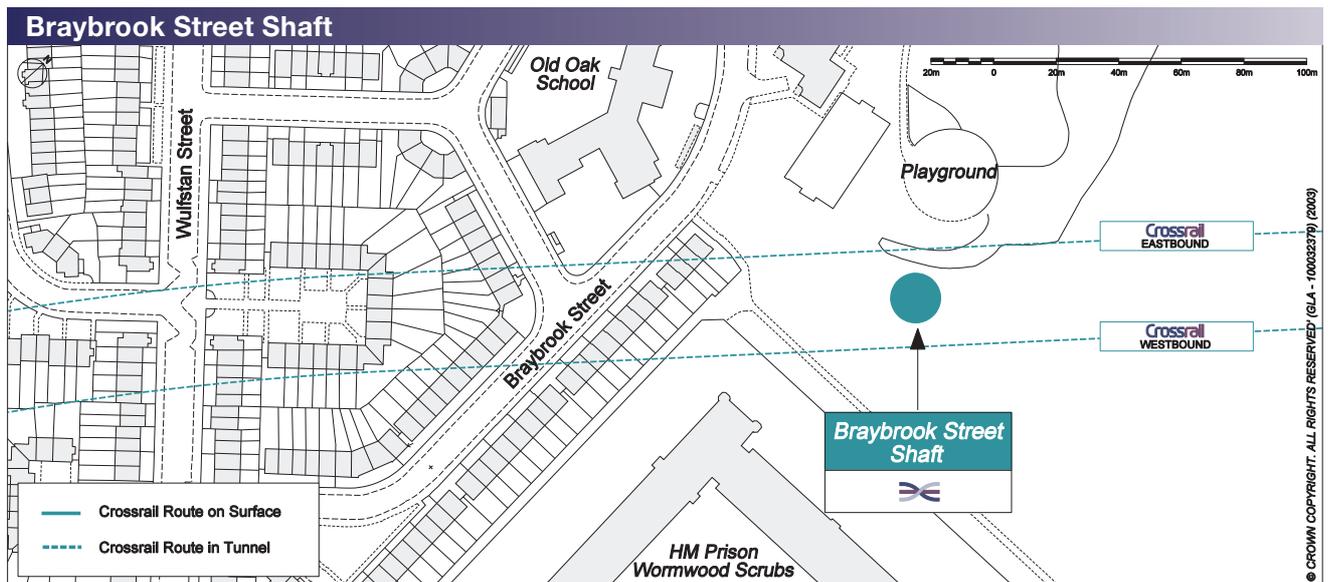


Braybrook Street Shaft

Intermediate shafts are required where there are distances of more than 1km between stations.

They serve several purposes:

- Ventilation - Fresh air is needed to keep temperatures comfortable in the tunnels and provide cooling around trains.
- Smoke Extraction - In an emergency the shafts will be used to keep the evacuation routes free from smoke.
- Emergency Access - Firefighters and emergency services will need access to the tunnels in the event of an incident.
- Emergency Evacuation - Passengers would be guided to the nearest station except in situations where they are more than 2km apart. Some shafts therefore will be designed to bring passengers to the surface.



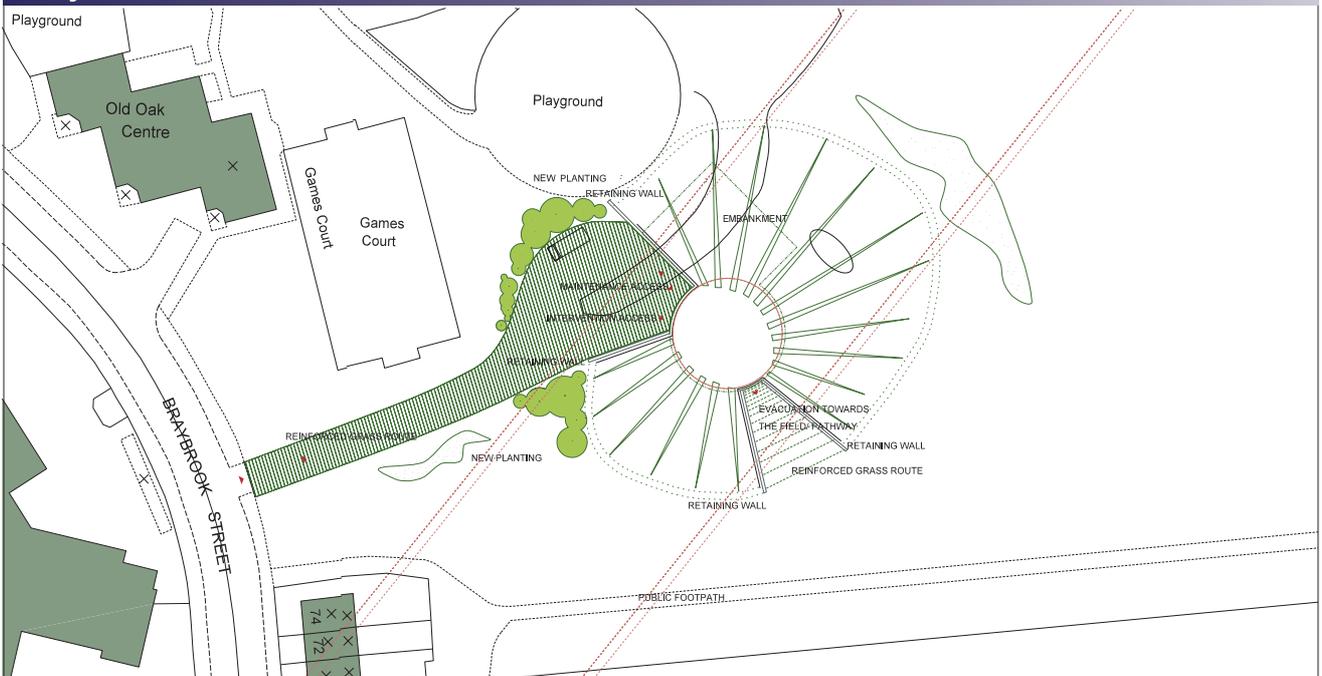


Braybrook Street Shaft

A ventilation and emergency intervention shaft would be required in the south west part of Wormwood Scrubs Park. The shaft would be approximately 16 metres in diameter. An access for construction and for emergencies would be created from Braybrook Street.

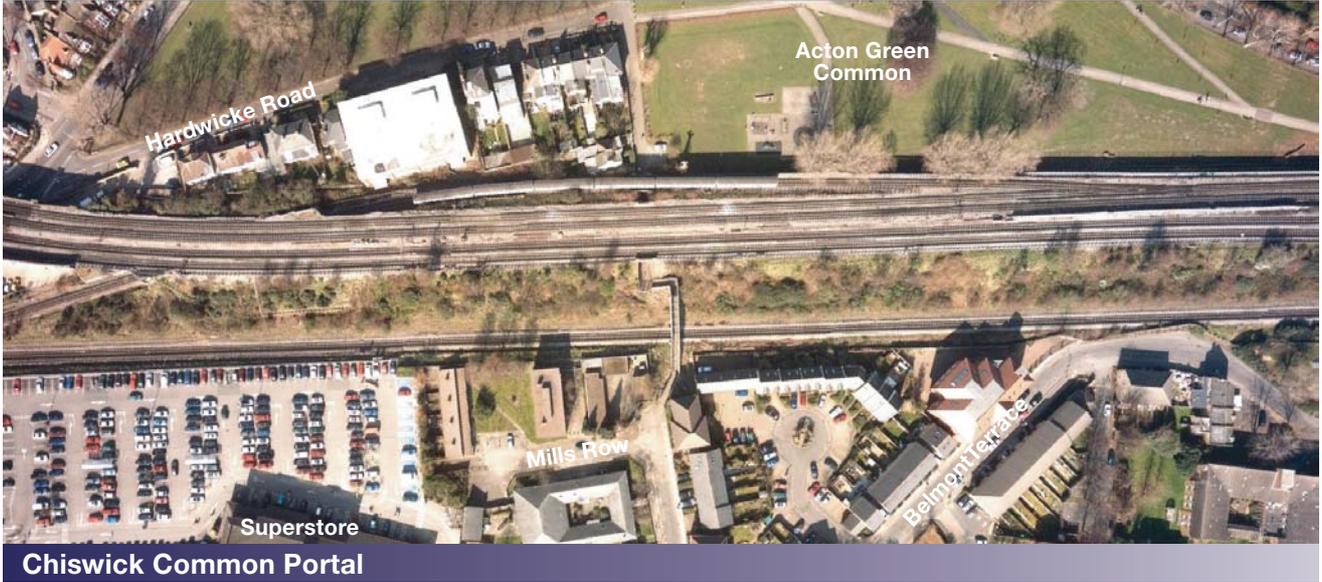
A surface structure would be required to enable access to the tunnel in an emergency. The design of the surface structure will be subject to further consultation as the project develops. The drawing above shows how the structure could look.

Braybrook Street Shaft



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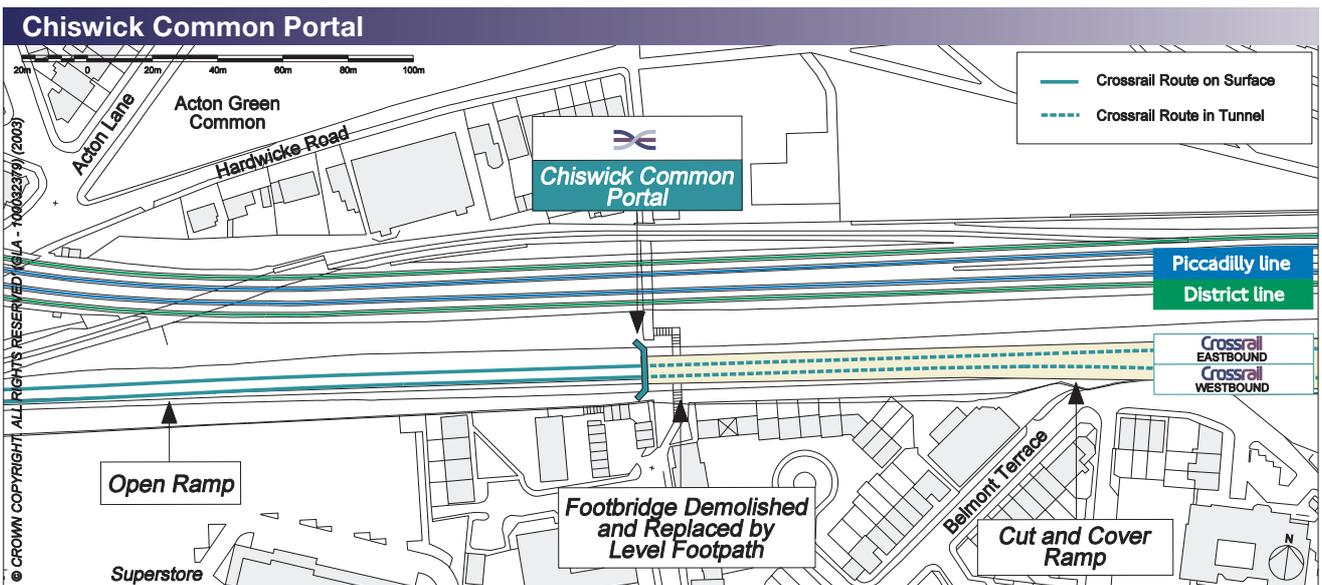




Crossrail proposes a tunnel from the Great Western Main Line near Ladbrooke Grove to a portal at Chiswick Common. A station is proposed at Turnham Green to provide interchange with London Underground services.

The ramp and station would be constructed from a site on the Back Common. The District line would be diverted southwards onto a temporary alignment to provide space for the construction. On completion of construction the site would be reinstated.

New platforms would be situated underground beneath Chiswick Back Common on a level section of the Crossrail tunnels. West of this point the tracks would rise on a 'cut and cover' ramp to emerge in the vicinity of Bridge Street.





Cowley Road Shaft

Intermediate shafts are required where there are distances of more than 1km between stations.

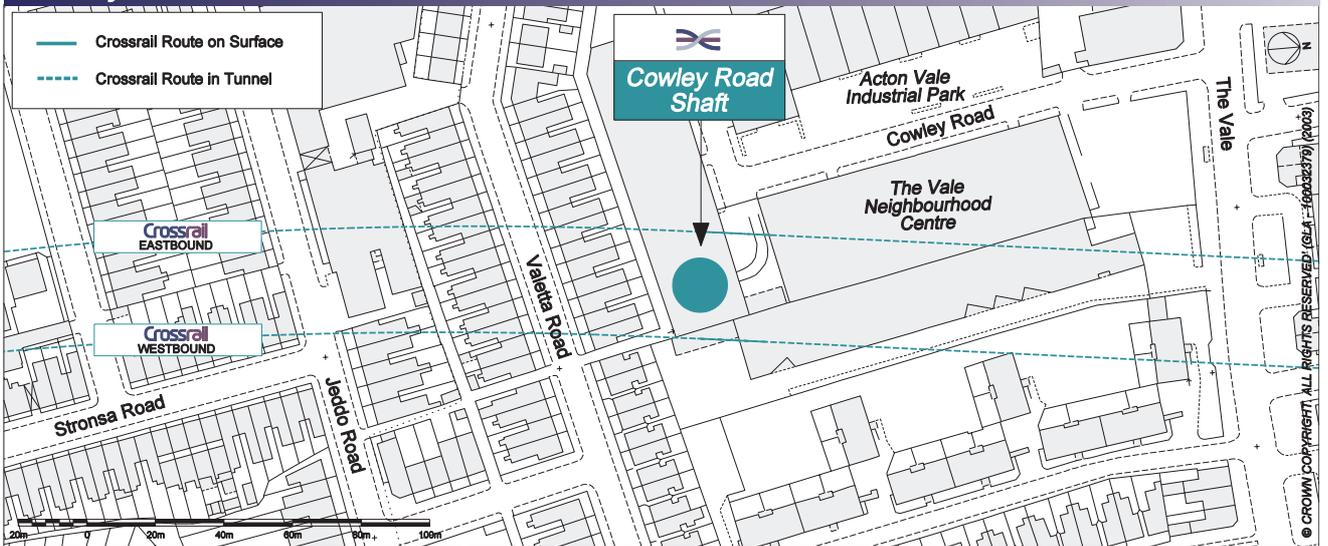
They serve several purposes:

- Ventilation - Fresh air is needed to keep temperatures comfortable in the tunnels and provide cooling around trains.
- Smoke Extraction - In an emergency the shafts will be used to keep the evacuation routes free from smoke.
- Emergency Access - Firefighters and emergency services will need access to the tunnels in the event of an incident.

- Emergency Evacuation - Passengers would be guided to the nearest station except in situations where they are more than 2km apart. Some shafts therefore will be designed to bring passengers to the surface.

A ventilation, intervention and evacuation shaft of approximately 10 metres diameter would be required. This shaft is proposed to be located on an industrial site. On completion the site would be reinstated in accordance with requirements of the local authority.

Cowley Road Shaft



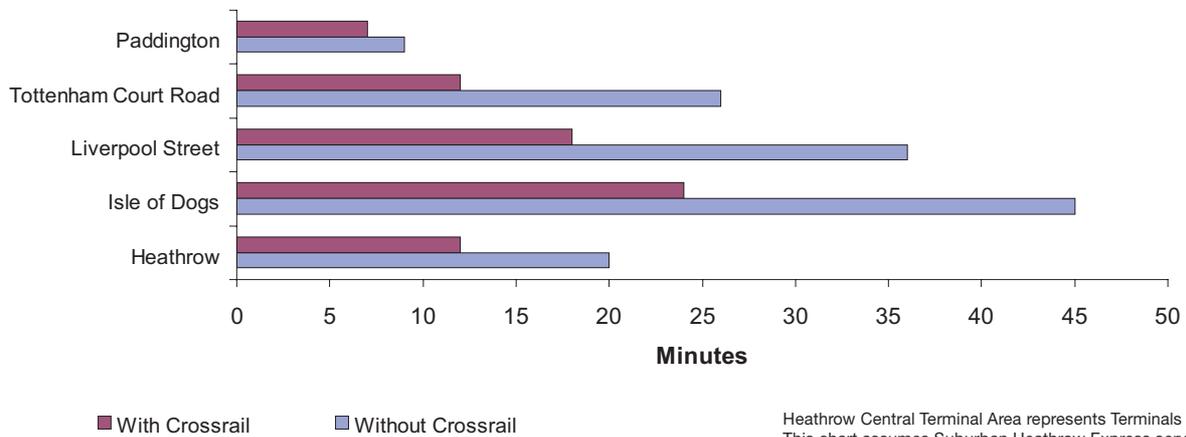


Existing Ealing Broadway Station

Crossrail would improve train services to/from Ealing Broadway Station by providing journey time savings and a much greater variety of convenient travel destinations.

Crossrail is being planned to deliver up to 6 trains per hour in each direction between Paddington and Heathrow replacing the Heathrow Express service.

Comparative journey time from Ealing Broadway station



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Ealing Broadway Station.

It is not proposed that Crossrail services would stop at Acton Main Line, West Ealing, Hanwell & Elthorne or Southall stations. They would continue to be served by train services to/from Paddington.





Ealing Broadway Station

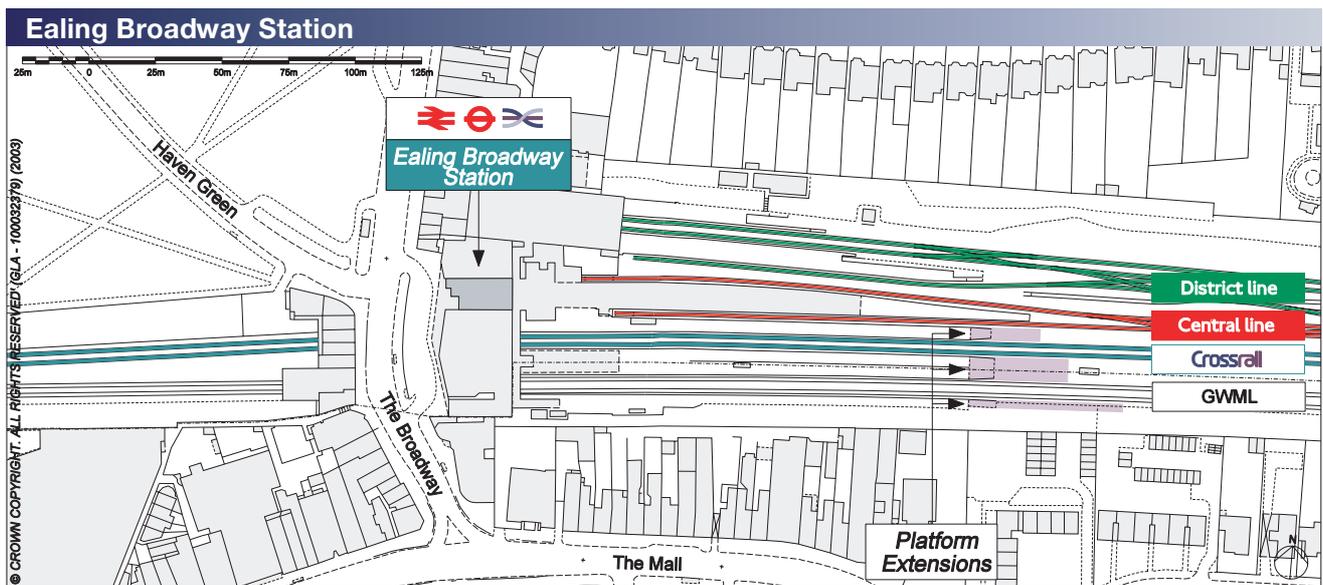
Crossrail Ealing Broadway station would provide:

- New direct journey opportunities to Heathrow and central London
- 6 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London
- Interchange with London Underground and Thames Trains services

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.

The design of Ealing Broadway station is presently under consideration. It is proposed to significantly redevelop the station. This would include:

- Platform extensions
- Enlarged and reconfigured Ticket Hall
- Step-free access from street to platforms, including lifts
- Passive provision for future tram/bus interchange
- Forecourt improvements in conjunction with local authority proposals



Crossrail would improve train services to/from Gunnersbury Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Gunnersbury Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Train service.



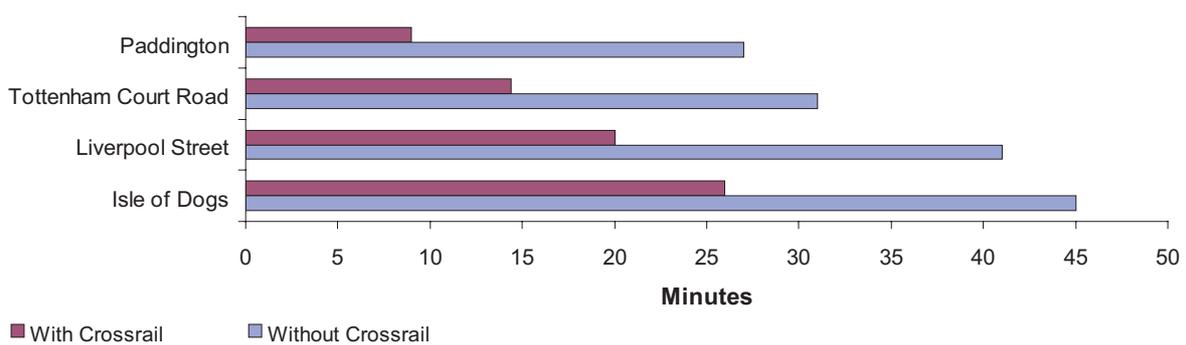
Existing Gunnersbury Station

Passengers would be able to interchange with the District line at Turnham Green.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.

North London Line services would remain unchanged.

Comparative journey time from Gunnersbury station



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Gunnersbury Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.





Gunnersbury Station

Crossrail is expected to result in increased passenger demand to/from the station. A range of improvements are being considered to ensure efficient station facilities are provided. Where feasible, this could include opportunities to improve the integration of the station with other types of transport through a range of measures such as:

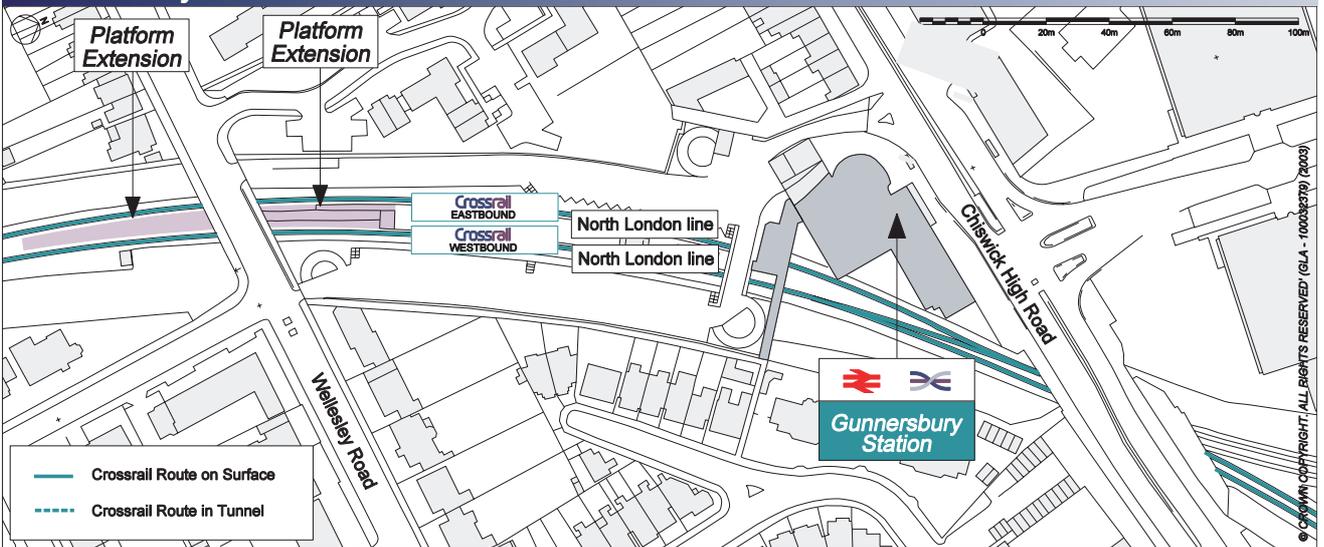
- Platform extensions with additional passenger shelters
- Modifications to station buildings
- Improved street signage

Crossrail Gunnersbury station would provide:

- New direct journey opportunities
- 12 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London.
- Interchange with North London Line

Crossrail proposes to replace the District line Richmond services with Crossrail trains. Existing District line passengers would be able to interchange at Turnham Green.

Gunnersbury Station



Crossrail would improve train services to/from Hampton Wick Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Hampton Wick Station

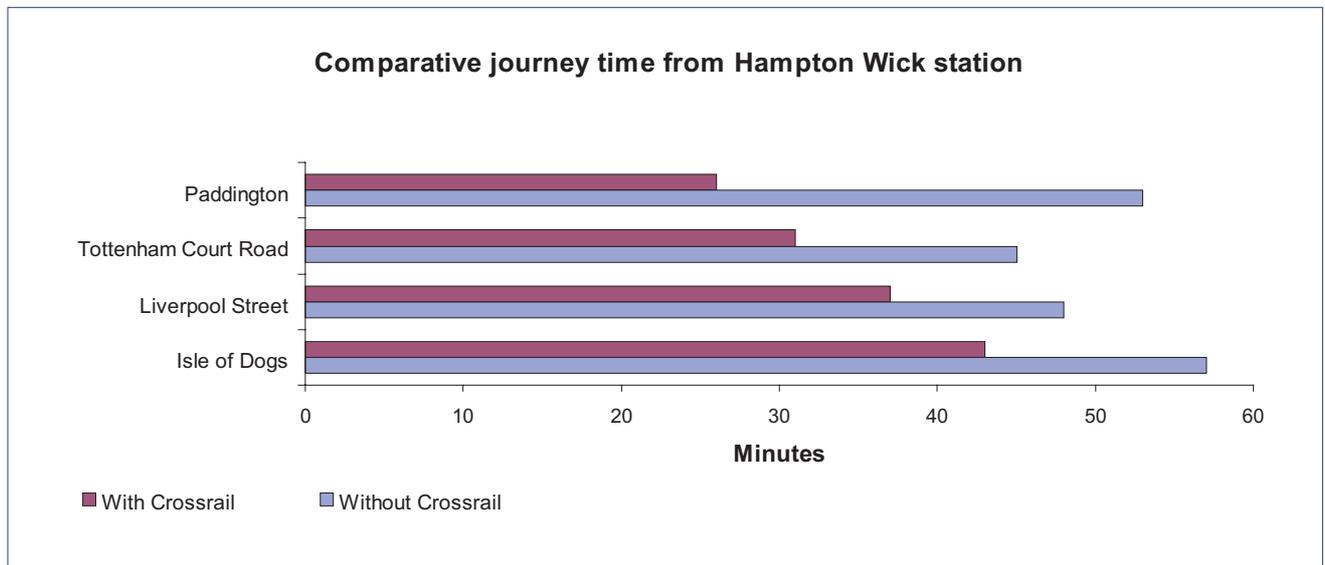


Existing Hampton Wick Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

South West Trains services would remain unchanged.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Hampton Wick Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.





Hampton Wick Station

Crossrail is expected to result in increased passenger demand to/from the station. A range of improvements are being considered to ensure efficient station facilities are provided. Where feasible, this could include opportunities to improve the integration of the station with other types of transport through a range of measures such as:

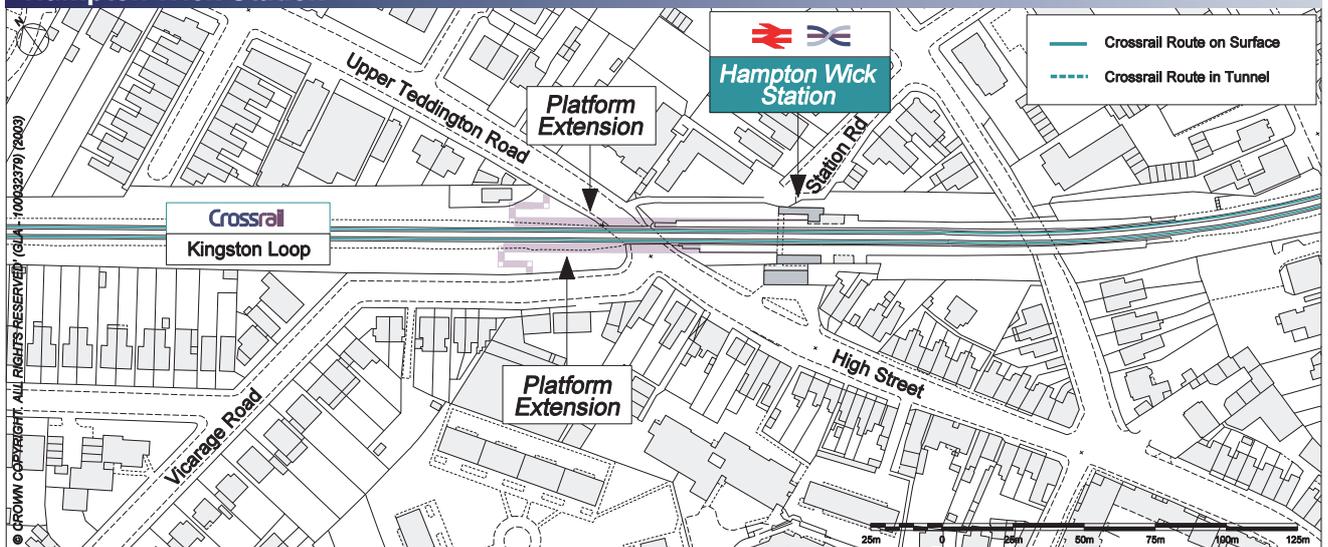
- Ticket gates and ticket windows
- Pedestrian access improvements
- Safety and security improvements including CCTV
- Passenger information improvements including visual information displays, centralised public address and Help Points

To cater for Crossrail services the platforms would need to be extended at their western ends over a reconstructed bridge over Upper Teddington Road.

Crossrail Hampton Wick station would provide:

- New direct journey opportunities
- 4 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London.
- Interchange with South West Trains

Hampton Wick Station

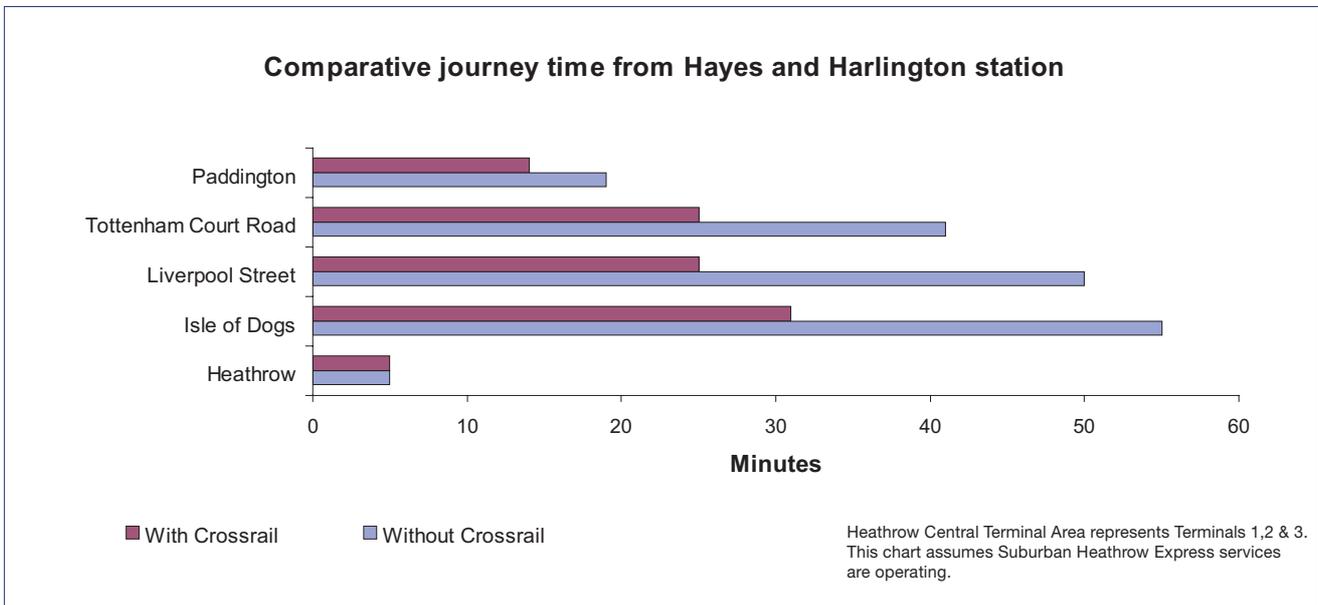




Existing Hayes and Harlington Station

Crossrail would improve train services to/from Hayes and Harlington Station by providing journey time savings and a much greater variety of convenient travel destinations.

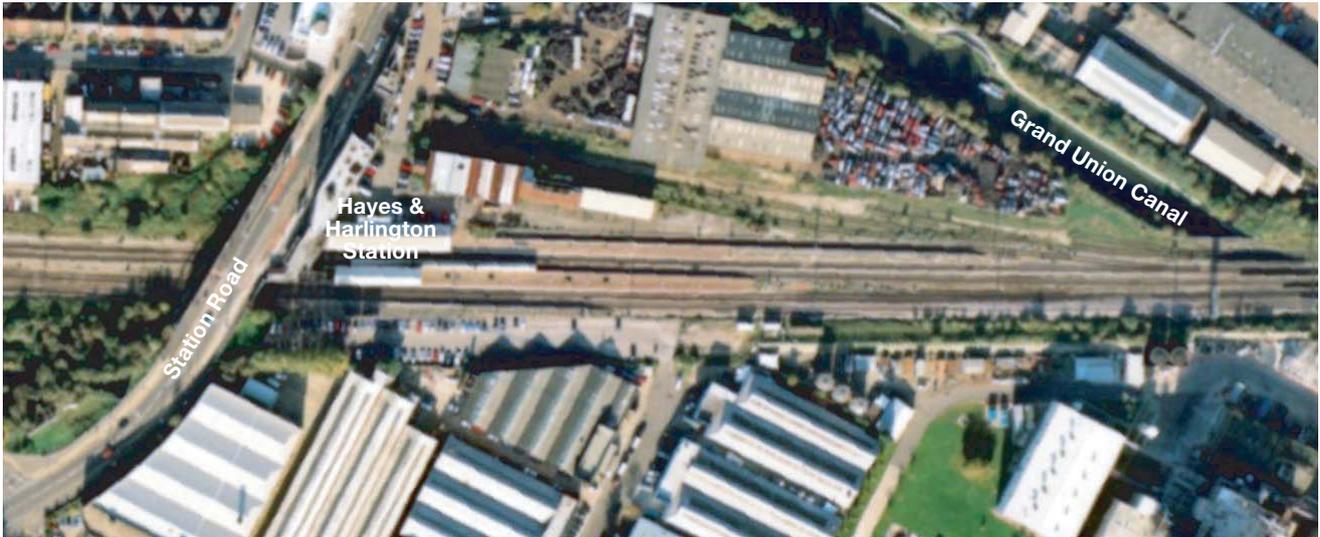
Crossrail is being planned to deliver up to 6 trains per hour in each direction between Paddington and Heathrow replacing the Heathrow Express service.



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Hayes and Harlington Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.





Hayes and Harlington Station

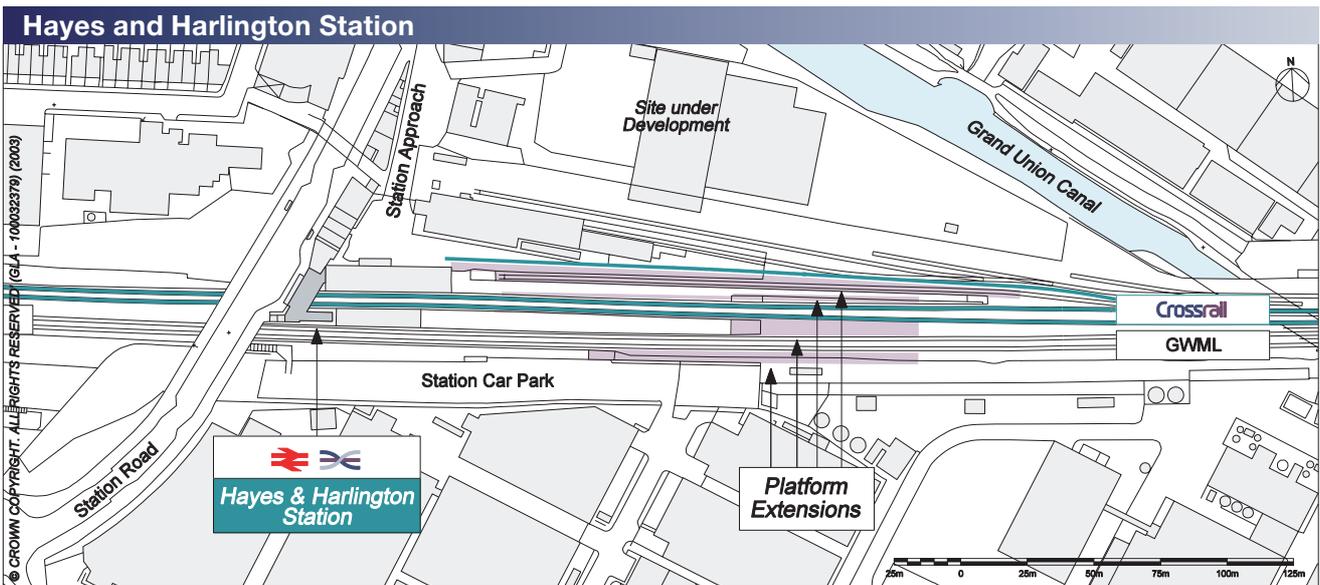
Crossrail Hayes and Harlington station would provide:

- New direct journey opportunities to Heathrow and central London
- 6 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London
- Interchange with Thames Trains services

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.

The design of Hayes and Harlington station is presently under consideration. It is proposed to significantly redevelop the station. This would include:

- Upgrade to interchange for rail passengers from the west into Heathrow
- Platform extensions
- Ticket Hall reconstruction to provide modern facilities and new ticket office
- Step-free access from street to platforms, including lifts
- Improved bus interchange arrangements





Crossing the Capital, Connecting the UK

HEATHROW

CROSSRAIL PROPOSALS

Crossrail is being planned to deliver up to 24 trains per hour in peak times in each direction through central London. Service patterns on each of the branches east and west of London will enable fast and efficient travel across

London. Crossrail will fit in easily with the existing rail networks and ticketing systems. It will also enable commuters and leisure travellers alike to benefit from fast and efficient travel into and across London.



Possible Train Interior

The train interiors will reflect the 'metro' style service planned for Crossrail. Wide doors will allow for fast entry and exit and there will be space for luggage to be stowed.



Possible Train

Current Services to Heathrow - BAA plc Heathrow Express

4 trains per hour in each direction between Paddington and Heathrow, with a fast non-stop service. Suburban Heathrow Express, to be introduced in December 2004, will provide a 2 train per hour service connecting Paddington to Heathrow via local stops including Southall, Ealing Broadway and Hayes.

Proposed Crossrail Services to Heathrow

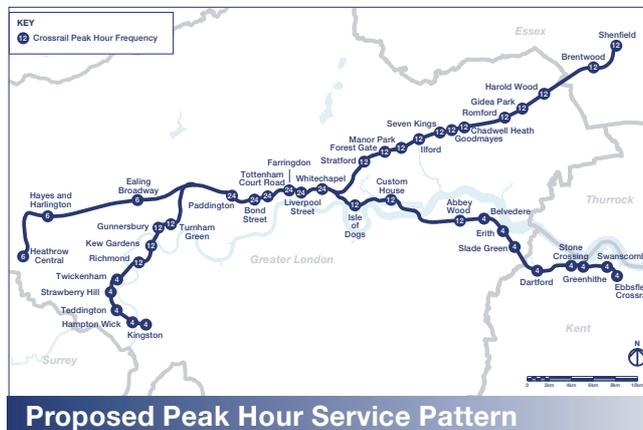
6 trains per hour in each direction between Paddington and Heathrow replacing the 4 trains per hour Heathrow Express Service and 2 trains per hour Suburban Heathrow Express. Crossrail services to and from Heathrow Airport would call only at Hayes and Harlington and Ealing Broadway to the west of Paddington.

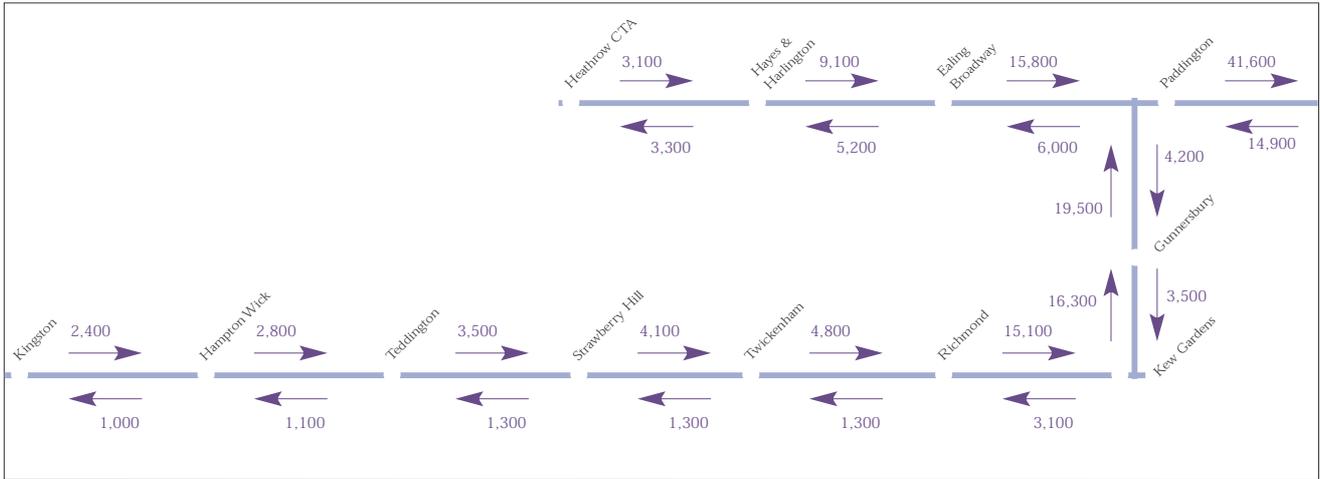
This corridor would provide significant journey time savings to the West End, City and Docklands. Crossrail services to Heathrow would increase service frequencies and attract passengers from Underground services. This would provide congestion relief on these Underground services.

Passengers from stations along the Great Western corridor west of Hayes and Harlington would have the ability to interchange at Hayes and Harlington station to access Heathrow, with improved journey times and service frequencies.

Passengers at stations east of Hayes and Harlington would have the ability to interchange at either Hayes and Harlington or Ealing Broadway station to access Heathrow with improved journey times and service frequencies.

The definition of the Crossrail service to Heathrow is still in progress, with precise Heathrow definition subject to achieving agreement with BAA plc.



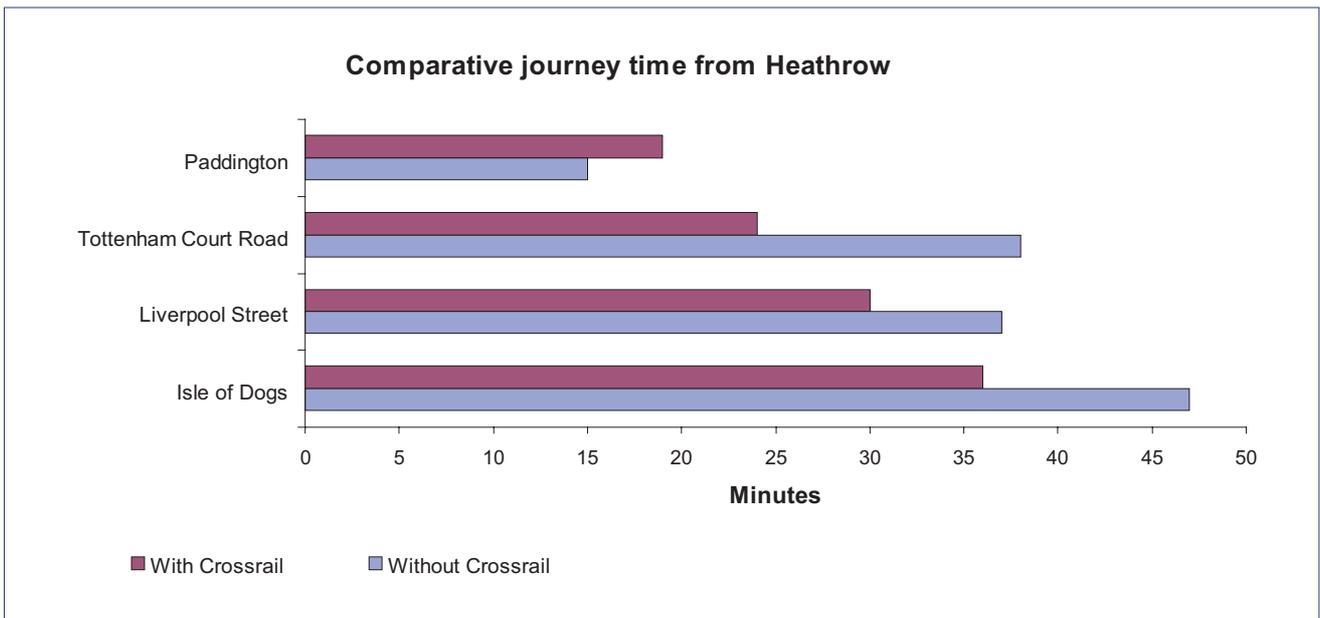


Crossrail Passenger Loadings - AM Peak Period (West)

The Crossrail service from Heathrow would replace the present day non-stop Heathrow Express service to Paddington with a service that stops at Hayes & Harlington and Ealing Broadway.

This would increase journey times to Paddington by a few minutes and introduce central London commuters from Hayes & Harlington and Ealing Broadway on to these trains.

However, Crossrail would run beyond Paddington to directly serve the West End, City and Isle of Dogs. This would substantially reduce journey times for existing Heathrow Express passengers by reducing the need to interchange to Taxi or London Underground services at Paddington.



Crossrail would improve train services to/from Kew Gardens Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Kew Gardens Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Train service.

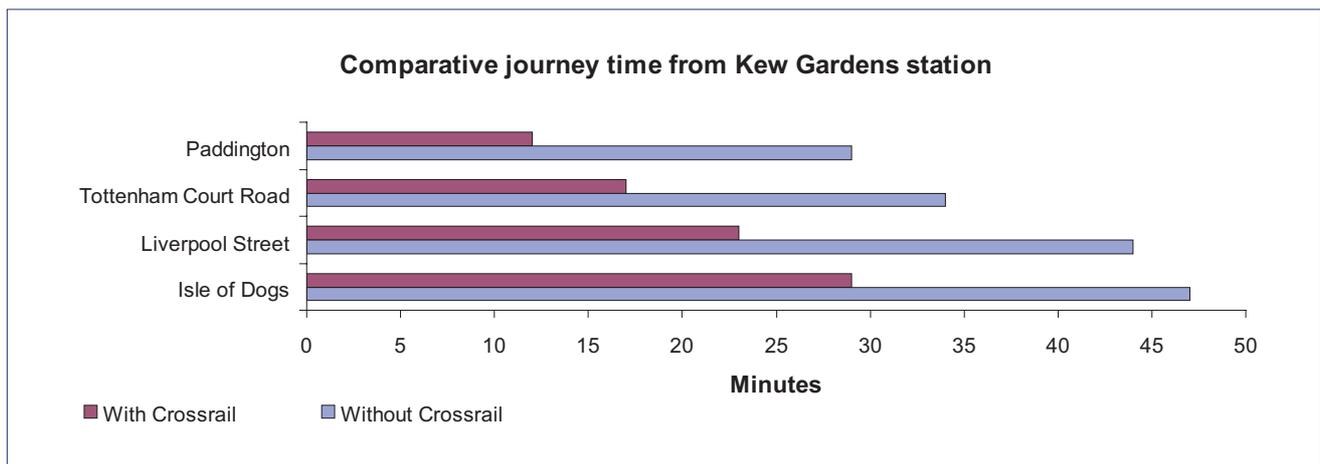
North London Line services would remain unchanged.



Existing Kew Gardens Station

Passengers would be able to interchange with the District line at Turnham Green.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Kew Gardens Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.



Crossrail would improve train services to/from Kingston Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Kingston Station



Existing Kingston Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

South West Trains services would remain unchanged.

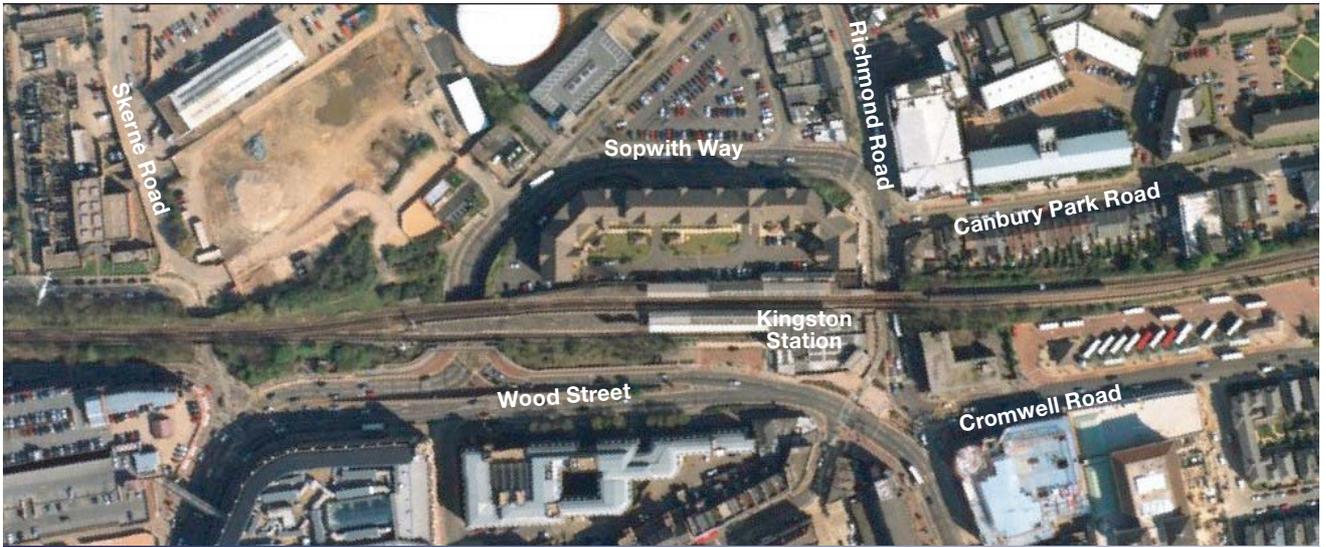
These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Kingston Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.





Kingston Station

Crossrail is expected to result in increased passenger demand to/from the station. A range of improvements are being considered to ensure efficient station facilities are provided. Where feasible, this could include opportunities to improve the integration of the station with other types of transport through a range of measures such as:

- Mobility impaired person access
- Ticket gates and ticket windows
- Pedestrian access improvements
- Safety and security improvements including CCTV
- Passenger information improvements including visual information displays, centralised public address and Help Points

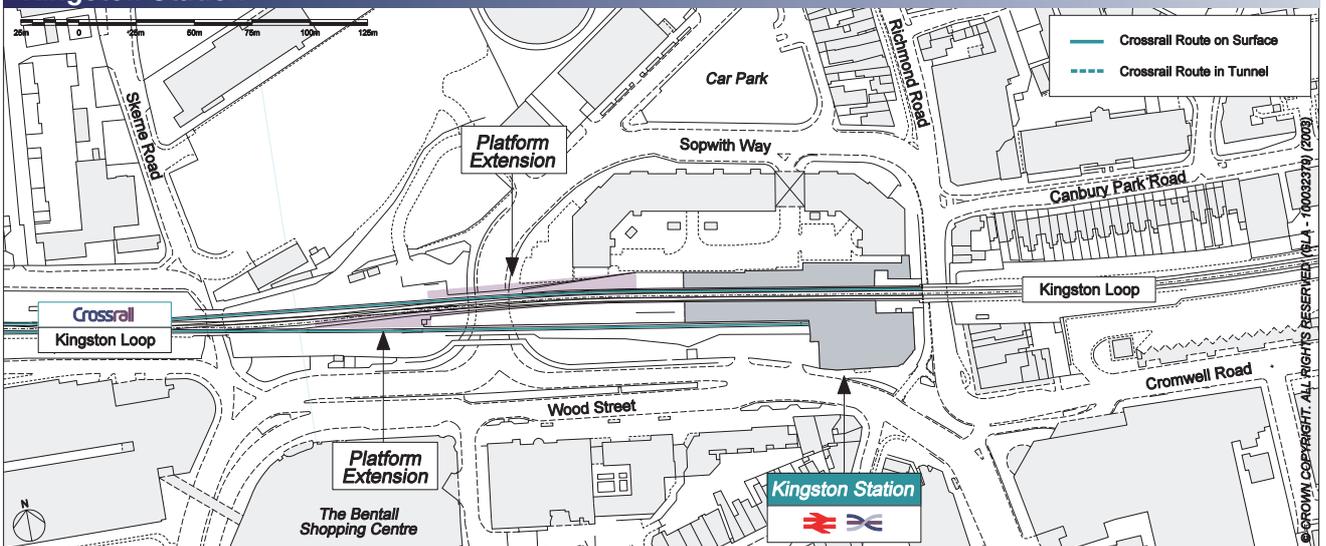
Station works would include:

- Platform extensions and associated works to road bridges west of the station
- Step-free access from street to platforms
- Rearranged ticket barrier

Crossrail Kingston station would provide:

- New direct journey opportunities
- 4 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London.
- Interchange with South West Trains

Kingston Station





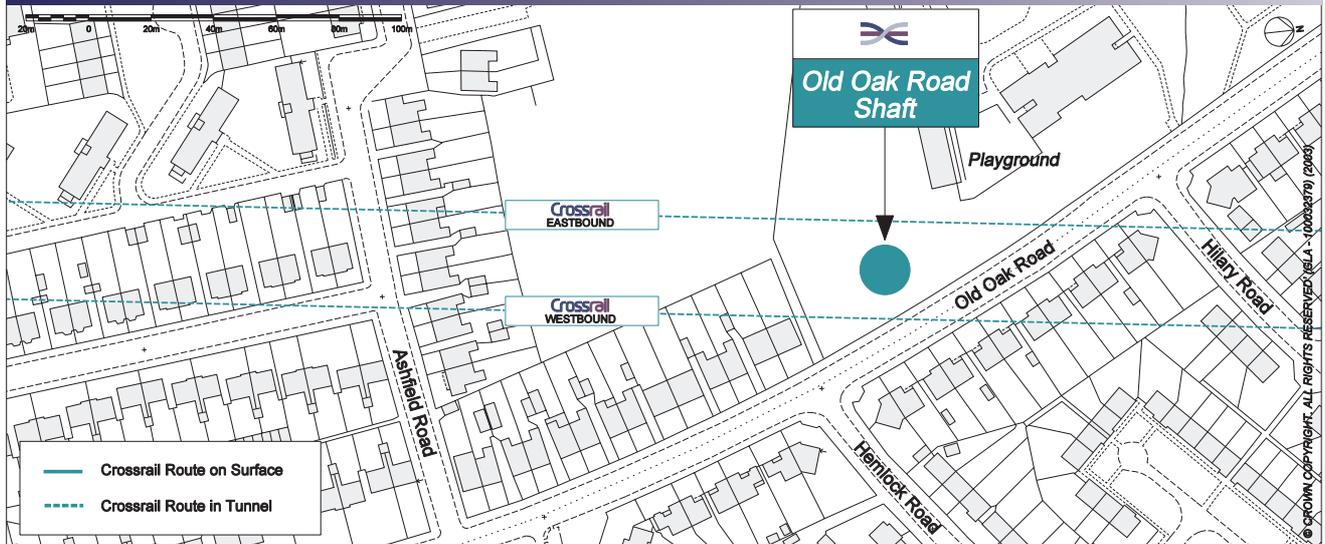
Old Oak Road Shaft

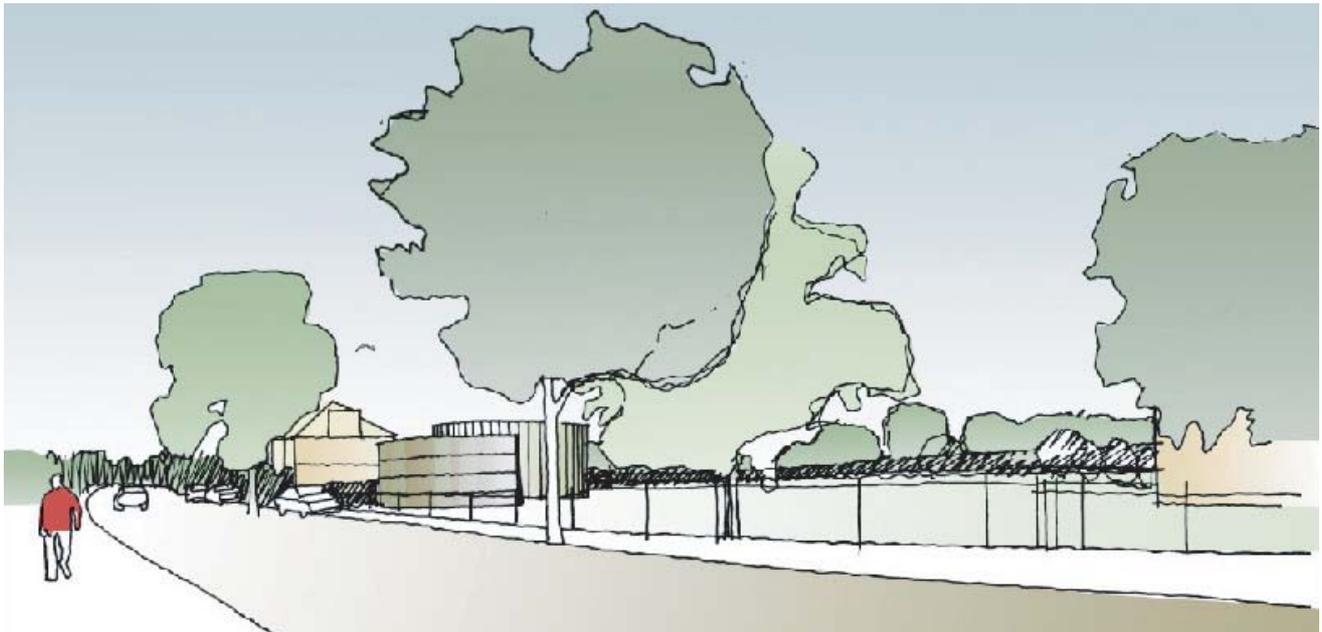
Intermediate shafts are required where there are distances of more than 1km between stations.

They serve several purposes:

- Ventilation - Fresh air is needed to keep temperatures comfortable in the tunnels and provide cooling around trains.
- Smoke Extraction - In an emergency the shafts will be used to keep the evacuation routes free from smoke.
- Emergency Access - Firefighters and emergency services will need access to the tunnels in the event of an incident.
- Emergency Evacuation - Passengers would be guided to the nearest station except in situations where they are more than 2km apart. Some shafts therefore will be designed to bring passengers to the surface.

Old Oak Road Shaft





Old Oak Road Shaft

An intervention shaft would be required adjacent to the junction of Old Oak Road and Hemlock Road.

The shaft would be approximately 10 metres in diameter. An access for construction would be created from Old Oak Road.

A surface structure would be required to enable access to the tunnel in an emergency.

The design of the surface structure will be subject to further consultation as the project develops. The drawing above shows how the structure could look.

Old Oak Road Shaft



10601-w6/01-50/08





Interior of new station

Paddington would be the first of the new stations experienced by passengers travelling to Central London from the west. The station and ticket halls would be built within the length of Eastbourne Terrace.

Crossrail's proposal is for the station to be covered by a predominantly glazed "light spine" running the entire length of the Crossrail station in Eastbourne Terrace, allowing natural light into the station.

Crossrail recognise the architectural and historic importance of the main line station, and will produce a design that is appropriate to Crossrail's location.

Crossrail will continue to develop proposals in consultation with Westminster City Council, Network Rail, English Heritage, the local community and other stakeholders.

Taxis

To enable the station in Eastbourne Terrace to be built it would be necessary to temporarily relocate the taxis currently using Eastbourne Terrace Departures Road.

Span 4 Development

Network Rail are developing proposals for a site known as Paddington Span 4.

In addition to office and retail development, this development could provide an area for the permanent relocation of the taxis currently using the Eastbourne Terrace Departures Road.

Paddington - Heathrow Service

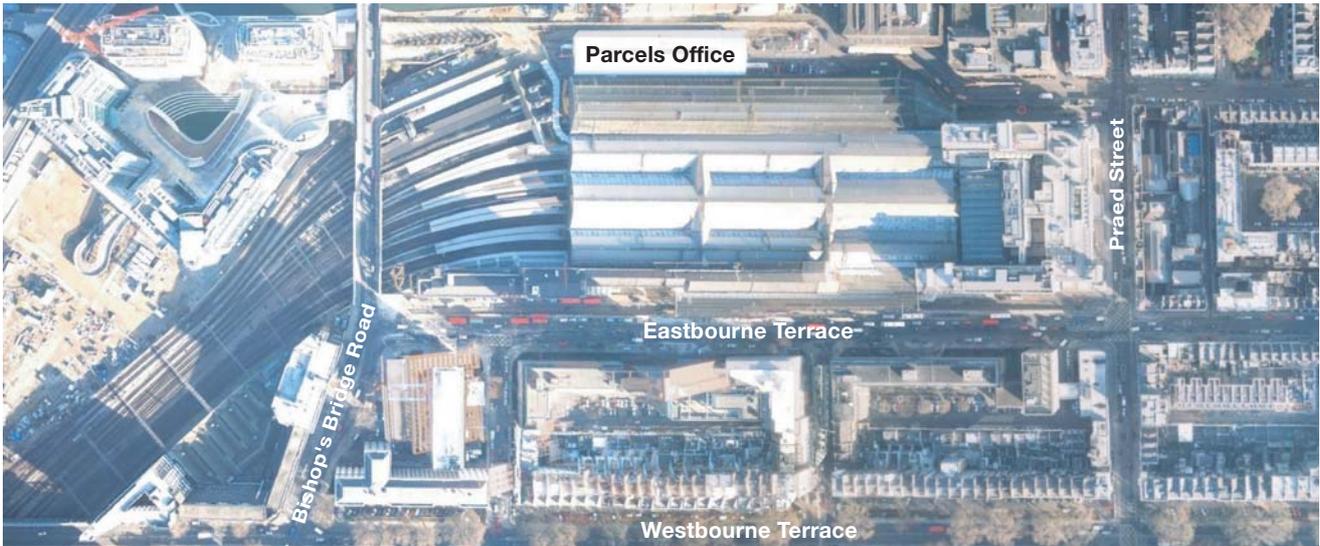
The current proposal is for a Crossrail Paddington to Heathrow service of 6 trains per hour, replacing the existing 4 trains per hour Heathrow Express service. This is subject to discussions with BAA plc and the Strategic Rail Authority.

View of station looking northwest from Praed Street



Images from Alan Marten, JMP





Paddington Station

Paddington - Station Design

Crossrail would construct new platforms within the length of Eastbourne Terrace. Two ticket halls would be provided at basement level, one at each end of Eastbourne Terrace, serving a wide catchment area and enhancing the accessibility of the station from areas of new development.

One of the major benefits of Crossrail would be the ability to access central London from outer areas without having to change at Paddington or Liverpool Street. This would reduce the number of passengers needing to change services at Paddington, resulting in a significant reduction in crowding.

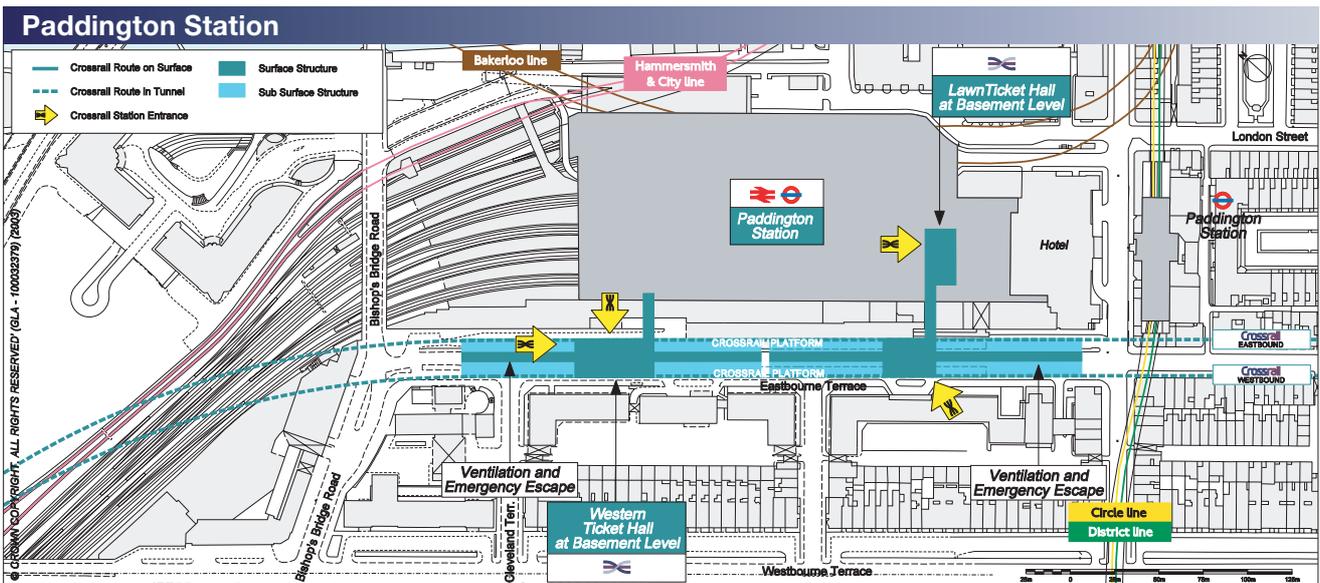
Crossrail Paddington Station would provide:

- Two new Crossrail ticket halls.
- New direct journey opportunities.
- Step free access to the Crossrail platforms.
- A Crossrail train every 2.5 minutes during peak times.
- Interchange with existing mainline and underground lines.
- Improved streetscape and landscaping in Eastbourne Terrace.

Construction

Crossrail proposes to construct the station primarily from sites at Eastbourne Terrace, the Great Western Parcels office off Bishop's Bridge Road and the disused parcels deck over the mainline station.

The proposed work sites will be the subject of future consultation and will be agreed with local authorities.



Crossrail would improve train services to/from Richmond Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Richmond Station



Existing Richmond Station

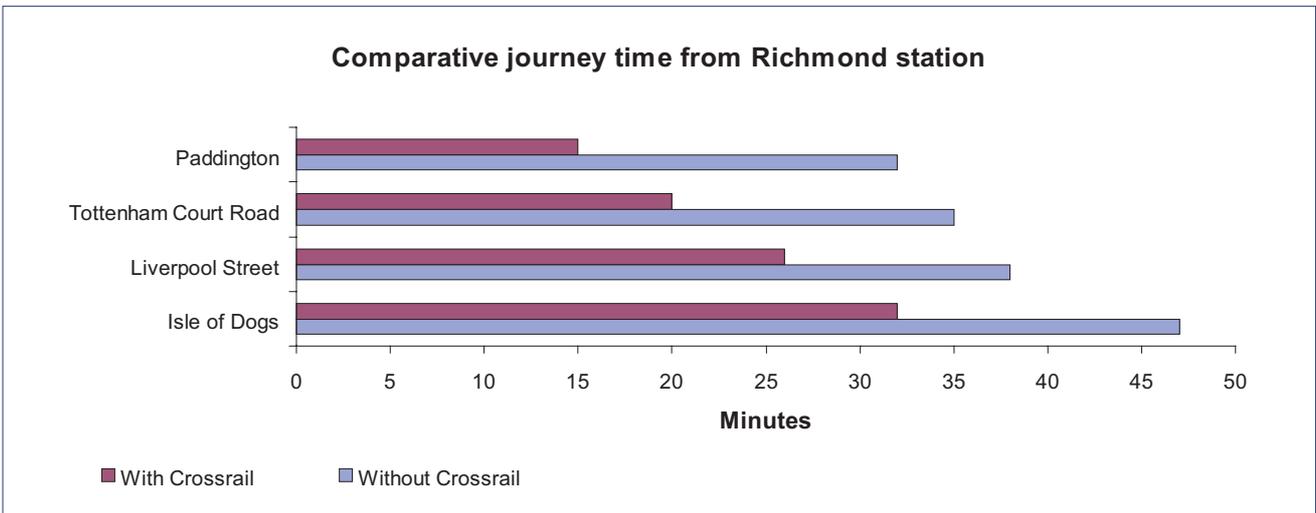
Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

South West Trains and North London Line services would remain unchanged.

Passengers would be able to interchange at Turnham Green to the District line.

It is not proposed that Crossrail services would stop at St Margaret's station. It would continue to be served by train services to/from Waterloo.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Richmond Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.

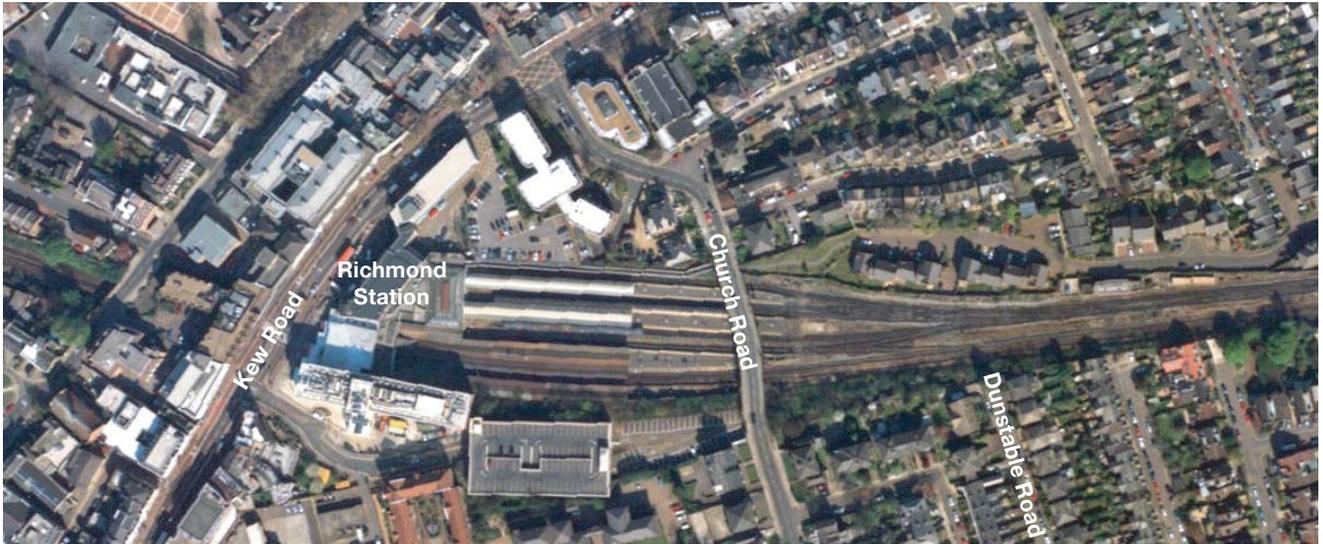




Crossing the Capital, Connecting the UK

RICHMOND STATION

CROSSRAIL PROPOSALS



Richmond Station

The design of Richmond station is presently under consideration. It is proposed to extend the terminal platforms at the west end of the station. The number of terminating tracks would be reduced from five to four. Three platforms would be extended to accommodate Crossrail trains and the North London Line.

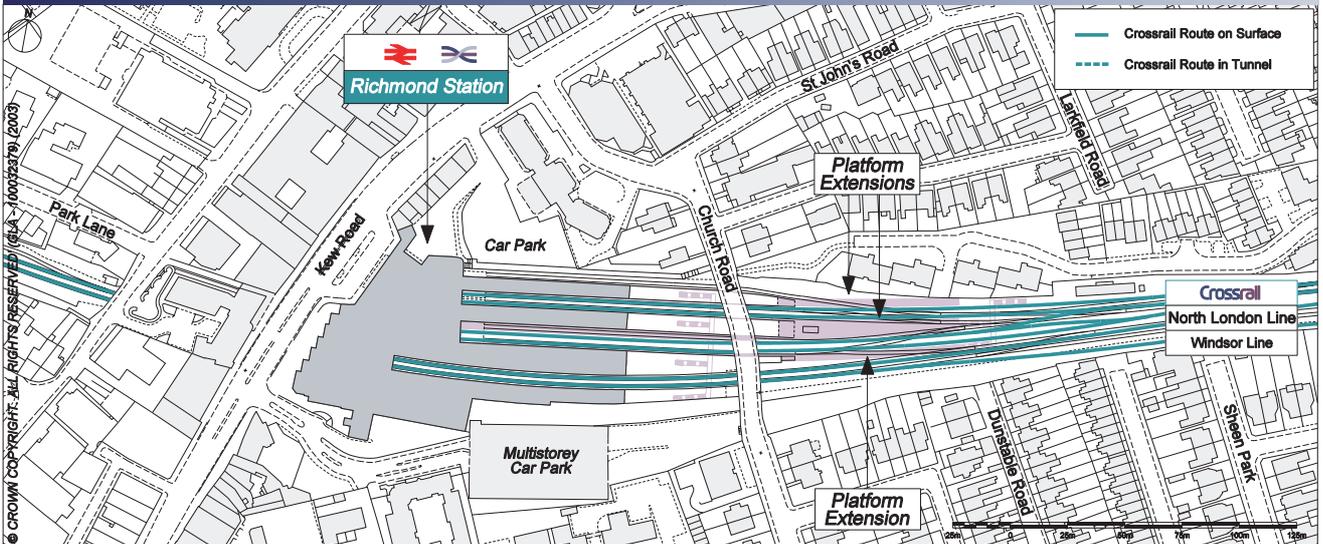
District line Richmond services would be replaced by Crossrail trains. Existing District line passengers would be able to interchange at Turnham Green using the new Crossrail platforms.

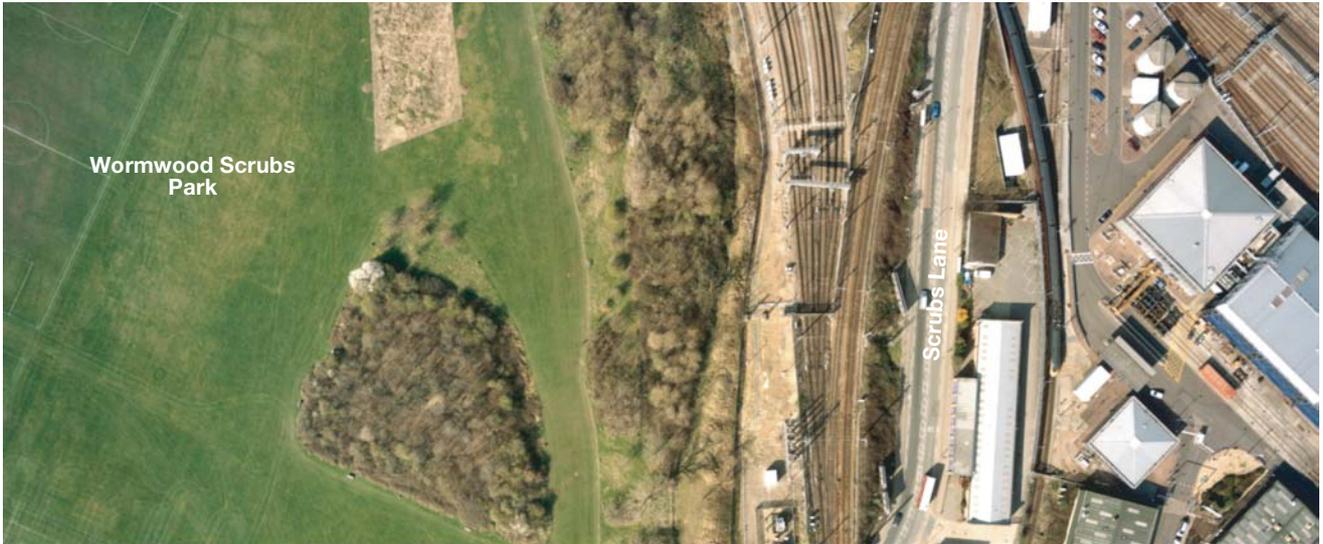
The North London Line service would remain.

Crossrail Richmond station would provide:

- New direct journey opportunities
- 12 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London
- Interchange with North London Line and South West Trains services

Richmond Station





Scrubs Lane Shaft

Intermediate shafts are required where there are distances of more than 1km between stations.

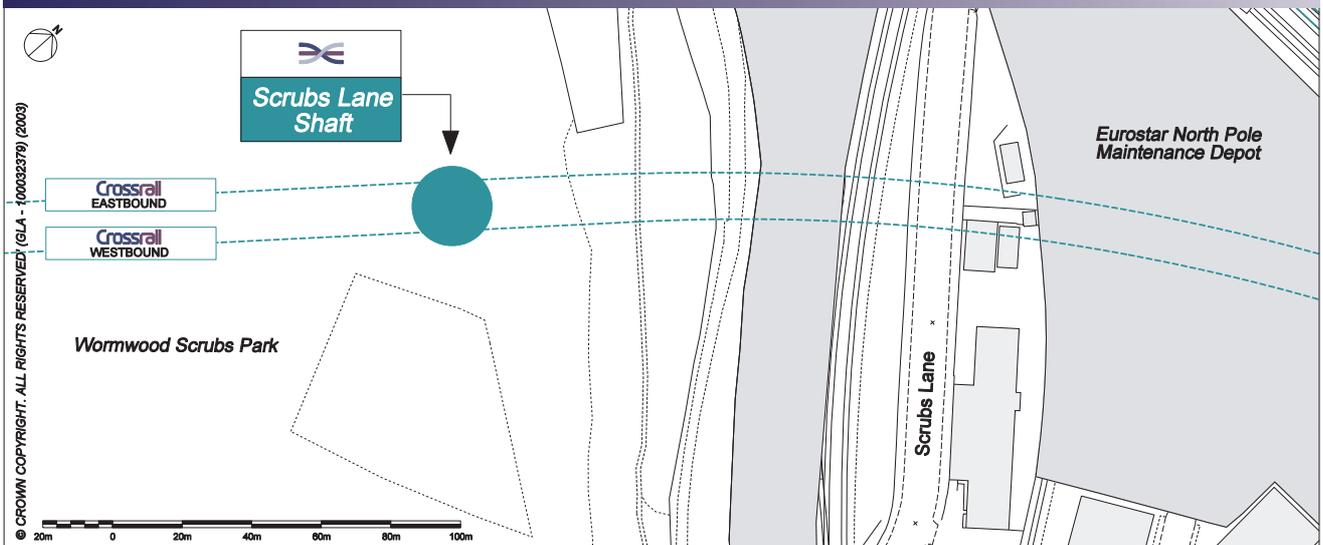
They serve several purposes:

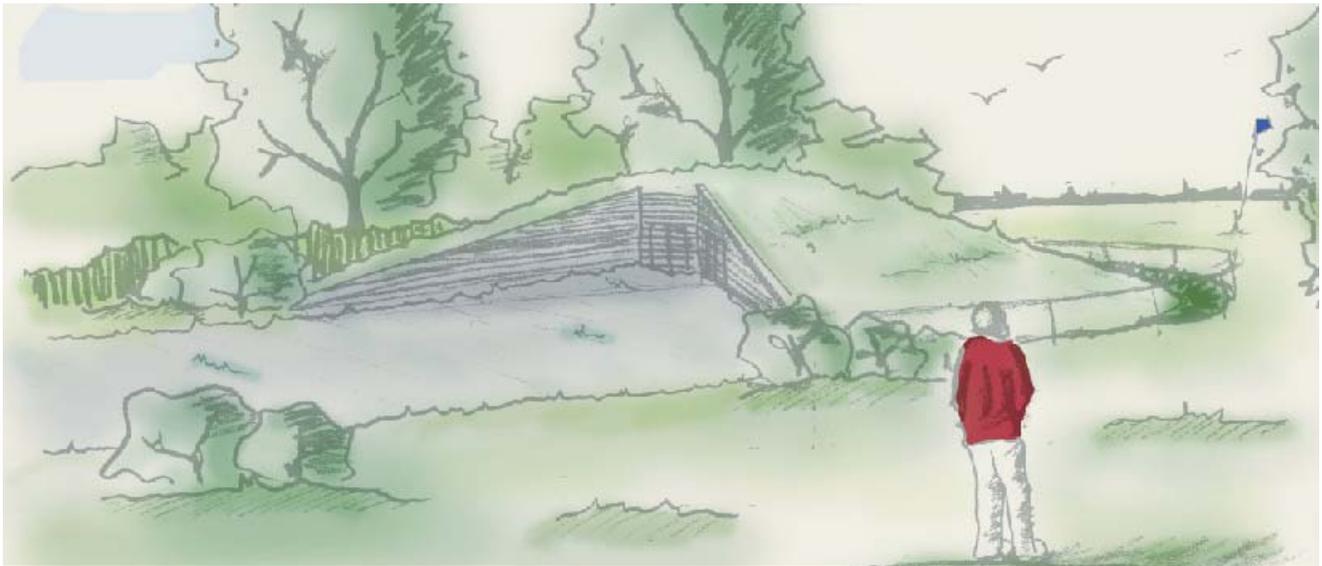
- Ventilation - Fresh air is needed to keep temperatures comfortable in the tunnels and provide cooling around trains.
- Smoke Extraction - In an emergency the shafts will be used to keep the evacuation routes free from smoke.

- Emergency Access - Firefighters and emergency services will need access to the tunnels in the event of an incident.
- Emergency Evacuation - Passengers would be guided to the nearest station except in situations where they are more than 2km apart. Some shafts therefore will be designed to bring passengers to the surface.

The Scrubs Lane Shaft would be constructed within the tunnelling worksite at Wormwood Scrubs.

Scrubs Lane Shaft





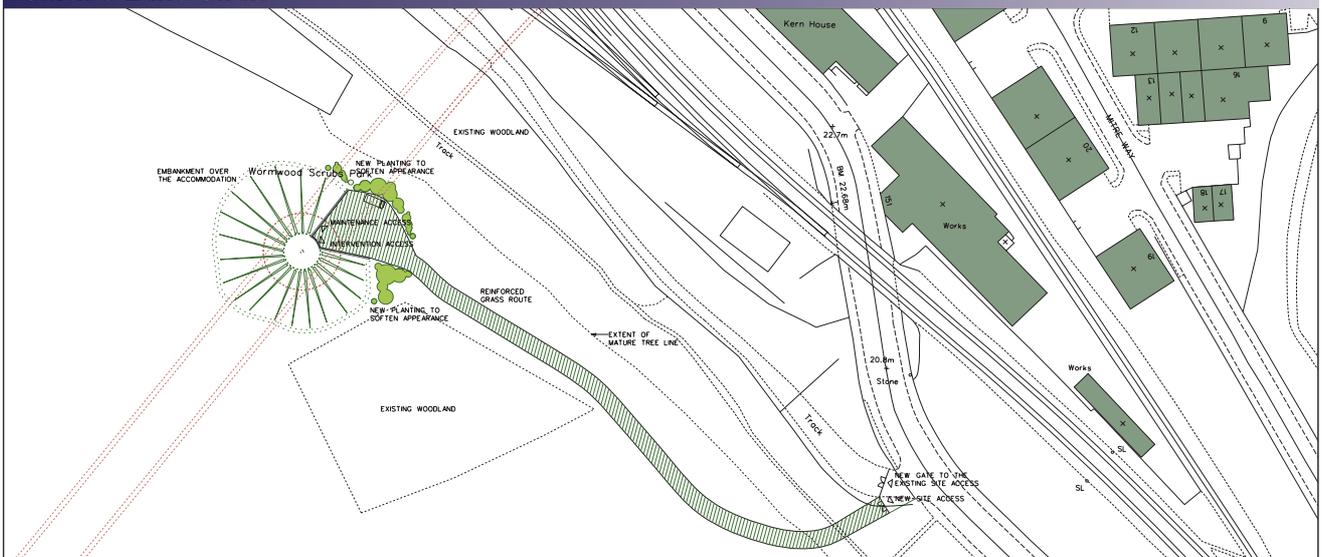
Scrubs Lane Shaft

During tunnelling a 26 metre diameter shaft would be required within the Wormwood Scrubs worksite. This shaft would be used to launch the tunnel boring machines, and to enable materials to be brought in and out of the tunnel.

A surface structure would be required to enable access to the tunnel in an emergency. The design of the surface structure will be subject to further consultation as the project develops. The drawing above shows how the structure could look.

On completion of the tunnelling a permanent intervention shaft of approximately 10 metres diameter would be required. The tunnelling shaft would be reduced to that size and the ground reinstated.

Scrubs Lane Shaft



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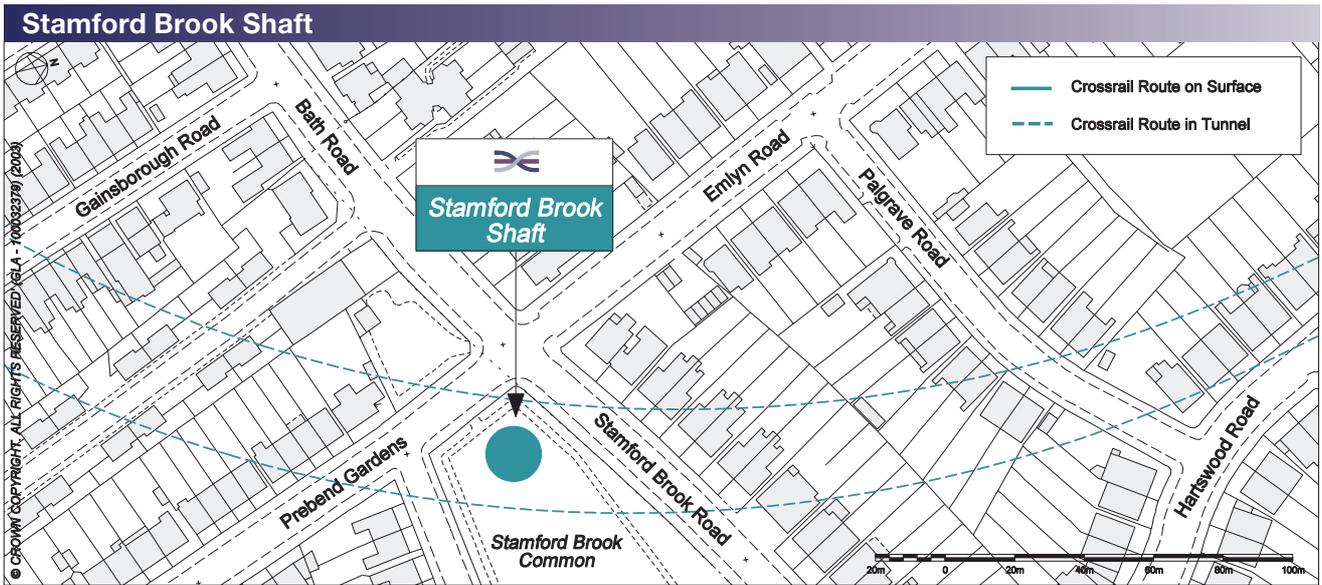


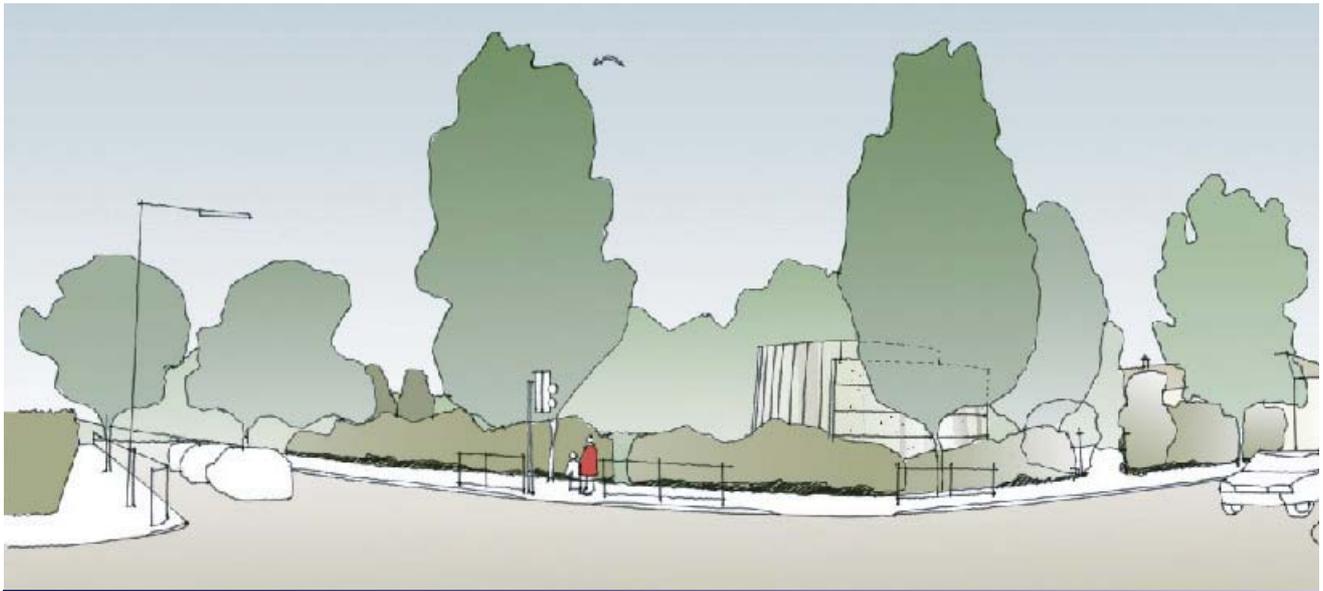
Stamford Brook Shaft

Intermediate shafts are required where there are distances of more than 1km between stations.

They serve several purposes:

- Ventilation - Fresh air is needed to keep temperatures comfortable in the tunnels and provide cooling around trains.
- Smoke Extraction - In an emergency the shafts will be used to keep the evacuation routes free from smoke.
- Emergency Access - Firefighters and emergency services will need access to the tunnels in the event of an incident.
- Emergency Evacuation - Passengers would be guided to the nearest station except in situations where they are more than 2km apart. Some shafts therefore will be designed to bring passengers to the surface.



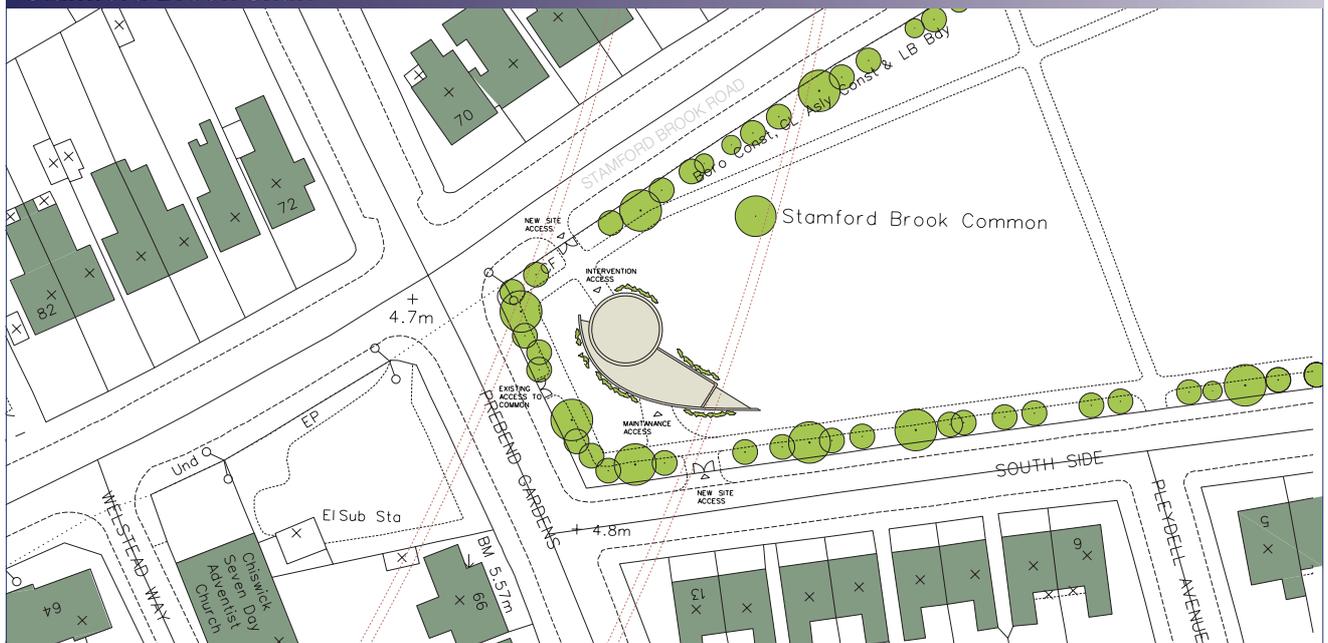


Stamford Brook Shaft

An intervention shaft would be required at the western end of Stamford Brook Common. The shaft would be approximately 10 metres in diameter. An access for construction would be created from Stamford Brook Road.

A surface structure would be required to enable access to the tunnel in an emergency. The design of the surface structure will be subject to further consultation as the project develops. The drawing above shows how the structure could look.

Stamford Brook Shaft



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Stockley Flyover

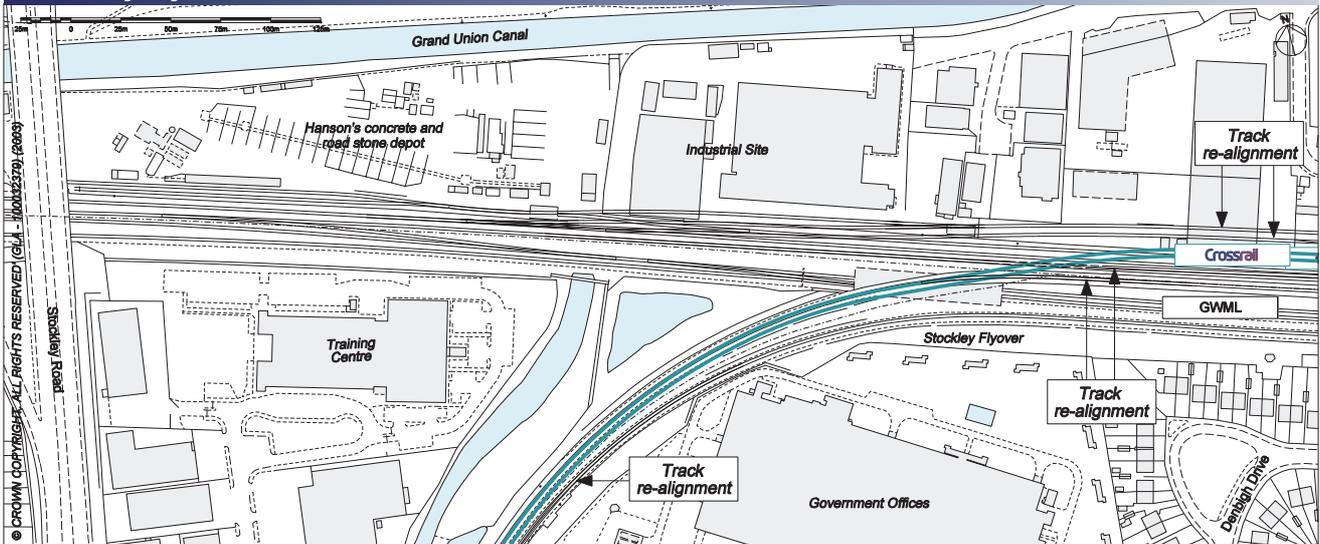
The existing flyover was built in 1995/96 and carries Heathrow Express trains heading for Paddington from the Heathrow tunnel over the Great Western Main Lines on a reinforced concrete arched structure with reinforced soil ramps.

The new Crossrail lines would then continue on a new ramp to a new connection to the existing tracks west of Hayes and Harlington station. The new ramp is proposed to be constructed from reinforced soil to minimise the use of plant adjacent to the railway.

To enable Crossrail's proposed services to access the branch to Heathrow the Stockley Flyover would need to be widened and extended. The existing 2 tracks on the north side would need to be re-aligned northwards outside the existing railway boundary. The flyover could then be extended with a new reinforced concrete arch structure to match the existing flyover.

The Stockley pond area to the west of the flyover is environmentally important and considerable care was taken during the original construction works to minimise disturbance and maintain flora and fauna. Any further work in this area is likely to be subject to strict conditions.

Stockley Flyover



Crossrail would improve train services to/from Strawberry Hill Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Strawberry Hill Station

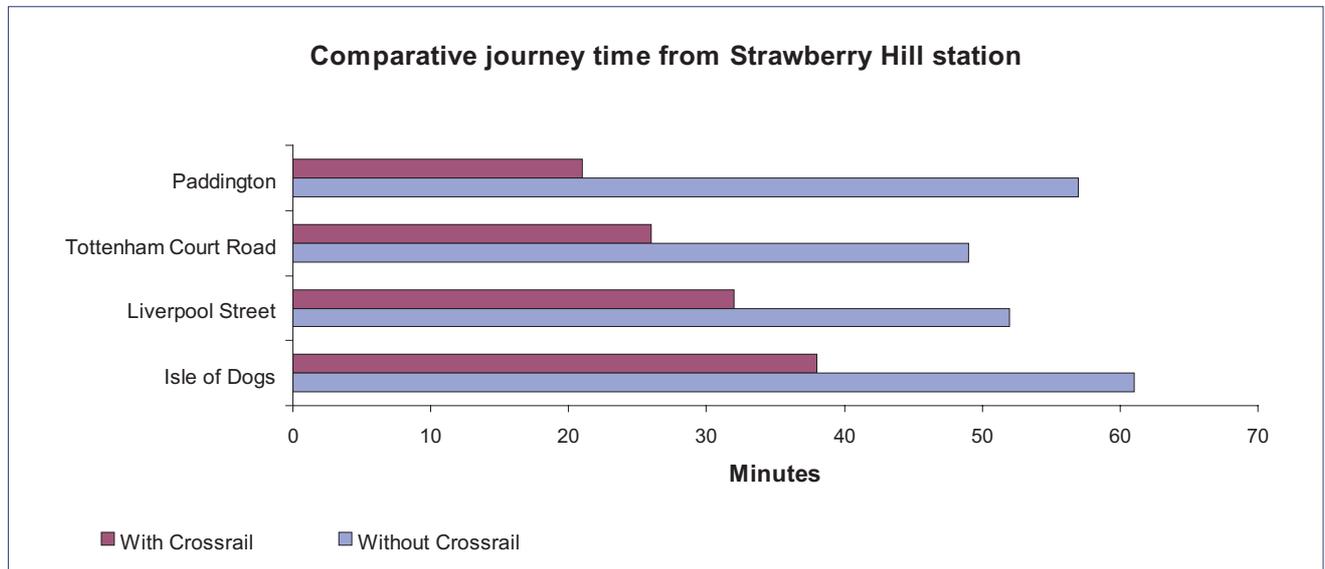


Existing Strawberry Hill Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

South West Trains services would remain unchanged.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Strawberry Hill Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.





Strawberry Hill Station

Crossrail is expected to result in increased passenger demand to/from the station. A range of improvements are being considered to ensure efficient station facilities are provided. Where feasible, this could include opportunities to improve the integration of the station with other types of transport through a range of measures such as:

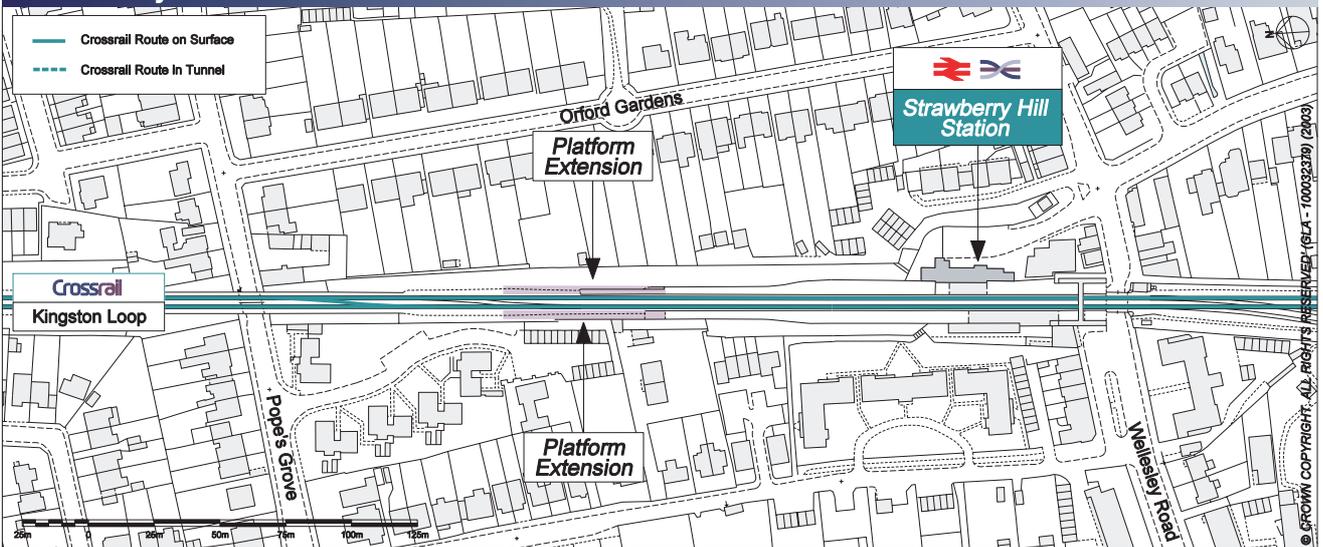
- Ticket gates and ticket windows
- Pedestrian access improvements
- Safety and security improvements including CCTV
- Passenger information improvements including visual information displays, centralised public address and Help Points

To cater for Crossrail services the platforms would need to be extended at their western ends.

Crossrail Strawberry Hill station would provide:

- New direct journey opportunities
- 4 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London
- Interchange with South West Trains

Strawberry Hill Station



Crossrail would improve train services to/from Teddington Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Teddington Station

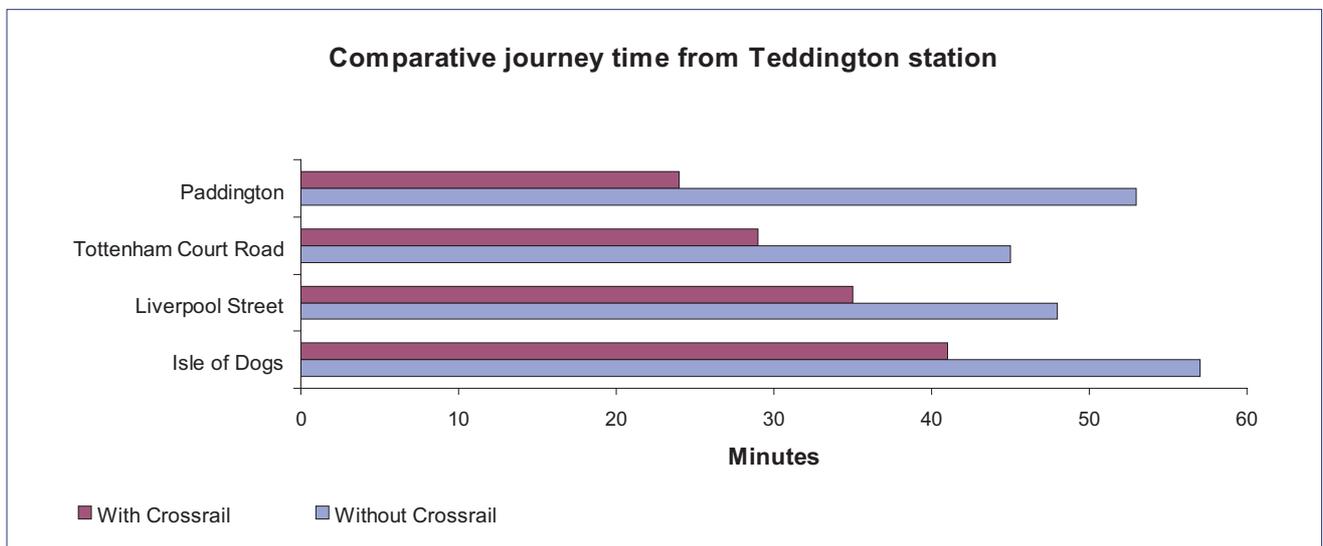


Existing Teddington Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

South West Trains services would remain unchanged.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Teddington Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.





Teddington Station

Crossrail is expected to result in increased passenger demand to/from the station. A range of improvements are being considered to ensure efficient station facilities are provided.

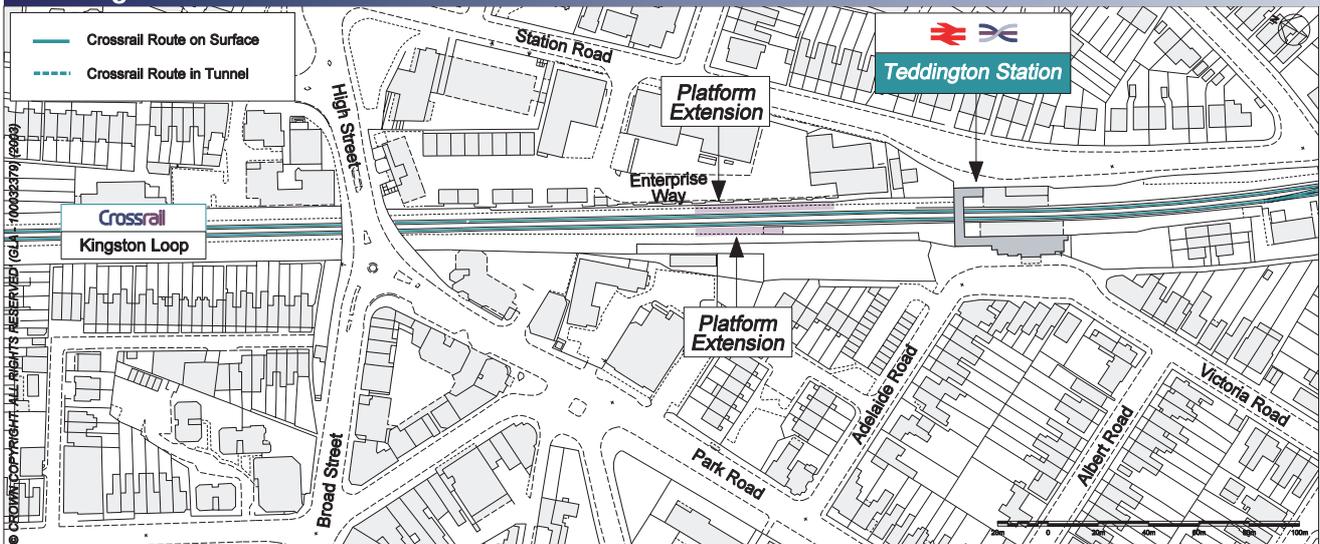
Where feasible, this could include opportunities to improve the integration of the station with other types of transport through a range of measures such as:

- Ticket gates and ticket windows
- Pedestrian access improvements
- Safety and security improvements including CCTV
- Passenger information improvements including visual information displays, centralised public address and Help Points

Crossrail Teddington station would provide:

- New direct journey opportunities
- 4 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London
- Interchange with South West Trains

Teddington Station





Crossing the Capital, Connecting the UK

TURNHAM GREEN STATION

CROSSRAIL PROPOSALS

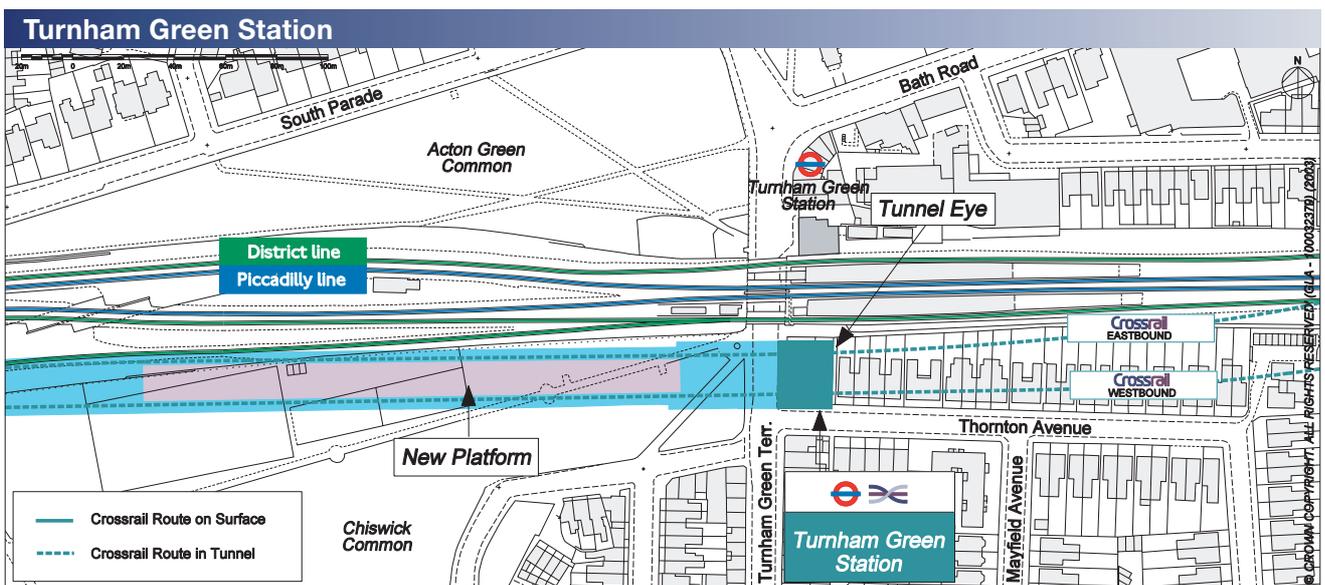


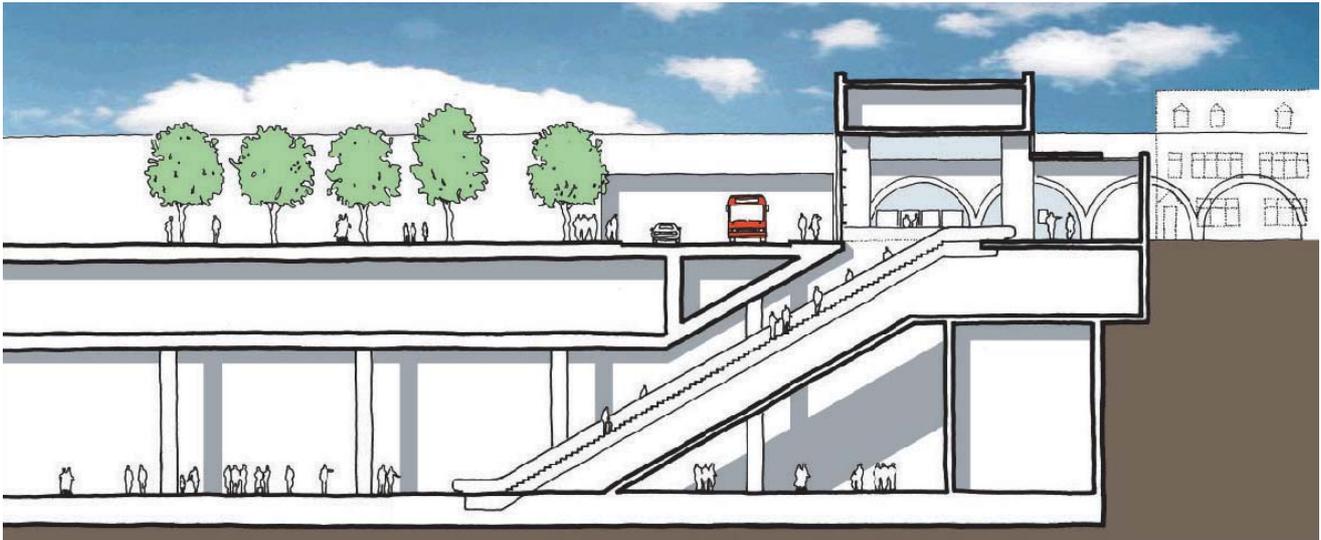
Turnham Green Station

Crossrail Turnham Green station would provide:

- New direct journey opportunities
- 12 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London
- Interchange with London Underground services

Crossrail proposes to replace the District line Richmond services with Crossrail trains.





Turnham Green Station

Crossrail proposes to construct a new station entrance and below ground platforms at Turnham Green. This would allow access to Crossrail services and interchange from Crossrail to the District line.

The scheme proposes a station building to the east of Turnham Green Terrace. The new platforms would be approximately 14 metres below ground and access would be via escalators and lifts. The new station building would contain full ticketing facilities and barrier gates and would combine with the existing station to allow access to both London

Underground and Crossrail via an extension of the existing subway.

Construction of the cut and cover platforms for Turnham Green station would require a work site on Chiswick Back Common. This would necessitate the clearance of vegetation, trees and facilities south of the London Underground lines. It is expected that the spoil would be excavated and taken off site in lorries. Following construction this area would be restored in accordance with the requirements of the local authority.

Turnham Green Station



Crossrail would improve train services to/from Turnham Green Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Turnham Green Station

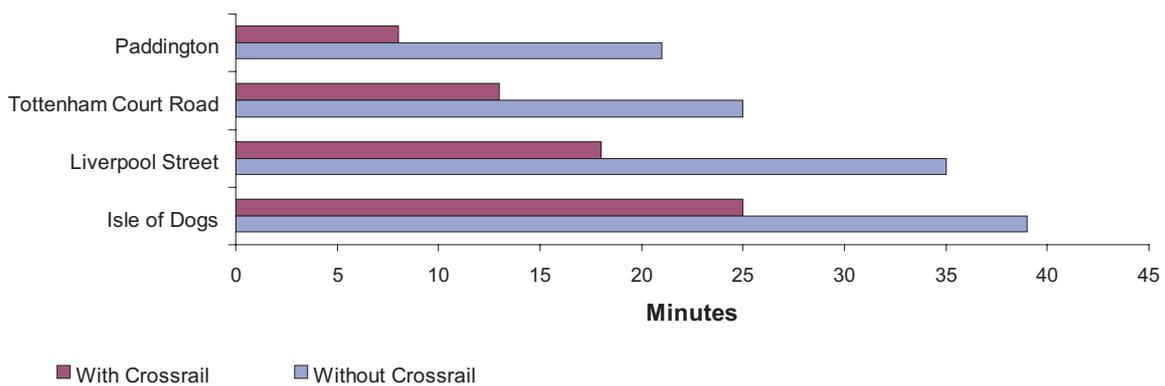


Existing Turnham Green Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line Richmond service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

Crossrail is in discussion with London Underground Limited over the District line Ealing Broadway service increasing to approximately 10 trains per hour. Passengers will be able to interchange at Turnham Green to the District line service.

Comparative journey time from Turnham Green station



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Turnham Green Station.

The Crossrail service pattern is still under development. The precise service pattern would be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.



Crossrail would improve train services to/from Twickenham Station by providing journey time savings and a greater variety of convenient travel destinations.



Existing Twickenham Station

Crossrail is being planned to deliver up to 12 trains per hour in each direction between Paddington and Richmond replacing the current 7 trains per hour District line service. 4 of these trains would serve onwards to Kingston in addition to the current South West Trains service.

South West Trains services would remain unchanged.

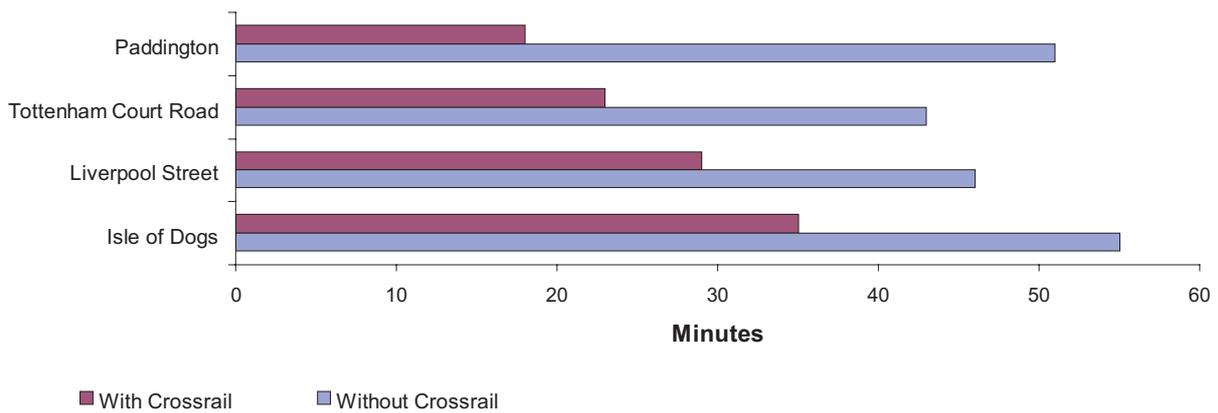


Existing Twickenham Station

It is not proposed that Crossrail services would stop at St Margaret's station. It would continue to be served by train services to/from Waterloo.

These proposals could change as a result of this consultation or our ongoing discussions with existing owners and operators.

Comparative journey time from Twickenham station



The graph highlights some of the journey time savings that would be available to passengers travelling on Crossrail services to/from Twickenham Station.

The Crossrail service pattern is still under development. The precise service pattern will be set by the Strategic Rail Authority in consultation with train operating companies responsible for operating Crossrail services.





Twickenham Station

The design of Twickenham station is presently under consideration. To cater for Crossrail services, four 210 metre long platforms would be required. This would involve building a new platform and extending the existing platforms at their eastern ends.

There would also be the need to:

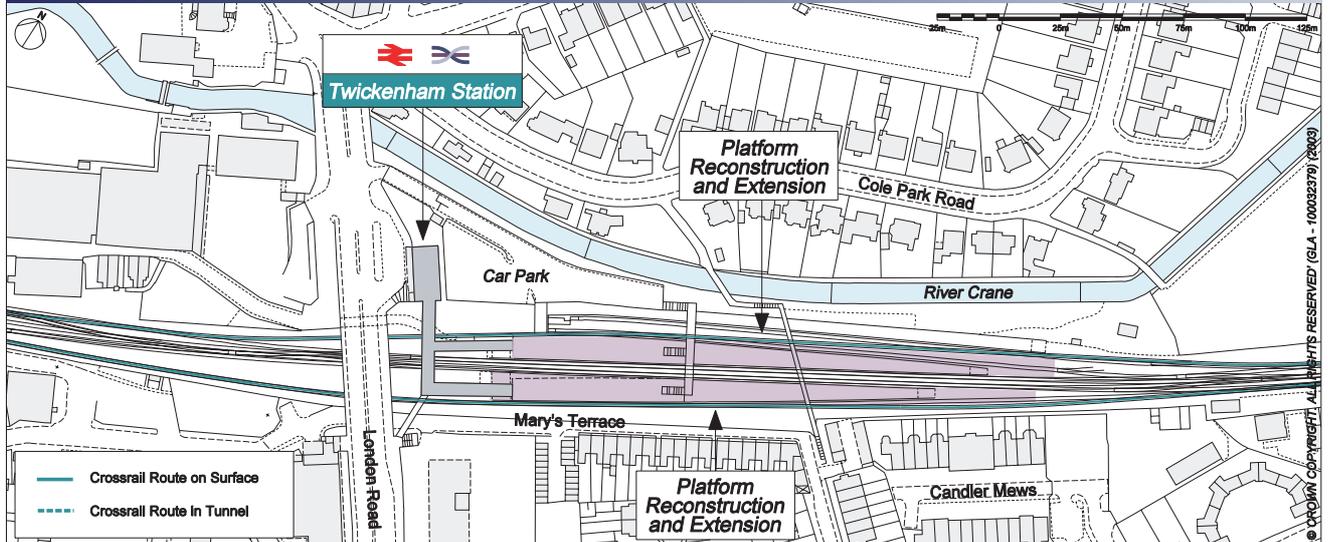
- Lay new trackbed and install new track to connect with existing lines
- Partially reconstruct 2 footbridges
- Realign tracks
- Extend and widen platforms
- Provide lifts for mobility impaired person access

Crossrail would endeavour to integrate proposals for dealing with large crowds from Twickenham stadium.

Crossrail Twickenham station would provide:

- New direct journey opportunities
- 4 Crossrail trains per hour during peak times
- Substantial new transport capacity and congestion relief into central London.
- Interchange with South West Trains services

Twickenham Station



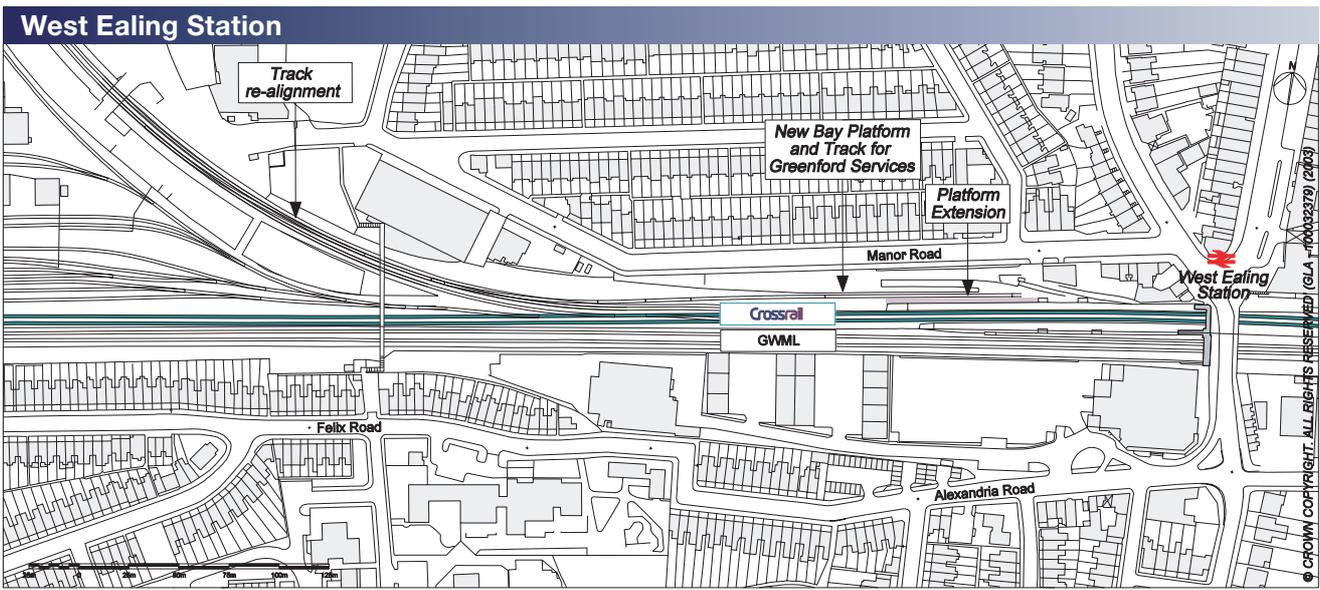


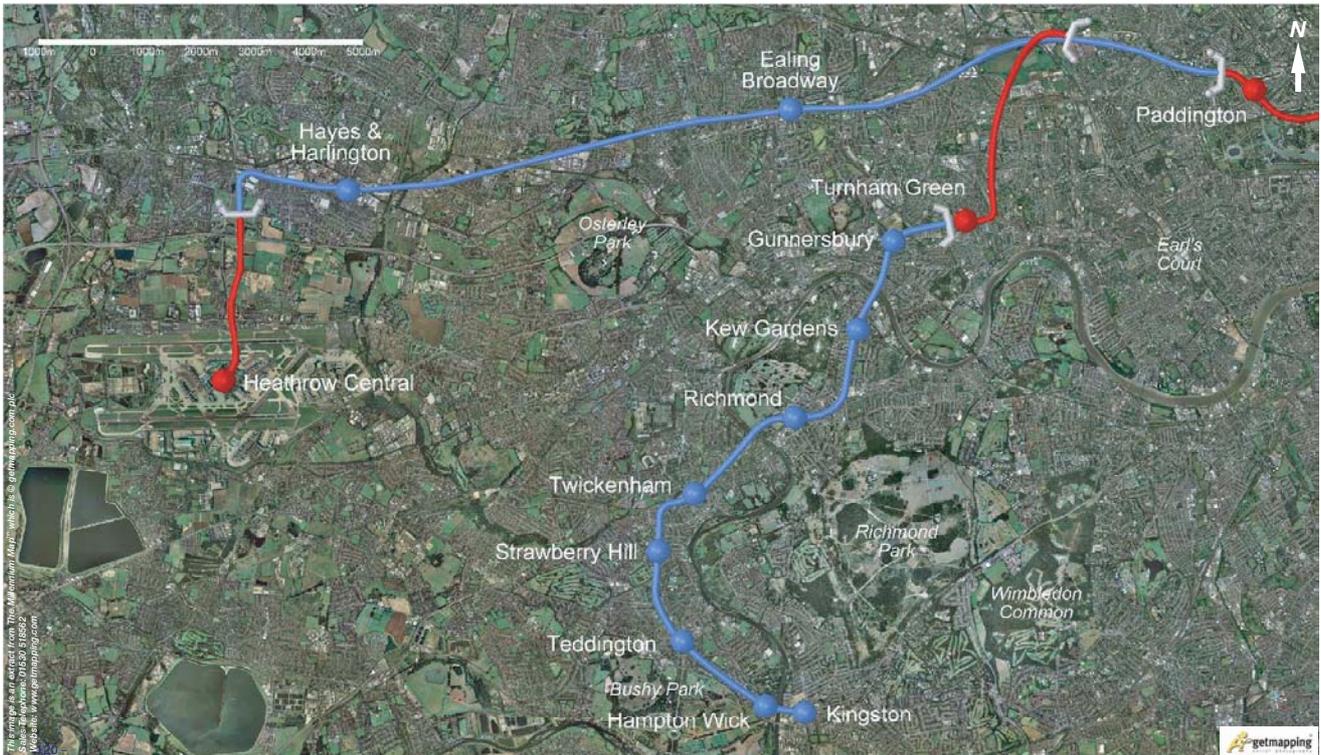
West Ealing Station

In order to provide train paths for Crossrail services on the Slow Lines we propose to curtail the Greenford to Paddington services at West Ealing station. A shuttle service would run between Greenford and West Ealing at a frequency of 2 trains per hour. Passengers would need to change trains at West Ealing for Thames Trains and Crossrail services to central London and the east.

It is possible that the frequency of the shuttle service could be increased to 4 trains per hour.

This service would require the reopening of the Bay platform at West Ealing. Where feasible, this could include opportunities to improve the station through measures such as station design improvements and mobility impaired person access.





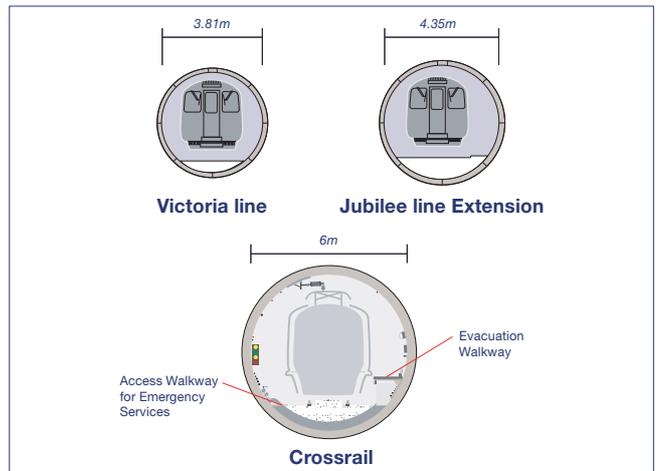
Western Corridors



Proposed Long Section - Wormwood Scrubs to Turnham Green



Possible Crossrail Train



Crossrail Tunnel in Comparison to Existing London Underground Tunnels





Wormwood Scrubs Park

The main worksite for the tunnel between Ladbroke Grove and Chiswick Back Common is proposed to be located in Wormwood Scrubs Park.

This site would include offices, workshops and stores, an area for spoil to be stored awaiting removal by rail and facilities for manufacturing the concrete tunnel linings.

A shaft would be required to enable the tunnel boring machines to be installed.

This site would be served by a new access road from Scrubs Lane and by rail from the West London Line via a temporary bridge over Scrubs Lane to temporary sidings within the site.

Delivery of materials and removal of spoil would be by rail.

The site is proposed to avoid significant mature trees and shrubs and would be reinstated once construction is complete.

