

J7 Response to the Provisional Index of Factual Issues – Provisional Index of Factual Issues – Issue 3

3. *Circumstances at each of the four scenes immediately following the explosions.*

Initial reports of each of the explosions were confused and at all 4 sites, the original story was changed. The most obvious question is why power surges were given as the reason for each of these explosions, what caused the delay in transmitting information to the public and whether this contributed to the loss of life on the bus. The direction of travel and the centre of the explosions are also issues of concern. We present this evidence to the Coroner and the Inquest, broken down by each site. We accept that much of this maybe outside of the scope of the Inquest, but it is offered as background information to these events in the hope that it may be of some assistance.

INITIAL REPORTS: ALDGATE

Despite all the early reports referring to Liverpool Street this event is now referred to as Aldgate. In many early reports, Aldgate East was given as the site for this explosion.

At approximately 09:17 on the morning of July 7th 2005, 27 minutes after we are later told simultaneous explosions occurred on the underground, the first news reports were of an explosion at Liverpool Street station¹. What caused this delay in alerting the public to such a serious event?

According to the BBC²:

0849 An incident on the Metropolitan Line between Liverpool Street and Aldgate is reported to British Transport Police.

0915 Press Association reports emergency services called to London's Liverpool Street Station after reports of an explosion.

0924 British Transport Police say the incident was possibly caused by a collision between two trains, a power cut or a power cable exploding. Police report "walking wounded".

0933 Passengers are told that all London Underground services are being suspended because of a power fault across the network, PA reports.

0940 British Transport Police say power surge incidents have occurred on the Underground at Aldgate, Edgware Road, King's Cross, Old Street and Russell Square stations.

1 J7 Incident Analysis: Liverpool Street/Aldgate/Aldgate East – The Breaking Story - <http://www.julyseventh.co.uk/7-7-liverpool-street-aldgate.html#breakingstory>

2 BBC NEWS | UK | London blasts: At a glance - <http://news.bbc.co.uk/1/hi/uk/4659331.stm>

The direction of the train was given in all official reports as heading *towards* Liverpool Street Station. Why was this information given, why was it changed and how much confusion did this cause relatives and friends of the deceased who were searching for loved ones?

Transport for London³ stated:

Latest information confirms that there were four incidents on London's transport network this morning, three on London Underground and one on London Buses.

At 09:46, the London Underground was suspended and all stations commenced evacuation following incidents at:

- **Aldgate station heading towards Liverpool Street station on the Hammersmith & City line;**

DAC Andy Hayman in a press conference 8th July:

In relation to the tube train in Aldgate travelling **toward Liverpool Street**, the explosion occurred in a carriage approximately 100 yards into the tunnel⁴.

MPS press statement 7th July⁵:

At 08.51 on 7 July at Liverpool Street Station there was a confirmed explosion in a carriage 100 yards into the (**Liverpool Street-bound station**) tunnel.

The official version of events at Liverpool Street / Aldgate describe the explosion as being in the the second carriage of Circle Line train 204⁶. Yet the MPS claimed in their one week anniversary recap that the explosion occurred in the third carriage. How was this error made?

The explosions were on:

- Circle Line train travelling from Liverpool Street to Aldgate station. The device was in **the third carriage** of a train approx. 100 yards into the tunnel.

3 Press Centre travel updates - 07 July 2005 | Transport for London - <http://www.tfl.gov.uk/corporate/media/newscentre/archive/3969.aspx>

4 CNN.com – Transcripts, Police Give Update on London Terror Attacks; London Terror; Interview With Rudy Giuliani - <http://edition.cnn.com/TRANSCRIPTS/0507/08/se.01.html>

5 Metropolitan Police Service - Response to terrorist attack - http://www.met.police.uk/news/terrorist_attacks/response3.htm

6 Page 5 of the Home Office's Report of the Official Account of the Bombings In London on 7th July 2005, <http://www.official-documents.gov.uk/document/hc0506/hc10/1087/1087.asp>

DAC Andy Hayman claimed in a press conference on the 8th July⁷:

The device was in the **third carriage** and unfortunately we can't be any more specific than that.

Why were survivors evacuated via Aldgate, and forced to walk past the wreckage, rather than via Liverpool Street?

The time of the explosion was originally given as 8.51⁸ until it changed to 'within 50 seconds of each other at 8.50' (announced by the then PM, Tony Blair, to Parliament on 11th July⁹). The only image to have been released purporting to be of an explosion on a train is CCTV footage from Liverpool Street Station. Yet this has a time stamp of 07:46:58:



What is the reason for the time stamp showing 1hr and 3 minutes before the official time of this explosion?

Even allowing for British Summer Time, a Tracknet image released by Tim O'Toole¹⁰, which he claims shows the position of the trains at the exact moment of the explosion and 'allows us to confirm the timings', also appears to be inaccurate and doesn't support the 'within 50 seconds of 8.50' timing (noticeably the Tracknet image purporting to be at the time of the explosions is absent of any time stamp):

7 CNN.com – Transcripts, Police Give Update on London Terror Attacks; London Terror; Interview With Rudy Giuliani - <http://edition.cnn.com/TRANSCRIPTS/0507/08/se.01.html>

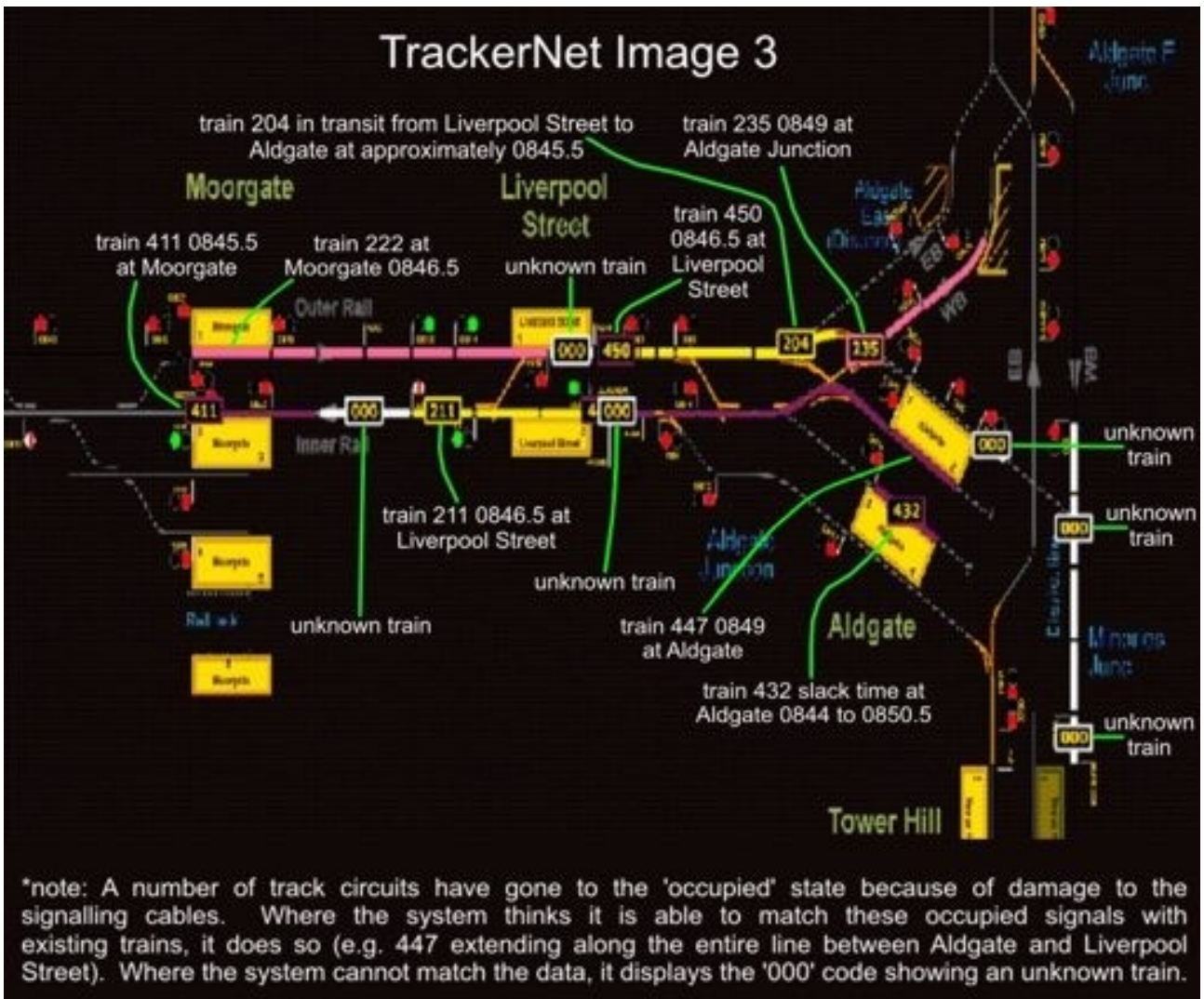
8 Metropolitan Police Service - Response to terrorist attack - http://www.met.police.uk/news/terrorist_attacks/response3.htm

9 House of Commons Hansard Debates for 11 Jul 2005 (pt 6) - http://www.publications.parliament.uk/pa/cm200506/cmhansrd/vo050711/debtext/50711-06.htm#50711-06_spm1

10 CNN.com – Transcripts, Hurricane Dennis Reaches Category Two Status; London Begins Investigation and Recovery - <http://transcripts.cnn.com/TRANSCRIPTS/0507/09/smn.01.html>



The same Tracknet image, annotated with J7 compiled research data, incorporates the data from a copy of the Working Time Table, obtained by J7 via a FOI request, and strongly suggests that the time of this image is at least 4 minutes before the alleged time of the blast, and that the only train in its correct position at 8.49 is the Hammersmith & City line train 235 travelling from Aldgate East to Liverpool Street:



Has a full set of Trackernet images and data been made available to the Inquests? If not, why not? If a full set of Trackernet images, complete with actual timestamps, have been made available, these should be published to allow for public scrutiny of the evidence.

First reports from the scene claim that the explosion was caused by power surges¹¹. London Underground say this wasn't a cover story and in fact fitted what they were told by the drivers and the Network Control Centre¹². Descriptions from survivors tell of electric shocks¹³ and flames **outside**¹⁵ the window consistent with the effects of a power surge. Ken Livingstone told the 7 July Review Committee that power surges can cause

11 The attacks: minute-by-minute timeline - Telegraph - <http://www.telegraph.co.uk/news/1400032/The-attacks-minute-by-minute-timeline.html>

12 The Mysterious Case Of The Non-Existent Train Time: Reply From London Underground - <http://bridgetdunnes.blogspot.com/2005/09/reply-from-london-underground.html>

13 J7 Incident Analysis: Liverpool Street/Aldgate/Aldgate East, Eye Witnesses - <http://www.julyseventh.co.uk/7-7-liverpool-street-aldgate.html#eyewitnesses>

14 7/7: Blitz On Britain: THE SURVIVOR - 'I CLOSE MY EYES AND CAN SEE | Sunday Mirror Newspaper | Find Articles at BNET - http://findarticles.com/p/articles/mi_qn4161/is_20050710/ai_n14721299/

15 London blast: survivors' tales - Times Online - <http://www.timesonline.co.uk/tol/news/uk/article541312.ece>

explosions with catastrophic effects and a large number of casualties¹⁶.

"There could have been had [sic] a power surge which could have had quite catastrophic casualty levels. We have always been aware of that on the Underground."

- Ken Livingstone, to the 7 July Review Committee hearings

Two companies¹⁷¹⁸ involved in running the transport system happened also to be involved in corporate manslaughter trials on 7th July arising from the Hatfield and Potters Bar rail crashes. It was reported that an engineer lost a high tension power cable at Mansell Street in the Moorgate area¹⁹, and that the Network Control Centre was dealing with this incident²⁰. Moorgate was identified as a site of an explosion in early news reports²¹ and by Sir Ian Blair of the Metropolitan Police Service. Yet TfL now claim there is no record of this incident²².

Were power surges examined as a possible cause or did the later explosion on the bus prevent this line of inquiry? Was a high tension power cable lost at Mansell Street?

Ross Mallinson, injured on a train travelling to Aldgate, claims that an announcement is made of a bomb on a train:

Mr Mallinson was on his way to work as a computer programmer for an insurance company at Tower Hill when Shehzad Tanweer, 22, detonated the bomb on a train between Liverpool and Aldgate stations on the Circle Line. Minutes later, Mr Mallinson's train, also on the Circle Line, began moving again, slowly passing **Aldgate station, where an announcer warned passengers that there had been a bomb on a train**, probably the one directly behind Mr Mallinson's²³.

According to the Tracknet images analysed in point 5, there is no other Circle Line train travelling in front of Circle Line train 204.

16 7 July Review Committee Meeting Minutes [PDF] -

<http://www.london.gov.uk/assembly/resilience/2006/77reviewmar01/minutes/minutes.pdf>

17 Jarvis admits liability for Potters Bar crash | UK news | The Guardian -

<http://www.guardian.co.uk/uk/2004/apr/28/pottersbar.politics>

18 BBC NEWS | UK | Company admits Hatfield breaches - <http://news.bbc.co.uk/1/hi/uk/4692813.stm>

19 BBC - London - London Bombings - Bombing: Reaction Timeline -

http://www.bbc.co.uk/london/content/articles/2005/07/12/bomb_timeline_feature.shtml

20 Ibid.

21 Metropolitan Police Service - Response to terrorist attack -

http://www.met.police.uk/news/terrorist_attacks/response2.htm

22 July 7th People's Independent Inquiry Forum -> Questions to TfL -

<http://z13.invisionfree.com/julyseventh/index.php?showtopic=46&st=0&#entry11166583>

23 Beethoven, then bang for Australian victim - National - theage.com.au -

<http://www.theage.com.au/news/national/beethoven-then-bang-for-australian-victim/2005/07/17/1121538866660.html>

What train was Mr Mallinson on? Was an announcement made at Aldgate that there had been a bomb on a train?

It is also difficult to understand how passengers left sitting on Hammersmith & City line train 235, close to the affected train and just outside of Aldgate East station, were not evacuated immediately if it is already known that this explosion had been caused by a bomb. Some describe waiting as long as 2 hours on this train:

It was about 10:30 - 11:00 when we finally got out of the train and walked on the tracks (keeping to the sleepers as advised), up the ramp and onto the platform of Aldgate East station where we were given a bottle of mineral water and told to leave the station (there seemed to be two exits and I didn't know which to take so I just followed whoever was in front of me). A minibus was waiting outside for us and it took us on a short journey out of the area²⁴.

Why were passengers held on train 235 for 2 hours?

24 p.247 Vol 3: Views & information from individuals PDF - <http://legacy.london.gov.uk/assembly/reports/7july/vol3-individuals.pdf>

INITIAL REPORTS: EDGWARE ROAD

BBC News 24 announced the first report of an explosion at Edgware Road at 09:39, claiming it was the second incident of the morning. ITV News first report at 09:33 that 'London Underground state there has been another incident at Edgware Road station'.

What was the reason for this delay in alerting the public to the incident at Edgware Road?

By 10.20 the MPS (Metropolitan Police Service) were also reporting the explosion at Edgware Road, followed by this report at 16.30²⁵:

At **09.17** there was an explosion on a train **coming into Edgware Road** underground station approximately 100 yards into the tunnel. The explosion took place on a train and **blew through a wall onto another train** on an adjoining platform. There were five fatalities and others injured in this incident. Three trains are believed to have been involved.

This timeline of an explosion at Edgware Road at 09:17, the third in a sequence starting at 08:49 at Liverpool Street, remained the story for the next two days, before changing to 3 blast within 50 seconds at 08:50. This MPS account of the scene is also contradicted by the official version of events which claim the incident occurred on a train leaving Edgware Road. FOI requests to TfL²⁶ have elicited the response that there is no wall between trains at Edgware Road and no train on an adjoining platform was affected by the blast.

How did the MPS reach the conclusion outlined in this press release?

Two of the young victims that are said to have died on the Edgware Road train, Jenny Nicholson²⁷ and David Foulkes²⁸, made journeys that contradict the official story. Ms Nicholson was travelling east from Paddington and Mr Foulkes was due to meet a colleague at this station after travelling west from Euston.

How could Jenny Nicholson and David Foulkes have been on a train travelling west that had passed Edgware Road?

25 Metropolitan Police Service - Response to terrorist attack -

http://www.met.police.uk/news/terrorist_attacks/response3.htm

26 3 Trains at Edgware Road? * UPDATED * - <http://bridgetdunnes.blogspot.com/2006/05/3-trains-at-edgware-road-updated.html>

27 New Journal Enterprises - http://www.camdennewjournal.co.uk/071405/cn071405_03.htm

28 Oldham man identified as London bomb victim - Oldham Advertiser -

http://menmedia.co.uk/oldhamadvertiser/news/s/501889_oldham_man_identified_as_london_bomb_victim

After the astonishing statement to Parliament on 11th July 2006²⁹ acknowledging that the Home Office report was erroneous in stating that the 4 men caught the 7.40 Luton train³⁰, a train which was in fact cancelled that morning, survivors from Edgware Road questioned the accuracy of the Home Office narrative's version of events at Edgware Road and received the following reply from the Home Secretary John Reid on 24th August 2006³¹:

Those who attended the Edgware Road meeting believed that there was a possibility of a second error in the Official Account. They said that Mohammed Sidique Khan was by the second set of double doors in the tube carriage at the time of the attack, whereas the Official Account states that Khan was "most likely near the standing area by the first set of double doors".

My officials have made enquiries of the Metropolitan Police. The police have confirmed that the wording of the Official Account accurately reflects their initial conclusions following statements they took from witnesses and their early examination of the scene. This shows that the bomb probably exploded near to the first set of doors. But **where exactly** the bomb exploded has yet to be established. **The police are currently awaiting the final report from the Forensic Explosives Laboratory.** This will be vital in determining the precise location of the bomb at the time of its detonation.

The wording in the Official Account therefore accurately reflects the police's understanding of the initial examination of the scene. The preface of the Official Account makes it clear that "the evidence is not yet the full picture" because it was known at the time of writing that more evidence might emerge from the ongoing police investigation. To date, none of the forensic evidence suggests that the Official Account is incorrect in stating where Khan was "most likely" to have been located prior to the explosion. Should the police revise their initial conclusions in the light of further information, an update will be issued.

Was the update referred to by John Reid ever issued? If so, will it be made available to the inquest, and published for public scrutiny?

29 House of Commons Hansard Debates for 11 July 2006 (pt 0867) -

<http://www.publications.parliament.uk/pa/cm200506/cmhansrd/vo060711/debtext/60711-0875.htm#06071165000001>

30 J7: The July 7th Truth Campaign - The People's Independent Public Inquiry into 7/7 -

<http://www.julyseventh.co.uk/july-7-luton-kings-cross-train-times.html>

31 J7 Incident Analysis: Edgware Road / Paddington - [http://www.julyseventh.co.uk/7-7-edgware-road-](http://www.julyseventh.co.uk/7-7-edgware-road-paddington.html#edgwareroadsurvivors)

[paddington.html#edgwareroadsurvivors](http://www.julyseventh.co.uk/7-7-edgware-road-paddington.html#edgwareroadsurvivors)

It is unbelievable and unacceptable that over a year after the attacks, and after the publication of the Home Office narrative, forensics had not yet established the precise location of the explosions and appeared reliant on survivors having to tell the Government that the Home Office report is plainly wrong. Despite the Home Office informing J7 that the forensic report would be released and published after the completion of the '7/7 helpers' trial³², subsequent requests have been refused.

The GLA Review Committee in its final report found that the Metropolitan Police Service failed to declare a major incident at Edgware Road until 09:32, some 40 minutes after the official alleged time of the explosion and 20 minutes after their arrival at Edgware Road station.

Why was there such a delay in declaring a major incident at Edgware Road?

The review committee are given no explanation:

It took longer at Edgware Road than at Aldgate for the emergency services to establish and communicate to each other that there had been an explosion. **It is not clear to us why this should be the case, given that the train stopped only 50 yards into the tunnel, and London Underground workers alerted their Network Control Centre to the incident within minutes.** The Network Control Centre called the emergency services to the scene at 8.59 am, but the first Fire Engine did not arrive until 9.18 am, 19 minutes later, and the **Metropolitan Police did not declare a major incident until 9.32 am**, followed two minutes later by a declaration of a major incident by the London Fire Brigade.

The committee also found that a major incident had still not been declared at Edgware Road by the time of the first conference call between the emergency services which was held at 09:25. Could the original time of 09:17 given by the MPS as the time of the explosion at Edgware Road been a cover-up for this delay in declaring a major incident? If so, what is the explanation for this delay? Another finding was that records failed to be kept of actual response times by the emergency services to the affected train carriages themselves. One survivor describes waiting an hour before anyone arriving to help and another of waiting three hours on a carriage before being rescued:

Edgware Road

3.36 The response at the other scenes was less decisive. At Edgware Road, **the scene was not cleared until approximately 12 noon, three hours after that explosion.** We interviewed Kathy, a survivor of the

32 July 7th People's Independent Inquiry Forum -> FOI requests to the Home Office -

<http://z13.invisionfree.com/julyseventh/index.php?showtopic=1307&st=20&#entry12432718>

Edgware Road bomb who was among the last survivors to be taken from the carriage. She told us that she was kept on the train for an extra 45 minutes because of a lack of ambulances being available to take her to hospital. **She remained in the carriage for three hours after the explosion, her condition deteriorating all the time.** John, who was himself injured but remained in the bombed carriage with seriously injured people, trying to help and comfort them and waiting for help to arrive, told us that **he waited for an hour before anyone arrived to help.**

3.37 Unfortunately, it is not possible to examine in detail the London Ambulance Service's response to the Edgware Road explosion over the course of the morning, because records of the response were not maintained. The timeline provided to us by the London Ambulance Service contains no entries beyond 9.21 am, when it was recorded that an ambulance crew stated they were running out of equipment and requested an equipment vehicle. This failure to maintain records is not unique to the Ambulance Service; the London Fire Brigade has also commented in its debrief report on the failure to record information about its response and the need to do so in future.

3.38 The failure to maintain records of the response extends also to records of the times of arrival of the emergency services at the affected carriages of the bombed trains. A number of survivors from Edgware Road and Aldgate told us that **they saw emergency services personnel outside the stations soon after the explosions, apparently having been instructed not to enter the affected tunnels. We have received no explanation as to why this might have been the case,** and the absence of records showing the times of arrival of the emergency services in the affected carriages means that we cannot investigate the anecdotal accounts we have heard.

Who gave the emergency services the instruction not to enter the affected tunnels? A major incident had been called at Liverpool Street/Aldgate as early as 9.08 by the BTP and 9.10 by the City of London police so there seems to be an inexplicable delay in declaring Edgware Road a major incident if the blasts were indeed simultaneous.

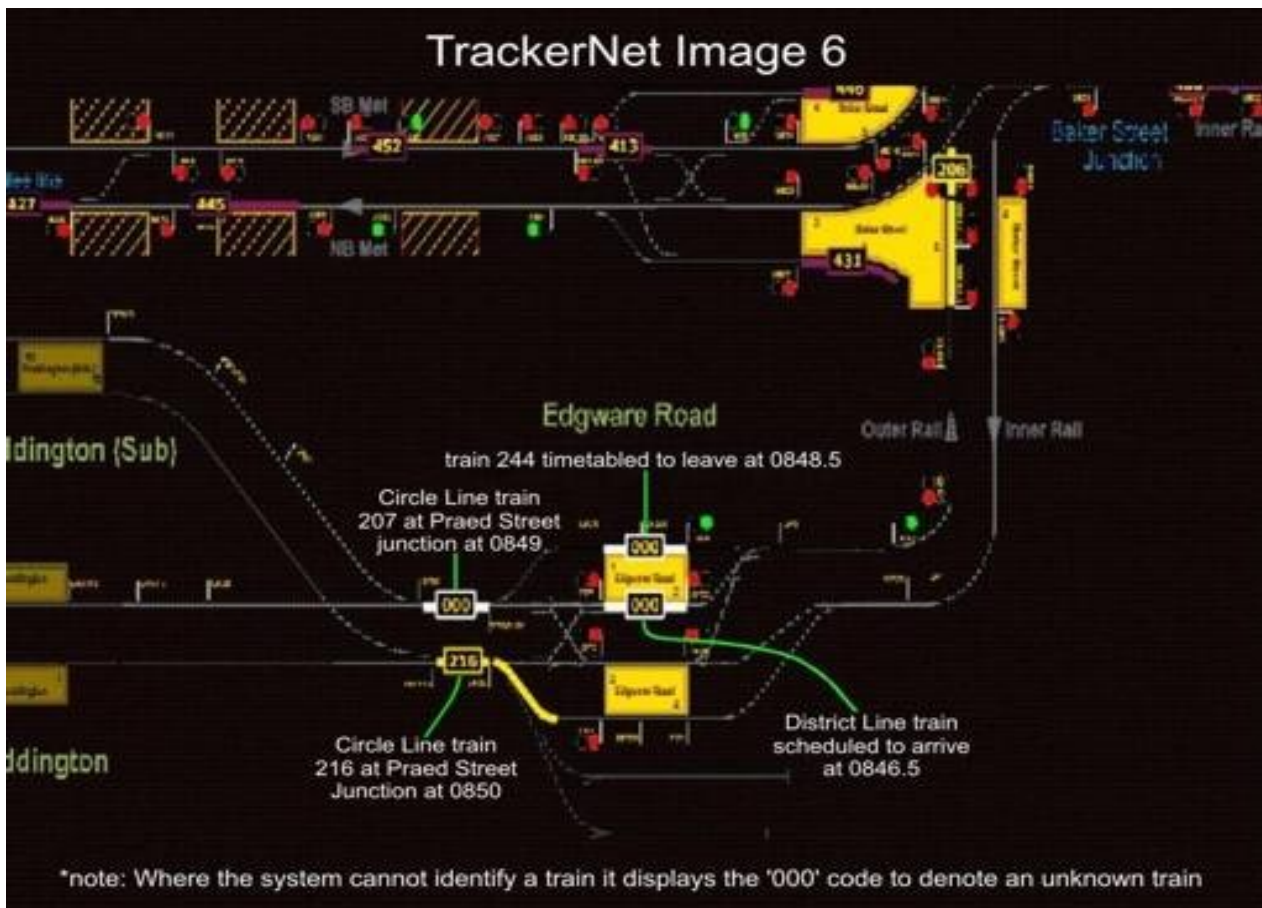
CNN International were the only channel to report that the police carried out a controlled explosion at Edgware Road station³³, and as the reporter says, "of course hampering the operation to collect evidence". No further references to controlled explosions are

33 YouTube - 7/7 Bomb experts conduct controlled explosions - <http://www.youtube.com/watch?v=fqU0tXFuVOc>

contained within reports from the day, although controlled explosions were carried out at other sites, including at the site of the number 30 bus.

Why was a second controlled explosion carried out at Edgware Road and how did it impact on the ability of the police to collect forensic evidence?

The image below has been annotated by J7 to incorporate additional information from the working timetable, according to which Circle Line train 216 would be at the point shown at 08:50. Yet, we know that train 216 was four minutes late leaving King's Cross³⁴, so it is very unlikely that train 216 would have made up those four minutes to arrive at this position for 08:50. As none of the Trackernet images were released³⁵ bearing time stamps it is difficult to know for certain whether this is a true and accurate depiction of the locations of the trains at the time of the incidents.



John Tulloch, a survivor from this train, writes that the explosion occurred after 08:56³⁶. This is the more likely time, if the Trackernet image above is correct.

34 The Train Times From Kings X - at last! - <http://bridgetdunnes.blogspot.com/2005/10/train-times-from-kings-x-at-last.html>

35 CNN.com – Transcripts: Hurricane Dennis Reaches Category Two Status; London Begins Investigation and Recovery - <http://transcripts.cnn.com/TRANSCRIPTS/0507/09/smn.01.html>

36 Exclusive extract from 7/7 survivor John Tulloch's book | Books | The Observer - <http://www.guardian.co.uk/books/2006/jun/04/biography.july7>

No CCTV has ever been released from Edgware Road station, nor of Mohammed Sidique Khan entering the underground at King's Cross, from the platform or boarding this train. Forensics had still not placed Khan at this site on 14th July³⁷ and he was identified 9 days later, on 16th July³⁸. Strangely, it has been reported that Khan's ID was found at the site of the Aldgate and the Number 30 bus explosion, as well as at Edgware Road.

37 Press conference - pictures of Hasib Hussain released - Metropolitan Police Service - http://cms.met.police.uk/news/major_operational_announcements/terrorist_attacks/press_conference_pictures_of_hasib_hussain_released

38 Police investigation continues into the 7/7 bombings - Metropolitan Police Service - http://cms.met.police.uk/news/major_operational_announcements/terrorist_attacks/police_investigation_continues_into_the_7_7_bombings

INITIAL REPORTS: KING'S CROSS / RUSSELL SQUARE

A summary of unanswered questions, inconsistencies & anomalies

Why was there such a long delay before the explosion on this train was announced by the media, especially given as this incident suffered more than double the number of casualties than any of the other sites?

The first report on the BBC was given at 10:25:



In line with all the other sites, including the direction of the bus, the direction of this train was later changed. Initial reports claimed the train was travelling towards King's Cross. A press release issued by TfL³⁹ at 14.25, which makes the first announcement of this site, stated:

At 09:46, the London Underground was suspended and all stations commenced evacuation following incidents at:

- Aldgate station heading towards Liverpool Street station on the Hammersmith & City line;
- Russell Square station **heading towards** Kings Cross station on the Piccadilly line;

³⁹ Press Centre travel updates - 07 July 2005 | Transport for London - <http://www.tfl.gov.uk/corporate/media/newscentre/archive/3969.aspx>

Where did the initial account originate from and what led to the change?

The time of the explosion was also changed from 08:56 to 'within 50 seconds of 8.50'. The train itself was identified as Piccadilly Line train 311 by TfL⁴⁰, and referred to as 311 in the GLA review committee reports of this explosion, but was later changed to Piccadilly Line train 331⁴¹ with no explanation given for this error. Even Gary Stevens, the duty station manager at Russell Square, refers to this train as 311⁴² as does the Duty Manager's Report from the day⁴³. Even the position of the explosion was amended from 'by the 1st set of double doors⁴⁴ to the 2nd, again with no other explanation than a survivor contacting the BBC to say she was standing by these doors and there hadn't been an explosion there⁴⁵ (at the time she was unaware that a bomb had exploded in this carriage⁴⁶).

The forensics reports from the scenes should be made available to the Coroner and Inquest to enable an assessment of how this error, and the question mark over the place of the explosion raised by Edgware Road survivors, occurred.

The serious questions that arise from the BTP evacuation to their HQ's in Tavistock Square by 9.09 is raised in our submission to 5 (a).

The identification of Lindsay at this site is outlined in our submission to Factual Issue 9. The 'bombers' identities.

40 Tube train bombs simultaneous | Transport for London -

<http://www.tfl.gov.uk/corporate/media/newscentre/archive/3975.aspx>

41 Archive for Old News - <http://www.trainweb.org/tubeprune/archive.htm#7/7>

42 BBC NEWS | UK | 'I will take 7 July to the grave' - <http://news.bbc.co.uk/1/hi/uk/4566632.stm>

43 <http://z13.invisionfree.com/julyseventh/index.php?showtopic=46&view=findpost&p=11507966>

44 'One week anniversary' bombings appeal - Metropolitan Police Service -

http://cms.met.police.uk/news/major_operational_announcements/terrorist_attacks/one_week_anniversary_bombings_appeal

45 BBC NEWS | UK | Coming together as a city - <http://news.bbc.co.uk/1/hi/uk/4670099.stm#saturday>

46 ibid

INITIAL REPORTS: NUMBER 30 BUS EXPLOSION, TAVISTOCK SQUARE

As with the 3 previous sites, the direction of travel of the Number 30 was also changed, from travelling *from* King's Cross to travelling *towards* King's Cross. The BBC⁴⁷ reported on 8th July:

At least 13 people died when the explosion ripped the roof off the vehicle which was travelling from **Hackney Wick to Marble Arch** at 0947 BST.

No CCTV has ever been released which shows Hasib Hussain boarding the bus at Euston Station, as postulated in the Home Office Report, nor from the bus itself. It has been claimed that the CCTV on the bus was not working that day, although a FOI request to the bus company received this response⁴⁸:

The Route 30 Stagecoach bus did have CCTV equipment fitted and the hard drive was recovered from the vehicle and passed to the Metropolitan Police. As this matter is in the hands of the Police, we cannot comment on the matter for legal reasons and will therefore be unable to provide answers to your questions.

However, speaking generally, CCTV equipment on buses is not designed to withstand a major blast of the type experienced on July 7 this year. It is not known whether the equipment was damaged and, if so, to what extent as a result of the explosion.

It is worth noting that 96 per cent of the 8,000 buses in London are fitted with CCTV. This will rise to 100 per cent by December 2005. **The set up of the cameras also means they cannot be accessed or switched off by the vehicle driver.**

The driver of this bus, George Psaradakis, claims he left the scene, obviously in deep shock, and walked 7 miles across London to a hospital in Acton⁴⁹. Other reports⁵⁰ state:

But as Mr Psaradakis tried to help, he admitted he was in a state of panic.

47 BBC NEWS | England | London | Bus driver vows to return to work - <http://news.bbc.co.uk/1/hi/england/london/4666265.stm>

48 J7 Incident Analysis: Number 30 Bus, Tavistock Square - <http://www.julyseventh.co.uk/7-7-30-bus-tavistock-square.html#cctv>

49 Bus driver dragged his passengers from bomb wreckage - Times Online - <http://www.timesonline.co.uk/tol/news/uk/article542188.ece>

50 BBC NEWS | UK | Bus bombing 'traumatised' driver - <http://news.bbc.co.uk/1/hi/uk/5156844.stm>

A policeman led him to a nearby building where survivors were being treated.

"I was shaking and crying - I was overwhelmed. Everyone treated each other like a sister or brother.

"A plain clothes policeman held me to stop me shaking. I learned later that he was injured.

"I saw him on a stretcher with an oxygen mask over his face. He looked at me and gave me a thumbs up sign."

Was Mr Psarakis, a crucial witness to this event, allowed to just wander off? If so, how did this happen given his presence on the scene assisting passengers in the aftermath of the incident and that British Transport Police and other police officers were present at scene at the time the incident occurred?

Initial reports claimed that there were just 2 deaths in this explosion, compared to the far more accurate figures given from other sites⁵¹. Understandably the recovery operation at the site of the Piccadilly Line train was very difficult, but Sir Ian Blair told a press conference on 8th July:

"There is a great difficulty in deciding how many fatalities or determining how many fatalities there are because two of the scenes are very difficult in terms of recovery. One is the bus, which is taking some time because of the nature of the explosion."⁵²

Why does Sir Ian Blair single out the 'nature of the explosion' on the Number 30 bus?

It is obvious from images taken at the scene, that this site was cleared of casualties fairly quickly. It was only on the evening of the 8th July that a far more excessive toll was reported:

Last night police confirmed 13 people had died on the bus, with many more injured.⁵³

The journeys taken by some of these victims have been examined in our submission to the 'Provisional Index of Factual Issues, Factual Issue 1: The Deceased', which explores the incongruous nature of many who would have required a number 205, or at least a bus that was travelling towards Old Street rather than Islington.

51 BBC NEWS | UK | London bombings toll rises to 37 - <http://news.bbc.co.uk/1/hi/uk/4661059.stm>

52 CNN.com - Transcripts - <http://edition.cnn.com/TRANSCRIPTS/0507/08/se.01.html>

53 Scotsman.com News - UK - Bomb bus driver tells of moment he feared all passengers dead - <http://web.archive.org/web/20050729112240/http://news.scotsman.com/uk.cfm?id=761832005>

A second controlled explosion which was denied by Scotland Yard, has since been confirmed in reports⁵⁴. The denial came in a report of a young woman, Richmal Oates-Whitehead, who helped at the scene of the bus and who was soon after found dead in her flat. She was then accused of being a fantasist:

She later told the Weekend Herald, a New Zealand paper, that she had been helping the injured in a makeshift hospital set up in a hotel next door to the BMA when two fire-fighters approached her for help.

"They needed one doctor to assist as firemen cut two badly injured people out of the wreckage. Would she come? They would understand if she declined," the front page article said. It reported Ms Oates-Whitehead as saying: "There was no room for hesitation - I wasn't thinking at that level. It was the moral and ethical thing to do." **Her account included a controlled detonation of a second bomb. "Outside, there was another enormous bang as police detonated the 'bomb' - which turned out to be a false alarm."**

The problem was twofold. Police had no record of a controlled explosion in Tavistock Square; moreover she was not a doctor. Her name does not appear on either the UK or New Zealand medical council registers.⁵⁵

As at the Edgware Road site, why was this controlled explosion carried out and how did it affect the collection of evidence, forensic or otherwise? Why did Scotland Yard deny Richmal's account, which was patently true? If the police have no record of a controlled explosion on the bus, who conducted the controlled explosion? How did the controlled explosion the bus impact the collection of evidence from the scene?

Controlled explosions were given as an explanation by the MPS for the 3 bus explosions which had originally been reported:

There was only one bus that was involved. The other explosions around buses were controlled explosions by our explosives officers. So there were three attacks on tubes and one on a bus.⁵⁶

Another controlled explosion which has since come to light via FOI requests, led to the evacuation of Holborn police station, central to these sites, at 10am on the morning of July 7th.

54 Meet Jake, the 7/7 hero dog (From This Is Local London) -

http://www.thisislocalondon.co.uk/news/topstories/852833.meet_jake_the_77_hero_dog/

55 The fantasy life and lonely death of woman hailed as heroine of July 7 bombing | UK news | The Guardian -

<http://www.guardian.co.uk/uk/2005/aug/29/world.july7>

56 CNN.com – Transcripts, Police Give Update on London Terror Attacks; London Terror; Interview With Rudy

Giuliani - <http://edition.cnn.com/TRANSCRIPTS/0507/08/se.01.html>

Documents allegedly belonging to Mohammed Sidique Khan were also found at this site. Did they also not show signs of being in the bag or on the person?⁵⁸ What explanation has been given for the presence of Khan's ID at three separate locations?

Yvonne Nash describes gaining access to the site of the bus where she claims to have found the mobile phone of her boyfriend, Jamie Gordon⁵⁹. How was this possible, how secure was this site after the explosion?

Richard Jones' impossible sighting of Hasib Hussain on this bus is examined in our submission to the 'Provisional index of factual issue 2. The travel of MSK, Tanweer, Hussain and Lindsay'.

57 July 7th People's Independent Inquiry Forum -> FOIA Request To The Met -

<http://z13.invisionfree.com/julyseventh/index.php?showtopic=140&st=112&#entry15001288>

58 July 7 bombers 'left clues to martyrdom' - Telegraph - <http://www.telegraph.co.uk/news/uknews/1895690/July-7-bombers-left-clues-to-martyrdom.html>

59 Missing: the workers who never came home - This Britain, UK - The Independent -

<http://www.independent.co.uk/news/uk/this-britain/missing-the-workers-who-never-came-home-498145.html>