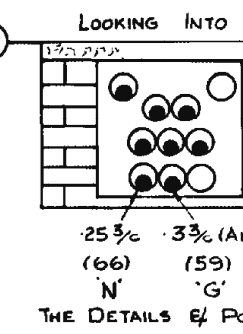
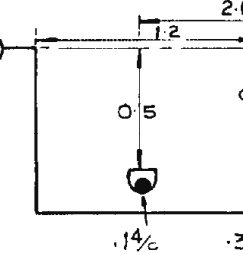


7A

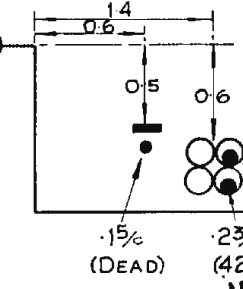
AILS A STREET



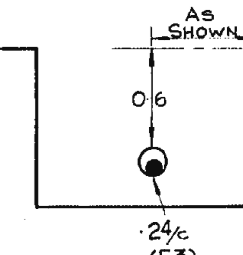
LOCHNAGAR STREET



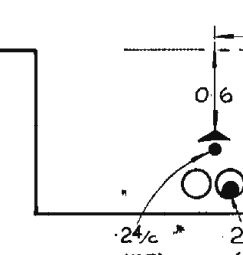
TEVIOT STREET



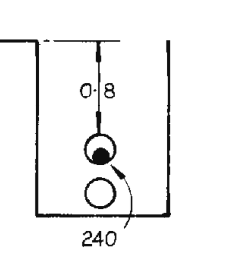
TEVIOT ST.(ESTATE)



UAMVAR STREET



BLACKWALL TUNNEL APPROACH



FOR CDR OF TRANS. RUN SEE 16/8 MICROPHONE 15.10.5 CENTRAL VEHICLE WORKSHOP AREA

X

58B

HY. CABLE IDENTIFICATION			
CODE	CODE		
A			
B			
C			
D			
N			
F			
G			

PRIMARY CIRCUITS ARE SHOWN ON THIS RECORD. NO THURST BURGERS OR MOLES MUST NOT BE USED WITHIN THE VICINITY OF SUCH CABLES.

CAUTION: ALL SERVICES MAY NOT BE SHOWN.

FOR FURTHER INFORMATION TELEPHONE 01-534 6677

It should be recognised that cable depths shown on this map may be unreliable as the ground level may have changed since the cables were installed and the relative position of cables may also have changed due to the alteration of original landmarks.

LEB

London Electricity Board
Based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office. Crown Copyright Reserved.

LEB REF. No.
58A
R.E.N.

ORDNANCE REF. No.
TQ 3881NW-N

SCALE
1:500

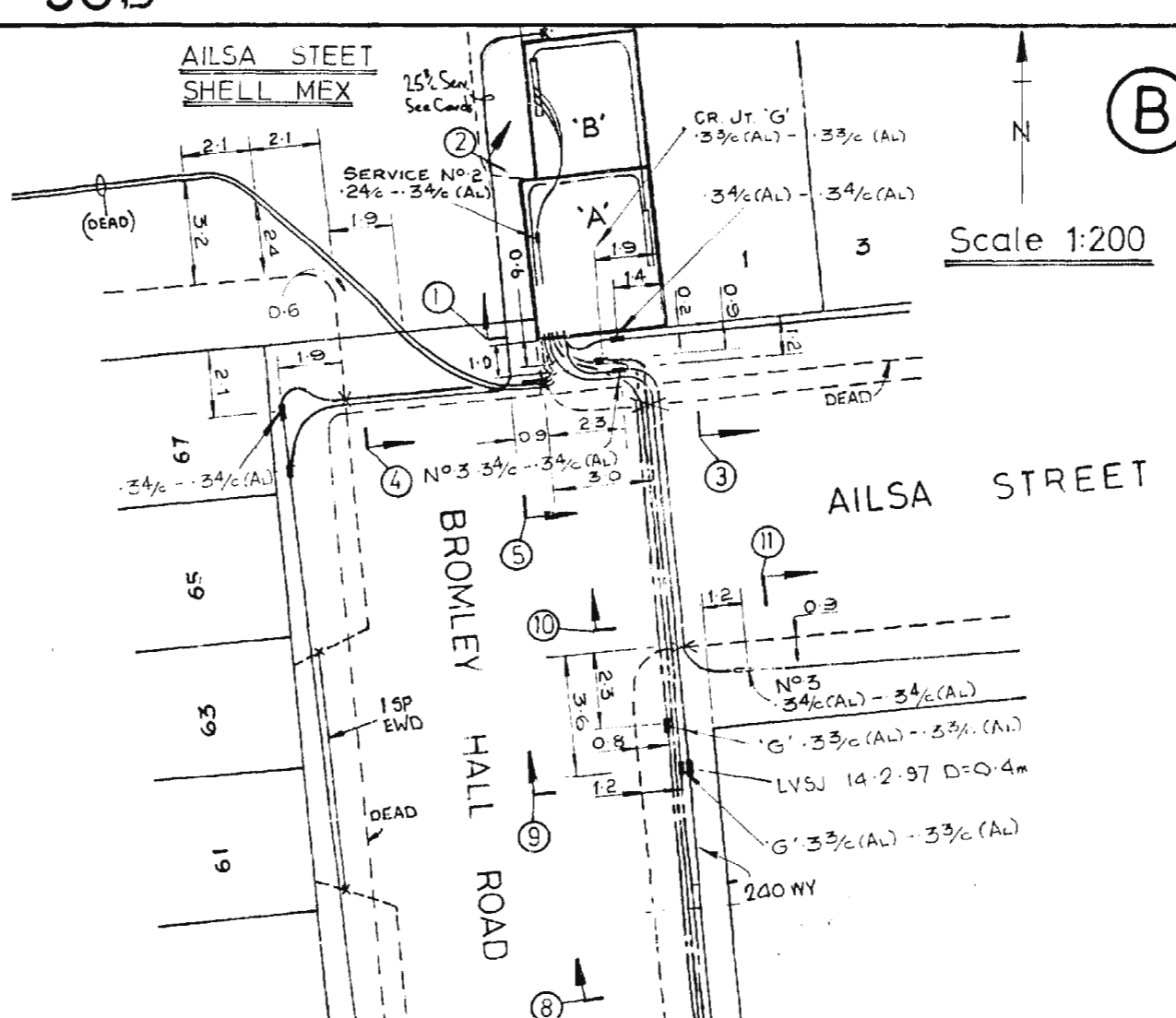
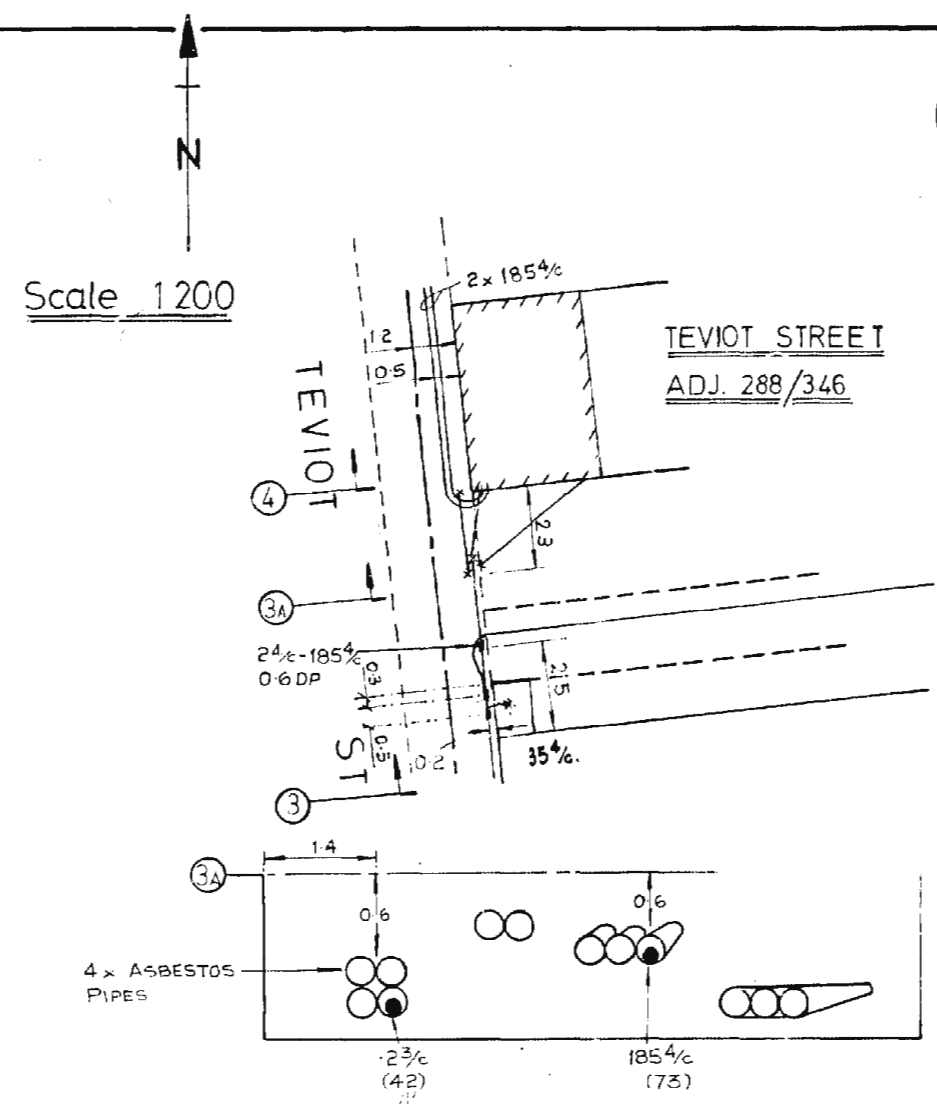


Figure 1 consists of two schematic diagrams of experimental apparatus. Diagram (1) is labeled 'GILLENDER STREET' and shows a horizontal tube with a length of 1.4m. Inside the tube, there are two vertical tubes. The left vertical tube is labeled '140 (Dead)' and the right vertical tube is labeled '240 (A.) (7C)'. Diagram (2) is labeled '18% Service' and shows a horizontal tube with a length of 1.4m. Inside the tube, there are two vertical tubes. The left vertical tube is labeled '240 (50)' and the right vertical tube is labeled '250 (Dead)'. A note above the right vertical tube indicates 'Adjusted Pos 18% Service'.

Assumed Pos. 26% Service.

Diagram 1 (Left): A line segment with a total length of 1.4 miles. The first segment is 0.9 miles long, and the second segment is 0.5 miles long. The first segment is labeled '24% (51)' and the second segment is labeled '25% (DEAD)'.

Diagram 2 (Right): A line segment with a total length of 3.5 miles. The first segment is 1.4 miles long, and the second segment is 2.1 miles long. The first segment is labeled '24% (51)' and the second segment is labeled '25% (DEAD)'.

Figure 1 consists of 15 schematic diagrams, numbered 1 through 15, arranged in two rows. Each diagram depicts a rectangular box containing various components and labels, representing a system's state over time. The diagrams show a progression from a simple state (1) to a more complex state (15). Key components and labels include:

- Diagram 1:** Shows a box with a horizontal dimension of 1.4. It contains a circle labeled 'N' and a circle labeled 'O'. Below the box, there are labels: '15% (DEAD)', '25% (LIVE)', and '25% (DEAD)'. A label '4x ASBESTOS TUBES' points to a cluster of circles.
- Diagram 2:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 3:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 4:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 5:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 6:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 7:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 8:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 9:** Similar to Diagram 1, but with a different internal configuration.
- Diagram 10:** Shows a box with a horizontal dimension of 1.4. It contains a circle labeled 'N' and a circle labeled 'O'. Below the box, there are labels: '25% (DEAD)', '25% (LIVE)', and '25% (DEAD)'. A label '4x ASBESTOS TUBES' points to a cluster of circles.
- Diagram 11:** Similar to Diagram 10, but with a different internal configuration.
- Diagram 12:** Similar to Diagram 10, but with a different internal configuration.
- Diagram 13:** Similar to Diagram 10, but with a different internal configuration.
- Diagram 14:** Similar to Diagram 10, but with a different internal configuration.
- Diagram 15:** Similar to Diagram 10, but with a different internal configuration.

Figure 1 shows nine schematic diagrams illustrating the experimental setup for the 24h test. The diagrams are numbered 1 through 9. Each diagram shows a cross-section of a specimen (24h (S5)) and a gap (0.5 mm). The diagrams show the progression of the test, with the specimen being loaded and the gap being closed. The diagrams are labeled with '24h (S5)' and '0.5'.

SECTION LOOKING OUT OF CODY ROAD
N.T.G.B. TRANSPORT TIC.

No. 2 No. 1

105.8c 105.3c
FEB. 76 FEB. 76

FOR CONT
TRANS. PU
SEE 16/9
MICROFIC
B 26 S

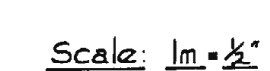
It should be recognised that cable depths shown on this map may be unreliable as the ground level may have changed since the cables were installed and the relative position of cables may also have changed due to the alteration of original landmarks.

LEB REF No.
S 58A

ORDNANCE REF. No.
TQ.3881NW-N

SCALE





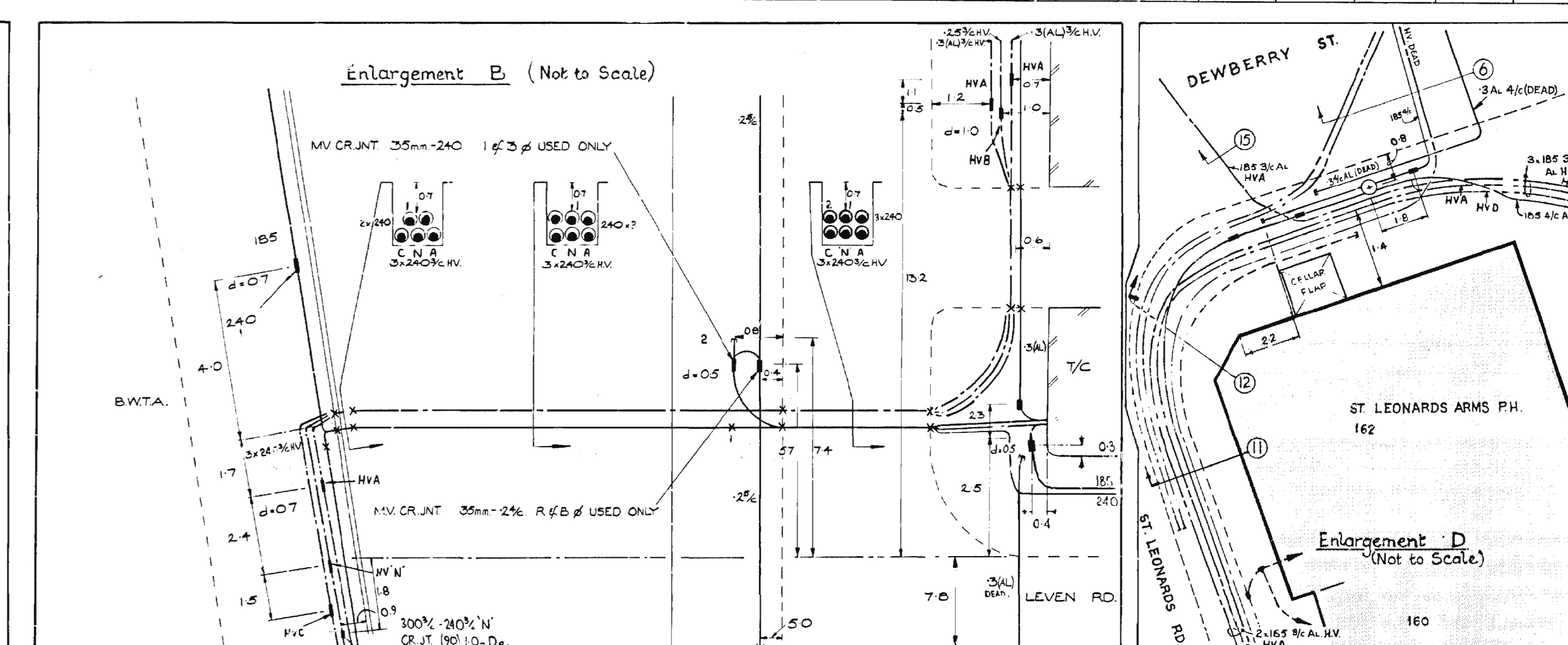
CAUTION
FOR FURTHER INFORMATION, SEE THE FULL-TEXT ARTICLE.

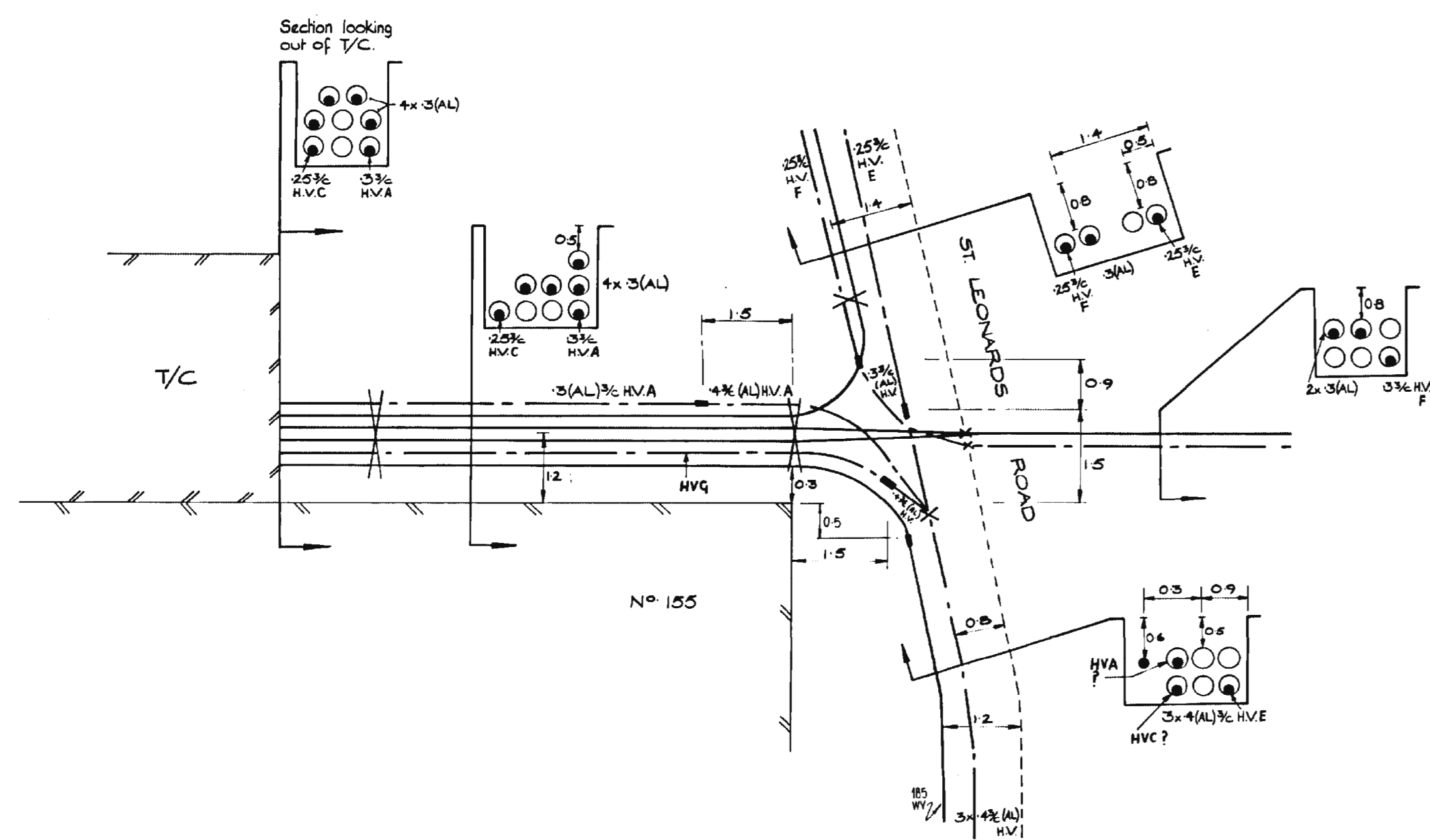
PRIMARY CIRCUITS ARE SHOWN
— ENV — ON THIS
RECORD. NO THRUST BORERS OR
"MOLES" MUST NOT BE USED
WITHIN THE VICINITY OF SUCH
CABLES.

CAUTION: ALL SERVICES
MAY NOT BE SHOWN.

FOR FURTHER INFORMATION TELEPHONE: 01-534-6673

THIS RECORD IS INCOMPLETE
FOR REASONS GIVEN BELOW--
~~NOT BY CABLE SHOWN~~
ALL SERVICE RUNS NOT SHOWN
~~ALL TV & TV RACKS NOT SHOWN~~
ALL PUBLIC LIGHTING RUNS NOT SHOWN
APPLY TO L.E.B. RIVERSIDE DISTRICT
FOR FURTHER INFORMATION
TEL: 01 534 6677





Scale: 1 in = 1/2'

CAUTION: ALL SERVICES MAY NOT BE SHOWN. FOR FURTHER INFORMATION TELEPHONE 01-534 6677

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C

ABBOTT ROAD

AILS A STREET

BROMLEY HALL ROAD

BRIGHT STREET

BRION PLACE
EX BRAUNSWICK ROAD

B.W.T.A.

COBDEN STREET

DEWBERRY STREET

HIGHLAND STREET

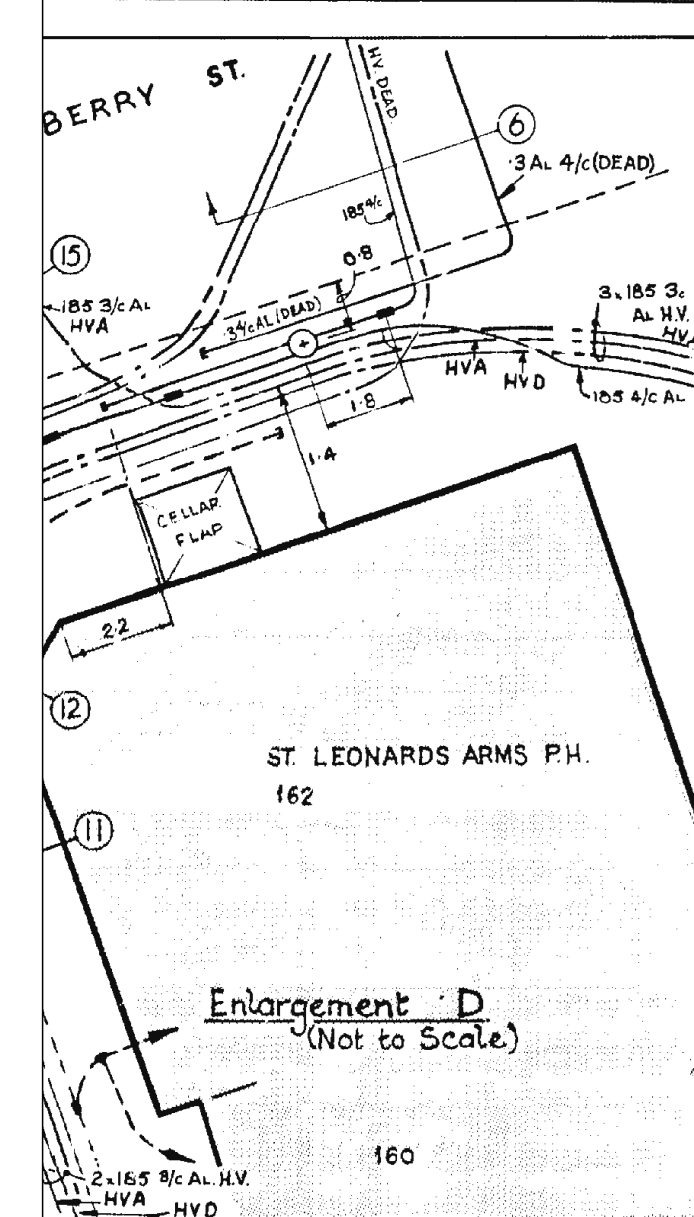


Figure 1 consists of five circuit diagrams labeled 1 through 5, each showing a different electrode configuration and voltage level for testing the effects of electric fields on the development of *Drosophila melanogaster* embryos. Diagram 1 shows a 0.5 cm gap between two electrodes, with a 2.3 kV HV source and 35% HV DEAD. Diagram 2 shows a 0.7 cm gap between two electrodes, with a 3.0 kV DEAD source. Diagram 3 shows a 1.4 cm gap between two electrodes, with a 2.5 kV HV source and 2.0 kV HV. Diagram 4 shows a 10.5 cm gap between two electrodes, with a 10.5 kV source and 2.5 kV. Diagram 5 shows a 1.3 cm gap between two electrodes, with a 2.5 kV HV source and 2.5 kV HV.

Figure 1 consists of five numbered diagrams illustrating the steps of the genetic code expansion protocol:

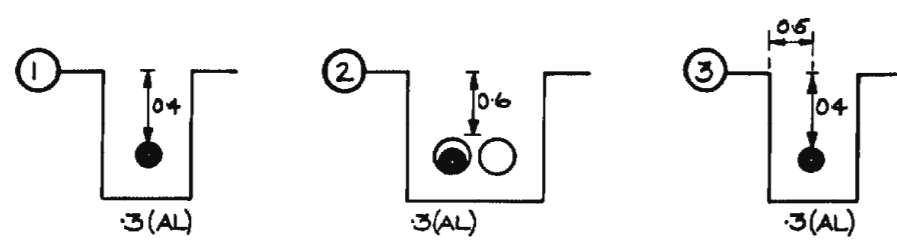
- Diagram 1:** A tRNA with a 3' end labeled "3'" and an anticodon "UAG" is shown. It is paired with a codon "HIS" (HIS) on a DNA template. The template also shows "GAG" and "GAG" codons.
- Diagram 2:** A tRNA with a 3' end labeled "3'" and an anticodon "UAG" is shown. It is paired with a codon "HIS" (HIS) on a DNA template. The template also shows "GAG" and "GAG" codons.
- Diagram 3:** A tRNA with a 3' end labeled "3'" and an anticodon "UAG" is shown. It is paired with a codon "HIS" (HIS) on a DNA template. The template also shows "GAG" and "GAG" codons.
- Diagram 4:** A tRNA with a 3' end labeled "3'" and an anticodon "UAG" is shown. It is paired with a codon "HIS" (HIS) on a DNA template. The template also shows "GAG" and "GAG" codons.
- Diagram 5:** A tRNA with a 3' end labeled "3'" and an anticodon "UAG" is shown. It is paired with a codon "HIS" (HIS) on a DNA template. The template also shows "GAG" and "GAG" codons.

[illegible]

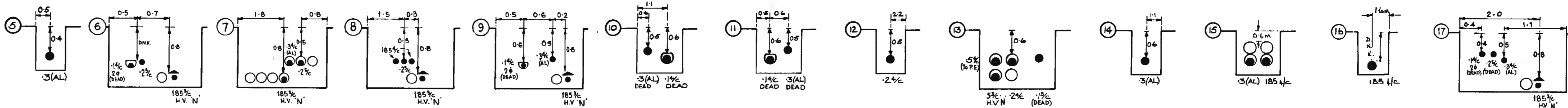
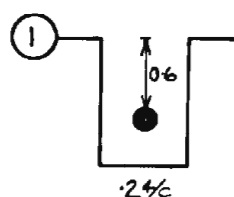
ULLIN STREET

It should be recognised that cable depths shown on this map may be unreliable as the ground level may have changed since the cables were installed and the relative position of cables may also have changed due to the alteration of original landmarks.

ZETLAND STREET



ZETLAND STREET
HILLARY HOUSE



It should be recognised that cable depths shown on this map may be unreliable as the base level may have changed since the cables were installed and the relative position of cables may also have changed due to the alteration of original landmarks.

It should be recognised that cable depths shown on this map may be unreliable as the base level may have changed since the cables were installed and the relative position of cables may also have changed due to the alteration of original landmarks.