

Coroner's Inquests into the London Bombings of 7 July 2005

Hearing transcripts - 6 December 2010 - Morning session

1 Monday, 6 December 2010

2 (10.00 am)

3 LADY JUSTICE HALLETT: Yes, Mr Keith?

4 MR KEITH: Good morning, my Lady. My Lady, the first
5 witness for this morning, Mr Cook, is not yet available,
6 I'm afraid.

7 My Lady will see that he is due to give evidence by
8 way of videolink from Australia. Perhaps, due to
9 overnight events, he is unwilling to come forward.
10 Could I therefore invite you, please, to call
11 instead Professor Patsalos.

12 PROFESSOR PHILIP NICHOLAU PATSALOS (sworn)

13 Questions by MR KEITH

14 MR KEITH: Good morning, Professor, could I invite you to
15 give the court your full name, please?

16 A. My name is Philip Nicholau Patsalos.

17 Q. Professor, I'm aware, of course, that among the injuries
18 that you sustained on 7 July was damage to your hearing.
19 If you can't hear the questions that I'm about to put to
20 you, please don't hesitate to say so. The microphone
21 won't amplify your voice. In fact, it only relays it to
22 the annex.

23 A. Okay.

24 Q. On Thursday, 7 July 2005, were you attempting to travel
25 to your place of work at Queen Square?

1 A. I was indeed.

2 Q. Were you then a professor at the Hospital of Neurology
3 and Neurosurgery in Queen Square?

4 A. I'm a professor at University College London Institute
5 of Neurology, I'm a consultant clinical pharmacologist
6 at the National Hospital, Queen Square.

7 Q. I know that you are now a professor of clinical
8 pharmacology. Were you then a professor of clinical
9 pharmacology at that time?

10 A. I was indeed.

11 Q. I think that Thursday morning, according to your witness
12 statement, you had treated yourself to a very modest
13 lie-in?

14 A. I did indeed. Do you want me to elaborate why?

15 Q. No, that's all right. You left your home and you took
16 a bus to go to Southgate station and then you took the
17 Piccadilly Line in order to travel to Russell Square.
18 When you boarded the Piccadilly Line, did you take
19 care to enter the same carriage that you habitually do
20 on the way to work?

21 A. I do indeed.

22 Q. Which carriage was that?

23 A. That was the first carriage, the driver's carriage, part
24 of the front of the train.

25 Q. Do you recall which of the doors you entered that

1 carriage through?

2 A. I do indeed.

3 Q. Which door was it?

4 A. There are three doors to the front carriage. There's

5 a small single entrance, there's a double entrance and

6 then another double entrance. I was -- I entered the

7 carriage at the double entrance, the first double

8 entrance as you go towards the driver's cabin.

9 Q. Could you look, please, at our plan of that carriage,

10 which is at [INQ10283-10] ? You will see, Professor,

11 a diagram there of the carriage, the first carriage.

12 The front of the carriage is to the left of the diagram.

13 You'll see there a reference to driver's door, the rear

14 is to the right.

15 A. I was on D5.

16 Q. You entered via D5. So the middle set of doors, in

17 essence?

18 A. Yes, indeed.

19 Q. As you boarded, were you able to get a seat?

20 A. I inevitably get a seat, being at the beginning of the

21 Piccadilly Line.

22 Q. Do you recall where you sat?

23 A. Yes, I do. I was seated on my favourite seat. I had

24 a favourite seat every morning, which was seat

25 number 90, and I was pleased to be able to sit there.

1 If I hadn't sat on that seat, my second favourite seat
2 was 89.

3 Q. It may be that you were fortunate to have been in 90
4 rather than 89, as events will demonstrate.

5 A. I was indeed. Because I was seated on seat 90, I was
6 about three feet away from the bomber. If I'd sat on my
7 second favourite seat, I would have been three
8 centimetres from the bomber and I wouldn't be here
9 today.

10 Q. Indeed. We can see, or you will see from the list of
11 passengers provisionally assigned to the seats in the
12 carriage, according to the police, who kindly prepared
13 this schedule, that your name appears alongside
14 number 90, and so that would seem to be right based on
15 what you've told us this morning?

16 A. Absolutely.

17 Q. Do you recall arriving at King's Cross looking at your
18 watch, checking your time and then leaving King's Cross?

19 A. Yes, I do.

20 Q. Tell us, please, what happened next, as best that you
21 can recall.

22 A. Well, we arrived at King's Cross, and the usual exercise
23 occurred; ie lots of people would get off the train and
24 lots of people would get back on to the train.

25 I never take -- I never look at what happens, it's

1 a routine to me. What I do is, I'm always reading on
2 the train, that's where I always caught up with my
3 documentation and bits and pieces, and I put everything
4 away and closed my briefcase which was set across my
5 lap, and I looked at my watch and it was about
6 11 minutes to, or 9 minutes to 9, and I thought, great,
7 I will be getting to my 9.00 appointment on time, and
8 the doors shut and the train began to leave the station.
9 A few minutes later, I felt this shock, this
10 electricity, going through my body, which required me to
11 stretch backwards, I was shaking, I remember seeing my
12 brain, my skeleton, I could see peculiar things.
13 I remember thinking to myself, "When is this going to
14 finish?", and it finished soon afterwards. It probably
15 only lasted a few seconds, but it seemed like eternity.
16 Q. When it finished, were you still in your seat or had you
17 been moved?
18 A. I was still in my seat, but not seated as normal, but
19 I had somehow slipped down the seat so that my back was
20 on the seat of the seat and my head was against the back
21 of the seat.
22 Q. Were you facing a particular way; for example, your back
23 towards the driver's cab, the front of the train, or
24 your back towards the rear of the train? Can you
25 recall?

1 A. I believe that it was my -- I wasn't totally -- I didn't
2 have my back totally towards the driver, but I was
3 slanted slightly towards the other end of the carriage.

4 Q. Were you able to see anything at the point at which this
5 shock sensation of electrical --

6 A. Well, as soon as --

7 Q. -- electrocution ended?

8 A. As soon as I gained my consciousness, as it were,
9 I could see in front of me a dim light, and that the
10 emergency lights had come on.

11 Q. From outside the carriage?

12 A. I think so, and in front of me there was a hole in the
13 ceiling, and there was wires dropping down from that
14 hole and, when we were at Arnos Grove -- I forgot to
15 mention that there were delays. When we were at one of
16 the stations towards King's Cross, there were delays at
17 Arnos Grove, and the -- somebody was in the station
18 saying to us, "We have problems this morning, there's an
19 electrical problem and we apologise for the delays", and
20 we stayed there for a few minutes. Indeed, I thought of
21 getting off at that point, but I didn't, thinking that
22 it would be more efficient if I just sat there and got
23 into town sooner rather than later.

24 So I had in my mind that there was an electrical
25 problem on the train, so when I came to and I opened my

1 eyes and there was a dim light and I could see this hole
2 and these wires hanging from this hole, I thought it was
3 an electrical discharge of some kind.

4 Q. Was there any smoke or haze or dust that you can recall?

5 A. Well, it was -- it was dim, and I was unaware of any
6 smoke or dust, although subsequently I was told that
7 I was covered in soot and dust and unrecognisable.
8 Indeed, when I was admitted to hospital, they thought
9 I was a burns victim and, therefore, there was a lot of
10 smoke and dust, and I have problems with my breathing
11 subsequently. But I was not able to see it.

12 Q. As you became aware of your surroundings, were you able
13 to see fellow passengers around you, either standing up
14 or lying on the carriage floor?

15 A. When I became aware of what was happening, the first
16 thing that I heard was screaming and shouting, crying
17 and a lot of groans, and there was a man standing in
18 front of me, peculiarly still holding on to a rail, and
19 there was still people around. I could see other people
20 to my right, ie to his left, because he was facing me,
21 and there were -- there was a lady to my right, who
22 appeared to be on top of another person. I had a body
23 across my legs, and there was just lots of people
24 around.

25 Q. Pausing you there, could I trouble you to tell us what

1 you can recall firstly of the two bodies to your right?

2 You said there were two people, one on top of each
3 other. Can you recall anything more, either of the sex
4 of those two bodies or of their condition, in what state
5 they were in?

6 A. Well, as I said, I was lying rather low in the seat, so
7 you can imagine the body -- the lady, who was on top of
8 the body below, was quite high up, so all I could see
9 was her back, and I was aware that she was alive at the
10 time because she would occasionally swing her arm over
11 on to me and I would gently put it back on her, and she
12 did that two or three times.

13 Q. Do you recall her making any noise or forming any words
14 or trying to talk?

15 A. No, no contact at all.

16 Q. You refer in your statement to the fact that you recall
17 a lady to your right who was shallow breathing.
18 Was that something you were able to hear or, from
19 your position, were you able to see her chest rising in
20 that shallow way?

21 A. I could see her body movement.

22 Q. It is obviously of huge importance to the families of
23 the deceased that they are able to identify, insofar as
24 is possible, the last moments of their loved ones. Can
25 you recall anything of the description of that person

1 who was shallow breathing; for example, by reference to
2 hair colour or of any sort of clothing that they might
3 have been wearing?

4 A. No.

5 Q. Do you know for how long she was able to continue
6 shallow breathing?

7 A. I don't, because you lose concept of time.

8 Q. Of course.

9 A. Things kind of led into other events and it was very,
10 very difficult. Despite the fact that I had my watch,
11 the same watch that I have here today, it was unbuckled
12 like this, and I saw it and I thought, "Oh, I'd better
13 buckle it", and I tried to buckle it, it didn't work, it
14 had obviously been blown slightly and it didn't work,
15 and I didn't think to look at my watch at any time
16 subsequently to that.

17 Q. Did there come a time when it appeared to you that the
18 lady on your right had died?

19 A. Yes.

20 Q. May I ask you what was it that led you to that
21 conclusion? Was it an absence of sound and movement
22 after a certain length of time?

23 A. There was an absence of movement.

24 Q. Thereafter, was there such an absence of movement that
25 there was no doubt in your mind that she had died?

1 That is the lady on your right. Can you recall
2 anything of the other person on your right?

3 A. No.

4 Q. From where you were lying, may we take it, then, that
5 you were unable to see anybody to your left because of
6 the way in which your body was lying on the seat?

7 A. That's right, because I was next to the section which
8 was a metal section with the window, as it were, and
9 I was -- my face was down where the metal compartment
10 was and, therefore, there was no way I could see to my
11 left at all.

12 Q. I understand.

13 So you lay there, Professor. Do you recall what
14 happened of the man in front of you who was still
15 holding on to the overhead rail?

16 A. Yes, well, this man was there immediately after I gained
17 my consciousness, as it were, and whilst all this
18 screaming and shouting was going on, I felt this body
19 across my legs, and I must have felt some pain or some
20 discomfort, and I called out to this man and said, "Sir,
21 can you help me? Can you help me move this body?",
22 I think I referred to it as a body, because it was
23 motionless, and he didn't -- I don't recall him
24 answering, except that he just began to lift the body
25 and I pushed a little bit, and he then put it over my

1 legs and placed it in front of my legs.

2 Q. In your statement, you refer to this, Professor, and you
3 also say that, after you'd spoken to him, you could feel
4 bodies, plural, had been moved. Do you have
5 a recollection now that he moved more than one person,
6 do you think?

7 A. That man? No.

8 Q. Just one?

9 A. I asked him to move the body across my legs. I am not
10 aware if he did anything else.

11 Q. Having done that, did he stay near you, do you recall,
12 or was that the last you saw of him?

13 A. He disappeared. When, timewise, I don't know. As
14 I said, at the beginning, there were lots of people
15 around and, later on, there were few, in fact there were
16 none.

17 Q. I'll come back to events a little later, if I may.
18 Also in your statement you refer to, soon after the
19 blast, seeing a man jumping from one seat to another in
20 an attempt to get out of the carriage and he moves
21 forward towards the front, towards the driver's cab.
22 Can you tell us what you can recall of that
23 gentleman?

24 A. I think he was a young man, because he was very
25 versatile in his manoeuvres, he was strangely jumping

1 from the seat to my right -- I think it was the back of
2 the seat to my right and then jumping over in front of
3 me, and it gave me the impression that he was like --
4 moving like a chimpanzee at the time. A very, very
5 agile chap and I think he was quite young.

6 Q. What is the next event that you recall happening while
7 you lay there? Do you remember somebody arriving in the
8 carriage and announcing their presence?

9 A. Yes. After some time, I heard a voice. It appeared to
10 be somebody standing outside the carriage on the side of
11 double door D5, and he said, "I'm a policeman. Stay
12 calm everybody, help is on the way", and that --

13 Q. Could you see him, or was it just the voice that you
14 heard?

15 A. No, I could not see him.

16 Q. Did he stay there, or did he move away?

17 A. I have no idea. He did not speak again, or he didn't
18 make any announcements again.

19 Q. When was it that you began to realise the extent of your
20 own injuries?

21 A. I felt -- the position I was in, I couldn't actually
22 move, and I could not see what had happened to me, but
23 I felt down with my left hand my left leg, which is
24 actually the leg that was particularly damaged, as it
25 was closest to the bomb, and it was rather mushy, and

1 I thought, "That's not good", and I started thinking to
2 myself, "I've got to stay alive, I'm going to die here",
3 and as time went on, I thought, "Okay, I must survive,
4 I must not die, and if I need to spend the rest of my
5 life in a wheelchair, so be it".

6 Q. Did you will yourself to carry on breathing and to
7 breathe as deeply as you could?

8 A. Yes, my first reaction, when I heard all the screaming
9 and shouting, I thought, "This is not the way to deal
10 with this". Obviously, you stress yourself out, and you
11 need to stay calm, and that's what I did. I stayed calm
12 and breathed as slowly and as -- as slowly as necessary,
13 and my number one priority, as I could not do anything
14 for anybody else, was to stay alive.

15 Q. It was during this time that you were aware of the lady
16 on your right whose arm occasionally was moved across to
17 you, and then she fell quiet and you think she died?

18 A. Yes.

19 Q. Do you remember the emergency services arriving with
20 torches in your carriage?

21 A. Yes. The emergency services arrived at some time which
22 I obviously don't recall, and the first time I noticed
23 one of the chaps was when he passed me from my left
24 going to my right, and he had a torch and he went over
25 to my right and disappeared, and I thought, "Why hasn't

1 he stopped to say something to me?", and clearly the
2 reason was because I was surrounded by motionless
3 bodies, I would assume, and he thought I was also dead.
4 So when he next appeared, when he came back, he
5 obviously went to my right and investigated, did
6 whatever he was to do, he came back and he stopped in
7 front of me, and I immediately spoke to him, I said,
8 "Sir, help me, I'm dying".

9 Q. Did he respond?

10 A. Yes.

11 Q. Did he tell you that help was on the way and you would
12 be looked after?

13 A. He said -- yes, he said, "Stay calm, sir, and we will be
14 helping you", or words to that effect.

15 Q. Before you could be taken out by stretcher, was it
16 necessary, do you recall, for the emergency personnel to
17 move some of the people who had been around you?

18 A. I believe so.

19 Q. Did you see that happening yourself or was that simply
20 a sensation that you gained from perhaps the noise or
21 the lessening of pressure on your body?

22 A. Well, it was a combination of both. I could feel the
23 movement because I could feel a body on my legs, and the
24 two people to my right, of which the lady on top -- one
25 of the emergency service chaps came to my right and the

1 only way that he could have come to my right and helped
2 push me up is actually to move those bodies, otherwise
3 he would have been encroaching on them, which I would
4 have thought would not have happened.

5 Q. Did you see him move those bodies?

6 A. I felt them, I don't -- I don't remember -- no,
7 I didn't -- I don't -- I didn't see what he did.

8 Q. All right. Do you have a recollection of being placed
9 on a stretcher or in some way being taken out of the
10 carriage?

11 A. Yes, I was -- there was a chap to my right who pulled me
12 up, there was another person in front, and I just felt
13 being picked up and moved to my left and I felt being
14 put on a stretcher, which was then moved down the track,
15 and I knew that because I could hear rolling stock, as
16 it were, the wheels on the railtrack, I could hear them,
17 metal upon metal, and I could feel the movement and
18 I was being pushed down the track.

19 Q. Did you know which way you were being taken; forward
20 towards Russell Square or back towards King's Cross?

21 A. I -- somehow I felt I was going towards Russell Square.

22 Q. Were you right?

23 A. I was indeed right.

24 Q. You describe in your statement how you were taken to the
25 surface and, after a while, you were then placed in an

1 ambulance, and I think a paramedic spoke to you in the
2 ambulance in order to try to get your name and your age.

3 A. Yes.

4 Q. You smiled, Professor, because I think he might have
5 ever so slightly underestimated or overestimated your
6 age, I should say, and you were pleased by that. You
7 then have no recollection until you woke up in hospital?

8 A. I recall the incident in the ambulance. I felt the
9 ambulance meandering through the streets of London,
10 I hadn't realised how far it was going to travel,
11 because I ended up at the Royal London, and I recall
12 being taken out of the ambulance and taken in to the
13 emergency service there and then that's where my memory
14 ended of that event.

15 LADY JUSTICE HALLETT: Professor, would you mind, where is
16 the Royal London? I can't remember.

17 A. Whitechapel.

18 LADY JUSTICE HALLETT: Thank you.

19 MR KEITH: You were very severely injured. Doctors were
20 able to save one of your legs, is that correct?

21 A. Yes, I was -- the blast came from the left, and my left
22 leg was obviously the first line of contact, and
23 I sustained severe injuries to the left leg, substantial
24 injuries to the right leg, but they were able to save my
25 right leg. They tried very hard to save my left leg

1 below the knee, which is very, very important, but
2 unfortunately, it was not possible.

3 Q. At the time that you recorded your evidence for the
4 police, because they came to visit you in hospital and
5 they took an interview from you, you had also suffered
6 a fracture of your lower spine and a number of other
7 injuries. Is that right?

8 A. Yes, what happened was that I got a -- what is known as
9 a compression fracture of my L2, and that was
10 a consequence of the fact that the blast pushed me back
11 and, of course, the motion backwards was greater than my
12 spine would allow and, therefore, I had a compression
13 fracture.

14 In addition to that, my right leg was blasted and
15 I got what is known as a compartmental syndrome,
16 compartment syndrome, which required a lot of
17 fasciotomies on my leg, in order to save my leg.

18 Q. What are they?

19 A. Basically, muscles are surrounded by a membrane, they're
20 compartmentalised, and when they are subject to
21 concussion, such as a blast or a sports injury, they
22 compensate by expanding, and if they are not allowed to
23 expand, then the muscle degrades and dies.

24 In order to allow the natural expansion, you cut the
25 membrane of the fascia and that's known as a fasciotomy

1 and I had a number of cuts to my right leg to allow the
2 muscles to expand, and that saved my leg.

3 Q. May I finally ask you this? You refer to the fact that,
4 whilst in hospital, you received hundreds upon hundreds
5 of letters and cards from well-wishers and strangers
6 from all over the world. Is that right?

7 A. That is correct.

8 Q. Based, presumably, on the fact that there had been
9 a reporting of your survival of the bomb at
10 King's Cross/Russell Square reported in the press?

11 A. Yes, somehow it was noted that I survived. There was
12 a lot of interest from my colleagues and family, and,
13 yes, I hadn't realised how many people's lives I had
14 touched.

15 MR KEITH: Thank you very much. Will you remain there,
16 please, Professor? There may be some further questions
17 for you.

18 LADY JUSTICE HALLETT: It doesn't look as if there are any
19 further questions for you, Professor.

20 May I ask, how does a highly trained scientist cope
21 with trauma of this severity? Do you try to analyse
22 your survival or do you try to block it out and put it
23 behind you?

24 A. I was hoping I wouldn't be asked such a question.

25 I think I've dealt with it by being in denial, in a way.

1 I've tried very hard to move forward and be positive,
2 and tried to fit in to -- to normal life and my
3 environment, and I think I've coped very well. Despite
4 the fact that a lot of people know what happened to me,
5 there are still colleagues around the world that don't
6 know what happened to me.

7 Indeed, only a few weeks ago, I was in Brighton
8 attending a geriatrics meeting and a couple of my
9 medical colleagues there said to me, "Philip, do you
10 have a hip problem?" I said, "Yes, I have a hip
11 problem". Another one said, "Do you have problems with
12 your knee?", I said, "Yes, I have problems with my
13 knee". I never volunteer to tell people I have
14 a prosthetic limb. Now everybody knows. But it's very
15 difficult to actually tell what is exactly wrong with
16 me, and I don't offer the information. But if I'm
17 asked, obviously I will tell people.

18 So I try to blend in.

19 LADY JUSTICE HALLETT: Well, I'm sorry if we've blown your
20 cover, Professor. If I may say so, your positive
21 attitude shines through everything that you've said
22 during the course of your evidence, and thank you very
23 much for coming along to assist me and you've heard what
24 I've said about other people. You obviously are another
25 person who's shown that sheer determination to survive.

1 How, medically, you explain that, I don't know.

2 A. That's what I say. I don't think that you can ever
3 reproduce what happened on that day, because I think
4 a slight different position of a single person would
5 have changed the way the blast evolved and how it
6 affected different people. How I survived I don't know.
7 Somebody saved me. As I said earlier, if I was on my
8 second-favourite seat, I would have been centimetres
9 away from the bomber and I wouldn't be here today. So
10 I'm grateful.

11 LADY JUSTICE HALLETT: Well, we're grateful to you for
12 coming along. Thank you very much.

13 MR KEITH: Thank you, Professor.

14 LADY JUSTICE HALLETT: I understand the link is now working.

15 MR KEITH: My Lady, the videolink has been established and
16 I believe that Mr Cook is waiting. May I invite you,
17 therefore, to call Simon Cook?

18 Good evening, can you hear me? Hello, Mr Cook. You
19 might have a volume control there. If you have, I think
20 you might need to turn it up a bit.

21 Can you hear me, Mr Cook? I can see you're nodding
22 so we can see that you are talking. I'm afraid we can't
23 actually hear you at all.

24 Can you hear me now? We can hear you now.

25 THE WITNESS: I can hear you.

1 MR KEITH: Excellent.

2 THE WITNESS: Excellent, good morning.

3 MR KEITH: Well, good evening to you, Mr Cook. Thank you
4 very much for joining us. My name is Mr Keith. I'm
5 Counsel to the Inquest and I'm going to ask you some
6 questions, if I may, about the events of 7 July.
7 Before I do so, madam usher here will give you the
8 oath or the affirmation for you to swear, please.

9 MR SIMON GEOFFREY COOK (affirmed)

10 (Evidence given by videolink)

11 Questions by MR KEITH

12 MR KEITH: Mr Cook, could you give the court, please, your
13 full name for the record?

14 A. Yes. My name is Simon Geoffrey Cook.

15 Q. Mr Cook, on Thursday, 7 July, were you employed as
16 a duty station manager with responsibilities for
17 a number of London Underground stations?

18 A. That's correct, yes.

19 Q. I think that you had been in that position for only some
20 ten weeks before 7 July, but you'd been employed by
21 London Underground for over a year, or almost over
22 a year.

23 A. Yes.

24 Q. Had you previously worked as a station supervisor for
25 London Underground?

1 A. Yes, at King's Cross.

2 Q. That morning, the Thursday morning, were you on duty in
3 the station control room at King's Cross?

4 A. Yes, I was.

5 Q. You should have, I hope, some papers with you there,
6 Mr Cook, one of which is a plan of King's Cross. Could
7 you see if you could find the page that says [INQ10283-3] ?
8 Those are the numbers, I think, written on the top
9 right-hand corner.

10 A. I think I've got the right one. Unfortunately, mine
11 don't have numbers on them, but it's the third page in
12 the pack.

13 Q. Right. It's the one that shows the ticket hall and
14 the -- all four of the main lines that go through
15 King's Cross?

16 A. Yes.

17 Q. Can you tell us by reference to that diagram, please,
18 where the station control room is?

19 A. Yes. It's between the two main banks of escalators, so
20 between the escalators leading to the Northern and the
21 escalators leading to the Victoria Line.

22 Q. Had there been problems that morning, as far as you were
23 aware, with any of the lines going through King's Cross,
24 but, in particular, the Northern or the Piccadilly
25 lines?

1 A. I would say nothing very out of the ordinary. It was
2 a very busy morning and it was peak time, but the
3 station was crowded, as usual, for a weekday morning.

4 Q. We've heard some evidence and her Ladyship,
5 Lady Justice Hallett, has called witnesses who have
6 spoken of a problem with an eastbound Piccadilly train
7 emitting smoke at Caledonian Road.

8 Do you recall there being such an incident earlier
9 that morning causing delays on the Piccadilly Line?

10 A. I don't recall that.

11 Q. What was the first unusual event that you recall
12 occurring that morning?

13 A. It was a number of the escalators stopped without
14 warning or without reason.

15 Q. What time was that?

16 A. I think that was 8.50.

17 Q. How did you know that they had stopped? Could you feel
18 the ending of the escalators or does an alarm sound if
19 the escalators cease operation?

20 A. I could feel it because most of the escalators finish
21 right by that control room, but there were also
22 warnings, and you can see the escalators from the
23 windows of the control room.

24 Q. What did you decide to do, as a result?

25 A. Due to the number of people on the station, when the

1 number of escalators stop, there's a risk of
2 overcrowding on the platforms, so took the decision to
3 evacuate the station, that is just to get all the
4 customers out of the station.

5 Q. Do you recall whether, even before that evacuation,
6 there was any kind of control measure in operation at
7 the barriers just to limit the flow of passengers
8 through the station?

9 A. Yes, there was. We had the station control in every
10 morning at that time of day.

11 Q. If you decide to evacuate the station, as you did, are
12 you obliged to inform either the line controllers or the
13 Network Control Centre?

14 A. Yes, both, all the line controllers and the Network
15 Control Centre. This is to stop other trains stopping
16 in the platforms and adding more customers to the
17 problem.

18 Q. It's beyond our ability, I'm afraid, to have
19 a particular phone call to the line controller played
20 where you are, Mr Cook, but if I just summarise this:
21 there was a call made at 08.48.33 -- my Lady, it's our
22 TFL704 -- and it records a call from a male member of
23 staff talking of a loss of power in the escalators and
24 of an evacuation being ordered, and inviting the
25 controller to ensure that all trains are non-stop at

1 King's Cross.

2 Did you make that call or did you direct that
3 somebody else should make such a call?

4 A. No, I didn't make the call. That would have been the
5 station supervisor or control room assistant, but
6 I don't recall which.

7 Q. As the evacuation proceeded, were you then told about
8 smoke coming from one of the Piccadilly Line tunnels?

9 A. Yes, as part of the evacuation then, staff go to each
10 platform to make sure that all customers leave and the
11 member of staff on platform 6, who was Lee Merritt, said
12 that he could smell smoke.

13 Q. If you look down at your plan, please, Mr Cook, can we
14 see there that platform 6 is the eastbound
15 Piccadilly Line platform, right at the top?

16 A. Yes, yes.

17 Q. Having been told that, what did you do?

18 A. I decided to go down to that platform to investigate
19 myself.

20 Q. Was anybody else with you?

21 A. I went by myself to that platform, but, when I got
22 there, there was the member of staff, Lee Merritt, and
23 I also remember two police officers being on the
24 platform. I can't remember if they were there when
25 I got there, or if they arrived shortly after.

1 Q. Do you recall whether one of them was an inspector, not
2 a police constable or a sergeant, but an inspector?

3 A. I couldn't be sure.

4 Q. What could you see?

5 A. There clearly was smoke coming from the tunnel mouth,
6 that's the -- what we call the tail wall end of the
7 tunnel. So the end -- the southbound end of the tunnel,
8 as it were, and I decided then that we should evacuate
9 everybody from that area, staff included, as there was
10 obviously a risk of fire.

11 Q. Were you still on platform 6?

12 A. I was standing on platform 6, yes.

13 Q. The platform 6 is, of course, Mr Cook the eastbound
14 platform. The train we know, of course, that was bombed
15 was the train in the westbound tunnel, but is it
16 possible that an incident in the westbound tunnel can
17 cause smoke to come out of the eastbound tunnel because
18 of the crossover between the two tunnels to the south of
19 King's Cross?

20 A. That's exactly right, yes.

21 Q. Having decided to evacuate that area, did you again
22 instruct that a phone call be made or a message be
23 passed to the line controller?

24 A. Yes, and requesting the Fire Brigade.

25 Q. My Lady, at 08.54, a phone call is made from

1 King's Cross to the line controller reporting smoke,
2 eastbound platform, and requesting the London Fire
3 Brigade to be in attendance, and there's a reference to
4 a DSM being down on the platform.

5 I think, Mr Cook, we may presume that that DSM, duty
6 station manager, was you?

7 A. Yes.

8 Q. Very shortly after that message, or that call to the
9 line controller, the duty operations manager at the
10 Piccadilly Line control room calls back to King's Cross
11 and asks for the tunnel telephone to be checked because
12 there's been a message received in the line control room
13 that there has been a trip of the tunnel telephone
14 system.

15 Do you recall ever receiving a message to that
16 effect, that the TT had tripped and was required to be
17 checked?

18 A. No, I didn't, and that call would have gone to the
19 control room, not to me directly.

20 Q. For completeness, may I also ask you about a third call
21 that was made around that time, 08.56, somebody else at
22 King's Cross calls the Piccadilly Line duty operations
23 manager and says there's, in fact, been a lot of smoke.
24 Do you recall instructing somebody to make a further
25 call about the smoke that you'd seen coming out of the

1 tunnel?

2 A. I don't remember asking for a subsequent call to be
3 made, no.

4 MR KEITH: For my Lady's note, I should say that the call to
5 the control room at 08.54 about smoke on the platform
6 and for the Fire Brigade to attend is followed very
7 shortly thereafter at 08.58 by a call from the
8 controller in the control room to the Network Control
9 Centre, the NCC.

10 Then we know a minute after that, at 08.58.16, there
11 is a call from the Network Control Centre to London Fire
12 Brigade.

13 Having decided to evacuate that area, did you stay
14 on the platform or did you go back upstairs?

15 A. Back upstairs to the control room.

16 Q. On the way, did you see passengers coming up the
17 escalators from the Piccadilly Line?

18 A. No, I recall seeing them from the control room when
19 I got up there.

20 Q. What was happening in the control room?

21 A. I'd gone up there to check on progress with the
22 evacuation and to find out if there was an estimated
23 time of arrival for the Fire Brigade. When I saw these
24 two people on the escalators, I went out to speak to
25 them.

1 Q. What did they tell you?

2 A. Not very much. I remember one saying, "Do you know
3 what's happened down there?", and I said "No". He
4 seemed to be in shock and couldn't really give me any
5 other details. He said he needed to get out and needed
6 fresh air. So I directed a member of staff to assist
7 him and went straight back down to platform 6 where
8 I thought he had come from.

9 Q. Did you check on the way that the track power had been
10 turned off?

11 A. When I was on the platform, I radioed the control room
12 to check if the power was off.

13 Q. Did you receive confirmation that it was?

14 A. Yes, I did.

15 Q. What did you do next, Mr Cook?

16 A. I was looking around the platform trying to establish
17 what was causing the smoke and I think at that point
18 I heard some noise -- it sounded like voices -- up that
19 tunnel, so I went down onto the track and started
20 walking towards the noise to see what was happening.

21 Q. So you went down into the eastbound tunnel?

22 A. Yes.

23 Q. What did you see?

24 A. It was very dark. I, after some distance, came across
25 a couple of people who were obviously customers off

1 their train. They were near panic. I reassured them
2 that they were not in any danger where they were and
3 that I could help them get to the platform and outside
4 to safety. They were reassured to see me, I think, and
5 carried on. I said that I wanted to keep going up to
6 find out what had actually happened.

7 Q. Could you see ahead of you a train straddling the
8 crossover tracks?

9 A. Yes.

10 Q. If you could look, please, at [INQ10283-7] , the seventh
11 page in your bundle, it shows two diagrams, Mr Cook.
12 One, a similar diagram to that which you've seen before,
13 namely, the booking hall and the lines for King's Cross,
14 but the right-hand side is a diagram showing the
15 crossover in the east and westbound tunnels.

16 A. Yes.

17 Q. So did you approach down that crossover tunnel towards
18 the train?

19 A. Yes.

20 Q. What did you see of the train?

21 A. I saw the side of the train, I didn't know which car it
22 was, but I saw the side of the train and, one set of
23 double doors, there were people struggling to get
24 through and get down onto the track in front of me.

25 Q. Could you see whether any of the windows had been

1 smashed?

2 A. I can't remember whether there were windows smashed on
3 that carriage that I saw first.

4 Q. May we presume that you were wearing your orange hi-vi
5 vest, and did you have a torch with you?

6 A. Yes, yes, I had a small torch, yes.

7 Q. Where did you try to then go?

8 A. I tried to walk forward along the side of the train.
9 There were an awful lot of people trying desperately to
10 get off the train, so there was no way I could get on
11 there. So I attempted to walk forwards to see if
12 I could establish what -- I still wasn't sure what the
13 actual problem was with the train and why the people
14 were so desperate to get off.

15 Q. If you approached where we can see the train to be
16 located in the westbound tunnel, how far can you walk
17 towards the front of that train from the crossover
18 tunnel before the tunnel narrows to such a point that
19 you can walk no further?

20 A. I couldn't guess how many metres it is exactly, but
21 I know that it -- the train itself looked intact, as far
22 as I could see, although I noticed that there was a door
23 lying on the track that had obviously come off the train
24 further up, so although -- the section I saw wasn't
25 damaged, so I don't think I got any further than the

1 third or possibly the second car.

2 Q. As you tried to walk along the tunnel, Mr Cook, did you
3 see somebody lying on the ground near the train?

4 A. Yes, I did, yes. I saw a body on the track next to the
5 rails.

6 Q. Could you look, please, at page 12 [INQ10283-12] of the bundle, which
7 shows an enlarged diagram of the crossover section?

8 A. Yes.

9 Q. We appreciate that it is, of course, a long time ago and
10 no doubt extremely difficult to recall, but can you help
11 us, please, as to where you think the location was of
12 that person?

13 A. Yes, I would say it is where there's a person indicated
14 on that diagram alongside carriage 4 on the top of the
15 diagram as we're looking at it.

16 Q. Were you able to see what injuries that person had
17 suffered?

18 A. It was very dark, but from the angle that they were
19 lying at, and they didn't respond when I tried to talk
20 to them and weren't moving, I could see that they
21 weren't alive.

22 Q. Do you recall whether you were able to search for
23 a pulse of any kind or whether you recall distinctly
24 ascertaining that they were not breathing?

25 A. I didn't distinctly ascertain that they were not

1 breathing. I did a quick check, but was aware that
2 there were other people who needed help, so went back
3 towards them.

4 Q. May we presume from what you've told us, Mr Cook -- and
5 indeed from your witness statement -- that you
6 nevertheless formed the clear view that, tragically,
7 that person was dead?

8 A. Yes, I did. I mean, I hadn't seen a dead person before,
9 but, yes, in my mind it was quite clear.

10 Q. Where did you go thereafter?

11 A. I walked back to the set of double doors where customers
12 were managing to get out of the train.

13 Q. What did you do? Tell us in your own words what you did
14 next.

15 A. There were two men who were holding the doors apart.
16 They were on the trackside, not in the train, holding
17 the doors apart as far as they could, and they were
18 assisting people to the ground. I remember talking to
19 them -- all the time I was down there, I was reassuring
20 people of the way to get out, that the current was off
21 and that there was no fire, they had a safe route to get
22 out of the situation they were in, and I helped a few
23 people down off the train and I then boarded the train
24 through those doors to try to establish what had
25 happened and what further help might be needed.

1 Q. Please continue.

2 A. Nobody on the train knew what had happened, that I saw.

3 They were very panicked. Some individuals were coping

4 much better than others, but everybody was very worried,

5 they were all very scared that there was a fire. A lot

6 of people thought that the air was full of smoke, which

7 I thought was rather soot because there had been

8 a disturbance of some kind in the tunnel, just tunnel

9 dust rather than smoke, so I kept reassuring people that

10 they had a set route out and I walked left as I boarded

11 the train, which was towards the back of the train, to

12 make sure that people were exiting the train from that

13 end. It would be a lot easier and safer to get out

14 through the rear-end driver's cab.

15 Somebody had already opened that door --

16 Q. Do you recollect --

17 A. -- and people were descending there.

18 Q. I'm sorry, Mr Cook. Do you recollect anybody assisting

19 the passengers at the end of the train to disembark down

20 onto the track?

21 A. I don't remember, unfortunately.

22 Q. But they were having no difficulty in getting out of the

23 end of the train, out of the driver's cab and down onto

24 the track and, therefore, that end of the train was

25 detraining smoothly?

1 A. It was, yes. People there understood what they needed
2 to do to get to safety. I was reassuring them that
3 other people knew that there had been a problem and that
4 help had been called and was on its way, and that they
5 should go to the platform where there would be staff who
6 could assist them.

7 Q. Did you have any ability to communicate at this time?
8 Could you radio anybody yourself?

9 A. No, I couldn't. Our station radios at that time only
10 worked in the confines of the station itself, not in the
11 tunnel. It's too deep for mobile phones to work as
12 well, and I remember feeling rather torn as to whether
13 to go back with some of these customers and explain what
14 I'd found so far and to help the customers that were
15 there, but then I also wanted to establish what the
16 major problem was, because there was obviously nothing
17 at the back of the train that was badly wrong, and there
18 obviously was something at the other end of the train.
19 So I decided to move forwards and find out all the
20 facts, and I assumed and I hoped that, because I'd told
21 my station supervisor that I was going down there, he
22 would also send further staff to keep an eye on the
23 situation on those platforms.
24 I also knew that customers coming up from those
25 platforms would explain some of what was happening and

1 that more help was needed.

2 Q. We've heard some evidence as to the fact that there are
3 signal phones inside the tunnel and also platform phones
4 on the platforms themselves. Were they of any help to
5 you?

6 A. The platforms were far enough away that I thought it was
7 better that I stayed on the train. I was the only
8 member of staff down there, as far as I knew, and
9 I wanted to assist the customers there. I didn't think
10 of signal phones at the time.

11 Q. So having been to the rear of the train and seen that
12 the detraining was proceeding, did you then go forward
13 to the front of the train through the interconnecting
14 doors inside the train?

15 A. Yes, I did. I walked all the way through, again
16 reassuring customers that this part of the train was
17 starting to empty out now, and I reached the --
18 I reached an interconnecting door which customers hadn't
19 been able to open and there were customers climbing
20 through the drop-down windows between the two cars to
21 get out.

22 Because the door had been forced into its frame,
23 I was able to dislodge it from the outside and help the
24 people that were in there to get out and, when I'd --
25 probably when about ten people had come out, there was

1 space for me to get in, and that was the first time
2 I realised what a state that carriage and the people
3 inside were in.

4 Q. When you say you were able to dislodge the door, do you
5 mean to say you kicked it open?

6 A. Yes, I had to kick it a few times.

7 Q. Inside --

8 A. The door was quite badly distorted.

9 Q. I'm sorry, Mr Cook, I interrupted you.

10 A. Sorry, I'm having trouble with the time delay.

11 Q. Of course. The door and the hinge and the frame was
12 badly distorted, you say?

13 A. Yes.

14 Q. Was the carriage beyond that door the first carriage,
15 the carriage with the bomb, the carriage that had no
16 lighting in it?

17 A. Yes, there was no lighting in it. The ceiling in large
18 parts was hanging down. There was a lot of debris and
19 it was -- I don't think I could see the front cab of the
20 train from there.

21 Q. In what state were the passengers who had been trapped
22 behind that interconnecting door?

23 A. The ones that were able to walk about were absolutely
24 desperate to get off the train and wouldn't stay to talk
25 to me. As soon as the door was opened, they pushed past

1 me, and then the other people that I remember seeing in
2 there were -- some were quiet, some were shouting and
3 screaming for help, and there was sort of some people
4 just moaning, obviously a lot of people in a great deal
5 of pain.

6 Q. Can you recall how far down into the carriage you went?

7 It may help you if you look at page 11 [INQ10283-11] of the bundle of
8 documents.

9 A. Yes, I couldn't -- sorry.

10 Q. Please continue.

11 A. I couldn't go very far through at all. I remember
12 seeing on the seats, on that first set of seats that
13 I came to, there were obviously severely injured people,
14 and in the area between the double doors there seemed to
15 be really a pile of people and I couldn't tell out of
16 that pile -- some I think were dead and some were
17 obviously very severely injured, and because of the way
18 that people had fallen and were piled up, I couldn't
19 even get past them for fear of treading on people and
20 causing them, obviously, a lot worse injuries.

21 Q. When you say between the double doors, do you mean the
22 first set of double doors between D7 and D8 when you
23 first entered the carriage or the second set of doors,
24 the double doors?

25 A. I think it was the set of double doors that are marked

1 delta 5 and delta 6. I couldn't get past that point.

2 Q. Was that where you saw bodies lying on the floor and, as
3 you've described for us, a pile of bodies?

4 A. Yes.

5 Q. Was there any light inside the carriage that allowed you
6 to see at all?

7 A. Not that I recall. It was very hard to see what was
8 happening. I still had my torch with me. I remember
9 being able to catch glimpses of people and the damage to
10 the train, but couldn't really make out much detail.

11 Q. Your statement, Mr Cook, records how you thought you saw
12 two people who were clearly dead. May I ask you if you
13 can remember where they were by reference to that plan?

14 A. There's only one that I remember clearly. It was
15 a gentleman, a black male, who was seated on the left,
16 probably seats 26 or 25, I think. I can't remember
17 where the second person was.

18 Q. How did you know -- how were you able to tell that he
19 was clearly dead?

20 A. He'd been struck by something that had damaged his skull
21 very badly and I could sort of see inside his head.

22 Q. Were you able, Mr Cook, to be able to get close enough
23 to the bodies lying on the seats and on the floor to see
24 whether they were alive or dead or were you drawn to
25 those persons who were making a noise, moaning or

1 screaming, so that you knew that they were alive?
2 A. I was drawn to the people who were making a noise.
3 I kept talking to try to reassure people that help was
4 coming, but at the same time I was trying to establish
5 if people had been -- if people were dead. The extent
6 of injuries to those that were alive made it clear that
7 a lot of assistance was needed. I didn't really think
8 it was important to sort of count how many people were
9 dead.

10 I did try to move forward. It was extremely hard
11 because of this pile of people. I wanted to go up and
12 see how many more people there were that needed help or
13 that were dead, but it would have meant actually
14 treading on people who were obviously already in a huge
15 amount of pain and I couldn't really do that.

16 Q. Was there anybody else in the carriage with you who
17 seemed to you to have come from outside the bombed
18 carriage?

19 A. After I got there, and I'm not sure how long after,
20 I saw a torch outside the train, at the front of the
21 train, and I called out to them, identified myself and
22 established that they were staff from Russell Square
23 station.

24 Q. We'll be hearing a little later today, Mr Cook, from
25 Mr Gary Stevens, who was the duty station manager at

1 Russell Square, who will say, we anticipate, that having
2 entered the front of the train through the driver's cab
3 and shone his torch into the first carriage, he saw you
4 on the other side of the bombsite.

5 Do you recognise that man as Gary Stevens or do you
6 not know him?

7 A. I do know him, but I met him after the event. At the
8 time, I didn't know it was Gary Stevens, but
9 subsequently established that by talking to him.

10 Q. Do you recall whether or not a British Transport Police
11 officer joined you at that end, the rear end of the
12 first carriage?

13 A. Yes, a BTP officer did join me. He couldn't get into
14 the carriage that I was in, but I spoke to him through
15 the doorway. He had a much brighter torch and had
16 a good look around. I explained who I was and said --
17 well, he could see for himself the extent of the damage,
18 but said, obviously, that we'd need lighting and we'd
19 need a lot of people with stretchers and first aid,
20 et cetera, and he said that he'd go back and pass that
21 message on.

22 Q. Why was he not able to gain access to the first
23 carriage? Was that because of the number of casualties
24 on the floor of the carriage and the damage done, that
25 meant that only you could be in there and there was no

1 room for a second person to climb in?

2 A. Yes, some of the people who were slightly less injured
3 and were able to move a bit moved into the space left by
4 people that had got out to make themselves more
5 comfortable. Because the door opens inwards, then
6 opening that door would have disturbed those people and
7 caused them more discomfort. The door was also very
8 stiff, it was hard to get through. So I think it just
9 seemed easier to stay there.

10 Q. Were either you or the -- he didn't join you in the
11 carriage. Were you able to bring any sort of first aid
12 to the persons inside the carriage or not?

13 A. I was, but I felt I was of very limited use. I didn't
14 have any first aid equipment with me. I attended to
15 a -- I think a young French girl or lady, or foreign
16 accent anyway, but mainly I was trying to make people
17 comfortable rather than any sort of serious practical
18 first aid, I must admit, and trying to reassure people.

19 Q. We understand from press reports, Mr Cook, that you were
20 then a former Royal Navy helicopter observer. Had you
21 had any sort of training in first aid as a result of
22 your former employment?

23 A. Yes, I had, and first aid training through other
24 organisations as well, but I had limited -- well, no
25 equipment with me, so my aim really was to try to make

1 people as comfortable as possible, knowing that more
2 help was on its way.

3 Q. Having discussed the fact --

4 A. I couldn't really see --

5 Q. I'm so sorry, Mr Cook, please continue.

6 A. Sorry. I couldn't really -- I -- the injuries that
7 I saw were either so terrible that I wouldn't have been
8 able to do much with it or very minor scratches and
9 scrapes which obviously didn't need much doing with
10 there. As far as I could see, the most important thing
11 was to start getting people out as fast as possible.

12 Q. Do you have any sense of how much time had elapsed from
13 the point at which the escalators had stopped to this
14 time when you're in the rear of the first carriage and
15 appreciating that, beyond bringing assurance and
16 comfort, there was very little that you could, in fact,
17 do?

18 A. I can't be sure of the times. It was very -- it was
19 really quite confusing down in the tunnel, but I think
20 it was -- it must have been around quarter past 9 before
21 I reached the front car of the train.

22 Q. Having discussed with the British Transport Police
23 officer that there was a vital need for paramedics,
24 lighting, water, supplies and so on, what did you both
25 decide should be done about trying to get such equipment

1 down to the first carriage?

2 A. The police officer said that he would go back and pass
3 on the details of what was needed and that I would stay
4 there to provide some reassurance to the people who were
5 on the train who were -- a lot of them were still very
6 panicked.

7 Q. Forgive me for what may seem to be an obvious question.

8 Had you had, of course, some means of communication,
9 would you have used such a radio or a telephone in order
10 to phone up to the surface and tell everybody up there
11 what you needed without having to dispense with the
12 British Transport Police officer who would then have had
13 to go down the train and physically go and get it?

14 A. Yes, of course, I would have done, if I had some
15 equipment like the radios that we have these days,
16 I would have used it, and I was very torn and, perhaps
17 with hindsight, I should have acted differently.

18 I wasn't sure whether to get off the train and pass on
19 that message again myself or stay there and hope that
20 the message had got through.

21 Q. If you had left Mr Cook as well as the British Transport
22 Police officer, would that have meant that there would
23 then have been nobody inside that rear end of the
24 carriage with the wounded and the dead?

25 A. Yes, they would have been by themselves and none of them

1 were able to leave that train. They were obviously very
2 scared about being left alone, and I remember at least
3 one person saying that they didn't want to be left
4 alone.

5 Q. So you stayed to give them such aid as you could. Do
6 you recall how much time then elapsed before help
7 arrived?

8 A. I think it was around 9.25, but I wouldn't be surprised
9 if it was less. I think probably time goes very slowly
10 for me at that point, but I'd estimate about ten
11 minutes.

12 Q. In your witness statement, made of course nearer the
13 time, you hazard the guess that you remained with the
14 injured in the carriage until about 9.35, 9.40, when
15 paramedics and London Fire Brigade officers attended.
16 Does that seem to you now to be still about right?

17 A. It's hard to say. I'd say that the statement that
18 I made then is more likely to be accurate than what
19 I remember five years later. It did seem a long time,
20 but I didn't check my watch so I really can't be sure.
21 I'd go with what I said at the time.

22 Q. Do you recall in what number the emergency personnel
23 arrived? How many of them there were and what equipment
24 they had with them?

25 A. I do remember that there were -- I think it was

1 a fireman arrived first, but within two minutes, there
2 were a lot of people there. So a lot of people really
3 turned up together: paramedics and fire crews, and
4 police officers.

5 Q. I should have asked you -- it's my mistake -- before the
6 paramedics and the Fire Brigade arrived, do you recall
7 whether or not you were joined by a fellow member of
8 London Underground staff, Mr Chaudhury?

9 A. Yes, I was, yes.

10 Q. Did he help --

11 A. He also was a -- yes, he brought some first aid
12 equipment down and helped.

13 Q. Was he on his own or were there other members of
14 London Underground staff with him?

15 A. I think he was on his own.

16 Q. Were you able to see whether or not the first aid
17 equipment that he had was the station first aid box?

18 A. Yes, it was. It was a small, green first aid box, as
19 usually kept in the control room.

20 Q. Returning then to the paramedics and the Fire Brigade,
21 when they attended, were you able to see whether or not
22 they then moved speedily through the carriage carrying
23 out triage of the people who were there and attending
24 each of the casualties as best they were able?

25 A. Yes, they did. It was a very confused situation down

1 there and there was very limited space to work in, so
2 there were a lot of people in a small area.
3 I think I moved back to the second carriage to allow
4 them space to work, so I don't remember seeing exactly
5 what they were doing.

6 I remember, although I don't know the time, that
7 a doctor from the Helicopter Ambulance Service turned
8 up, and he did make great inroads with triage and
9 determining which people should be moved out first,
10 those that were at greatest risk, those that were
11 definitely deceased, and so, who to sort of process
12 first.

13 Because of the size of the train, it's very
14 difficult to get more than one stretcher through at
15 a time, especially with this damaged door that there was
16 to the first carriage, so I think it was important that
17 he was doing the triage to decide who came out first, as
18 it would obviously take some time to get people out.

19 Q. Did you stay there whilst the casualties were brought
20 out one by one?

21 A. I was at various places on the train, I assisted with
22 carrying stretchers. I went down to the track because
23 I'd seen that some other staff had turned up and my
24 manager was there, who wanted to talk to me to see if
25 I was all right, so I spoke to him. That was in the

1 location of the crossover, and then I went back to the
2 front of the train to see if there was any more help
3 I could give.

4 Q. Who was your manager, do you recall?

5 A. Yes, Peter Sanders.

6 Q. Having spoken to him, you then went back to the front of
7 the train. Did you help the paramedics and the
8 Fire Brigade with their needs, trying to help with
9 making room for them, passing things to them and the
10 like?

11 A. Yes, exactly that.

12 Q. We understand from your statement that you stayed on the
13 train until all the injured had been removed. Do you
14 have any idea of what time that was?

15 A. I think I can only go on what I said in my statement,
16 which I think was about 11.00.

17 Q. That's right, that's what you say.

18 A. I wouldn't remember any more clearly than that now.

19 Q. Do you recall, finally, any other London Underground
20 staff, other than yourself and Mr Chaudhury, being in
21 the first carriage, not the remainder of the train or
22 the crossover, but in the first carriage?

23 A. I don't recall any other Underground staff being in the
24 first carriage, no.

25 MR KEITH: Mr Cook, those are all the questions that I have

1 for you. Thank you very much indeed, but please don't
2 go because there may be some further questions for you
3 from my colleagues.

4 LADY JUSTICE HALLETT: Mr Coltart?

5 Questions by MR COLTART

6 MR COLTART: Good evening, Mr Cook. I represent a number of
7 the bereaved families in relation to the incidents at
8 King's Cross. I have a few areas which I wish to cover
9 with you this morning, if I may.

10 Can we start, please, with your message that you
11 passed almost as soon as you had seen the smoke coming
12 out of the Piccadilly Line platform that the
13 Fire Brigade be called? We know, don't we --

14 A. Yes, I called by radio -- sorry.

15 Q. Sorry, I interrupted you. I'm going to wait for you to
16 answer before I say anything else.

17 A. I radioed from the platform to the control room for the
18 Fire Brigade to be called, which is our procedure if
19 there's any suspicion of a fire.

20 Q. The smoke you had seen was billowing out of the
21 eastbound tunnel of the Piccadilly Line?

22 A. Yes.

23 Q. Are there any circumstances in which a train destined
24 for Euston Square Underground would be passing through
25 that tunnel?

1 A. Not for Euston Square, no, Euston Square is on
2 a different line.

3 Q. Would there have been any reason, during the course of
4 your message, to suggest that the London Fire Brigade
5 ought to attend at Euston Square Underground station
6 rather than King's Cross?

7 A. No. But I didn't pass the message asking -- directly
8 summoning the Fire Brigade, I radioed the control room
9 to ask them to call for the Fire Brigade.

10 Q. Absolutely. So we're not at cross-purposes, I'm not
11 suggesting that you did ask them to attend at
12 Euston Square.

13 But if that message had, through crossed wires or
14 otherwise, got through to the Fire Brigade to attend at
15 Euston Square, was their presence at that Underground
16 station of any benefit to you?

17 A. No.

18 Q. So it would have been imperative, in those
19 circumstances, for them to have attended King's Cross
20 instead?

21 A. Yes.

22 Q. I just want to deal with the mechanics of the evacuation
23 process, if I may, for a minute or two. Can we get back
24 up on the screen, please, [INQ10283-12] ?

25 Do you have page 12, Mr Cook, of the bundle in front

1 of you? It's the one which shows the position of the
2 train in the tunnel.

3 A. Yes.

4 Q. Thank you. We can see where you entered via the
5 crossover tunnel to the train at about carriage 4. Is
6 that right?

7 A. Yes.

8 Q. Thank you. Then, if you were to walk further up the
9 tunnel, we can see on this diagram that there is some
10 space initially, isn't there, between the side of the
11 train and the tunnel wall?

12 A. There is, yes.

13 Q. But that space evacuates, doesn't it, about halfway up
14 carriage 2?

15 A. Yes, I mean, the tunnel is wider there because there's
16 two tracks converging. Where it's just down to one
17 track, then the tunnel is normal width, which is not
18 enough space for a person to walk down the side of the
19 train between it and the wall.

20 Q. Exactly. So in order to evacuate the passengers from
21 carriage number 1, it was impossible to use the double
22 doors on either side of that train?

23 A. Impossible to use the doors in carriage 1, yes.

24 Q. If we could just get back up our plan of the carriage
25 which shows where the passengers were sitting. If you

1 could have a look at page 10 [INQ10283-10]for me, Mr Cook.

2 A. Yes.

3 Q. Thank you. What I mean by that is it was impossible to
4 use the double doors D5, D6, for example, to evacuate
5 the passengers because the tunnel at that point is too
6 tight.

7 A. I would say so, yes. I personally don't think I'd fit
8 into that space, but I suppose somebody very thin or
9 very desperate could go that way, but I wouldn't try to
10 use that as an evacuation route, no, not when there's
11 a front door and the other doors further back that are
12 so much easier.

13 Q. Exactly. So it was imperative, wasn't it, to use the
14 driver's cab at the front of the train as one point of
15 access and the interconnecting door to carriage 2 as the
16 other point of access?

17 A. Yes.

18 Q. You've described for us a huge pile of bodies in and
19 around the bombsite, some of whom were dead but some of
20 whom were alive and seriously injured.

21 A. Yes.

22 Q. The reality was that it was essential to evacuate the
23 living in that pile, either by taking them forward up
24 the train to the driver's cab or through the door at the
25 other end of the carriage?

1 A. Yes.

2 Q. In order to effect that evacuation, you needed, didn't
3 you, significant amounts of manpower and stretchers?

4 A. Yes.

5 Q. Did you become aware, during your time on that carriage,
6 either before or after the emergency services arrived,
7 of a chronic lack of stretchers?

8 A. Yes, I do remember thinking that it would have been
9 useful to have more stretchers.

10 Q. Were you, yourself, conscious -- and say so if you
11 weren't because we have other witnesses coming who may
12 deal with this -- but were you, yourself, conscious of
13 injured people being carried out on blankets?

14 A. No, I don't recall that. I remember seeing the standard
15 stretcher which we keep on stations, which is a canvas
16 and wood stretcher, and I remember seeing an aluminium
17 frame stretcher. I don't remember seeing blankets being
18 used myself.

19 Q. You didn't see curtains being used which had been
20 borrowed from the hotel next door to Russell Square
21 Underground station?

22 A. I don't remember that, no. I don't remember seeing
23 people being taken towards Russell Square. I spent most
24 of my time at the back end of the first carriage or in
25 the second car.

1 Q. Let's concentrate then on that end of the carriage as
2 far as your evidence is concerned. The interconnecting
3 door remained a problem, didn't it, between carriage 1
4 and carriage 2?

5 A. Yes, it was.

6 Q. To the extent that, when the Fire Brigade did arrive on
7 that carriage, they used their heavy-duty cutting
8 equipment to remove those doors?

9 A. Exactly.

10 Q. Were you conscious of a significant delay between the
11 time that you had asked for the Fire Brigade to attend
12 and the time at which they did attend?

13 A. No, but time wasn't -- I don't think time was passing
14 for me in a normal way. It was a very unusual
15 situation, and I think a delay of one minute or ten
16 minutes would have seemed a long time to me. I just was
17 trying to support people there as much as I could, but,
18 yes, I suppose I wanted them there as soon as possible
19 and every minute that passed felt like a long time.

20 Q. You arrived, you think, on that first carriage at about
21 9.15. Were you conscious that the first London Fire
22 Brigade appliance had arrived upstairs at about the same
23 time? Did that message ever reach you?

24 A. No. There was no way of that message reaching me,
25 really. My radio didn't work down there, and I -- the

1 only people I saw was another member of staff and a BTP
2 officer before I saw the Fire Brigade.

3 Q. We'll hear from the Fire Brigade witnesses in due course
4 that the first Fire Brigade officer on to that carriage
5 was at about 9.45, half an hour later. They were
6 urgently required, weren't they, in the meantime, to
7 assist you on that carriage?

8 A. Yes, all emergency services were immediately required.
9 I needed more staff, I needed -- obviously I needed
10 paramedics and Fire Brigade.

11 Q. You were performing, if I may say so, heroically in the
12 meantime and provided, I've no doubt, a great sense of
13 assurance to the people waiting on that carriage, but
14 you were limited, weren't you, in what you could achieve
15 in the absence of the Fire Brigade and the emergency
16 services?

17 A. Yes, I really was, and it makes me feel quite
18 uncomfortable reflecting on that, because I couldn't
19 actually give much help.

20 Q. Can I deal with one final topic, please, Mr Cook, which
21 is a specific matter which isn't mentioned in your
22 witness statement but is mentioned in the statement of
23 Imran Chaudhury, one of your colleagues. I think you
24 know him, don't you?

25 A. Yes.

1 Q. He makes reference in his statement to a particular
2 passenger that you sought to comfort on that carriage.
3 I'm just going to read out a little part from his
4 statement to see if we can jog your memory about this.
5 He says as follows:
6 "As I made my way [in other words, as he made his
7 way] through the interconnecting door between carriage 2
8 and carriage 1, I saw Simon, who was a trainee duty
9 station manager on the floor attending to a lady. The
10 lady's legs were in the door and her head was facing
11 towards the driver's cab."
12 A little later on, he says this:
13 "We had to move this lady as she was obstructing the
14 only entrance into the carriage. We moved her slightly
15 towards seat 19. I checked this lady and found that she
16 had a hole in her leg. She was bleeding. Simon lifted
17 her leg and I put a bandage around it. She was
18 complaining of neck and back pain."
19 Do you have any recollection of this particular
20 passenger that he's describing?
21 A. I don't remember that.
22 Q. So you're not able to assist us in any way with
23 a description or an age or anything of that nature?
24 A. I'm sorry, no.
25 MR COLTART: Not to worry. He's coming later and we can ask

1 him about that too. But in the meantime, thank you very
2 much for your assistance.

3 LADY JUSTICE HALLETT: Mr Saunders?

4 MR SAUNDERS: Nothing, thank you, my Lady.

5 LADY JUSTICE HALLETT: Ms Gallagher?

6 Questions by MS GALLAGHER

7 MS GALLAGHER: Mr Cook, good evening. I've got no questions
8 about the bombed carriage itself.

9 A. Good morning.

10 Q. I've got no questions about the bombed carriage itself
11 or any particular deceased whom you saw, but I do have
12 just a number of questions regarding the evacuation
13 process. I'll be as brief as possible.

14 We've heard from you that, at about 8.50 am, when
15 you became aware that a number of escalators had
16 stopped, you made the decision to evacuate the station
17 of passengers.

18 A. Yes.

19 Q. You've had reference made to the related audio file,
20 TFL704, which is timed at about that time.

21 Mr Cook, evacuation involves both evacuating
22 customers already in the station and also preventing new
23 customers from entering, I presume.

24 A. Yes.

25 Q. In order to prevent new customers from entering the

1 station, presumably you do that both through inviting
2 the controller to ensure the trains don't stop at
3 King's Cross, as we've already heard, but also
4 physically stopping people at the station entrance
5 itself? You're nodding.

6 A. Yes.

7 Q. After you went down to the platform the first time, when
8 you saw the smoke, Mr Cook, and you then returned to the
9 control room to station level, you've said that that was
10 in part to check on progress with the evacuation, and
11 this is when you've told us that you saw two shocked
12 passengers coming up, you thought, from platform 6, but
13 you couldn't get much sense out of them.

14 At that point, Mr Cook, as far as you were aware,
15 were any new commuters entering the station or in the
16 ticket hall area?

17 A. As far as I was aware, no, but I wasn't giving my full
18 attention to the evacuation. That's for the station
19 supervisor to run that evolution, and it's not actually
20 necessary for a duty manager to be on the station, so he
21 was quite competent at doing that. So I wasn't really
22 watching the details of it.

23 Q. So to the extent that you can say you thought the
24 evacuation process was effective, but your mind was on
25 other matters?

1 A. Yes.

2 Q. The reason I'm asking you, Mr Cook, is that last week we
3 heard evidence from a number of passengers who were in
4 the bombed carriage and who described, at a much later
5 stage, about 9.30 am or even later, seeing commuters
6 going down to platform level entirely unaware of what
7 had happened, and if you look at that third page in your
8 pack, [INQ10283-3] , these are passengers who are
9 describing coming up the bank of escalators from
10 platforms 5 and 6 towards the ticket hall area.

11 My Lady, for your reference, particular references
12 are Ms Julie Gruen, Day 30 at pages 69 and 81, and you
13 may remember she was certain that they were commuters
14 rather than staff because one of them told her she
15 looked like Jodie Foster, and also Ms Yvette Newton,
16 which is page 130 of the same day.

17 Now, we know that, at that time, Mr Cook, you were
18 obviously on the train in the bombed carriage giving
19 what assistance you could to individuals on the train.
20 So plainly you couldn't see what Ms Gruen and Ms Newton
21 say they saw at that time after 9.30, but were you at
22 any stage later made aware of any difficulties with the
23 evacuation process?

24 A. No, I wasn't aware of that.

25 Q. Either from the station supervisor or others?

1 A. No, and all our attention was focused on the main
2 incident, not around other areas of the station, really.

3 MS GALLAGHER: I've nothing further, Mr Cook. Thank you
4 very much.

5 LADY JUSTICE HALLETT: Mr Patterson?

6 Questions by MR PATTERSON

7 MR PATTERSON: May it please your Ladyship. Mr Cook, just
8 a few short points, please.

9 First of all, as you moved through the train towards
10 the front of the train, towards carriage number 1,
11 I think it sounds as though the first injured person
12 that you saw on the train was once you got into carriage
13 number 1. Is that right?

14 A. The first severely injured person I saw was when I got
15 into carriage 1, yes.

16 Q. So, in particular, as you moved through the penultimate
17 carriage, carriage number 2, you didn't see any people
18 on the ground either motionless or very seriously
19 injured in that location?

20 A. No.

21 Q. Once you got into carriage number 1, you've described
22 how you were torn as to whether you should go and make
23 the request for help or whether you should allow the BTP
24 officer -- and you've explained your thought
25 processes -- but does it follow that you then remained

1 for the next 25 minutes or so just on your own with, at
2 one stage, the assistance of Mr Chaudhury and his first
3 aid kit, but that was really the only presence of anyone
4 in that carriage during that period of time?

5 A. Yes.

6 Q. Then you've described how there was the arrival of
7 a sizeable number of Fire Brigade officers and London
8 Ambulance Service personnel, but try as you might with
9 your reassurance and so forth and Mr Chaudhury with his
10 first aid box, it sounds as though neither of you really
11 were able to make any significant contribution to the
12 terrible situation that you found yourselves in?

13 A. No, I spoke to the people that I could -- that I could
14 get words out of and asked if they had any specific
15 problems. All anybody said to me is, "When is help
16 coming?"

17 People seemed almost resigned to the situation that
18 they were in and wanted reassurance, and I don't recall
19 anybody saying specifically, for instance, "My elbow's
20 causing me terrible pain, can you help?", or anything
21 like that, and I, of course, would have done what
22 I could if somebody had said something specific like
23 that. So I was talking to people continually and
24 I don't recall anybody saying, "I urgently need X, Y or
25 Z".

1 Q. No, of course not, and I don't for one moment make any
2 criticism at all of you, Mr Cook. You've explained that
3 although you are first aid trained that, in fact, you
4 had no kit with you and that you felt there was really
5 very little that you could do beyond offer reassurance,
6 and in particular you've mentioned one young passenger,
7 a young French woman.

8 A. Yes, yes.

9 Q. Certainly you weren't able to set about applying
10 dressings or trying to stem the flow of blood or
11 anything of substance like that which might, in fact,
12 have been urgently needed.

13 A. No, no, there was very little I could do.

14 MR PATTERSON: Thank you very much. No more questions.

15 LADY JUSTICE HALLETT: Any more questions? Yes, Mr Gibbs?

16 Questions by MR GIBBS

17 MR GIBBS: Yes, please. Mr Cook, we are going to hear
18 tomorrow and the next day, I think, from a number of the
19 British Transport Police officers who were underground
20 with you.

21 Could I ask you to look at our diagram 8?

22 We see the two platforms --

23 A. Yes.

24 Q. -- platforms 5 and 6. When you first went down, did you
25 go to platform 6?

1 A. Yes, I went to platform 6, as that was where the smoke
2 had been reported.

3 Q. Was that where you saw two, I think, quite young British
4 Transport Police officers?

5 A. I think I saw two police officers there, yes. I can't
6 remember the age.

7 Q. We know that between 8.50 and 9.00 a number of calls
8 were made, both by London Underground and by the British
9 Transport Police officers, about the smoke which was
10 visible. Then at -- we time it at 8.58, it's probably
11 9.00, a major incident is called by the British
12 Transport Police officer from the London Underground
13 control room.

14 Did you know that that was happening?

15 A. No, I didn't at the time.

16 Q. On our same diagram, diagram 8, did you ever go on to
17 platform 5 and down the track that way to the back of
18 the train?

19 A. No, I did check platform 5, I went across the passageway
20 and had a look to see if there was any sign of problems
21 there, but I didn't go onto the track. The only time
22 I saw the back of the train was after I had entered it
23 through, I think, perhaps, carriage 4 and then walked
24 back to see if people were getting off the train there.

25 Q. It was plain to you, as you've told us, that people were

1 able to get off, although you, I think, couldn't see the
2 British Transport Police officers who were at the back
3 of the train helping them down onto the track?

4 A. I don't remember seeing transport police officers there,
5 no.

6 Q. Then you went forward in the train, am I right, up to
7 carriage 1?

8 A. Yes.

9 Q. You've given a time of 9.15, but I wonder whether it
10 might have been 9.20 or a little later when you've got
11 to carriage 1. Are you sure about your times?

12 A. I'm not sure about my times, no. The only time that I'm
13 sure of is the 8.50 sort of start time of all this. The
14 rest of the times have been what I estimated from my
15 walking time around the area.

16 Q. Thank you. I think we'll hear from others who probably
17 made notes at the time about certain times.

18 At the front of the train, you told us that
19 a British Transport Police officer joined you in the
20 first carriage.

21 A. Yes, I spoke to him there.

22 Q. I think in your statement you were able to say that that
23 was a sergeant. Do you remember that? It's in the
24 middle of the page of page 3 of your statement?

25 A. Yes, it does say that. I honestly can't remember now

1 who it was, but I'm sure I was remembering quite clearly
2 at the time that I gave that statement.

3 Q. Thank you. We'll hear from Sergeant Noon, I think,
4 tomorrow.

5 You say in that statement:

6 "We recognised the need for paramedics and lighting
7 and water, discussed the casualties we had and he left
8 to get those things."

9 Is that right?

10 A. That's right, yes.

11 Q. It's just been suggested to you by another lawyer that,
12 after that, you were there on your own until

13 Mr Chaudhury arrived, but I think we know from your
14 statement that that isn't right, don't we, because your
15 statement continues:

16 "The exact order of events, I cannot be sure, but
17 after about five more minutes another British Transport
18 Police officer arrived."

19 A. Yes, yes.

20 Q. I think we'll --

21 A. I can't -- I can only really base myself on my statement
22 at the time. I've got really quite a hazy recollection
23 of it from now.

24 Q. Of course. We will hear, I think, from that officer
25 also tomorrow. You, with him, did what first aid you

1 could with those who were nearest to you, you say in
2 your statement, but you weren't able to get the whole
3 way along the carriage because of the ghastly debris and
4 bodies that were in your way?

5 A. Yes, it would have meant probably exacerbating the
6 injuries to those people.

7 Q. Then Mr Chaudhury came and assisted you and, after that,
8 the paramedics and the Fire Brigade and a whole load
9 more police officers?

10 A. Yes.

11 MR GIBBS: Thank you.

12 LADY JUSTICE HALLETT: Any other questions? Ms Canby?

13 Questions by MS CANBY

14 MS CANBY: Mr Cook, I have a couple of questions to ask you
15 on behalf of Transport for London and it's in relation
16 to your radio message that you made.

17 You told us that, some time after 8.50, you were in
18 the process of clearing the station when you received
19 information from Lee Merritt -- and he was on
20 platform 6 -- that there was a smell of smoke on
21 platform 6 on the eastbound Piccadilly Line. Is that
22 right?

23 A. Yes, yes.

24 Q. Did you then radio to the control room, once you'd gone
25 down to the platform, confirming that there was smoke

1 from the tunnel on the eastbound platform and requesting
2 that the LFB attended?

3 A. Yes.

4 Q. We know, Mr Cook, that that must have been some time
5 before 8.56, because we have the telephone call from the
6 King's Cross station supervisor to the Piccadilly Line
7 controller. That's timed, at 8.54, but we may need to
8 add two minutes on to that, so that would be a real time
9 of 8.56 -- my Lady, the reference is TFL723 -- and the
10 message was that smoke was reported as coming up from
11 the tunnel on the eastbound platform. The supervisor
12 requested the London Fire Brigade to attend and stated
13 that the duty station manager was down there checking.
14 So that's a reference to you being down there on the
15 platform checking.

16 A. Yes.

17 Q. Mr Cook, you can't help us with this, but we know from
18 the records that, at 8.55 -- so real time 8.57 -- the
19 Piccadilly Line duty operations manager then telephoned
20 the NCC, the London Underground Network Control Centre,
21 requesting LFB and again saying that it was smoke coming
22 out of the Piccadilly eastbound tunnel at King's Cross.
23 My Lady the reference for that is TFL727.

24 We can then see from the records that, at 8.58, the
25 Network Control Centre spoke to the London Fire Brigade

1 and, again, there was reference to their attendance
2 being required at King's Cross Underground on the
3 eastbound Piccadilly Line and, again, there was
4 reference to smoke in the tunnel.

5 My Lady, the reference for that is TFL171. So,
6 Mr Cook, all that information had come from your radio
7 message, hadn't it, it appears?

8 A. Yes.

9 MS CANBY: Thank you very much.

10 LADY JUSTICE HALLETT: Any other questions?

11 Mr Cook, I'm Lady Justice Hallett, the coroner
12 conducting the inquests and those are all the questions
13 that people have for you, so thank you very much for
14 taking the time and trouble to join us.

15 May I say this: that whatever I find about the
16 response generally to the King's Cross disaster, no one
17 can criticise you for what you did, and in fact I think
18 I'm going to hear that the British Transport Police
19 officer did go and get, or ask for, at least, the help
20 that you felt so you desperately needed.

21 Meantime, you did everything you could and within
22 your power to reassure the passengers and to help them
23 to safety, despite what were dangerous and appalling
24 conditions. So thank you for everything you did, and
25 thank you for helping me.

1 A. Thank you.

2 MR KEITH: Thank you, my Lady.

3 Thank you, Mr Cook.

4 LADY JUSTICE HALLETT: Shall we take a break now, Mr Keith?

5 MR KEITH: My Lady, yes.

6 (11.50 am)

7 (A short break)

8 (12.05 pm)

9 LADY JUSTICE HALLETT: Mr Keith?

10 MR COLTART: My Lady, only in the interests of accuracy,

11 can I just correct something which I put to Mr Cook --

12 LADY JUSTICE HALLETT: Of course.

13 MR COLTART: -- before the break, where I had suggested to

14 him that it was necessary to use curtains borrowed from

15 a nearby hotel as makeshift stretchers?

16 I think the evidence may show in due course that it

17 was sheets and blankets from the hotel which were used.

18 Curtains were borrowed, but they were used as blankets

19 at Russell Square Tube station and not for the purposes

20 of carrying people to and fro the train. So a minor

21 point, but I understand the importance of being precise

22 about these things.

23 LADY JUSTICE HALLETT: Rather than try to get hold of

24 Mr Cook again on the videolink, "I didn't see equipment

25 used borrowed from the hotel"?

1 MR COLTART: Yes.

2 LADY JUSTICE HALLETT: Mr Keith?

3 MR KEITH: May I invite you to call Gary Stevens?

4 MR GARY STEVENS (sworn)

5 Questions by MR KEITH

6 MR KEITH: Good morning, Mr Stevens. Could you give the
7 court your full name, please?

8 A. Gary Stevens.

9 Q. Mr Stevens, can I ask you, while you give evidence, to
10 keep your voice as loud as you can? It's sometimes
11 quite hard to hear in this big courtroom.

12 A. Okay.

13 Q. That's better. Try one more --

14 A. Yes.

15 Q. Good. On Thursday, 7 July, were you the duty station
16 manager or one of the duty station managers at
17 Russell Square?

18 A. I was.

19 Q. I think you'd held that role for some years before 7/7?

20 A. That's correct.

21 Q. We have looked at the job specification for the duty
22 station manager with other witnesses, so I won't trouble
23 you with that. On the Thursday morning, you had begun
24 work at 7.30, and do you recall that there had been
25 a problem with a train at Caledonian Road on the

1 eastbound line?

2 A. That's correct. I'd been advised by the duty operations
3 manager that there was a problem with an eastbound train
4 at Caledonian Road, suspected door problems, and could
5 I make my way there to investigate and assist.

6 Q. My Lady has seen evidence from London Underground to
7 suggest that there had been a problem with a train
8 emitting smoke at Caledonian Road. Would that have been
9 the same train or a different train?

10 A. It's the same train.

11 Q. It was the same train?

12 A. It's probably the brakes.

13 Q. You'd sorted that out and then you'd returned to your
14 office at Russell Square. Did something unusual happen
15 around about 8.50?

16 A. That's correct, yes. There was a flickering of the
17 lights in my office, which was not a regular occurrence,
18 but happens now and again when there's a power surge on
19 the network.

20 Q. What do you mean by "power surge"? What is a power
21 surge?

22 A. It's where the network is taking in electricity from
23 various substations and there's a surge of power which
24 can result in a tripping of assets and flickerings of
25 lights going on and off.

1 Q. So to put it colloquially and more bluntly, if there's
2 a power surge, too much electricity coming in, it can
3 trip the fuses?

4 A. That's right, yes.

5 Q. Is it more significant than that when it occurs? Can it
6 actually put passengers at risk in any way; for example,
7 from causing transformers or heavy pieces of machinery
8 to blow or not?

9 A. No, what could happen, in essence, is that the lifts may
10 stall in the shaft, whereupon the appropriate staff
11 would follow the procedure to get them out.

12 Q. In your office was also, as we've heard, Mr Boyce?

13 A. Correct.

14 Q. Did you both go out to see whether or not the lifts had
15 indeed stopped because of a lack of electricity?

16 A. That's correct, we went down to the ticket hall area and
17 checked with the supervisor as to whether the lifts were
18 working.

19 Q. In your statement, recorded in -- in fact, not
20 until July of this year, you referred to the fact that
21 you thought the lifts were still working, but he's told
22 us that he had to reset the breakers on the lift. Do
23 you recall which is right?

24 A. David's statement. I failed to recall that we reset the
25 trips in the machine room and got the lifts working.

1 Q. As a result of the power cut, which is what you thought
2 it was, did you then decide to go down to the platforms
3 and check that everything was all right?

4 A. That's right, yes.

5 Q. Did you go down with anybody?

6 A. David Boyce.

7 Q. You had a number of other members of staff with you in
8 the station, didn't you? Was there a lady called
9 Bosun Odubela?

10 A. That's correct, she was the station supervisor on duty
11 at the time.

12 Q. Was there a gentleman called Roy Byrne?

13 A. Yes, he's another duty station manager, but he turned up
14 later in the morning.

15 Q. Just so that we can get the names in our minds, was
16 there also a gentleman called Mo Mulak?

17 A. That's correct. He was on duty as well.

18 Q. What was his job?

19 A. He was the duty station manager.

20 Q. You went down to the platform for the Piccadilly Line.
21 Was everything all right on that initial visit?

22 A. I was aware that the duty operations manager had been on
23 and -- been on to the supervisor, advising that there
24 was a problem with power in the Russell Square area.

25 Q. Did you, yourself, speak to the line controller at any

1 time in those first few minutes after 8.50?

2 A. I believe I spoke to Gary Fitzgerald, the duty
3 operations manager.

4 Q. I'm not going to show you all the calls, because we've
5 got them in audio form rather than transcript form.

6 A. Okay.

7 Q. I just want to ask you about the times of the calls that
8 were first made from Russell Square, and if you could
9 just tell us, please, whether you made any of them or
10 whether you knew of them.

11 There was a call made at 08.56 from Mo Mulak, the
12 duty station manager, to Gary Fitzgerald at
13 Earl's Court, saying there's been a loud bang on the
14 westbound platform, and he's told that the traction
15 current is off and he's told to go and investigate the
16 bang.

17 Were you aware of that conversation or did Mo Mulak
18 speak to you and said, "I've spoken to the controller,
19 we need to investigate the bang"?

20 A. Mo Mulak made me aware of that.

21 Q. Two or three minutes later, there is a call at 08.58
22 from a manager, whose voice I don't recognise, at
23 Russell Square, to Earl's Court, the line controller,
24 and there's a discussion again about whether or not the
25 telephone tunnel has tripped and whether or not it could

1 be checked to see whether or not there's a problem.

2 A. That was me, I believe.

3 Q. That was you. Did you make that call having been down

4 to the platform?

5 A. I did.

6 Q. All right. So on the platform, there was no problem as

7 far as you could see?

8 A. I walked up and down both platforms, checking various

9 assets and rails and things like that, and I couldn't

10 see anything untoward.

11 Q. Could you see whether or not there was anything that

12 might have caused a bang, because that is what you were

13 told?

14 A. Not in the vicinity of the platforms, no.

15 Q. If you were asked, as you were, to check the tunnel

16 telephone, the trip in the tunnel, how does one go about

17 checking that?

18 A. Well, you go to the head wall and open the box where the

19 tunnel telephone is. If everything's intact, then

20 you've done a visual inspection.

21 Q. Right. So having checked the platform, you then made

22 that call yourself at 08.58. My Lady, for your note

23 it's TFL745.

24 Having made that call, what did you do?

25 A. I spoke -- I believe it was Gary Fitzgerald, I had

1 spoken to him. He again said there's still a problem in
2 that area with supply and could I go round and have
3 another look, a more thorough check, and see if I could
4 see anything.

5 Q. So did you go back to the platform?

6 A. I was walking round the platforms areas checking, yes.

7 Q. What did you see?

8 A. I noticed a light in the westbound tunnel from the tail
9 wall, which is the eastbound end of the platform.

10 Q. Did you go and look or did you wait for the light to
11 come to you?

12 A. I moved further down to the platform end where the
13 tunnel mouth was and waited there.

14 Q. What happened?

15 A. After a while, a driver and some customers got out, they
16 was very badly injured and traumatised. I asked the
17 driver what had happened. He said he didn't really
18 know, but there was a lot of people down there that
19 needed help.

20 Q. Did you recognise the driver?

21 A. I'd seen him about, I only knew him as Ray. That's
22 about it.

23 Q. Before you went down to that platform the second time,
24 do you recall whether or not you had somebody, Mo Mulak,
25 call in to the line controller before you went to the

1 platform to say, "Mr Stevens, the DSM, is going down to
2 the platform. Is that all right?"
3 A. Yes, I had a radio with me. I was aware that Mo had
4 made that telephone call.
5 Q. Had you asked him to make that call?
6 A. Yes, I'd asked him to let them know.
7 Q. Is that customary, if a duty station manager wants to
8 investigate something on the track or check whether
9 there's a problem, you would normally ask the line
10 controller for permission before you could enter the
11 track?
12 A. That's right, yes.
13 Q. During that same call, would that be when the member of
14 staff would also check to make sure that the traction
15 current was off?
16 A. Yes.
17 Q. He obviously told you that traction current was off.
18 Having seen Mr Wright, Ray Wright, the driver, and
19 seen the passengers, did you ask somebody to relay that
20 information to the line controller as well?
21 A. I did, I -- the supervisor.
22 Q. Who was the supervisor?
23 A. Bosun Odubela.
24 Q. Did you tell her to ask the controller for ambulances,
25 do you recall?

1 A. I advised her that -- to close the station and request
2 the attendance of all emergency services.

3 Q. There is a call at 09.08 -- for my Lady's note,
4 TFL784 -- from, I think, that lady to the
5 Piccadilly Line controller saying that the
6 Russell Square supervisor has asked for ambulances and
7 needs ambulances immediately.

8 Might that have been a reference to you, do you
9 think?

10 A. I couldn't call them, I had relayed the message via the
11 supervisor. And I go back to my answer previously.

12 Q. The supervisor was?

13 A. Bosun Odubela.

14 Q. Right. Mr Boyce was with you throughout, wasn't he?

15 A. That's correct.

16 Q. Having seen Mr Wright and the passengers, did you and
17 Mr Boyce then go into the tunnel?

18 A. David went briefly before me, because there were some
19 stuff coming down from the ticket hall area to assist
20 the injured customers and help them upstairs.
21 Russell Square, being a deep line station, we wanted to
22 make sure that they got up all right.

23 Q. So did she stay with those passengers and help them up,
24 and you and Mr Boyce went in?

25 A. That's right, yes.

1 Q. Did you have any equipment with you?
2 A. I had nothing with me.
3 Q. Did you have a torch?
4 A. No, I didn't, not when I started I didn't.
5 Q. Medical equipment?
6 A. No.
7 Q. Your hi-vi?
8 A. I had my hi-vi on and my uniform.
9 Q. How long did it take you and Mr Boyce to walk down the
10 tunnel from Russell Square to the train?
11 A. It was quite a distance, I'd say 10 to 12 minutes.
12 Q. How good was the illumination from the tunnel lights?
13 A. It was very poor, I could barely see beyond my hand.
14 Q. You are an experienced man in these situations, walking
15 along tunnel tracks. Was it very difficult?
16 A. It was. It was a result of the dust and the smoke.
17 Q. As you reached the train, could you see some people at
18 the front of the train?
19 A. I, could yes.
20 Q. Tell us what you saw?
21 A. As I -- I had no idea what I was walking towards,
22 because the train driver didn't explain what it was, he
23 just said something terrible had happened. So I had no
24 preconception of what I was walking into, but when I got
25 there, I see a young lad, I think his name was Paul, at

1 the front of the train, he'd lost one of his legs, and
2 I see a group of other passengers being spoken to by
3 Tom Nairn, another driver, who was trying to --

4 Q. Reassure them?

5 A. -- reassure them and calm them down. At the time, we
6 had no first aid kit or nothing like that, and it was
7 apparent to me that somebody had to take control of the
8 matter.

9 Being the most senior LU official there, I decided
10 that I would take control. I spoke to Dave, I requested
11 Dave Boyce to go back, get assistance, get lighting,
12 stretchers, first aid kits, things like that, whatever
13 he could.

14 Q. Had he already been in to the train by the point when
15 you got to the front of the train?

16 A. At the time, I didn't know he had, but, after, I found
17 out he had.

18 Q. Because we've heard from Mr Boyce. It seems that he
19 went into the train and got his way through to the first
20 carriage and then came back out, and that's when you saw
21 him and you said, "Go and get equipment".

22 A. That's correct, yes.

23 Q. What did you need? What equipment did you think you
24 needed?

25 A. Lighting, water and first aid and, more importantly,

1 assistance.

2 Q. By way of paramedics, Fire Brigade?

3 A. Emergency services, yes.

4 Q. Everything?

5 A. Everything.

6 Q. Forgive me for asking an obvious question. You had

7 walked a long way from Russell Square and whoever had to

8 go back and make the request for the emergency services

9 would have to retrace the same journey.

10 A. Correct.

11 Q. Mr Boyce, in fact?

12 A. Yes.

13 Q. What would you have done for a phone or a radio at that

14 point?

15 A. I'd give up a year's salary for it.

16 Q. Was there any kind of signal phone that you think might

17 have been of help or not?

18 A. Not that I was aware. There was no signal phones about

19 me. Although, I must be honest, I wasn't really looking

20 for them.

21 Q. But if you'd had a radio or a phone or a mobile, or any

22 kind of network, you'd have used it?

23 A. The mobile wouldn't have worked down there because it's

24 a deep line tunnel. We wouldn't have got a signal. The

25 radios we had at the time would not have worked, it

1 wouldn't have picked up a signal, although the radios we
2 have now would have worked.

3 Q. Have you, yourself, used the radios that are now
4 currently in operation in a deep line tunnel?

5 A. I've used them on the station, I've been trained on
6 them, so I know they work.

7 Q. So you sent Mr Boyce back to Russell Square to get
8 equipment. Where did you go?

9 A. I spoke to the young lad who had lost his leg. He was
10 becoming quite vocal and beginning to cause a bit of
11 unrest with the rest of the customers, so I tried to
12 calm him down, which I managed to do after a while.

13 I then decided to get into the car and see what I could
14 do in there.

15 Q. To get him into the carriage?

16 A. Yes, get into the train, which I done, I got into the
17 carriage and spoke to the people that were still
18 conscious in there.

19 Q. Did you, therefore, go through the driver's door?

20 A. Up the steps, through the driver's door, which was
21 partially blocked.

22 Q. And into the first carriage?

23 A. That's correct.

24 Q. My Lady has heard evidence about the terrible conditions
25 inside the carriage. What I want to ask you, please,

1 though, is about whether or not you can recollect seeing
2 any particular people who may have been dead as you
3 looked inside that carriage.
4 If you look at the plan of the carriage, please,
5 Mr Stevens, [INQ10283-11] on the screen, you came in from
6 the driver's cab at the front --
7 A. That's correct.
8 Q. -- which is the left-hand side of the page. Do you
9 recollect seeing anybody in particular lying on the
10 floor who you believed not to be alive?
11 A. Yes, a male by seats 1, 2 and 3 was lying there,
12 motionless, and partially obstructing the door.
13 Q. That's the door from the driver's cab?
14 A. Into the carriage, correct.
15 Q. So right at the end of the carriage at the front?
16 A. That's right, yes.
17 Q. How did you know that he was not alive?
18 A. I attempted to talk to him and was shouting and things
19 like that, and there was no response. I also shook him
20 and --
21 Q. There was nothing to suggest --
22 A. No.
23 Q. -- signs of life?
24 A. Nothing.
25 Q. That was right inside the door?

1 A. Yes.

2 Q. Did you go further down the carriage?

3 A. I managed to get in the partially obstructed door and
4 I pulled him up a bit so I could open the door wider, in
5 case I had to get anybody out.

6 Q. Was anybody else lying on the carriage floor next to
7 those banks of seats between 1 and 7 and 36 and 32 -- 38
8 and 32?

9 A. Not that I recall.

10 Q. What about in the standing area between D3 and D4?

11 A. I can't recall.

12 Q. All right. How far down did you go?

13 A. I got to the -- eventually, I got to the end of the
14 train where I spoke to Mr Cook through an
15 interconnecting door and he had come up from
16 King's Cross.

17 Q. I'm going to come on to Mr Cook in a moment. What did
18 you do as you went down through the carriage?

19 A. I was very conscious of body parts and things like that
20 being on the floor, and although it was -- the
21 visibility was very poor, I was trying very hard to look
22 where I was walking, so I wouldn't tread on anything or
23 anybody's limbs or anything like that.

24 Q. Of course.

25 A. Also, as I was walking through, I was trying to make

1 a mental note of people who were conscious and how
2 injured they were, so when I did get -- eventually did
3 get out and people got there, I could give them advice
4 as to where in the train and what they were suffering
5 from.

6 Q. There were obviously a large number of dead and dying
7 passengers?

8 A. Correct, yes.

9 Q. Did you shout out reassurance or words of comfort as you
10 moved down the carriage?

11 A. I did. When I first got into the car, I shouted at the
12 top of my voice, "Hello, my name's Gary, I'm a manager
13 from London Underground, help is on its way".

14 Q. Were any of your colleagues with you as you went through
15 the carriage? We know that you've mentioned Mr Cook.

16 There was a Mr Chaudhury who was in there at one stage
17 as well, a Mr Moir we'll hear of in due course.

18 Do you recall any other London Underground staff
19 being present in the carriage when you first entered?

20 A. When I was in the car, I was in there on my own. The
21 only other person present was Mr Nairn, who was outside
22 the car dealing with the injured customers.

23 Q. As you went through the carriage, did you notice a lady
24 just past the second set of double doors who had lost
25 both her legs?

1 A. I did, yes.

2 Q. Was she conscious?

3 A. She was drifting in and out of consciousness. I tried
4 to speak to her on a number of occasions, but
5 I wasn't -- she wasn't aware of what I was saying to her
6 and she -- I couldn't make out what she was saying to
7 me.

8 Q. Do you know whether or not that lady survived?

9 A. Yes, I do know she survived.

10 Q. Was that Gillian Hicks?

11 A. That's correct.

12 Q. Could you, in truth, Mr Stevens, do very much by way of
13 bringing assistance to the souls inside the carriage?

14 A. There was very little I could do. I was devastated that
15 I couldn't offer more assistance. All I could do was
16 speak to the people, try to keep reassuring them that
17 help was on its way and that we would get them out and
18 please bear with us.

19 Q. So you managed make your way to the end. How did you
20 get past the location of the bomb?

21 A. It was difficult, but it was -- trial and error,
22 I suppose.

23 Q. Was it on this journey through the carriage that you
24 then saw Mr Cook at the other end?

25 A. That's right, yes.

1 Q. Did you recognise him?

2 A. I seen him walking up the carriage and he was shouting
3 out, "Who's there, who's there?", and as I got to the --
4 interconnecting doors between carriage 1 and 2 -- he
5 come up and we spoke. We passed -- we exchanged who we
6 were.

7 Q. He had a torch, didn't he?

8 A. He did.

9 Q. So you could see his torch coming up through carriage 2?

10 A. Yes.

11 Q. You met at the end of carriage 1/the beginning of
12 carriage 2?

13 A. That's right.

14 Q. Did you discuss the fact that neither of you had
15 anything by way of equipment or resources to help the
16 people in the carriage?

17 A. That's right, yes, we did.

18 Q. Did you discuss the fact that he had sent somebody back
19 to try to get help?

20 A. I asked him to ensure that, as we was on the other side
21 of the train and the door was severely mangled and we
22 couldn't open it, not to forget about us at
23 Russell Square and get assistance for us as well.

24 Q. He recalls, in fact, kicking open the door in order to
25 allow passengers, some of the walking wounded who were

1 at the end of the carriage, to get out. Were you there
2 when he did that?
3 A. No.
4 Q. When you spoke to him, the door was still shut?
5 A. Yes.
6 Q. Did you then work your way back down through the first
7 carriage --
8 A. I did.
9 Q. -- towards the front, the driver's cab?
10 A. Correct.
11 Q. There were passengers moaning, no doubt, and screaming?
12 A. Yes.
13 Q. Were you able to do anything for them on your return
14 journey?
15 A. Not really. Apart from an offer of reassurance and tell
16 them I'm doing my best to get the emergency services
17 there.
18 Q. Because you didn't have any means of communicating, did
19 you then decide that you would have to try to get
20 a message to Russell Square to get help --
21 A. That's correct, yes.
22 Q. -- because you'd seen things that your colleagues hadn't
23 yet seen?
24 A. That's right.
25 Q. Because you didn't know that Mr Boyce had already been

1 into the first carriage?

2 A. That's correct as well.

3 Q. So you came out of the carriage. Did you then try to
4 help a passenger who was at the end of the carriage?

5 A. Yes, there was a young lady, she had had all her clothes
6 blown off her, and she was only in her underwear, and
7 she was -- seemed a bit distant, so I spoke to her, and
8 she was complaining that she had chest pains as well, so
9 I suggested that she got on to my back and I'd try to
10 walk her back to the platform.

11 I started to do that, but we only got 100 yards or
12 so where she said the vibrations from walking was
13 hurting her chest, so I took her back and sat her back
14 on the steps of the train and stayed with her for
15 a while and reassured her that we would get out, help
16 would be here eventually.

17 Q. All the time, you were waiting for Mr Boyce to return?

18 A. That's right.

19 Q. Did another of your colleagues, Mr Byrne, appear at this
20 stage?

21 A. He did, Roy Byrne.

22 Q. From Russell Square?

23 A. Yes, Roy Byrne turned up, yes.

24 Q. Did he, together with you, then continue to try to bring
25 reassurance to the lady you were with and to the other

1 passengers around you?

2 A. That's correct. We spoke to everyone who was conscious
3 and we told them calls had been made, people were aware
4 that they were down there and we would get them out
5 shortly.

6 Q. Did help arrive in the form then of Mr Boyce and
7 emergency personnel?

8 A. Roy Byrne went back before Mr Boyce arrived.
9 I requested Roy to go up and see if he could speed
10 things up. Because I was getting concerned --

11 Q. Was that because you sensed time was passing?

12 A. Yes, it probably wasn't as long as it seemed, but it
13 seemed a very long time since someone had gone off to
14 get help.

15 Q. I want to ask you about two further phone calls, if I
16 may, to try to see how much time might have passed by
17 now.

18 You referred to the fact that you'd asked for
19 a message, at 09.08, or around 09.08, to be passed for
20 ambulances, and you spoke to the station supervisor and
21 we know the station supervisor called Piccadilly control
22 at 09.08.

23 There's a second call from that lady to the
24 Piccadilly Line control room at 09.10 saying, "Where are
25 the ambulances?"

1 There is then a call at 09.21 from somebody who
2 calls themselves the duty station manager,
3 Russell Square, to Piccadilly control, who tells the
4 control room of an explosion on the train on set 331 and
5 speaks of severe loss of limbs in the first or second
6 carriage.

7 Do you know whether that was a message passed to the
8 control room as a result of Mr Boyce telling the station
9 supervisor something, or Mr Byrne, or was that you?

10 A. It wasn't me. It would have been either Mr Byrne or
11 Mr Boyce, because they went back, I never.

12 Q. So you would have expected them to relay what they had
13 discovered?

14 A. Yes exactly, yes.

15 Q. Hence the call at 09.21?

16 A. Yes.

17 Q. But at that time, you were probably still on the track,
18 on the train?

19 A. Yes.

20 Q. So Mr Byrne went back, and then Mr Boyce arrived with
21 emergency personnel. Can you tell us something of who
22 they were, who was first to arrive and how many were
23 there?

24 A. I believe it was the British Transport Police to start
25 off with, plus a number of Underground staff as well,

1 and I believe a couple of Network Rail managers who were
2 staying in the Russell Square hotel.

3 Q. Did you tell them what you had realised was the position
4 in the first carriage?

5 A. I explained to them what had happened, where in my head
6 I thought people needed attention immediately, and what
7 I thought the course of action was.

8 Q. Were there also paramedics in their number?

9 A. Yes.

10 Q. Did they then go on to the train and go through to the
11 first carriage?

12 A. That's correct.

13 Q. Did you stay outside, or did you go in to help them?

14 A. Initially, I stayed outside, but then I got in to see if
15 there was anything I could do with, like, lifting people
16 and things like that.

17 Q. Did you?

18 A. I did, yes.

19 Q. Did you help quite a few of the casualties out of the
20 carriage by helping the paramedics and Fire Brigade to
21 carry them?

22 A. That's right, yes.

23 Q. Can you help us with whether or not you can recollect
24 calls for more equipment being made, if they were made?

25 Do you recollect people saying, "I need stretchers" or

1 "I need equipment" or anything of that sort?

2 A. I did. Every time somebody went back -- when we started
3 to take people back to the station, we had a severe lack
4 of stretchers, so as people -- as they were being taken
5 back, I said, "Don't forget to ask for more assistance
6 and more first aid equipment".

7 Q. Was it confined to stretchers or was there a general
8 need for medical equipment?

9 A. There was a general need for everything, to be honest
10 with you.

11 Q. Can you be more precise?

12 A. First aid equipment, extra assistance, drips. There was
13 people seriously injured there, and we had nothing to
14 deal with it at the time. We had basic first aid kit.

15 Q. That was even after the paramedics had arrived?

16 A. They had brought their stuff, but I was aware that there
17 weren't enough to go round.

18 Q. Do you recall stretchers being made out of blankets and
19 sheets?

20 A. Yes, from the Russell hotel.

21 Q. Who carried the walking -- the casualties from the front
22 of the train to Russell Square?

23 A. Myself, Dave Boyce, Roy Byrne, police officers,
24 paramedics and some other staff.

25 Q. Because of the extraordinarily treacherous conditions of

1 the track and the dark, did it take four or five of to
2 you carry each person?
3 A. We'd hold one corner of a blanket or a sheet each, and
4 then, as fast as we could walk down the tunnel, and drop
5 them off at the platform, then go back and do it again.
6 Q. Even without carrying somebody, it's still a ten-minute
7 walk each way?
8 A. Yes, and very hot down there as well.
9 Q. How many trips do you think you made?
10 A. Five, backwards and forwards.
11 Q. Were you there when all the casualties who had survived
12 were brought off the train from the Russell Square end?
13 A. I was. I was advised by a British Transport Police
14 sergeant that it was now a crime scene, and there was
15 only deceased there and we weren't to go back in there.
16 Q. Did you go up then to the surface level at
17 Russell Square ticket hall --
18 A. That's correct.
19 Q. -- and then help with the very large number of
20 casualties who were still there?
21 A. That's right, yes.
22 Q. What did you do there, Mr Stevens?
23 A. There was a number of doctors and nurses who had come
24 from nearby hospitals, University College and
25 Great Ormond Street, and they was trying to treat the

1 dying and the mortally injured and we just assisted with
2 putting drips in, reassuring people, carrying them out
3 to the ambulances outside and things like that.

4 Q. What medical training had you, yourself, had?

5 A. I'd had first aid training previously for
6 London Underground.

7 Q. Did that in any way prepare you for what you had to deal
8 with?

9 A. No, not at all.

10 MR KEITH: Thank you very much, Mr Stevens. Will you stay
11 there? There may be some further questions for you.

12 LADY JUSTICE HALLETT: Yes Mr Coltart?

13 Questions by MR COLTART

14 MR COLTART: Only a few, Mr Stevens.

15 You had asked David Boyce and then Roy Byrne to go
16 back down the tunnel, once you appreciated the severity
17 of the situation, and obtain further equipment,
18 including stretchers.

19 When they came back with blankets and sheets, what
20 explanation did they give you for why they were in
21 possession of those items rather than stretchers?

22 A. I believe there was only one stretcher on Russell Square
23 station.

24 Q. Did they make any reference to the fact that no
25 ambulances had arrived at Russell Square station?

1 A. Not that I can recall.

2 Q. Were you conscious at any stage of a prolonged absence
3 of ambulances at Russell Square station?

4 A. Yes.

5 MR COLTART: I think I saw my Lady pause. I think he
6 answered, "Yes". It was difficult to hear.

7 LADY JUSTICE HALLETT: I was just checking the transcript.

8 MR COLTART: At what point did you become aware of that
9 prolonged absence of ambulances?

10 A. After I asked Dave and Roy to go back and Tom Nairn, the
11 other driver, he had gone back, I was on my own down
12 there for what seemed a considerable amount of time.

13 Then I become aware that it had been quite a while and
14 no assistance was forthcoming.

15 Q. There came a point, didn't there, that you, yourself,
16 started to undertake trips down the tunnel with blankets
17 and sheets conveying seriously injured people.

18 A. That's correct.

19 Q. On each occasion that you reached the platform, did you
20 make an enquiry or did someone make an enquiry about,
21 "Where are the ambulances?"

22 A. Well, every time we went back, we asked "Is there any
23 more assistance?", "They're not here yet", but then we
24 realised we had to go back and help the others that were
25 still there, so there wasn't time to debate, it was just

1 go back and assist.

2 Q. Of course. But it must have been a source of some
3 surprise and disappointment each time you went back to
4 the platform to learn that there were still no
5 ambulances at Russell Square?

6 A. Yes, it was, and concern.

7 Q. They were desperately needed, weren't they?

8 A. They were.

9 Q. Did you know that the very seriously injured passengers
10 that you were leaving on the platform, they had no
11 ambulance staff to treat them or to take them away?

12 A. I didn't. As I explained previously, it was a means to
13 an end, we was moving them out the tunnel, getting them
14 to the platform, and hopefully there was help at the
15 platform for them.

16 LADY JUSTICE HALLETT: As you kept making these trips with
17 these desperately injured people, who was at the
18 platform to receive them? So who was there?

19 A. There was some staff, some London Underground staff, and
20 I believe I did see one paramedic and some police staff
21 there as well.

22 LADY JUSTICE HALLETT: Did you say that the people who were
23 doing the carrying -- namely, you and your colleagues --
24 did you say London Underground staff, police officers,
25 and, did you say, paramedics doing carrying?

1 A. Yes, the initial party that turned up, there was
2 a mixture of all there.

3 LADY JUSTICE HALLETT: So the people -- and these -- so some
4 of the paramedics did help carry the stretchers?

5 A. Yes, and they had stayed at the platform end when we'd
6 got them back.

7 LADY JUSTICE HALLETT: But no Fire Brigade helping you carry
8 the stretchers?

9 A. I hadn't seen any then, yes.

10 MR COLTART: No members of the Fire Brigade on the platform
11 at Russell Square?

12 A. Not that I can recall.

13 Q. It was a laborious and time-consuming process, the way
14 in which it was being done.

15 A. That's right, yes.

16 Q. But you had no option, as far as that was concerned?

17 A. No.

18 Q. Each time you went back to the carriage, seriously
19 injured people still on the carriage, waiting for their
20 turn to be evacuated?

21 A. That's correct, yes.

22 Q. Can I just ask you finally about this, you've mentioned
23 about the connecting door, you had this conversation
24 with Simon Cook through the connecting door.

25 A. Yes.

1 Q. That was badly mangled, that door, wasn't it?
2 A. It was, severely.
3 Q. There's no way you could have got a stretcher through
4 that door at that time?
5 A. Not at all, no. The only way we -- it was evident to me
6 the only way we could get people out at that time was
7 through the driver's cab.
8 Q. At the Russell Square end of the Tube?
9 A. Correct, yes.
10 Q. Until something had been done about that door at the
11 other end of the carriage?
12 A. That's right, yes.
13 Q. Of course, it was terribly difficult, wasn't it, to
14 evacuate people at the King's Cross end of the carriage
15 because you had the bomb crater and all the damage to
16 contend with?
17 A. Yes.
18 MR COLTART: Thank you very much.
19 MR SAUNDERS: Nothing, thank you, my Lady.
20 LADY JUSTICE HALLETT: Mr Patterson?
21 Questions by MR PATTERSON
22 MR PATTERSON: May it please your Ladyship.
23 Mr Stevens, one of the answers you gave earlier,
24 which I noted, was:
25 "There were passengers moaning and screaming, but we

1 couldn't do anything for them. We could offer them
2 reassurance."

3 You've described how it seemed like a long time
4 before your colleague, Mr Boyce, returned. It sounds as
5 though, in those minutes when you were still there at
6 the train, it was plain to you that there was an urgent
7 need for these people who had survived and who were
8 moaning and screaming, an urgent need for them to
9 receive treatment, but that they weren't getting the
10 treatment that they desperately needed?

11 A. It wasn't forthcoming, and -- it's correct what you're
12 suggesting, yes.

13 Q. Although you were trained in first aid, you didn't have,
14 yourself, any first aid kit or supplies with you?

15 A. No.

16 Q. You've described how various people came and so forth,
17 and how, eventually, a larger number of people from
18 different agencies came, and then you described how the
19 triage process began, but it sounds as though there was
20 no actual treatment being given to people who were still
21 alive in that carriage.

22 A. When the people initially -- the paramedics initially
23 got on, I had relayed as to how I'd seen the situation,
24 who I thought had needed attention first. They'd got
25 in, I was still outside the carriage then, but it --

1 they only had limited equipment and supplies, whatever
2 they'd brought with them.

3 Q. We'll hear in due course as to what they did by way of
4 triage and prioritising and, of course, we all
5 understand the need for that, but in terms of actually
6 seeing anyone receiving dressings or bandages to try to,
7 for instance, stem the loss of blood, did you see
8 anything like that take place to people who were still
9 in situ in carriage number 1?

10 A. I didn't see anything like that. I was focused on still
11 trying to reassure the people that we was going to get
12 them out, and the ones who were traumatised.

13 LADY JUSTICE HALLETT: Of the people you carried out on the
14 stretchers, any signs that any of them had received any
15 kind of attention, a bandage, anything?

16 A. Not that I recall, no.

17 MR PATTERSON: Just to be clear, in terms of your positions,
18 I rather got the impression that you were on and off
19 carriage number 1 several times throughout this period
20 of time. Is that right?

21 A. That's right, yes. Yes, that's correct.

22 MR PATTERSON: Thank you, Mr Stevens, thank you very much.

23 LADY JUSTICE HALLETT: Ms Boyd?

24 Questions by MS BOYD

25 MS BOYD: Just one question, Mr Stevens. You mentioned that

1 you didn't see any London Fire Brigade at the
2 Russell Square station.

3 A. Not that I recall.

4 Q. No, well, you will be right. Certainly at that stage of
5 the incident, I don't know if you are aware that the
6 London Fire Brigade weren't actually called to
7 Russell Square --

8 A. Okay.

9 Q. -- and didn't, therefore, attend there until towards the
10 end of the incident.

11 A. Okay, thank you.

12 LADY JUSTICE HALLETT: Sorry, I'm confused, Ms Boyd.

13 I thought someone suggested earlier that there was
14 a call at 09.15. Have I completely misremembered that?

15 MS BOYD: That was for King's Cross, my Lady.

16 LADY JUSTICE HALLETT: Right, so it was the King's Cross
17 end? Thank you.

18 Any other questions?

19 Mr Stevens, it looks as if those are all the
20 questions people have for you. You said earlier that in
21 the early stages you felt there was very little you
22 could do but offer reassurance. From everything I've
23 seen and heard, I suspect that reassurance played a very
24 significant part in allowing people to survive, because
25 you helped focus those people who were conscious on

1 their will to live, really, I suspect, and in the latter
2 stages, plainly you did a huge amount to get the
3 survivors off the train and to safety and to treatment.
4 So thank you for everything you did in the most
5 appalling conditions.

6 A. Thank you.

7 MR KEITH: Thank you, my Lady. Thank you, Mr Stevens.

8 My Lady, I'm going to now read, if I may, or
9 certainly start reading, quite a large number of witness
10 statements to make up the deficit from last week.

11 LADY JUSTICE HALLETT: Certainly.

12 MR KEITH: Can I start with Arash Lowni, which my Lady will
13 find in the third tab of the main bundle of the first
14 half of this week?

15 LADY JUSTICE HALLETT: Thank you.

16 MR KEITH: My Lady, as before, I will omit irrelevant parts
17 of these statements.

18 Statement of MR ARASH LOWNI read

19 "On 7 July 2005 [this statement is dated
20 11 January 2006] I left the house at 8.20 to go to
21 Finsbury Park Tube station where I catch the
22 Piccadilly Line to Hammersmith to change on the
23 District Line to go to work in Chiswick. On arrival at
24 the Piccadilly Line platform westbound, I saw a friend
25 by the name of Ciaran. I know Ciaran socially, having

1 met him in a local pub about four to five years ago when
2 I moved to the area. I was surprised to see him, as
3 I would normally only see him in the evenings. We spoke
4 briefly as we waited for the next train.

5 "When the train pulled up, we were standing near the
6 second carriage. Ciaran managed to squeeze on but there
7 was no room for me so I moved into the front carriage."

8 My Lady, may I interpose there, as I opened, in
9 fact, it may be that he is either mistaken in relation
10 to that or Ciaran Cassidy moved into the first carriage
11 at one of the subsequent stations, Arsenal or
12 Holloway Road or Caledonian Road or perhaps

13 King's Cross:

14 "The train was busy with no spare seats. At
15 King's Cross, the carriage emptied out and I got a seat
16 at the very front of the carriage and near to the
17 driver's compartment."

18 For my Lady's note, the passenger appears at
19 number 1 on the plan on [INQ10283-10] :

20 "Although the carriage emptied enough for me to get
21 a seat at King's Cross, it also filled back up with
22 passengers. As I had managed to get a seat, I started
23 to read the Metro. About a minute or so after pulling
24 out of King's Cross, I heard a loud bang. The lights
25 flickered and I remember hearing a rumbling sound

1 getting louder before finally coming to an end as the
2 train stopped.

3 "I also remember hearing a scraping-type sound as
4 well as a rush of air which built and built before dying
5 off. By now, the lights in the train had gone out.
6 I remember hearing screaming and shouting and general
7 panic set in. I felt that something terrible had
8 happened, maybe a crash or derailment, but I did not
9 really know.

10 "I remained seated and I could smell something quite
11 toxic like burning plastic. People, including myself,
12 told people to calm down, trying to calm the situation.
13 The driver's cabin door then opened and the driver
14 appeared saying that he was going to get us out of
15 there, trying to compose himself as well as trying to
16 reassure us.

17 "I recall the driver testing the track to see if the
18 rail was still live, and I told him to leave the door
19 open so that we could get some air circulating around
20 the carriage.

21 "After a while, we were led out of the carriage by
22 the driver, being told to avoid the tracks. We were led
23 up into Russell Square station onto a deserted platform.
24 I began to help people up onto the platform. I was
25 covered in soot and dirt, as were other passengers I was

1 helping up.

2 "As more people came, I noticed that more and more
3 were showing signs of injury. First, small cuts, then
4 worse, a man with a broken leg, culminating in someone
5 covered in blood running along the tracks.

6 "There were no emergency services with us at this
7 stage and people began to congregate in the ticket hall.
8 People from surrounding businesses had come into the
9 station to help, bringing water and towels. The
10 emergency services then seemed to arrive simultaneously:
11 police, ambulance and Fire Brigade.

12 "I remember hearing another bang and half the police
13 rushing off. This, as it happens, turned out to be the
14 bus exploding in Tavistock Square. We were told that
15 there weren't enough vehicles to take everyone to
16 hospital so, if we could, we should make our own way.
17 I was not injured as such, but I was in shock, so after
18 giving my details to a police officer I left the
19 station.

20 "I was wandering around in a daze not really knowing
21 where I was. I remember wandering past the bus in
22 Tavistock Square and seeing the damage caused by the
23 explosion. I remember people being huddled around shop
24 windows watching TV, obviously watching what was
25 unfolding.

1 "I began to make my way home walking all of the way.
2 I know that it took around one and a half hours, but
3 I do not remember what time I got home."
4 The witness then refers to the contacts or the
5 attempts that he makes to try to speak to friends. May
6 I take up the narrative, my Lady, five lines from the
7 bottom:
8 "About a week later, I found out through a friend
9 that Ciaran had been killed in the explosion. I wasn't
10 shocked, but I was very sad, and it crossed my mind that
11 it could have been me on the carriage, had it not been
12 for the fact that it was already full."
13 He also refers to the fact that he had remembered
14 seeing Ciaran on the carriage and he phoned a mutual
15 friend to see if they'd heard from him, but no one had.
16 My Lady, may I then read Patrick Barnes, please,
17 a witness from last week? But, my Lady, a duplicate
18 copy of the statement will be found in the additional
19 slim bundle of further statements.
20 His statement, my Lady, is dated 25 November 2005.
21 Statement of MR PATRICK BARNES read
22 "Thursday, 7 July 2005 was a normal day. I got up
23 and met my friend, Phil Beer, at Boreham Wood railway
24 station. We usually get the fast train at 8.10 am and
25 it stops at west Hampstead and then goes to

1 King's Cross. But on this particular day, on the
2 Thursday, it was so slow. It did not stop at all the
3 stations, but it did not go nearly as fast as it usually
4 does.

5 "Normally, we got to King's Cross at about 8.25 to
6 8.30, but on this day we got there about 8.40 to 8.45.
7 When we got to King's Cross, we made our way down to the
8 Tube. I can remember that the first Tube that turned up
9 was packed, so we could not get on it. I also remember
10 that the platform was very busy.

11 "Usually, a Tube would arrive every minute or two.

12 The next Tube did not arrive for about five minutes.

13 I remember the board saying that the next train after
14 that would be another five minutes, so I said to Phil,
15 'We've got to get on this Tube', because we were late.

16 "The Tube arrived and we managed to squeeze on the
17 front carriage. We always got on this carriage because
18 it is close to the exit at Knightsbridge so we can get
19 off quicker. I did not notice anything out of the
20 ordinary, it was a normal day apart from the fact that
21 it was so packed and that we'd had to wait five minutes
22 for the Tube. I had never waited that long for a Tube
23 before.

24 "Phil and I got on the Tube and were standing facing
25 each other and I was holding the bar. I felt something

1 hit me on the back of the head as if I had been hit with
2 a brick. The first thing that went through my mind was,
3 'Did I push past somebody or was I rude to someone who
4 would have hit me like that? What did I do?' I am not
5 sure whether I blacked out, but after a few minutes,
6 I realised that all the lights had gone off the Tube.
7 All the windows had smashed and at first I did not hear
8 that many people screaming.
9 "I think a lot of people were in shock. I screamed
10 out to Phil, 'Are you okay?' and he said, 'No'. I said,
11 'Where are you?' and he said, 'I don't know'. I then
12 said to him, 'Are we going to die?' he said, 'No,
13 everything's going to be fine'. I must have obviously
14 been pushed on to the floor because I could feel my legs
15 were crushed and I managed to pull my leg. I realised
16 later that my right shoe and sock had been pulled off
17 and I think they had come off when I pulled my leg from
18 where people had fallen on top of me. I managed to pull
19 myself up and I was holding on to the bar.
20 "When I got on to the Tube, it was really packed,
21 but afterwards it seemed really empty where everybody
22 had been thrown everywhere and there were people on the
23 floor. Once I had pulled myself to my feet, I screamed
24 again for my friend and he did not reply. My hearing
25 had gone by this time. I stood there shouting and

1 screaming for Phil, but I did not hear a response.
2 I then thought 'I've got to try to make my way out of
3 here'. I knew I was quite near the front and that there
4 was no way of getting out of either side, as they were
5 closed, so I decided I needed to make my way to the
6 front of the train.
7 "I began to make my way to the front of the train.
8 I could not see clearly, but I remember a guy who was
9 lying on the floor saying, 'No, please, please, please'
10 because he thought I was going to trample on him.
11 I wanted to run across the people lying on the floor,
12 but I knew they were injured so I went in and out and
13 made my way as best I could.
14 "I walked past a lady who was sitting down, who
15 I think was black, although she may have just been black
16 from the smoke. As I went past, she grabbed me and sat
17 me on her lap. She stroked my head and cuddled me
18 tight. I said to her, 'What's happened?' she said
19 'There's been an explosion, don't worry, it's going to
20 be fine'. I remember that she was really calm and
21 relaxed and that she made me feel a little more at ease.
22 I was extremely hot and she continued to stroke my head
23 and cuddle me like a baby. I then decided I had to get
24 off and I could not just sit there. I remember
25 thinking, 'How can she be so calm and just be sitting

1 there?'

2 "I got off her lap and struggled through.

3 I remember falling into glass and climbing over bits of

4 metal. As I made my way through, people were grabbing

5 on to my legs and pleading with me for help, but there

6 was nothing I could do. I could only just stand up

7 myself.

8 "As I got to the end of the train, I saw a black

9 male. He was saying to everyone, 'Shut up, stay calm'.

10 He appeared to be trying to find a way out and was the

11 one who was being strong and helping people. I thought,

12 'I am just going to stay behind him', and I held on to

13 the back of his shirt as he climbed over the wreckage

14 and followed his footsteps to make my way to a safer

15 part of the train."

16 My Lady, that may have been Mr Obi.

17 "As I did so, I saw a man coming on to the train.

18 I think he worked for the Tube. I don't know if he was

19 the train driver or whether he had come from the next

20 station through the tunnel. I could see that he had

21 a torch, and this put me more at ease. He shone the

22 torch in my face and could see that, even though I was

23 injured and could not see properly, I was standing.

24 "He said, 'Sit down for a minute and wait here'.

25 Obviously, he was going to go further into the Tube to

1 see if there was anyone that was okay. I sat in
2 a burnt-out seat and put my feet up. I was so hot and
3 tired I just wanted to go to sleep. I thought I would
4 stay there and go to sleep and wait for someone to come
5 and help us. I put my feet on the chair and rested them
6 on a piece of metal or something bent in from the doors
7 or windows. I felt myself drifting off to sleep and
8 I was very hot.

9 "Something just came over me and I decided I had to
10 get off. I called back to the man with the torch, 'Oi,
11 mate' and he shone the torch in my face. I said, 'How
12 do I get off here?'. He said 'Make your way through and
13 you can go out and leave through the front of the train,
14 through the driver's exit, if you think you can make
15 it'. Without thinking, I pulled myself to my feet and
16 walked towards the front of the train. There was a door
17 at the front of the carriage that was open. I don't
18 know whether it had been blown off or whether it was
19 open. I walked into the driver's compartment and
20 I remember there was no driver.

21 "The front of the train was open with stairs going
22 down. There were three or four people that had already
23 got off the train that were holding the side of the
24 stairs. So I said, 'Can you move out of the way,
25 please?' and one of them said to me, 'Can you help him,

1 can you help him?'. My arm was bleeding, I only had one
2 shoe on and I had no strength. I said, 'There's nothing
3 I can do, how can I help him?'. A woman said to me, 'Be
4 careful, because the train tracks are still live'.
5 I stumbled through to the next station and two Tube
6 staff met me. One of them said, 'Help him, get him back
7 to the station', so he put his arm around me to keep me
8 steady and walked me back to the station while the other
9 man went to help the other people.
10 "When I got to Russell Square, there were a few
11 members of staff standing on the platform and a man and
12 a woman made their way there from the Tube. Both had
13 black faces and blood on them. There was also a big
14 black male who said, 'You were on the Tube, I remember
15 seeing you get on' I was shocked because all he had was
16 a scratch on the head. He said to me, 'It might make
17 you a little bit sticky, but you'll thank me for it',
18 and he poured a bottle of coke over me."
19 My Lady, that is the evidence that Mr Obi gave as
20 well:
21 "I was hot, so it was very nice, because it relieved
22 me and cool me down. He also gave me a bottle of coke
23 to drink. I sat there for five to ten minutes and they
24 were looking at my arm. I thought I had something in my
25 eyes and I remember asking, 'Can you blow in my eye?'

1 Can you blow in my eye?'. It was frustrating because
2 I couldn't see anything other than little bits.
3 "A guy came down and he was told to take me upstairs
4 to the doctors. The male picked me up and put me over
5 his shoulders and gave me a piggy back to the top.
6 I remember people fussing over my arm and I told them to
7 help people who were hurt and injured in the tunnel.
8 I had a drip in both arms and I was injected with
9 tranquillisers because my body was convulsing and
10 I started to shiver, so I had a silver foil blanket put
11 around me.
12 "I remember a woman stroking my head and asking me
13 questions to keep me awake. I think I was there for
14 about two hours before they took me to St Thomas'. When
15 I got there, I phoned my dad and told him I couldn't
16 find Phil, but that I was okay. I did not realise it
17 was so serious because, when I asked the train man, who
18 had led me to safe ground, what had happened, he said,
19 'Well, there was a train already in the tunnel and we
20 had no communication with the other train drivers, so we
21 couldn't let him know there was someone sitting in the
22 tunnel and, as you've come through, you've just hit
23 straight into him, and that is what had obviously caused
24 the collision'. I was listening to what he said and it
25 wasn't until a few minutes afterwards I thought to

1 myself, 'Where is the other train then?'. "

2 My Lady, he then goes on to describe the treatment
3 that he receives in hospital and he states in the middle
4 of the page:

5 "I remember the whole time I was clinging to them,
6 to the doctors, to find my friend, and they asked his
7 name, his date of birth and obviously what he looked
8 like to try to see if they could track him down. That
9 is what I was mostly concerned about."

10 My Lady, if I may then pick up the narrative at the
11 bottom of the page:

12 "Philip Beer usually travels with me. I had been
13 working in town for the last six months. Phil had only
14 worked with me for the last two weeks. I had got him
15 the job, so obviously we were travelling together all
16 the time then. But even before he was working out in
17 Angel, we used to get the train together. I used to get
18 the Piccadilly Line and he used to go off to the
19 Northern Line of the Victoria Line to Highbury, so we
20 had been travelling to King's Cross together for the
21 last seven months and a lot of the time I used to stay
22 at his house or I would meet him at the station. For
23 the last two weeks, we were working together and we took
24 the route together. Sometimes I would just bump into
25 him, some mornings I wouldn't."

1 My Lady, at the bottom of the page he then reviews
2 his evidence in relation to getting on to the Tube and
3 I'll summarise that, if I may:
4 "I got on the Tube the third set of doors back and,
5 once inside, we moved even further back, just past the
6 double doors, so we were standing on opposite sides of
7 the carriage to where we had got on. We were both
8 facing each other, Phil and I, just in front of the
9 seating area. There were still people left standing on
10 the platform when the train left. The carriage was
11 rammed packed. Everyone was back-to-back. There was
12 not room for one more passenger. I cannot remember if
13 anyone got off the train prior to us boarding it.
14 Because I was with Phil, I did not look around that
15 much. If I was on my own, I probably would have, but we
16 were having a conversation among ourselves. The train
17 only remained at the platform for a few minutes before
18 the announcement of 'Mind the doors' was said.
19 I remember a male voice shouting 'Any room upstairs?'
20 I giggled to myself because I knew there was no way, as
21 it was so packed. I don't think he managed to get on.
22 "The train started to move. We must have literally
23 just got into the tunnel. It was only moving for
24 a minute before it exploded. It was less than a minute.
25 It felt like the doors had closed, we went into the

1 tunnel, then 'Boom'. I don't even think the rear of the
2 train would have made it into the tunnel because it just
3 seemed so quick.

4 "It was weird as well because my hair was singed on
5 the back. I never heard a noise, but I felt it on the
6 back of my head. There was also singeing on my arm.
7 I was holding on to the bar with my left arm. Actually,
8 I think I was holding on with both arms. I thought the
9 fingers on my right hand had melted together from the
10 metal bar, so I thought there was some sort of
11 electrical fault. I felt really peculiar inside, like
12 I had been electrocuted. It felt like it had come from
13 behind me, although I was facing the front of the Tube
14 and Phil had his back to the driver."

15 My Lady, I omitted the words in the middle of the
16 sentence because checks against the audio interview show
17 that there was an error there in the typed statement:

18 "The feeling I had at the back of my head was as if
19 someone had clouted me in the back of the head.

20 I thought I had been rude to someone. I think I was one
21 of the first people to scream out to my friend Phil. It
22 may be a lot of other people were on their own and I was
23 with someone, so obviously, as soon as it happened,
24 I thought of my friend, I was screaming out to him.
25 People were still in a bit of a daze and in shock. It

1 was so dark and smoky in there I could not see properly.
2 I pulled myself up by the bar but I think it had sort of
3 pushed me further forward."
4 My Lady, he then repeats in broad terms the evidence
5 that he has already given earlier in his statement and
6 he describes how he calls out for Philip, he describes
7 the lady who comforts him as he makes his way through
8 the train and, my Lady, he then concludes on the
9 penultimate page, describing how Mr Obi gave him
10 Coca-Cola and poured Coca-Cola over his head.
11 My Lady, there are a number more, but perhaps they
12 can await the conclusion of the oral evidence this
13 afternoon.
14 LADY JUSTICE HALLETT: Certainly. 2.00, please.
15 (1.00 pm)
16 (The short adjournment)
17