

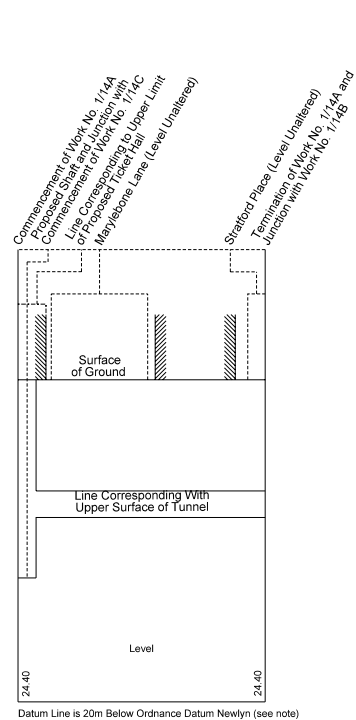
# SECTIONS

IN PARLIAMENT - SESSION 2005 - 06  
 CROSSRAIL  
 (AMENDMENT OF PROVISIONS - NOVEMBER 2006)

Work No. 1/14A (Construction Tunnel & Shaft)  
 Work No. 1/14B (Escalator, Subway & Stairs)  
 Work No. 1/14C (Subway & Stairs)  
 Works Nos. 1/14D & 1/14E (Subways)

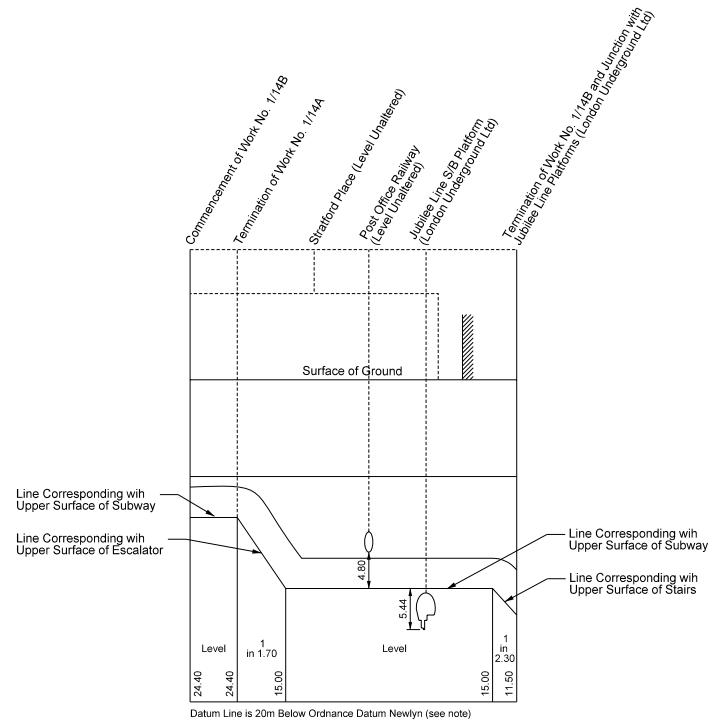
Note: This sheet contains additional sections.

WORK No. 1/14A



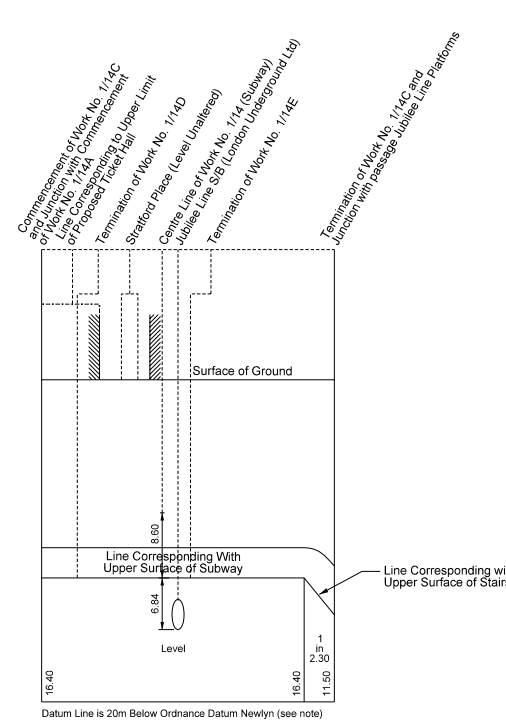
The Datum Line for Work No. 1/14A is 41.77 metres below Ordnance Survey Bench Mark (21.17 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the north face of 59, Brook Street and marked thus  $\nabla$  on plan Replacement Sheet No.9.

WORK No. 1/14B



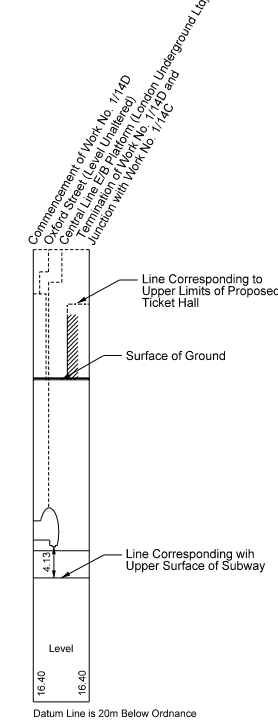
The Datum Line for Work No. 1/14B is 41.77 metres below Ordnance Survey Bench Mark (21.17 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the north face of 59, Brook Street and marked thus  $\nabla$  on plan Replacement Sheet No.9.

WORK No. 1/14C



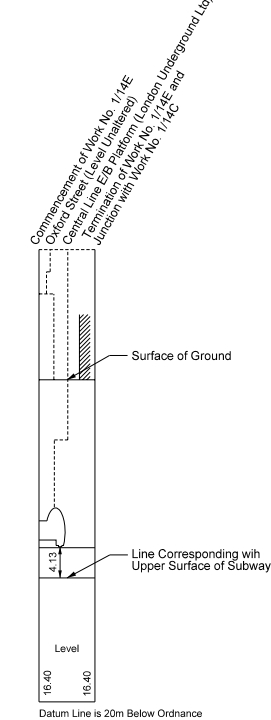
The Datum Line for Work No. 1/14C is 41.77 metres below Ordnance Survey Bench Mark (21.17 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the north face of 59, Brook Street and marked thus  $\nabla$  on plan Replacement Sheet No.9.

WORK No. 1/14D



The Datum Line for Work No. 1/14D is 41.77 metres below Ordnance Survey Bench Mark (21.17 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the north face of 59, Brook Street and marked thus  $\nabla$  on plan Replacement Sheet No.9.

WORK No. 1/14E



The Datum Line for Work No. 1/14E is 41.77 metres below Ordnance Survey Bench Mark (21.17 metres above Ordnance Datum Newlyn) cut thus  $\nabla$  on the north face of 59, Brook Street and marked thus  $\nabla$  on plan Replacement Sheet No.9.

