

Property Schedules and Plans - Leasing Principles

1 Drafting Principles and Criteria

This section sets out the principles applied in the preparation of the Property Schedules and Plans. Capitalised terms shall, unless the context otherwise requires, have the meanings attributed to them in this document.

References to Infraco in this document shall mean the applicable Infraco to whom the relevant Property Schedules and Plans relate and references to Line, Premises and Lease shall be construed accordingly. In each case such terms are as defined in the Master Definitions Agreement dated 1 April 2000 between LUL, SSL, BCV and JNP as amended and restated as at the Transfer Date and from time to time ("MDA").

In this document "Property Schedule" means any schedule and "Plan" means any plan, in each case forming part of the Property Schedules and Plans.

1.1 The purpose of the Property Schedules and Plans is:

- (a) to identify the Premises; and
- (b) to the extent they do not form part of the Premises to identify any other land and property which also fall within Infraco's obligations under its PPP Contract.

1.2 Under the PPP Contracts, assets have generally been allocated to the different Infracos on a line-by-line basis. Consistent with this overall approach, the Property Schedules and Plans identify the land and property which comprise the Premises and other land and property falling within Infraco's obligations under its PPP Contract on a line-by-line basis. However, as will be seen from the definition of Assets in the MDA, they are not exhaustive as to the extent of the assets to which Infraco's obligations under the PPP Contract apply and reference must also be made to the Inter-Infraco Assets and Facilities Agreement.

To ascertain the full extent of the Premises, one needs to look at and interpret the Property Schedules and Plans for all the lines allocated to the relevant Infraco. One consequence of this line-by-line approach is that property identified as excluded property on the Property Schedules and Plans for one Line may be identified as included property on the Property Schedules and Plans for another Line allocated to the same Infraco. That particular piece of property would then form part of the Premises demised to that Infraco under its Lease.

1.3 The preparation of the Property Schedules and Plans did not involve a deduction of LUL's title to the Premises. Generally title to the Premises was not investigated and the following details are not described in the Property Schedules or shown on the Plans:

- (a) access, rights of way and other easements over or serving the Premises.
- (b) National Railway Network track and station access agreements.
- (c) specific items of operational plant apparatus and equipment.
- (d) detailed ownership and maintenance liabilities for railway assets and infrastructure such as bridges and embankments.

- (e) specific commercial items such as advertisement hoardings, vending machines and cash dispensing machines.
- (f) cables, drainage and other conducting media.
- (g) utilities' equipment and infrastructure.
- (h) details of legal title, except to indicate where LUL holds property under an identified lease or licence.

The Property Schedules and Plans also do not record the party in occupation of the Premises.

- 1.4 In the preparation of the Property Schedules and Plans the extent of land and property in which LUL has an interest was ascertained from the property asset records and plans maintained by LT Property and the station plans, tunnel maps, survey data, 'as constructed' plans and other records held by LUL's engineers.
- 1.5 The PPP Contract gives Infraco responsibility for performing property-related obligations on the part of LUL in relation to land and buildings. These obligations include those arising under leases granted by and to LUL or its statutory predecessors in title as well as under other documentation. The Property Schedules and Plans identify the land and property in respect of which Infraco has responsibility to discharge such obligations of LUL pursuant to the PPP Contract.
- 1.6 Standard phrases and wording incorporating the different generic definitions as set out in Section 3 ("Generic Definitions"), were developed for use within the Property Schedules. This standard wording is intended to give consistency to the references made within all Property Schedules. Though it was intended that this standard wording should be used where possible within the Property Schedules, sections for which this standard treatment was not appropriate were always dealt with on a case by case basis and this will be apparent from the relevant Property Schedule.
- 1.7 In determining the extent of the Premises each site was considered according to its own characteristics, though the following general principles were adopted. Where applicable, capitalised terms in this paragraph 1.7 shall have the meanings attributed to them in the Generic Definitions.
 - (a) Property used for operational purposes in relation to Infraco's Lines is included as part of the Premises, except where indicated in Section 2 of this document.
 - (b) Commercial Property which is within or forms part of a single building or integrated structure with property used for operational purposes is included as part of the Premises.

Where Commercial Property is included in the Premises Infraco is not responsible for the Lettable Areas.

Commercial Property which is free-standing or separable from property used for operational purposes is not included as part of the Premises. Commercial Property is determined to be separable from property used for operational purposes where at the date of determination that Commercial Property is let as a whole on full repairing and insuring terms (or if not actually so let where if let again it is likely that it would

be so let). In certain cases Commercial Property which forms part of a single building with operational property will be deemed separable and therefore not included within the Premises in which case there is a specific note to this effect in the Property Schedules.

There are instances where, even though Commercial Property is excluded from the Premises, Infraco is responsible for the performance of property related obligations on the part of LUL in relation to such excluded Commercial Property. These cases are specifically identified in the Property Schedules (see paragraphs 1.5 and 2.2.)

- (c) Commercial Property which is excluded from the Premises is identified in the Property Schedules and Plans for any of the following reasons:
 - (i) to fix the boundary of the Premises by reference to the lease of the excluded Commercial Property.
 - (ii) to refer Infraco to property-related obligations on the part of LUL, in relation to excluded Commercial Property, for which Infraco is responsible under the PPP Contract.
 - (iii) to provide Infraco with information regarding third party rights affecting the Premises.
 - (iv) to provide Infraco with general information about the extent of LUL's ownership interests beyond the Premises.
- (d) Specific obligations in relation to PFI Property are set out in Schedule 1.3 and paragraph 8 of Schedule 1.5 to the PPP Contract. PFI Property is generally included as part of the Premises but specific exclusions are noted on the Property Schedules. Infraco may nevertheless have contractual responsibilities in respect of PFI Property which is not included within the Premises. These responsibilities are set out in Schedule 1.3 and paragraph 8 of Schedule 1.5 to the PPP Contract.
- (e) The vertical limits of the Premises are not shown on the Plans. These are determined by the application of the Generic Definitions and any additional notes or comments in the corresponding Property Schedule entry.
- (f) The Train Maintenance Depot Premises demised by each Lease are identified separately in the Property Schedules and Plans. Additionally, detailed plans and descriptions of depots where there is shared occupation between Infracos are included in the depot leasing provisions of the Lease or any Depot Sub-leases.
- (g) Each Station is allocated to, and included in the Premises of, a single Infraco (the "Station Infraco"). Where, at interchange Stations, the Track of another Line passes through a Station, that Track is excluded from the Premises demised to the Station Infraco and included within the Premises demised to the Infraco whose Track it is (the "Track Infraco"). Where the Track Infraco is also the Station Infraco the Track and the Station ultimately comprise part of the same Premises.
- (h) The boundary between LUL and Railtrack plc is generally the subject of a vesting or other legal agreement between the parties or their predecessors. These agreements are summarised in the RT/LUL Site Specific Engineering Arrangements (SSEAs), which are referred to in the Property Schedules for demarcation purposes.

- (i) Where a Bridge carries the Track of one Line over the Land or Track of another Line, the Bridge is included in the Premises of the Infraco whose Track is supported by the Bridge.

1.8 The extent of the Premises together with any other land and property for which Infraco has obligations under the PPP Contract are identified through references in the Property Schedules and colouring on the Plans. The Premises and any other property for which Infraco has obligations under the PPP Contract are, for the purposes of the Property Schedules and Plans, classified into individual Property Elements, which in turn are defined by reference to the Generic Definitions. The structure of a Property Schedule and the relationship between references made within a Property Schedule and on the Plans is summarised in Section 2, paragraph 2.2 of this document.

2 Interpretation and Guidance

This section is to be read in conjunction with and by way of explanation of the Property Schedules and Plans and is to be read in conjunction with Section 3. Capitalised terms shall, unless the context otherwise requires, have the meanings attributed to them in this document.

2.1 In summary, the Premises comprise the property elements ("Property Elements") which are:

- (a) listed in the Property Elements column of the Property Schedule subject to any variation specified in the Notes/Exclusions column.
- (b) as defined in the Generic Definitions (where applicable) subject to any variations specified in the Notes/Exclusions column.
- (c) identified on the Plans.

2.2 The structure of a Property Schedule and the relationship between references made within a Property Schedule and on the Plans is explained in greater detail in this and the following paragraphs:

- (a) The first column of the Property Schedule is used to show the reference number of the property being identified with both colouring and a corresponding reference number on the Plan. This reference number consists of, firstly, the LCS (Location Coding System) reference (commonly known as BRS Code) of the station or section of track, and secondly, a sequential number. Where a single Property Element extends across more than one BRS location, the code for the larger or more significant location will normally be used.
- (b) The second column, headed Colour or Other Attributes, records the colour by which the property referred to is identified on the Plan. It should be noted that the allocation of a colour does not signify the inclusion or exclusion of a particular Property Element nor does it signify a particular Property Element.

Sub-surface Stations allocated to other lines are shown coloured grey on the Plans of the Track Infraco for information purposes only and are not referred to in the Property Schedules.

- (c) The third column, headed Property Element, describes the property identified by a coloured area on the Plan. Property Elements should be interpreted as if they are included within the Premises unless an exclusion or qualification in the fourth column, Notes/Exclusions, expressly states otherwise. For example, if "Land" is the Property Element, the components of the Generic Definition of this term which exist within the relevant coloured area would (subject to exclusions or qualifications in the Notes/Exclusions column) be included in the Premises. Where no appropriate Generic Definition exists, either an existing Generic Definition will be used with an explanatory note in the fourth column, or a case-specific entry will be made to cover the situation. If there is no Property Element entry in this third column, it generally means one of two things:
 - (i) The components of the property in the area identified on the Plan are included in the Premises by virtue of another Property Element entry in the same

Schedule and the area is now being shown so as to exclude or qualify the components of or to qualify Infraco's obligations in respect of that Property Element; or

- (ii) There is nothing being demised and the area being identified on the Plan is shown to indicate that:
 - (a) for the avoidance of doubt, it is not included within the Premises; or
 - (b) the area is the subject of a lease or other document giving third party rights over the Premises and needs to be brought to the attention of the Infraco.
- (d) It is the entries in the fourth column, headed Notes/Exclusions, which ultimately distinguish the Premises from the other land and property being identified on the Plan. Where this column is silent the general rule is that the Property Element referred to in the third column is included within the Premises. Conversely, by an express entry in this column to the effect that certain property is excluded, all or part of a Property Element may be excluded from the Premises. Certain of the express notes in this column amend the meaning attributed to the Property Element by the Generic Definition; this too can affect the extent of the Premises. This column also records details of leases and agreements which fall into one or more of the following categories:
 - (i) those which LUL has granted at that property;
 - (ii) those pursuant to which LUL occupies that property (where the term of a lease to LUL is shorter than that of the PPP Lease, such leasehold parts of the Premises have been leased to Infraco by way of an Ancillary Lease, as defined in the MDA);
 - (iii) those which through their express inclusion or exclusion help define the boundary of the Premises;
 - (iv) those which relate to adjacent property over which LUL has rights, or in favour of which LUL has granted rights.
- (e) The fifth and final column, Varied/Additional Contractual Liabilities, is used to vary, add to or qualify Infraco's obligations under the PPP Contract. The column is used to bring to the attention of Infraco property obligations existing in various documents between LUL and third parties for which the Infraco is responsible under its PPP Contract (See paragraph 1.4 of Schedule 1.5 to the PPP Contract). Not all of the property in relation to which Infraco is to assume LUL's obligations is included within the Premises. This column is further used to make Infraco aware of situations where, although the whole of a structure may be included within the Premises, it is not responsible for any repair and maintenance of the "Lettable Areas" as defined in the Generic Definitions.

2.3 The Plans indicate the location of the Property Elements referred to in the Property Schedules. Although no warranty is given in relation to their accuracy Infraco is entitled to protection under the provisions of paragraph 3 of Part I of Schedule 1.5 to the PPP Contract in respect of the Premises as shown in the Property Schedules and Plans, even where they are in fact inaccurate. The colouring on the Plans is intended to indicate the areas at all levels within which the Property Elements are situated but does not show the

precise location of each Property Element within the coloured areas, nor does it guarantee that there are no parts of that Property Element outside the coloured areas.

The Property Schedules and Plans identify land and property where Infraco has responsibility to discharge obligations of LUL pursuant to the PPP Contract and also specifically distinguish that land and property which comprises the Premises demised by the Lease.

- 2.4 In respect of the whole or part of any Bridge, Building, Covered Way, Station, Sub-surface Station or Tunnel, to the extent that they are situated below ground level, the boundary set by the respective Generic Definition includes but does not extend outside of the outer surface of each of that Property Element's constituent parts.

Land shall be interpreted as excluding any Tunnel or Covered Way running through it but demised under a Lease to a different Infraco.

In respect of any Building, Garden Land, Land, Station or Viaduct, airspace is included unless specifically mentioned to the contrary.

- 2.5 A distinction is made in the Property Schedules and Plans between the two types of tunnel, Covered Way and Tunnel, because of their substantially different locations and methods of construction. Covered Way shall generally be interpreted as meaning a sub-surface tunnel, the crown of which is usually within 3 metres of the surrounding ground level. Tunnel shall generally be interpreted as meaning a tube or deep level bored tunnel.

- 2.6 References in this paragraph 2.6 to Station shall be construed as if they were references to either Station or Sub-surface Station. References in this paragraph 2.6 to "running tunnels" shall mean the Tunnel or the Covered Way which runs between two Stations.

The delineation of the point where a Station ends and where the running tunnels leading from that Station begin is most significant at interchange Stations. This is because at an interchange Station, the Station and the running tunnels may form part of the Premises of separate Infracos (see Paragraph 1.7(g) of this document).

- (a) Where a Station serves Track, demised under a Lease to a different Infraco, in tube or deep level tunnel, the Station shall extend up to and include the headwalls at the ends of the Station but exclude the running tunnels encircled by the headwalls.
- (b) Where a Station serves Track, demised under a Lease to a different Infraco, within Covered Way:
- (i) the Station extends up to and includes the headwalls at the ends of the Station and any part of the Station which extends beyond the headwall and into the running tunnels, but (subject to (ii)) exclude the running tunnels themselves.
- (ii) a single structure surrounding or spanning the end of the Station and the adjoining running tunnels is allocated to a single Infraco on a case by case basis.
- (c) Where a Station serves Track, demised under a Lease to a different Infraco, at surface level, the ramps leading off the ends of the Station platforms shall be included within the Station.

- 2.7 Each Generic Definition shall be interpreted as if the following were excluded from the respective Property Element:
- (a) tenant's or trade fixtures and fittings in Commercial Property and PFI Property,
 - (b) commercial advertising hoardings and electronic displays,
 - (c) commercial vending machines,
 - (d) photobooths,
 - (e) public telephones,
 - (f) cash dispensing machines,
 - (g) commercial communications networks and
 - (h) other commercial facilities in respect of which contractual arrangements exist with third parties.
- 2.8 All boundary walls and fences are to be presumed to be the responsibility of the Infraco unless evidence is found to the contrary.
- 2.9 All London Transport Information Kiosks within the Premises are identified in the Property Schedules and Plans. The Lettable Areas of such kiosks will not be the responsibility of the Infraco.
- 2.10 The definition of Track includes the airspace that may be required for the movement of the track from its current position as a result of maintenance, reconditioning or improvement works. This airspace is included to allow the Track Infraco (see paragraph 1.7(g)) at an interchange station to re-align the Track over the term of the Lease.
- 2.11 The Property Schedules and Plans must be read and interpreted together with the Inter-Infraco Assets and Facilities Agreement which allocates responsibility for certain assets within the demise of one Infraco but used by or serving the Premises of another Infraco.
- 2.12 Where a building constructed above a Sub-surface Station, Covered Way or Bridge is not included in the Premises then (in the absence of the specific wording in the Notes/Exclusions column) it is to be presumed that the Sub-surface Station, Covered Way or Bridge extends up to and includes the upper surface of the structure that divides the Sub-surface Station, Covered Way or Bridge from the building above and that the non-structural finishes on the upper surface of the structure are excluded from the Premises (but the waterproofing system on the structure is to be presumed to be part of the structure). A building shall in the context of this paragraph 2.12 be deemed to include any London Transport bus station and any area of hardstanding forming part of such a bus station.
- 2.13 Except where specified in the Notes/Exclusions column, the Premises do not include the Highway.

Where a Highway is constructed above a Sub-surface Station, Covered Way or Bridge, it is to be presumed that the whole of the structure supporting the Highway forms part of the

Sub-surface Station, Covered Way or Bridge except to the extent that it is maintainable at the public expense. This presumption may be varied by an express entry in the Notes/Exclusions column of the Property Schedule.

All roads (except for Highways and Arch Roadways) included within the Premises are to be presumed to be the responsibility of the Infraco.

- 2.14 References in the Property Schedules and Plans to ventilation shafts shall be deemed to include draught relief shafts.
- 2.15 The Plans are based on the edition of the 1:1250 scale Ordnance Survey maps current at the time of printing. No warranty is given in relation to the accuracy of the Ordnance Survey data.

3 Generic Definitions

The following terms are used in the Property Schedules and are to be read in conjunction with Section 2 of this document. Their definitions and interpretation in this document do not necessarily apply to any similar expressions used in the PPP Contract itself. Conversely, terms defined in the MDA for the purposes of the PPP Contract do not necessarily bear the same meaning in these Generic Definitions or the Property Schedules. Each Property Element defined in this section is deemed to mean the whole and any part or parts thereof whether existing at the date of preparation of the Property Schedules and Plans or from time to time added, replaced or renewed. References to the singular include the plural and visa versa.

Arch Lettable Area

Means the Commercial Property in the space under or within the structure of a Viaduct and includes:

- (a) the non-structural panels, fences and walls enclosing the Commercial Property
- (b) the doors and windows and door and window frames
- (c) all tenant's fixtures and fittings
- (d) any floors (including the ground and other floor slabs), ceilings, walls, columns and pits not forming part of the structure of the Viaduct
- (e) Conducting Media exclusively serving and located within the Commercial Property

Arch Roadway

Means a roadway (whether vehicular or pedestrian) providing access to and egress from Arch Lettable Areas, but excluding the airspace above the surface.

Bridge

Means a bridge and includes but is not limited to the girdering, toughing, joists, beams, slab, deck, abutments, columns, trestles, wing walls, retaining walls, foundations, parapets, bearings and all other structural parts of the bridge, the approaches, the waterproof membrane and its protection and the cladding, insulation, fire protection, drainage, pigeon netting, and anti-missile screens fixed to or serving the bridge and the non structural and decorative parts of the bridge.

Building

Means a building and includes but is not limited to the structural parts of the building including the foundations, floors, walls and roofs and the non structural parts of the building and the escalators, lifts, stairs, plant, machinery, fixtures, fittings, canopies, apparatus and installations in on or serving the building and the decorative and floor finishes.

Commercial Property

Means Land, Building or other property which is let to or otherwise lawfully occupied by any third party for non-operational purposes or is available to be so let or occupied by virtue of having been designated by LUL at the relevant time as non operational property.

Conducting Media

Means sewers, drains, gutters, rain water pipes, watercourses, telecommunications, water mains (including fire system mains and pipework), drainage pipes, gas mains, electric mains, earthing, bonding and lightning conductors, supply and exhaust ventilation ducts (both builders work and metalwork) and trunking, cooling systems pipework, ducts and trunking, compressed air mains and other pipes, wires, cables, ducts and any other conducting media of whatsoever nature and the associated trunking, trays, supports, brackets, hangers, posts, troughs, ducts, manholes, gratings, grills, dampers and other ancillary apparatus.

Covered Way

Means a tunnel structure surrounding and creating a space for a railway or for some other purpose and includes but is not limited to the arches, girdering, joists, beams, struts, props, slab, deck, the waterproofing system and its protection, abutments, side walls, retaining walls, columns, trestles, the floor slab, foundations, the permanent soil anchors extending beyond the outside of the tunnel lining and the space within the structure including the Track and any Conducting Media within the structure.

Depot Land

Means Land and Buildings used primarily for the maintenance overhaul and stabling of rolling stock.

Depot PFI Unit

Means PFI Property forming part of Depot Land.

Electricity Sub-station

Means the Land and any Building comprising a sub-station let to an electricity supplier for the supply of electricity to the public and including all structures fixtures and fittings in or upon the same and any boundary walls fences and gates but excluding the sub-soil and all space beneath the electricity sub-station and all air space above the highest point of the electricity sub-station.

Garden Land

Means Land for which LUL has granted a gardening licence to a third party.

Highway

Means a highway maintainable at public expense including the road surfacing and lighting on or above the highway and the public utility services in, on and under the highway, and the airspace above the highway.

Land

Means land and includes but is not limited to the structures, plant, apparatus, watercourses, Bridges, platforms and equipment and the embankments, cuttings, roads, Track, paths, retaining walls, boundary walls and fences and any Building whether permanent, temporary or portable.

Lettable Area

Means the following parts of any Commercial Property that is included within the Premises:

- (a) all the airspace within the Commercial Property
- (b) subject to paragraph (c) the walls
- (c) only the inner half of the internal walls dividing the Commercial Property from any adjoining premises other than any walls which form part of the structure of the Premises
- (d) the decorative finishes applied to the surfaces of the walls referred to in paragraph (b) and to the internal surfaces of the walls referred to in paragraph (c) including tiles and other wall coverings
- (e) the floor finishes including any floorboards, screed, tiles, carpet and other covering but not any part of the floor slab
- (f) the roof where this does not form part of the structure of the Premises and in any case the decorative finishes applied to the underside of the ceiling
- (g) the doors and windows and door and window frames
- (h) all tenant's fixtures and fittings
- (i) the shop front and any security shutters.
- (j) Conducting Media located within and exclusively serving the Commercial Property

Overline Bridge

Means a Bridge over the railway including the following elements where the same are used for or in connection with the railway:

- (a) the Track earthworks structures and airspace under the Bridge and
- (b) any Conducting Media and other equipment and apparatus under or fixed to the Bridge

Underline Bridge

Means a Bridge supporting the railway including the following elements where the same are used for or in connection with the railway:

- (a) the Track and structures Conducting Media and other fixed equipment apparatus and facilities on the Bridge and
- (b) any Conducting Media and other equipment and apparatus under or fixed to the Bridge

PFI Property

Means property let or licensed or subject to an agreement for lease or licence or otherwise lawfully owned or occupied by any Private Finance Initiative contractors of LUL.

Station

Means a railway station and all the internal and external parts of the railway station including but not limited to the Track, platforms, rooms, stairs, passages, circulating areas, subways, stores, gates, machine and other chambers and the stair, cable, ventilation, draught relief and other shafts and the lifts, escalators, pumps, ventilation and other apparatus, plant and equipment and the canopies at or leading to any entrance to the Station, the roundel and station name signs and any of the same parts connecting the station to the street or pavement level and all the building or structure enclosing surrounding or of which the railway station forms a part including the foundations, floors, walls, ceiling, roofs, arches, girdering, joists, beams, struts, props, slabs, abutments, retaining walls, columns, trestles and the waterproof membrane and its protection.

Sub-surface Station

Means a Station constructed primarily below ground which shall extend up to and include the upper surface of any structure dividing the Sub-surface Station from any building above (which structure shall include any waterproofing system on it but not non-structural finishes on its upper surface).

Track

Means the permanent way including all rails and sleepers (plus relevant fixtures) along with any ballast or track slab down to the formation level or any permanent structure and includes as appropriate the airspace above the permanent way up to the level of the surface of an adjacent platform and in plan the first of a permanent structure cable run mid point between two tracks or maximum dimension of 3.5 metres from the outer running rail.

Tunnel

Means a tunnel structure and includes but is not limited to the cross passages, adits, ventilation shafts, draught relief shafts, cable shafts, pump shafts, sumps, stair shafts, passages, rooms, machine chambers and the plant apparatus and equipment and the waterproofing system, the grout surrounding the tunnel lining, the permanent soil anchors extending beyond the outside of



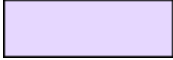









the tunnel lining and the space within and occupied by the tunnel structure including the Track and any Conducting Media.

Viaduct


Includes but is not limited to the structure of the arches, girdering, joists, beams, slab, deck, the waterproof membrane and its protection, the piers, abutments, retaining walls, wing walls, columns, foundations and the space above the structure including the Track and any associated railway facilities, equipment, buildings and structures and the space below.

4 Legend

Generally the colours and line styles on the Property Schedules and Plans have been allocated according to this legend. However, the use of a colour or line style on a plan does not in all cases follow this legend. The Plans must be read in conjunction with the relevant Property Schedule entry and where there is an inconsistency with this legend the relevant Property Schedule entry shall prevail over this legend.

	Pink	Land, Building, Station, Underline Bridge
	Green	Covered Way, Overline Bridge
	Mauve	Sub-surface Station
	Brown	Commercial Property, Arch Roadway, Electricity Sub-station
	Yellow	Lettable Area
	Khaki	PFI Property
	Orange	Depot Land
	Cross hatched	Distinguishes two adjacent Property Elements of the same colour
	Red dashed line	Tunnel
	Blue dash-dot line	Track
	Black dash-dot line	Track excluded from the demise (other Infraco)
	Green dash-dot line	Track excluded from the demise (Railtrack plc, etc)

The following colours and line styles are not referred to in the Property Schedules and are shown on the plans, where appropriate, to aid clarity.

	Grey	Sub-surface Station excluded from the demise
	Red solid line	Extent of any Pink area referred to on another plan
	Blue solid line	Extent of any Mauve area referred to on another plan