



**Wednesday 3 August 2005**

**BACK IN BUSINESS – TUBE LINES COMPLETES REPAIRS ON PICCADILLY LINE AFTER BOMB**

Working around the clock, a team of over 50 Tube Lines engineers have completed repairs needed on the Piccadilly line between Kings Cross and Russell Square. Extensive repair work and rigorous testing was finished on Tuesday and the site handed back to London Underground. A full service will resumed tomorrow (Thursday).

Terry Morgan, chief executive of Tube Lines, said:

*“Restoring a full service for Londoners has been our priority and our specially formed rebuild and recovery team has worked tirelessly to achieve this. Close co-operation between the emergency services, London Underground and our staff has ensured the fastest possible end to disruption.”*

*“The Piccadilly line will be back in business and for the hundreds of thousands of Londoners who use it every day, normality is returning but our thoughts remain with the families of the bomb victims, for whom normality will never return.”*

*“My sincerest thanks go to everyone involved with the rescue and recovery operation which has run since 7 July, and to Piccadilly line users for their patience with the disrupted service.”*

Immediately after it became clear what had happened on 7 July, Tube Lines dedicated staff to the recovery of the Piccadilly line and instigated a rota system to ensure experts in every relevant field were available 24/7 – including tunnel, track and signalling engineers, specialist cleaning teams and operators of a fleet of engineering trains. Flexibility was vital because Tube Lines could not predict how long the Police would need to undertake their forensic investigations at the site.

While the investigation was ongoing, the team made detailed plans of all the inspections and tests which would be needed and the anticipated repairs. Supplies of all parts – track, sleepers, signals, wiring, etc – which the recovery team thought might be needed were marshalled at nearby stations so they were easily accessible when necessary access to the site was granted by the Police.

The team started implementing their plan on Tuesday 26 July when the Police completed investigations at the site. By this time the incident train had already been removed by a Tube Lines team comprised of Emergency Response Unit members and specialist train providers from Trans Plant for further forensic testing. The first task was to thoroughly clean the area and then experts checked the tunnel, track, cables and signalling equipment for damage. This assessment revealed damage to track components and cables carrying signalling information, communications and power. Parts of the track were replaced and extensive repairs carried out to cables and signals.

To ensure operational safety, rigorous tests were completed on all systems, including ultrasonic inspections of the track. These culminated in dynamic testing using a battery powered locomotive on Tuesday 2 August. The line was then formally handed back to London Underground's line controllers.

Terry Morgan said:

*"The Piccadilly line is now about to go back into business and for the hundreds of thousands of Londoners who use it every day, normality has now returned. But of course our thoughts remain with the families of the bomb victims, for whom normality will never return."*

## **ENDS**

**For further information, please contact:**

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## **Notes to Editors**

1. While the Piccadilly line was closed, Tube Lines accelerated works along the line wherever possible to make the most of the longer closure – there are normally less than four hours to complete work each night. Progress was made on the station upgrades taking place at Caledonian Rd, Turnpike Lane and Manor House, work was done on points and enhanced maintenance took place at Bounds Green.

2. Tube Lines is responsible for the maintenance and upgrade of the infrastructure on the Jubilee, Northern and Piccadilly lines. London Underground is responsible for operating the Underground, for employing drivers and station staff, for ticketing and fares, and for the Tube's safety regime.
3. In addition to its three lines, Tube Lines is also responsible for providing a range of services to London Underground and Metronet across the entire network, including the Emergency Response Unit (ERU) and Trans Plant. The ERU makes sure that the network is made safe and that services are restored as quickly as possible after emergencies. Its 106 employees are some of the most highly skilled and technically able people working on the Underground. Tube Lines' Trans Plant division provides a special train fleet to support the maintenance and upgrade work done on the network. The trains deliver materials and equipment around the system to support both the improvement programme and maintenance operations.
4. The Tube Lines consortium consists of two shareholders – Amey and Bechtel. They bring together some of the most experienced providers of business services with specialist skills in the rail industry, including track and signal renewals, plus project and operational management. They are providing some of the best project and operational managers from around the world to work on the modernisation of the Tube system. Amey owns two-thirds of Tube Lines' business and Bechtel one third.