

Coroner's Inquests into the London Bombings of 7 July 2005
Hearing transcripts - 29 November 2010 - Afternoon session

1 (2.00 pm)

2 LADY JUSTICE HALLETT: Mr Keith?

3 MR KEITH: My Lady, returning to the Edgware Road evidence,
4 may I invite you to call Dr Wynne-Evans, please.

5 DR ELIZABETH MARY WYNNE-EVANS (sworn)

6 Questions by MR KEITH

7 LADY JUSTICE HALLETT: Have you recovered from your bug,
8 Dr Evans?

9 A. I have, thank you kindly, and thank you to the court for
10 rearranging such a busy schedule on my account.

11 LADY JUSTICE HALLETT: Not at all.

12 MR KEITH: Good afternoon. Could you help us, please, by
13 giving us your full name for the record?

14 A. Yes, it's Elizabeth Mary Wynne-Evans.

15 Q. Dr Wynne-Evans, could you commence, please, your
16 evidence by telling us something of your medical
17 qualifications?

18 A. I qualified as a doctor in 2001, from St Bartholomew's
19 and the Royal London Hospital Medical School. I did
20 a year of house jobs involving general medicine and
21 general surgery, I then did six months of accident and
22 emergency medicine, six months of acute medicine, six
23 months of medical locums, and then began my training as
24 a general pathologist, which I'm still continuing at the
25 moment.

1 Q. Despite your evident professionalism, your statement
2 records, on Thursday, 7 July, you were running a few
3 minutes late for work.

4 A. I was.

5 Q. Therefore, did you walk down to Edgware Road Underground
6 station --

7 A. I did.

8 Q. -- in order to approach the entrance to the Circle,
9 District and Hammersmith & City Line Tube?

10 A. That's correct.

11 Q. I think you were trying to go to Whitechapel?

12 A. Yes, that's right.

13 Q. Could you tell us, please, what confronted you at the
14 station entrance?

15 A. I initially approached the side entrance and I was met
16 by a London Underground staff member who informed me
17 that there had been an electrical short or fault and
18 that the station was closed.

19 I then endeavoured to find an alternative means of
20 transport to get me to Whitechapel, which involved
21 walking round the main entrance of Edgware Road to where
22 the buses are on Chapel Street, and I sat down and
23 attempted to wait for a bus to take me to Baker Street
24 to try to get me an alternative line to Whitechapel.

25 Q. Could you please look at the screen where you should

1 find [INQ10282-2]? Thank you.

2 The main entrance is shown there on Chapel Street.

3 A. Yes.

4 Q. Can you tell us, please, where the side entrance is that

5 you initially attempted to go to?

6 A. That is --

7 Q. It's on the north side, isn't it, of the station on the

8 Marylebone side?

9 A. It's over here, on the Marylebone Road, there's a very

10 small, insignificant-looking entrance on the side. That

11 was where I originally came in.

12 Q. To the north, therefore?

13 A. Yes.

14 Q. So you sat down and sat waiting for a bus to take you to

15 Baker Street?

16 A. Yes.

17 Q. Then what happened?

18 A. I saw -- originally, I saw a lady coming out. I think

19 at that point she was looking upset. I didn't think too

20 much of it, I think I just sort of continued to wait for

21 the bus, and then I think I went back to the main

22 entrance to enquire whether Baker Street was, in fact,

23 open, because the doors had been almost entirely closed

24 to the main entrance, and I just wanted to be sure.

25 So I encountered a staff member there, who

1 I obviously asked the question to, and, as I did, I saw
2 people coming out with various injuries, I think,
3 soot-covered hair, in various states of distress, and
4 that's when I began to realise that perhaps something
5 had gone on inside the station to account for its
6 closure.

7 Q. Then did a particular person, a young lady, come out of
8 the station towards you?

9 A. Yes, I think there was a lady in a black skirt suit, if
10 I remember correctly, with soot-covered hair,
11 a blistered, burnt face, who again appeared very
12 distressed, and I offered my help, telling them that
13 I was a doctor, and asked, you know, "Do you need my
14 help here?", at which point they said, "Yes", and
15 directed me to attend the casualties who were appearing
16 in the ticket hall at that point.

17 Q. So did you approach the lady with the facial burns, the
18 burning and the blistering and say you were a doctor and
19 offered her help?

20 A. Yes, as far as I recall, I introduced myself, made it
21 known that I was a doctor, and I asked to look at her
22 burns and, at that point, I don't think I actually had
23 any first aid equipment available to me at all. I think
24 I suggested sitting down, obviously, in the case of
25 sudden fainting or feeling unwell and, at that point,

1 around that time, although I couldn't give an accurate
2 timescale, water was being handed out by
3 London Underground cleaners and I think I used some of
4 that to help -- to suggest pouring those over burns and
5 blisters and also to calm people down.

6 Q. You record in your statement how, having appreciated
7 that there was a very serious situation arising -- and
8 you had also been able to smell the notable, significant
9 smell of burning flesh -- that you started to treat the
10 patients who were coming out, the casualties coming out,
11 but one member of Underground staff gave you a first aid
12 kit. Do you remember where he got that from, if you saw
13 him go and get it?

14 A. I don't remember that at all. I do remember being given
15 a very rudimentary first aid kit, and enquiring whether
16 or not my help was needed elsewhere, and specifically
17 mentioned on the platforms or on the trains, although
18 I wasn't entirely aware of what had actually happened at
19 that stage, and was told to remain on the -- in the
20 ticket hall attending there.

21 LADY JUSTICE HALLETT: Rudimentary, do you mean the kind you
22 might buy in a chemist's shop?

23 A. As far as I remember, yes, along those lines.

24 MR KEITH: Were you able to use it or was it so rudimentary
25 as to not be of much use to you?

1 A. I can't accurately recall.

2 Q. You describe in your statement how you then saw a black
3 lady, aged about 60 years' old, with her son, and they
4 came from the platforms, and you asked her what had
5 happened.

6 Do you recall her giving you a description of what
7 had befallen the passengers on the train?

8 A. At this stage, what I recall is her being agitated,
9 upset, clearly quite shocked, described either a ball of
10 fire or a flash or something along those lines --
11 I couldn't be accurate about it now -- and just
12 generally being very agitated.

13 LADY JUSTICE HALLETT: Could you pause, Mr Keith? I wonder
14 if someone could help me with my screen? I can't see
15 the Transcend note. There's something in the bottom,
16 I'm not sure how to get rid of it. It's probably
17 something terribly simple.

18 Sorry, I can't see the transcript of what you're
19 saying and sometimes I miss a word and it's easier if
20 I just check the transcript rather than ask you to pause
21 all the time. (Pause). Sorry about that.

22 A. That's okay.

23 MR KEITH: Did you then notice rather more people coming up
24 from the platforms and, therefore, realise that it was
25 even more serious than you had initially realised?

1 A. I did, and I think that's when I asked again, "Do you
2 need my help on the platforms or on the trains?".

3 I realised that there must be something even worse down
4 there that required my help, potentially.

5 Q. When you asked this time, did they indicate that they
6 did require your assistance on the platform level or on
7 the train?

8 A. They did, they did.

9 Q. Can I ask you, please, about what you can recollect of
10 the London Underground staff that you saw? Were they
11 looking after the casualties who were congregating in
12 the station entrance, or were they, can you recall,
13 heading down towards the platforms in order to respond
14 to whatever was occurring below?

15 A. I can't recall to that degree. I remember certainly
16 they were standing, very professionally, at the
17 entrance, obviously directing people away from the
18 station. I remember them being very helpful with me in
19 terms of, you know, me asking if my help was needed and
20 at the time sort of directing me and saying, "No, please
21 treat here". Any more than that, I can't recall.

22 Q. Your statement records how, having offered your help
23 again, and this time having been accepted in relation to
24 going below, you called your husband, who was also
25 a doctor.

1 A. That's correct.

2 Q. Was that to ask him to attend to help as well?

3 A. That's correct. He wasn't working that day. We only
4 lived a ten-minute walk -- more like five minutes for
5 him -- from the station, and I phoned up and said, "Can
6 you bring" -- we had stethoscopes at home, various sorts
7 of high visibility bibs, things like that, and I just
8 said, "Bring all the things that we have, and please
9 come down here and help. I think something serious has
10 gone on. We need your help".

11 Q. It's plain from what you've told us, Doctor, that at
12 this stage, which was at quite an early stage in the
13 chronology of events, there were no other members of the
14 emergency services with medical equipment.

15 A. No, that's right.

16 Q. Do you know what time you called your husband?

17 A. I don't.

18 Q. Having called him, did then a member of staff approach
19 you to escort you down to the platforms?

20 A. Yes, I think at that point a gentleman called Bryan said
21 that he would escort me down and gave me his orange high
22 visibility jacket to put on as we were going to go down
23 on the tracks.

24 Q. Was there somebody else with you?

25 A. At that point, I can't recall. I do know that

1 a paramedic arrived at some point and I certainly
2 remember he was there when we were walking along the
3 tracks approaching the trains, but I can't recall at
4 exactly which point he joined us.

5 Q. Do you distinctly recall going down to the platforms
6 then onto the track with Bryan alone and then the
7 paramedic joining you?

8 A. I can't recall exactly at what point the paramedic
9 joined us.

10 Q. Is it possible that he had been flagged down at street
11 level and had gone down to the track, along with
12 yourself and Bryan, from the station level?

13 A. I couldn't speculate.

14 Q. All right. Do you recall, when you went down to the
15 track, what you knew of what had occurred? Your notes,
16 which you kindly gave to the Metropolitan Police, record
17 how, in your conversation with your husband, you did, at
18 that stage, believe that there had been a crash.

19 May I ask you, did you have any other information as
20 to what had occurred on the track or was that the extent
21 of it?

22 A. I think that was the extent of it. The rest --
23 I remember thinking something serious must have gone on
24 over and above an electrical short or fault, but having
25 no expertise in any area like that, I couldn't have

1 really guessed any more and certainly hadn't heard from
2 anywhere else.

3 Q. When you approached the trains and walked along the
4 track, had London Underground staff already started
5 forming a daisy chain; that is to say positioned members
6 of staff in the tunnel so as to guide you along and to
7 guide passengers out?

8 A. I don't recall that having happened at that point, no.

9 Q. Passengers were nevertheless leaving the train, were
10 they not, and approaching the platform to go up?

11 A. As far as I remember now, I don't think they'd actually
12 left the trains yet, and when I originally -- when
13 I actually got up on to the -- what would have been
14 eastbound train, so the train on the right as
15 I approached, each of the carriages were filled with
16 people who were standing very quietly ready to come out.
17 I can't actually accurately recall whether they were
18 already leaving or not.

19 Q. Some people had, of course, already left because they'd
20 made it to the ground station level entrance where you
21 treated them?

22 A. Yes, so they must have done.

23 Q. So we can agree, can we, that there were passengers
24 leaving, but not in any significant number at this early
25 stage?

1 A. Yes.

2 Q. As you approached the train with the eastbound train on
3 the right-hand side and the westbound train on the
4 left-hand side, did you ask staff if there had been any
5 casualties?

6 A. Yes.

7 Q. Did one of them shine a torch underneath the westbound,
8 the left-hand train?

9 A. That's right, yes.

10 Q. Can you tell us, please, whether you can recollect
11 seeing somebody, either under the train or on the other
12 side of the train between the tunnel wall and the
13 carriage wall?

14 A. I saw someone over towards the far end of the train, to
15 where I was standing, so it would have been close to the
16 tunnel wall, with his -- it appeared to be a man to me
17 at that point by the build -- with his back towards me,
18 and I called out something along the lines of, "I'm
19 a doctor, do you need my help?". It would have been an
20 alert call, and I would have called it out very loudly,
21 and I received no response.

22 Q. We've heard evidence, and my Lady has heard evidence, of
23 a gentleman called Danny Biddle who had very severe leg
24 injuries and was located between the tunnel wall and the
25 carriage. He was treated in due course by a member of

1 the London Ambulance Service, Mr Baker and Mr Mars. Can
2 you recall whether, when you saw the gentleman, there
3 was anybody near him attending upon him or giving him
4 first aid?

5 A. I don't think there was anyone at that time giving him
6 first aid.

7 Q. Do you recall anybody on the tunnel wall side of the
8 train certainly at that top end of the train?

9 A. I don't.

10 Q. From what you've said, it's plain you didn't approach
11 them, the person you could see was lying there, but you
12 didn't go over and check what state he was in?

13 A. I didn't go over to check. The only way I could see to
14 that person was under the -- was crawling under the
15 train and, having received no response, and in view of
16 the fact I could see that there had been -- both legs
17 had been amputated, I felt the injuries were severe
18 enough to be compatible with loss of life and I felt, as
19 there were more casualties further on, my duty lay with
20 finding them.

21 Q. Of course. There was no criticism implied in my
22 question. It's quite plain there was no movement at the
23 time that you were there.

24 A. Of course.

25 Q. Did you then see the body of someone whom you believe to

1 be a young woman between the trains, that is to say in
2 the middle of the tunnel?

3 A. Yes, I did.

4 Q. Did you also reach the view, in her case correctly, that
5 she had sustained a fatal injury?

6 A. That's correct, yes.

7 Q. Could you see any signs of movement or signs of life at
8 all from her?

9 A. None whatsoever.

10 Q. Do you recall, Doctor, whether or not you approached her
11 and touched her perhaps, in order to feel for a pulse or
12 whether this was an examination that you conducted by
13 way of seeing her in front of you?

14 A. I can't recall.

15 Q. As you saw her, were there people coming off the trains
16 at this stage or were they still --

17 A. Yes, I think they were.

18 Q. -- inside the carriages? Did you call out to them?

19 A. Yes, as I went in to each new carriage, I said something
20 along the lines of, "I'm a doctor, does anyone require
21 my help?" At which point, I was told more than once
22 that my help was required in the train next to the train
23 I was on, that there were people there that needed my
24 help more.

25 Q. Did you go all the way through that eastbound train

1 towards its rear, cross over to the westbound train and
2 then go in the front of the bombed train?

3 A. Yes, I did.

4 Q. In the first carriage, did you come across a casualty
5 lying in the doorway between the first and second
6 carriages?

7 A. That's correct.

8 Q. Can you tell us, please, what you can recall, in general
9 terms, of his injuries?

10 A. I recall at the time his name was Max or Matt, he was
11 lying at the point you describe with his arms across his
12 chest. He had a broken leg and I think a tourniquet had
13 been applied by a fellow passenger, who was a first
14 aider, who I recall was supporting his leg using his own
15 legs.

16 The gentleman had complained of some chest pains and
17 I had examined him to see if there were any
18 life-threatening injuries that I could see to then and
19 there, and, as I recall, I didn't find any and the leg
20 had been treated appropriately by the first aider as far
21 as we could at that point.

22 Q. So did that enable you to continue your course through
23 the carriage in order to see whether there were others
24 who were in greater need of attention?

25 A. Yes.

1 Q. Did you then proceed into what we know to have been the
2 bombed carriage?

3 A. I did.

4 Q. Do you recall walking through the interconnecting doors
5 between the two carriages?

6 A. Yes.

7 Q. What sort of state were they in?

8 A. I can't recall the state of the doors. What I can
9 recall is there being glass everywhere, a very prominent
10 acrid smell, the smell of burning flesh, which I am
11 familiar with from my work as a doctor, and sort of
12 blood, debris and glass everywhere. The actual state of
13 the doors I can't comment on.

14 Q. Could you look, please, at [INQ8544-2]? Doctor, this is
15 a marked-up plan that you prepared for the
16 Metropolitan Police. Can we have the top right-hand
17 corner rotated and enlarged?

18 It's the plan -- I'm sorry, it's the right-hand
19 corner on my page, which has rotated itself. If you
20 could go down to the bottom of the four carriage maps,
21 you'll see it's the top right-hand corner, if you could
22 enlarge that and then rotate it 90 degrees, please.

23 The first carriage, Doctor, is to the left of this
24 screen as you look at it. The third carriage is to the
25 right. So you entered from the left-hand side of this

1 picture.

2 A. Yes.

3 Q. Is the person recorded as being marked on the plan right
4 in the doorway, the first casualty that you looked at,
5 Matt?

6 A. That's correct.

7 Q. Inside the carriage, do you recall two casualties whom
8 you've marked in the standing area of the doors?

9 A. Yes.

10 Q. Could you tell us, please, what you can recall of them?

11 A. I recall the first one I came across as lying face down,
12 I think it was a gentleman who had both legs severed
13 below knee or at the level of the knee, and touching the
14 door.

15 The next lady along was lying flat on her back and,
16 as I recall, had no obvious injuries and she was lying
17 with her feet as indicated on the diagram in towards the
18 carriage.

19 Q. In relation to the first person, the male, was the
20 nature of the trauma that he'd suffered such that you
21 concluded that -- and because there were no signs of
22 life and no movement -- that he must be dead?

23 A. Yes.

24 Q. In relation to the second person, the lady, due to the
25 lack of visible injuries, did you examine her?

1 A. I did examine her. I felt for a carotid pulse, that's
2 a neck pulse, and on not feeling one and not seeing any
3 respiratory effort -- sorry, I apologise, not seeing any
4 signs of breathing, I concluded her to be dead as well.

5 Q. Were there other passengers at the end of the carriage
6 who were alive but injured to varying degrees, either
7 sitting on the floor or seated on the seats around you?

8 A. Yes.

9 Q. Have you marked some of them on the map?

10 A. Yes, I have.

11 Q. When you entered the carriage, were you able to see
12 whether or not there were other people further down
13 assisting those in need?

14 A. I remember there being other people, I couldn't comment
15 on whether they were assisting each other. I was too
16 focused on what was immediately at hand and felt rather
17 shocked by what I was seeing as well.

18 Q. Of course. Do you recall there being a paramedic
19 further down the carriage?

20 A. Yes, I do.

21 Q. Having seen that these two persons were dead in the
22 standing area of the double doors, did you then call
23 down to the paramedic?

24 A. I did, and asked if he required my help.

25 Q. May we take it that you asked him whether he required

1 help because it was plain that there was nothing, of
2 course, that you could do for either of these two
3 individuals?

4 A. That's correct.

5 Q. By contrast, the persons who were in the seats in the
6 seating area adjacent to them were not so severely
7 injured that they required your immediate medical
8 intervention?

9 A. That's correct.

10 Q. When you asked the paramedic whether he needed help, did
11 he respond?

12 A. I think he responded and said he did, at which point
13 I was assisted over the hole in the carriage which is
14 indicated there -- I can't tell who you helped me get
15 across, but somebody did help me get across -- and came
16 across, I think, the two American ladies which I've
17 indicated on the diagram there as well.

18 Q. We know the two American ladies were seated in the seats
19 on the upper side of this diagram in that middle bank of
20 seats.

21 A. Yes.

22 Q. Did you examine them?

23 A. I found one on the floor and I think one was sitting
24 next to her, her sister. I think I immediately went to
25 the lady who was lying on the floor and examined her and

1 at that point requested, as the paramedic was there, an
2 IV cannulation set, so a means of getting intravenous
3 access to the lady to administer fluids.

4 Q. What was it about her condition that led you to believe
5 that she needed immediate cannulation?

6 A. She had what I would call a lowered Glasgow Coma Score,
7 GCS, which is a way of measuring how conscious somebody
8 is, based on various different factors, and she was
9 certainly not responding the way any of us, with a full
10 Glasgow Coma Score, would be responding now.

11 Q. Do you recall who it was who provided the IV, the
12 cannula, that you'd asked for?

13 A. I don't.

14 Q. Was it the same paramedic that you had called out to
15 asking whether he needed help or were there other
16 paramedics around you?

17 A. I think, as far as I recall now, there were other
18 paramedics there by this point.

19 Q. Had your husband, in fact, also arrived by this stage?

20 A. Yes, I think so.

21 Q. Did you stay with this lady, Emily Benton, while she was
22 taken from the carriage?

23 A. I stayed with her for a good while and, as I remember,
24 I was trying to gain IV access, which I found
25 considerably difficult, partly because of my own

1 positioning on the carriage floor and it was a difficult
2 cannulation, and I certainly remember staying with her
3 for a while until other paramedics had come to assist
4 with looking after her and removing her from the
5 carriage.

6 Q. Whilst you were attending to Emily Benton, Doctor, were
7 you able to see that there were two further bodies in
8 the floor area adjacent to where Emily and Katy Benton
9 were?

10 A. That's correct, yes.

11 Q. In your statement, you describe the first one as being
12 the body of a female lying face up.

13 A. That's correct.

14 Q. You've, as I've said earlier, kindly provided notes that
15 you made very shortly after your attendance at the bomb
16 scene which you provided to the police. There isn't
17 a reference, in fact, in those notes to that first
18 person, the body of a female.

19 I appreciate it's extremely difficult, it's a long
20 time ago in terrible circumstances, but how sure are you
21 that the person you think was lying on the floor next to
22 the Benton sisters was a female as opposed to a man?

23 A. At this stage, five years on, I couldn't be sure at all.

24 Q. Do you recollect, however, whether or not that person,
25 male or female, had a black tag signifying that they had

1 been checked by a paramedic and ascertained as being
2 dead?

3 A. Yes, they did.

4 Q. Do you recollect anything of the nature of the injuries
5 that that first person had suffered?

6 A. They had a bilateral below knee amputation as well.

7 Q. Turning then to the second person, do you recollect
8 anything of that person?

9 A. I recollect it was a gentleman who was bent over
10 slightly, as the diagram indicates, holding on to his
11 briefcase and I recall that the back of his clothing had
12 been blown away.

13 Q. Did he also have a tag on him signifying that he had
14 been checked by a responsible paramedic and ascertained
15 as having no signs of life?

16 A. Yes, he did.

17 Q. On your plan, you have also marked two other persons in
18 the middle of the area between the two banks of seats.
19 Do they indicate Emily Benton, the lady you treated, and
20 another passenger lying on the floor?

21 A. Yes, I think they do, yes.

22 Q. Can you help us, Doctor, with how long you think you
23 were there with Emily Benton treating her until such
24 time as she came away to be taken off by the paramedics
25 and the Fire Brigade?

1 A. I couldn't, it would be a guess.

2 Q. Do you have any memory of when the Fire Brigade arrived
3 or when the emergency services arrived in numbers?

4 A. I certainly recall, by the time I'd finished dealing
5 with Emily Benton, that there were numerous paramedics
6 at that point. I recall a member of the Fire Brigade
7 telling us to leave the train, apart from that, and then
8 I remember, on leaving the train and going up onto the
9 platform, encountering a member of the HEMS -- that's
10 the Helicopter Emergency Medical Service team --
11 standing on the platform.

12 Q. Did you get the impression that that was prior to him
13 going down to the track as opposed to him having come
14 back up?

15 A. Yes, that's correct.

16 LADY JUSTICE HALLETT: The member of the Fire Brigade who
17 told you to leave the carriage didn't tell you to leave
18 the carriage until all the living casualties had been
19 dealt with, or before?

20 A. I can't recall the exact point he told us to.

21 MR KEITH: Doctor, those are all the questions that I have
22 for you, thank you very much. But will you stay there,
23 please, because there may be some further questions for
24 you from my colleagues?

25 A. Of course.

1 LADY JUSTICE HALLETT: Ms Gallagher?

2 Questions by MS GALLAGHER

3 MS GALLAGHER: Dr Wynne-Evans, I just have a few brief
4 questions on behalf of the bereaved families, most of
5 the areas have been covered.

6 Firstly, could I ask you about the first aid kit?

7 You very understandably don't recall its contents, you
8 just referred to it as being rudimentary, but both today
9 and in your statement the phrase you've used is that you
10 remember being given it. Do you recall if you asked for
11 it or if a staff member brought it to you unprompted?

12 A. I can't accurately recall.

13 Q. You've also been asked for help with the timing before
14 you get down to the bombed carriage.

15 Again, we entirely understand why you can't place
16 a time on it and why you don't have a record of the time
17 you called your husband, but could you help us with
18 this: we know when you first asked whether you could
19 help in the bombed carriage you were told, no, to remain
20 at station level, and then some time later the position
21 changes and you were able to go down to the bombed
22 carriage to platform level. Do you know roughly how
23 long had elapsed between those two points?

24 A. I would estimate five or ten minutes.

25 Q. I'm not going to ask you in detail about any of the

1 bodies which you've described, but I do just have one
2 quick question about the first two people who you
3 described seeing.

4 When you've come in from the first carriage to the
5 second carriage, you described seeing a woman and a man
6 in the door area of the first double doors. Do you
7 recall if the male body had a door either on it or near
8 it at that time?

9 A. I don't recall there being a -- no.

10 Q. Then just two other brief issues about paramedics.
11 You've described talking to the paramedic who's at the
12 other end of the carriage. Is that the same paramedic
13 whom you described earlier who arrived at some point
14 when you were walking trackside?

15 A. That's right, yes.

16 Q. At the time when you saw the two people later, with tags
17 on their bodies, is it right that, at that point, there
18 were other paramedics in the carriage as well as the
19 first paramedic you've described?

20 A. That's correct, yes.

21 Q. But you don't recall which of them -- you didn't see any
22 of them placing the tags?

23 A. No.

24 Q. You just saw that the tags had arrived --

25 A. That's right, yes.

1 Q. -- by the time you got down to that end of the carriage?

2 Do you recall at any time when you were in the carriage

3 seeing any of the bodies being moved?

4 A. I don't recall that.

5 MS GALLAGHER: Thank you very much for your help. I've

6 nothing further.

7 LADY JUSTICE HALLETT: Just, if I may, before Mr Saunders

8 does, on the question of timing, Dr Wynne-Evans, if we

9 assume that when you get to the Underground station it

10 is closed because there has been the bomb -- you were

11 told a power fault, which fits in with the message that

12 was going out that there was a power surge -- that means

13 the bomb has gone off before you are refused admission,

14 yes?

15 A. Yes.

16 LADY JUSTICE HALLETT: You then go to wait for your bus.

17 Can you give us any idea how long you think that would

18 have taken?

19 A. You mean to walk round and wait?

20 LADY JUSTICE HALLETT: Walk round, sit there, realise that

21 a lady has come out of the Tube?

22 A. I would have thought around 10 minutes.

23 LADY JUSTICE HALLETT: So you think another 10 minutes. You

24 then realise something's happened and you then offer

25 your services?

1 A. That's correct.

2 LADY JUSTICE HALLETT: That's when the five to ten minutes
3 that Ms Gallagher has just asked you about kicks in?

4 A. A further five minutes, yes, along from there, yes.

5 LADY JUSTICE HALLETT: Thank you very much. Sorry,
6 Mr Saunders.

7 Questions by MR SAUNDERS

8 MR SAUNDERS: Not at all, my Lady.

9 Dr Wynne-Evans, as you know, I represent the family
10 of Jenny Nicholson who's the lady that's between the two
11 trains. I'm not, may I stress, going to ask you for any
12 details, but it is clear, I think, from what you have
13 said, and what we all know already, that Jenny had
14 suffered serious traumatic head injuries?

15 A. That's correct.

16 Q. You were able to observe that, as it were, when you were
17 approaching her?

18 A. That's correct.

19 Q. So, although you were asked whether there was any
20 examination, and you can't now recall, I think the fact
21 is it was quite clear to you Jenny -- it was life
22 extinct, as far as she was concerned?

23 A. It was abundantly clear that the injuries sustained
24 would not be compatible with life.

25 Q. Can I then say, on behalf of Mrs Nicholson and their

1 family, how significant it is that you were prepared,
2 qualified as you were, to go underground, not knowing
3 what you were going to face, and they are very grateful
4 for your efforts. Although there was clearly nothing
5 you could do as far as Jenny was concerned, they are
6 aware that you were the first medically qualified person
7 that got to look and was able to satisfy yourself that
8 life was extinct.

9 I think as far as -- because I represent the family
10 of the other female, Laura Webb, who died, was in
11 doorway D1 when you got on to the westbound train and
12 I think with her, because there were no obvious
13 injuries, that's why I think you've made the point that
14 it was necessary for you to check for the pulse in the
15 neck --

16 A. That's correct.

17 Q. -- to satisfy yourself?

18 A. That's correct.

19 Q. Again, as far as she was concerned, at that stage life
20 was obviously extinct?

21 A. That's correct.

22 Q. Again, may I, on that family's behalf, thank you for
23 your efforts.

24 A. Thank you.

25 MR SAUNDERS: Thank you, my Lady.

1 LADY JUSTICE HALLETT: Any other questions for
2 Dr Wynne-Evans?
3 Doctor, thank you very much indeed. Those are all
4 the questions we have for you. You've just heard from
5 Mr Saunders what a difference it's made to the families
6 to know that you were down there as quickly as you
7 could, trying to help those who may have survived the
8 dreadful explosion.
9 You acted with great courage and great
10 professionalism and I'm sure we are all very grateful to
11 you and, by the sounds of it, your husband as well. You
12 didn't actually see him in the carriage?
13 A. We briefly saw each other, quick, and then that was it,
14 just got on with looking after people.
15 LADY JUSTICE HALLETT: Thank you very much indeed.
16 A. Thank you.
17 MR KEITH: Thank you, Doctor.
18 A. Thank you.
19 MR KEITH: My Lady, the next witness is that of -- it's
20 a witness statement from Steven Gilbert. I wrongly this
21 morning attributed the statement to a member of your
22 Inquest Secretariat, Ausilia Matraxia, who, in fact, has
23 been through many hundreds of witness statements and has
24 indeed found a number of relevant witness statements
25 which have been adduced into evidence. In fact, this

1 statement was provided kindly by Transport for London at
2 the request of your Secretariat because it deals with
3 the specific issue concerning the signal box.

4 LADY JUSTICE HALLETT: Yes, Mr Hay?

5 MR HAY: My Lady, if I may read the statement of
6 Steven Douglas Gilbert, dated 25 November 2010, which
7 has the usual declaration of truth.

8 Statement of MR STEVEN DOUGLAS GILBERT read

9 "I am employed by London Underground Limited as
10 a signal operator at the signal cabin at Edgware Road
11 Underground station and have been since 2001. The
12 location of the signal cabin is marked with a cross on
13 the attached document."

14 May we have up on the screen, please, [INQ10282-5]

15 Mr Gilbert has been provided with this diagram and,
16 above the number "1" for platform 1, my Lady will see
17 there are two rooms. Perhaps if we could highlight the
18 room on the right-hand side, so just to the right,
19 please, of that, and above -- no, the room above, it's
20 the room on the right-hand side of those two there:

21 "On 7 July 2005, I was on duty, having arrived for
22 work at 6.15. I had been employed by London Underground
23 Limited for in excess of 40 years. I have been asked by
24 the inquest to provide a statement in respect of the
25 bombings on the Underground network on 7 July 2005.

1 This is the first request that has been made of me to
2 provide a statement.

3 "On 7 July 2005, I became aware of incidents
4 occurring on the network, because in the signal cabin we
5 had a radio that was tuned to the line controller's
6 radio system that allowed to us monitor conversations
7 between the Metropolitan, Hammersmith & City and
8 Circle Line controllers and drivers. At approximately
9 8.45, there was a lot of traffic on the system with
10 numerous drivers trying to talk to the controller at the
11 same time because of an incident arising at Aldgate.

12 "At approximately 8.51, by the clock in the signal
13 cabin, I heard a deep, dull boom and the door from the
14 signal cabin into the relay room next door shook.

15 I knew immediately that the current was off on both
16 roads between Baker Street and Bouverie Place, as the
17 lights that are indicated on the signalling board when
18 the traction current is on suddenly went out and an
19 alarm bell started ringing.

20 "At that time, there was a train, either 244 or 243,
21 eastbound to Plaistow on platform 1 and a District Line
22 train, number 77, on platform 2. Platforms 3 and 4 were
23 empty, train 216 had just left platform 4.

24 "I immediately tried to contact by the phone at
25 signal OP33, 34 and 35 the driver of train 207, outer

1 rail, Circle, who should have been close to those sets
2 of points but there was no response. The phones are
3 located at a height to make them accessible from someone
4 in the cab of a train. Shortly thereafter, at
5 approximately 8.54 or 8.55, Trevor Rodgers entered the
6 signal cabin. At the same time, the phone from signal
7 OP11 rang, the light on the telephone panel indicating
8 where the phone call was being made from, and I spoke to
9 someone I now know as Ray Whitehurst. He said words to
10 the effect of: 'This is the driver of 216, the inner
11 rail driver. The first carriage is badly damaged, the
12 second carriage is destroyed, there are fatalities.
13 Would you request the emergency services?'. I cannot
14 recall if he made any reference to a bomb.
15 "The driver was clearly agitated and I told him to
16 calm down and that a duty manager had just arrived and
17 would he like to speak to him. The driver said yes, so
18 I handed the phone over to Trevor Rodgers, who then
19 spoke to him.
20 "I could not hear what Trevor Rodgers was saying.
21 "In my conversation with the driver, I confirmed
22 that the traction current was off at Edgware Road but
23 I could not confirm whether the traction current was off
24 at Paddington which is the next section of track close
25 to the front of train 216 that runs from Bouverie Place

1 to Notting Hill Gate, as it is impossible for me to know
2 in my position in the signal cabin whether that was
3 indeed the case.

4 "I was not sure if I then asked the driver if he was
5 doing an emergency detrainment, but I did tell him that
6 I would inform the line controller.

7 "I then phoned Baker Street Metropolitan Line
8 controller and spoke to either Paul Marks or Ron Ryband,
9 I am not sure which. It took me about a minute to get
10 through to the line controller. I advised that the
11 traction current had been discharged on both roads
12 between Baker Street and Bouverie Place and the driver
13 of 216 requested emergency services urgently as he said
14 he had badly injured people and fatalities. They
15 thanked me for the information and confirmed that the
16 traction current was discharged and acknowledged the
17 request for emergency services. I did not refer to an
18 explosion or bomb.

19 "A few minutes later, it could have been just after
20 9.00, the phone rang again and the driver of 216 asked
21 me where the emergency services were. In response,
22 I certainly did not say, 'It is okay, it's only a power
23 surge'. I told the driver that, as far as I was aware,
24 the emergency services were on their way, they had been
25 advised. Again, I do not remember any reference to the

1 driver saying it is 'a bomb' but I do remember the
2 reference to walking wounded. Thereafter, no other
3 managers came up into the signal cabin but I did try to
4 again call the Met Line controller at Baker Street. The
5 phone was not answered, it just rang out, so I put the
6 phone down. However, the controller would have had an
7 indication that I had rung.
8 "I was the only one in the signal cabin that used
9 the phone, as I was the senior person there and took all
10 the calls, apart from handing the phone over to
11 Trevor Rodgers as referred to above.
12 "Bryan Corbin did not enter the signal cabin on
13 7 July 2005.
14 "As to a third conversation, I may have spoken to
15 David Matthews. I cannot recollect now what was said in
16 this conversation. It is impossible to hear these
17 conversations clearly. I cannot remember if there were
18 any further conversations with the driver. At some
19 point after 9.00 I saw the police and Fire Service on
20 the platform on the CCTV camera images in the signal
21 cabin. Between 10.30 and 10.45, Paul Marks told us to
22 leave the signal cabin under police instructions as the
23 area was now a crime scene. I was asked to go and see
24 the duty manager, where I left the signal cabin logbook,
25 and then I went to the canteen and left the station at

1 around midday.

2 "I ended up walking back to Angel Islington. I did
3 not return to the signal cabin at Edgware Road for three
4 to four weeks and was based in the Baker Street
5 signalling Control Centre for that time before returning
6 to Edgware Road."

7 MR KEITH: My Lady, that concludes the outstanding evidence
8 in relation to Edgware Road, with the exception, of
9 course, of the generic issues which we are addressing
10 in February. Tomorrow, we'll commence the evidence in
11 relation to King's Cross/Russell Square.

12 LADY JUSTICE HALLETT: Very well. 10.00 tomorrow, please.

13 (2.45 pm)

14 (The inquests adjourned until 10.00 am the following day)

15