

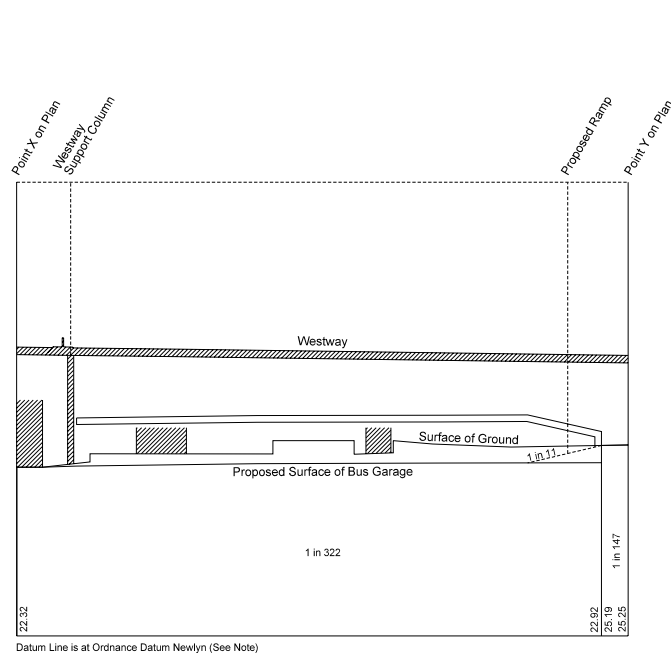
# SECTIONS

IN PARLIAMENT - SESSION 2004 - 05

CROSSRAIL

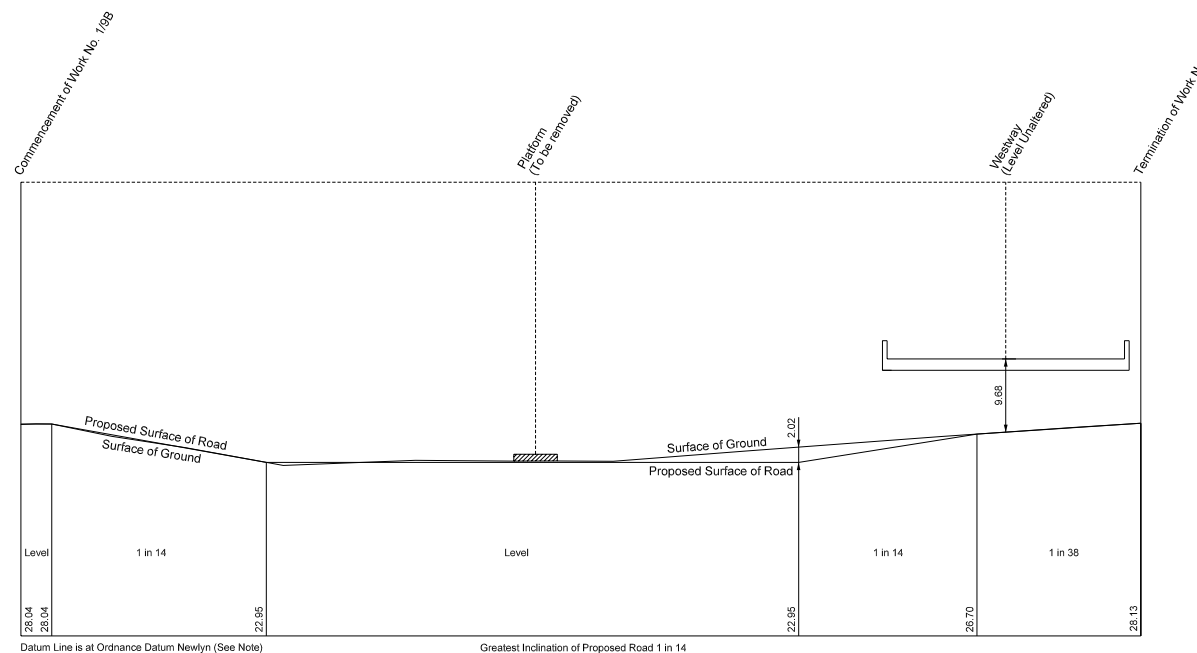
Works Nos. 1/9A & 1/9B (Roads)  
 Works Nos. 1/10A & 1/10B (Sewers)  
 Work No. 1/11A (Subway)  
 Work No. 1/11B (Road)

WORK No. 1/9A



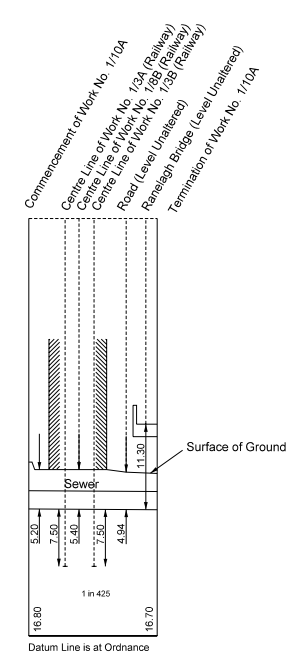
The Datum Line for Work No. 1/9A is 29.47 metres below Ordnance Survey Bench Mark (29.47 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the north east face of 50, Great Western Road and marked thus  $\nabla$  on plan Sheet No. 4.

WORK No. 1/9B



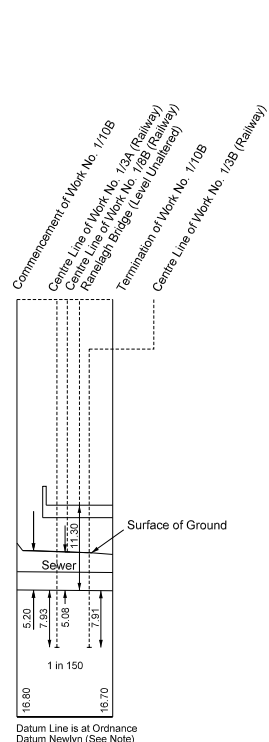
The Datum Line for Work No. 1/9B is 29.47 metres below Ordnance Survey Bench Mark (29.47 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the north east face of 50, Great Western Road and marked thus  $\nabla$  on plan Sheet No. 4.

WORK No. 1/10A



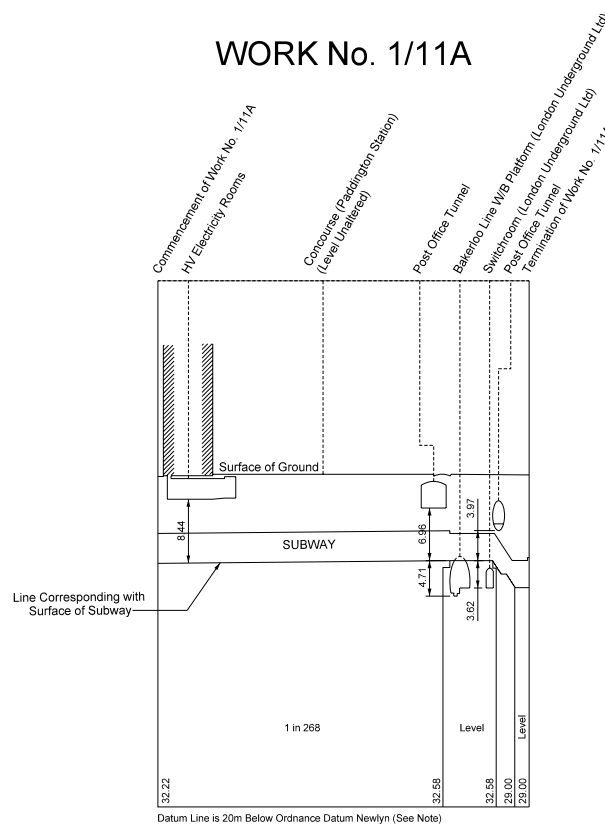
The Datum Line for Work No. 1/10A is 26.72 metres below Ordnance Survey Bench Mark (26.72 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the west face of 66, Porchester Road and marked thus  $\nabla$  on plan Sheet No. 5.

WORK No. 1/10B



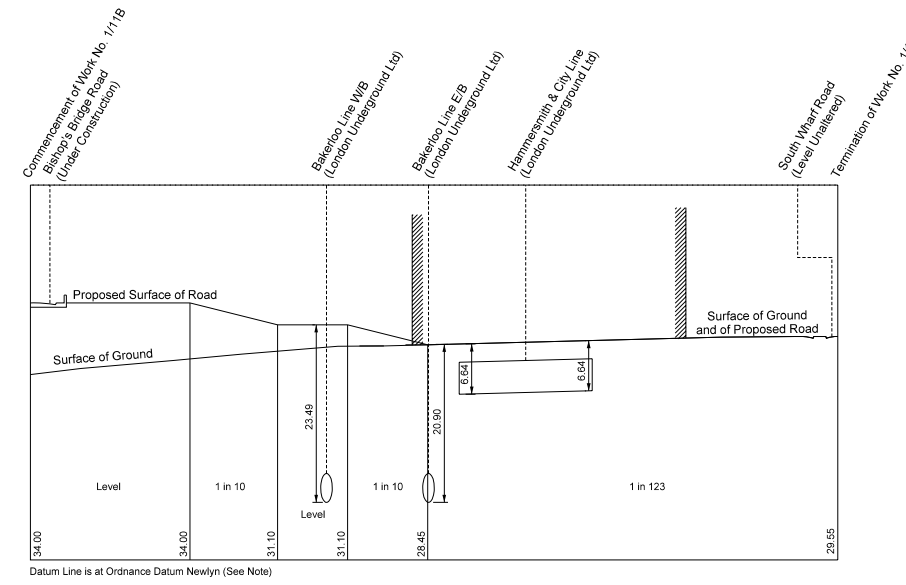
The Datum Line for Work No. 1/10B is 26.72 metres below Ordnance Survey Bench Mark (26.72 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the west face of 66, Porchester Road and marked thus  $\nabla$  on plan Sheet No. 5.

WORK No. 1/11A



The Datum Line for Work No. 1/11A is 47.87 metres below Ordnance Survey Bench Mark (27.87 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the west face wall on east side of London Street and marked thus  $\nabla$  on plan Sheet No. 6.

WORK No. 1/11B



The Datum Line for Work No. 1/11B is 30.73 metres below Ordnance Survey Bench Mark (30.73 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the south west face of South Wharves and marked thus  $\nabla$  on plan Sheet No. 6.

