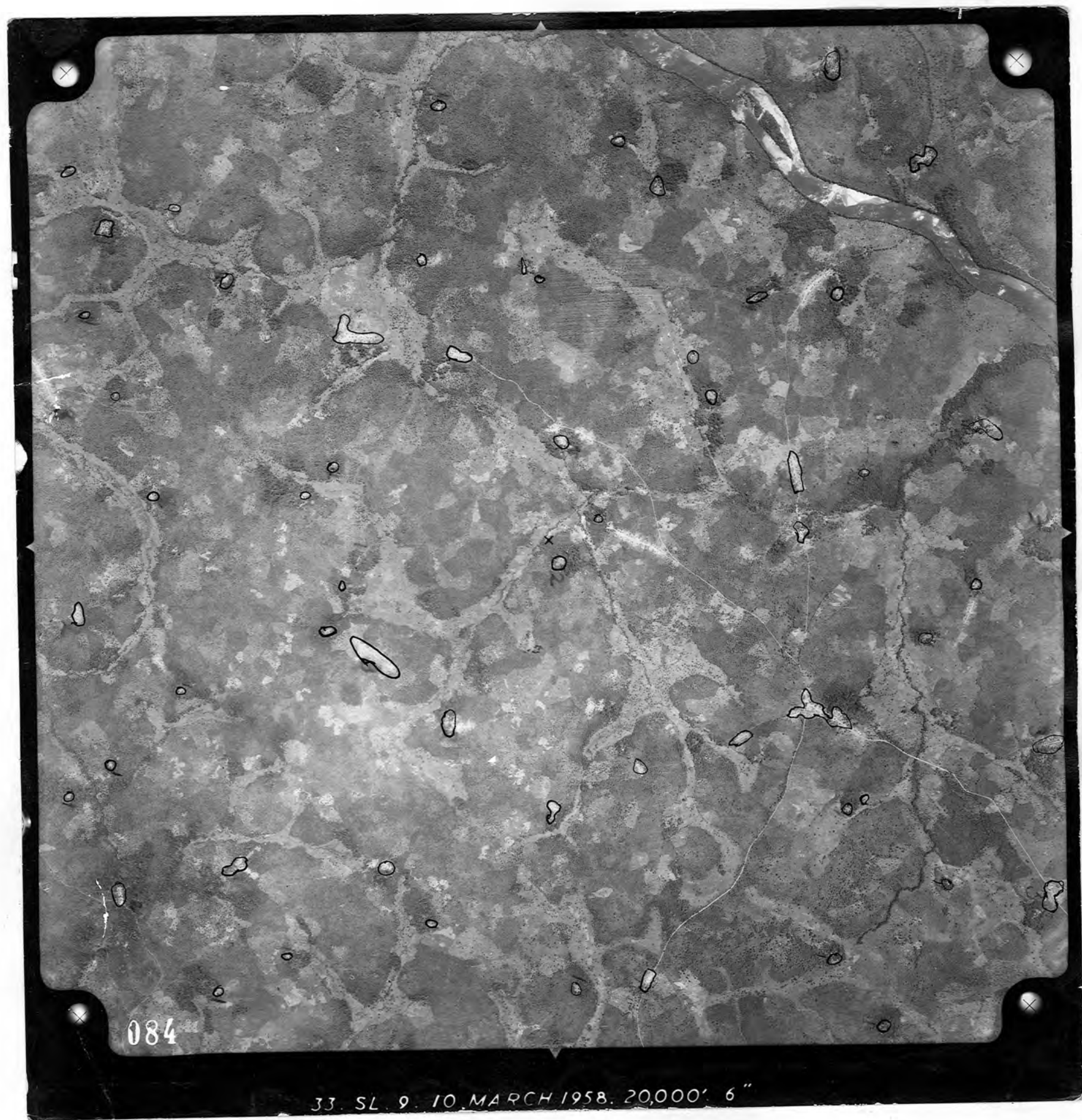


013

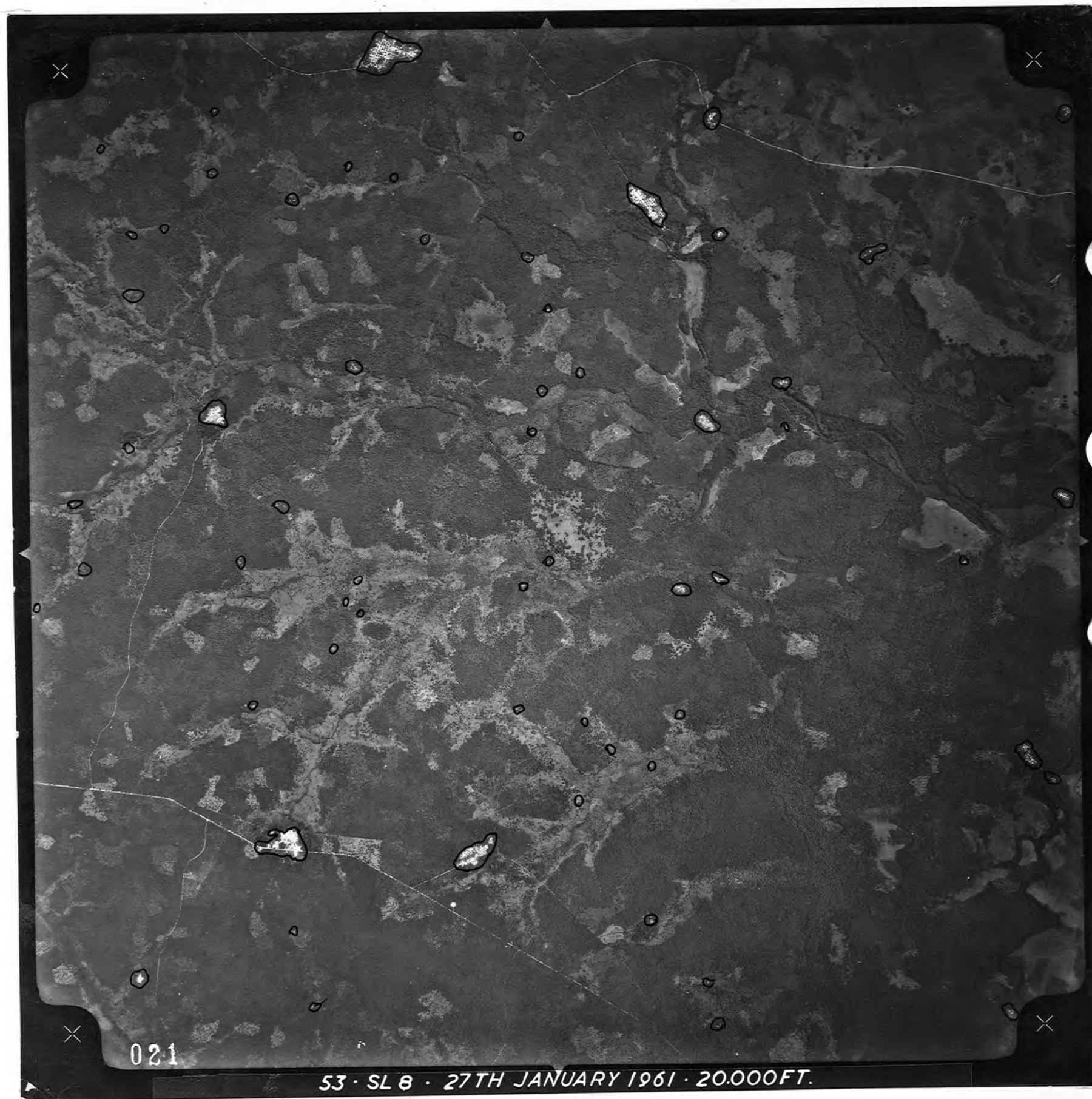
P32



P33



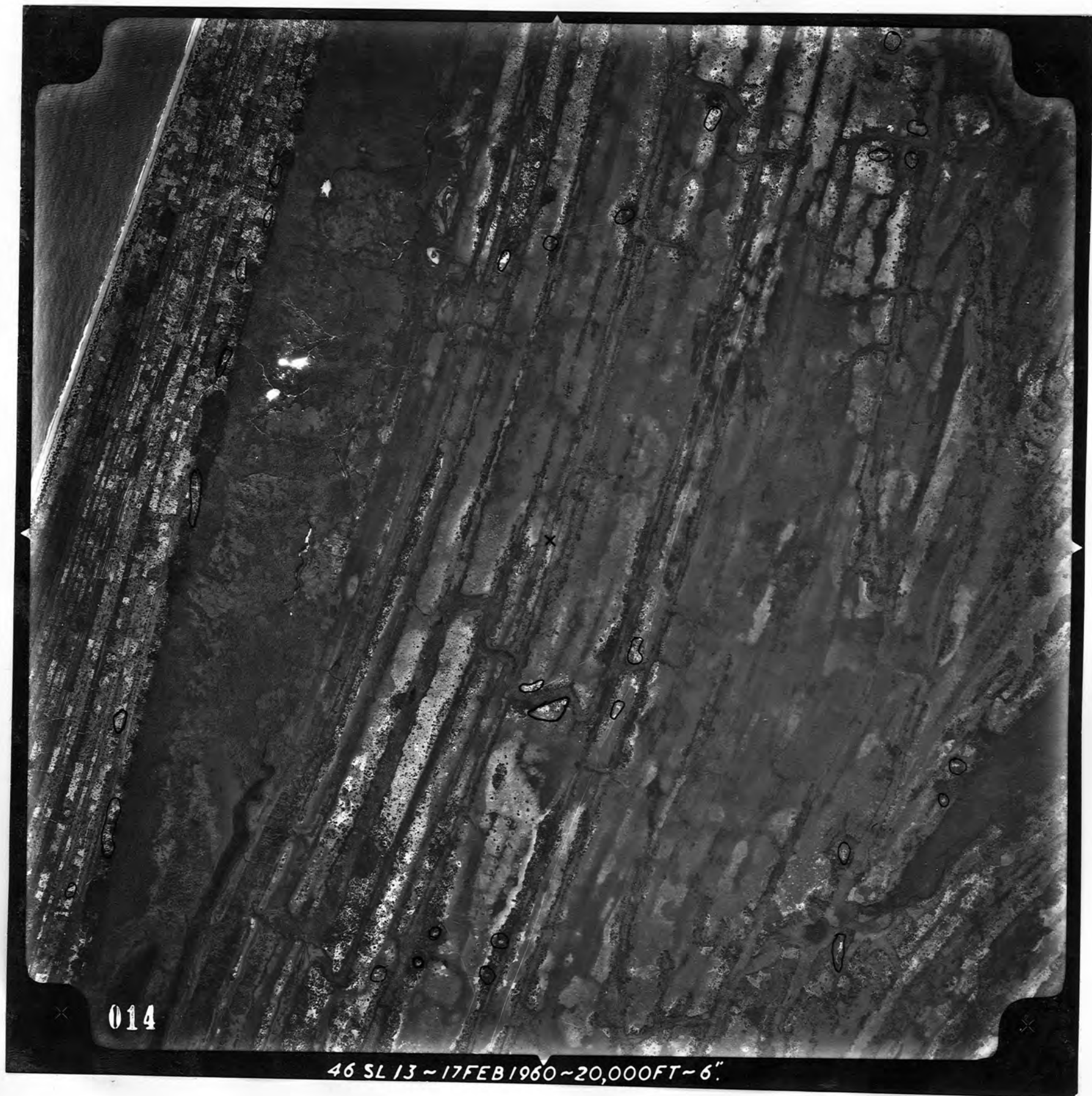
P34



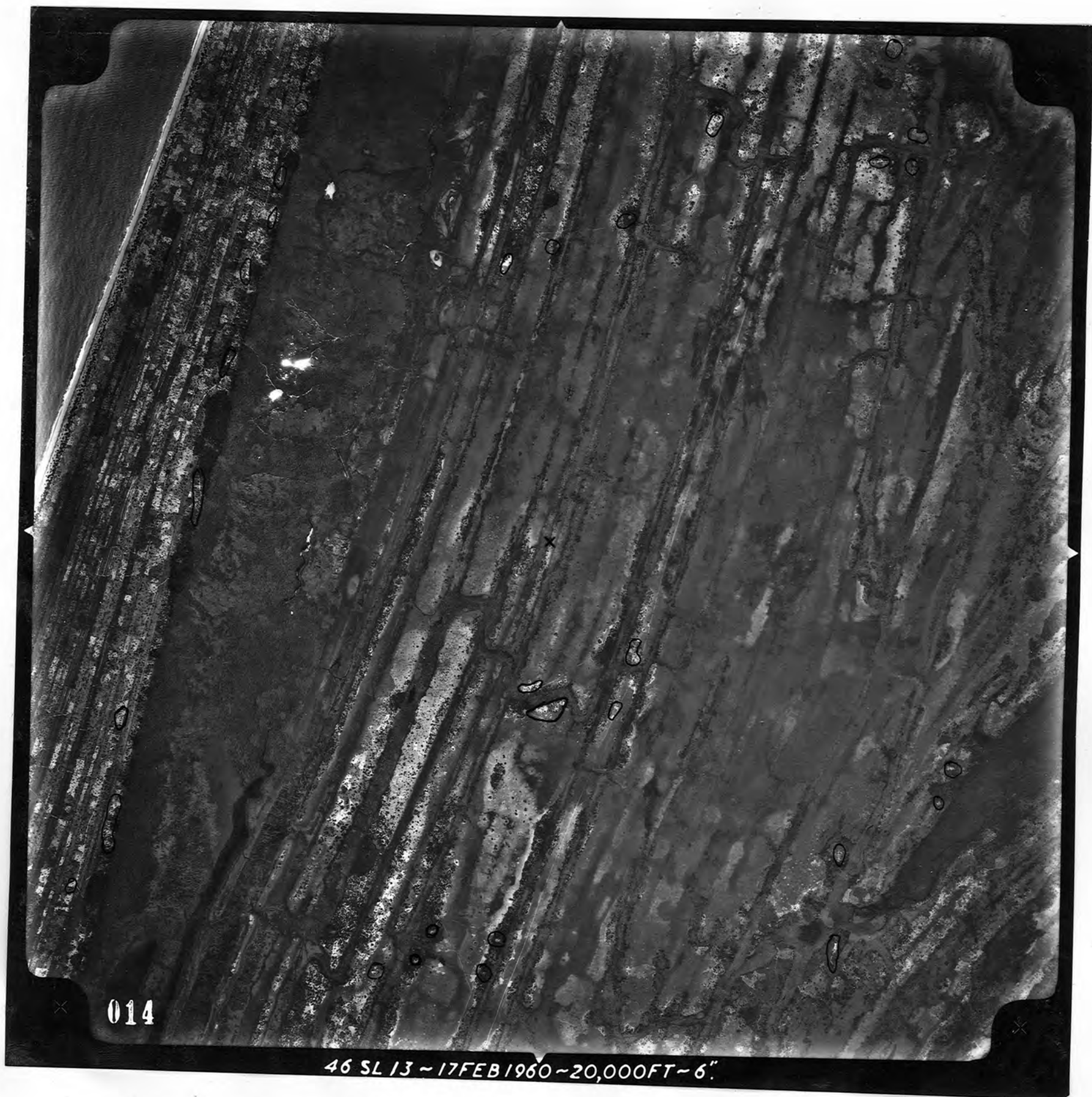
021

53 · SL 8 · 27TH JANUARY 1961 · 20.000FT.

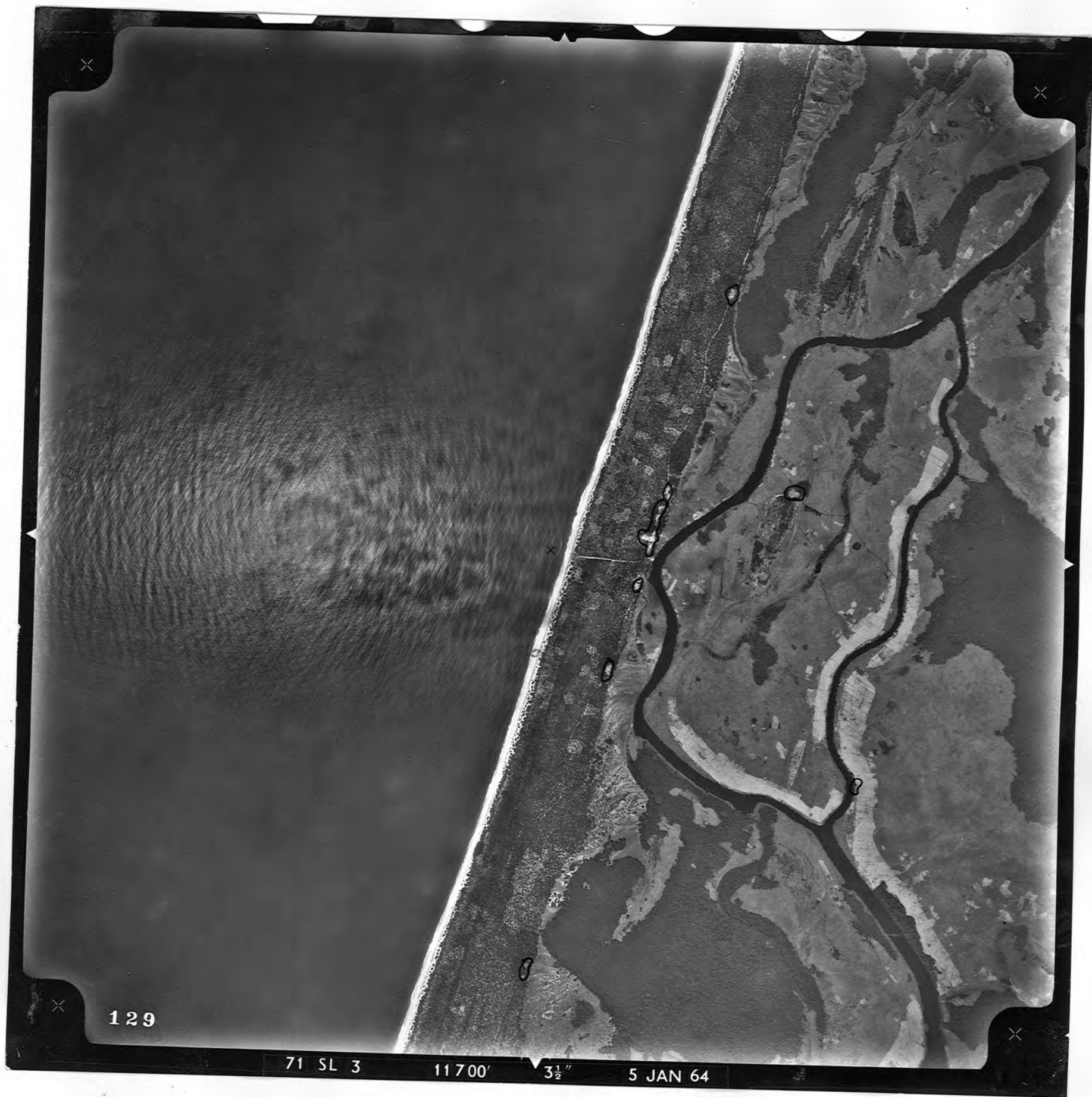
P35



P35



P36



129

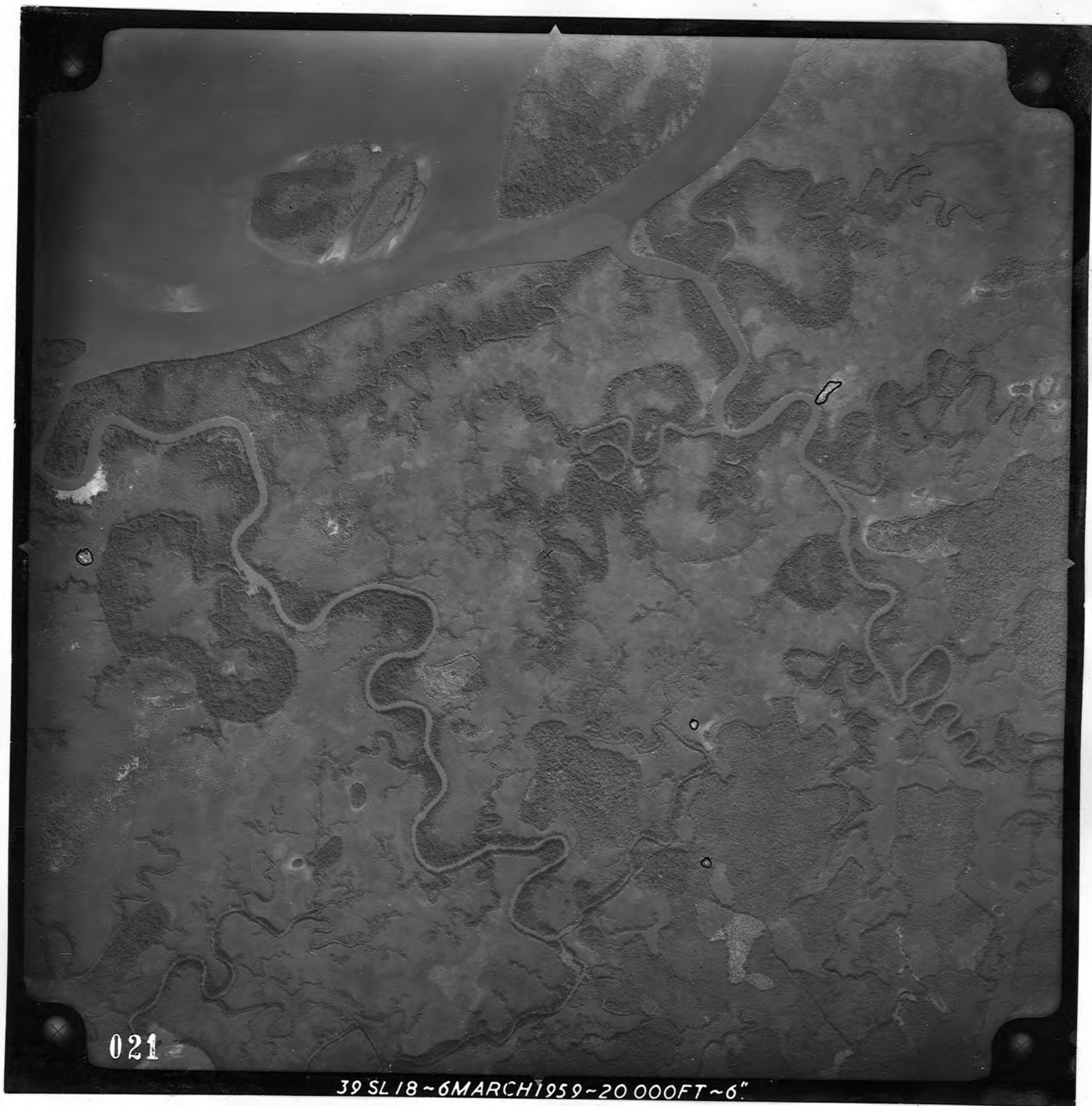
71 SL 3

11700'

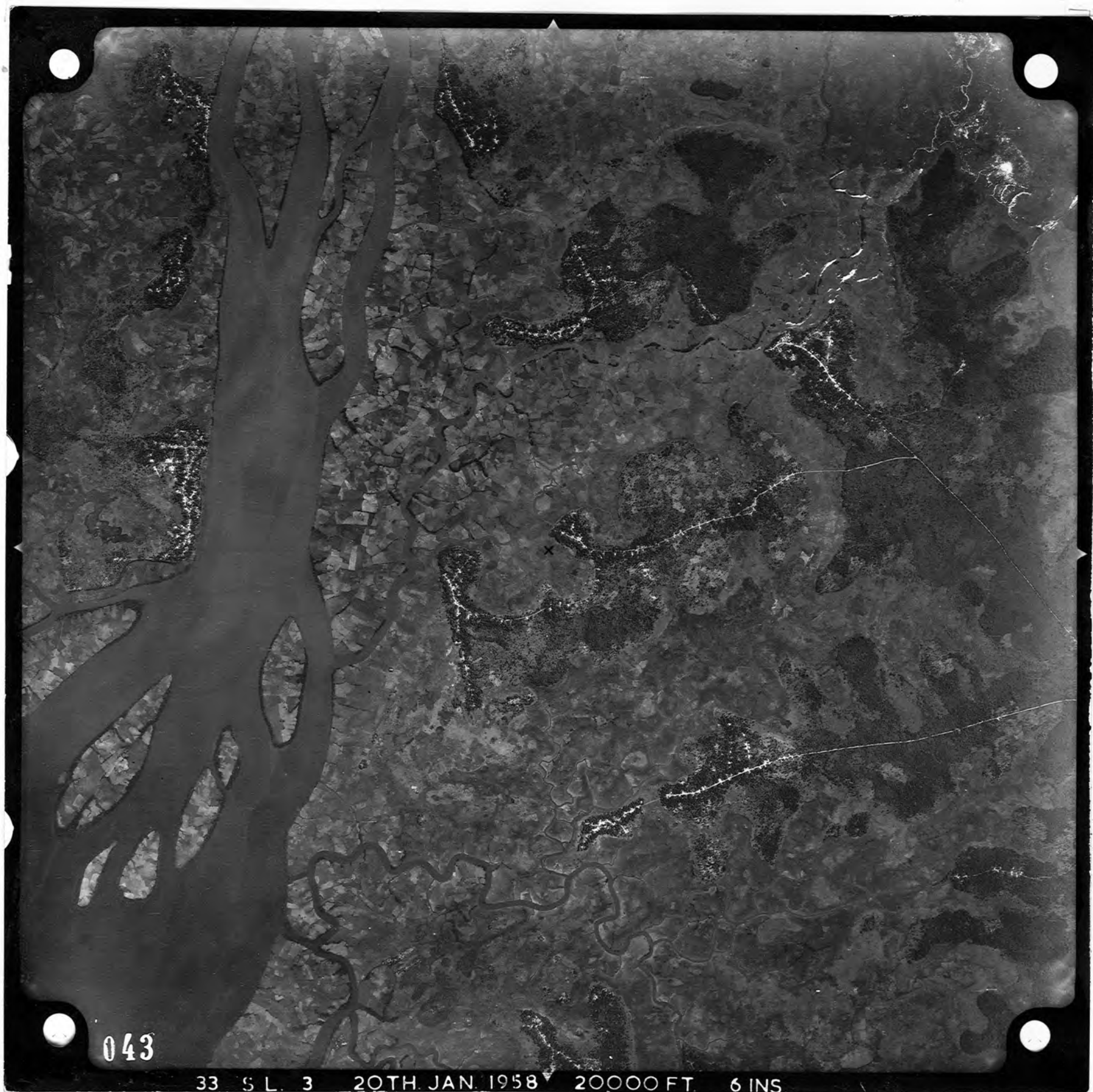
3 $\frac{1}{2}$ "

5 JAN 64

P37



P38



043

33 S L. 3 20TH. JAN. 1958 20000 FT. 6 INS

P39



P40

