

1 (2.05 pm)

2 MR KEITH: Good afternoon, my Lady. May I invite you to
3 call retired Sergeant Stephen Noon, please?

4 MR STEPHEN PETER NOON (sworn)

5 Questions by MR KEITH

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

8 A. Stephen Peter Noon.

9 Q. Mr Noon, I know you were here this morning. My
10 apologies for not being able to call you until now.
11 On Thursday, 7 July, you were, as you were for many
12 years, a member of the British Transport Police, at that
13 time stationed at King's Cross?

14 A. Yes.

15 Q. Were you in court this morning during the evidence of
16 Inspector Johnson and Sergeant McGrotty?

17 A. Yes, I was.

18 Q. I'm not going to ask you questions, therefore, about
19 your trip to Liverpool Street or the return to
20 King's Cross. I want to pick up the thread of the
21 narrative, if I may, at the time of your entrance into
22 King's Cross station.

23 You may recall that Inspector Johnson spoke of how
24 you met, the three of you, a group of firefighters at
25 the top of the Piccadilly Line escalators in

1 King's Cross, and he thought that you were the one who
2 spoke to them.

3 A. I don't recall that, sir.

4 Q. You don't recall that at all?

5 A. Not at all.

6 Q. There is a range of difference between "It didn't
7 happen" and "It's possible, I just don't remember".
8 Which is it?

9 A. It's possible, sir. I do remember at some point
10 speaking to LFB, but unfortunately, I can't remember --

11 Q. You can't now recall what you said or what they said.
12 You went down the escalators and we've heard
13 descriptions of the passengers coming up. On the
14 platform, your statement records, and Inspector Johnson
15 recorded, how a member of London Underground staff told
16 you how nobody else was allowed down into the tunnel.

17 A. Correct.

18 Q. Do you recall receiving any information to explain why
19 that member of staff passed that instruction to you?

20 A. No, not at all.

21 Q. You went towards the train via the crossover tunnel that
22 connects the eastbound and the westbound --

23 A. The eastbound, yes.

24 Q. -- track. You, I think, ripped your trousers climbing
25 into the heightened carriage floor of the fourth

1 carriage, which is the carriage adjacent to the tracks,
2 to the junction of the train?

3 A. Correct, sir, yes.

4 Q. You describe in your statement how in one of the
5 carriages that you walked through there was a male and
6 a female casualty. The white female had a ponytail.
7 The male casualty was an IC4 male with blood all over
8 his head and his face. Your statement records how you
9 came across them, once you'd entered into the fourth
10 carriage and moved to the next carriage, the
11 interconnecting carriage, but later in your statement,
12 you refer to how you saw the male and the female again
13 later being removed by stretcher from the second
14 carriage.

15 So my next question for you is: can you now recall
16 in which carriage, in fact, you saw those two
17 casualties?

18 A. No, I can't, sir, to be honest with you, I ...

19 Q. Do you remember the casualties?

20 A. I remember the casualties, but I can't remember exactly
21 which carriage it was.

22 Q. Subsequently, later on, you happened to look out of the
23 window of one of the carriages and you saw the gentleman
24 that we now know was Lee Harris, and you also saw an
25 older gentleman, a black male, lying on the tracks.

1 Were you in the carriage with the two casualties
2 when you looked out of the window and saw them?
3 A. No, sir.
4 Q. You can't say?
5 A. I believe not.
6 Q. You believe not?
7 A. Yes.
8 Q. Which carriage were you in when you saw them, when you
9 looked out of the window and saw the casualties on the
10 tracks?
11 A. I think that was the next carriage towards the front.
12 Q. Next from the one you entered? All right. You went
13 down to the train, we know, and you pass through it,
14 pass those two casualties, towards the front of the
15 train, and you went to the last carriage that had lights
16 in it and beyond that was the darkened bombed
17 carriage --
18 A. Yes.
19 Q. -- carriage 1. Between the two carriages, there were
20 interconnecting doors. Can you remember whether you
21 were able to get through those doors?
22 A. Into the first carriage?
23 Q. Into the first carriage.
24 A. I did get in, but it was difficult.
25 Q. Your colleagues, but in particular Sergeant McGrotty,

1 gave evidence as to how he was unable to get through the
2 door and he spoke to someone on the other side of the
3 door by looking through the glass, the smashed glass,
4 the aperture in the doors.

5 Do you recall whether he was with you,
6 Sergeant McGrotty, when you managed to get through into
7 the first carriage?

8 A. Well, I thought he was, sir, but I'm now not certain.

9 Q. Had you real difficulties in getting through those
10 doors? Did you have to kick them open or push them
11 open?

12 A. It was a struggle and, in fact, there was a member of
13 staff, who I later found out to be a member of staff,
14 helped me move the door. It wouldn't open fully. You
15 had to sort of shuffle your way.

16 Q. Is it possible that Sergeant McGrotty was in front of
17 you, went to the front, was unable to get through to the
18 first carriage, and then you, behind him, managed to
19 push the door open and then go into the first carriage?

20 A. It is possible, sir, but that's not how I recall it.

21 Q. How do you recall it?

22 A. Well, I recall Charlie being behind me.

23 Q. Charles McGrotty?

24 A. Yes, sorry, yes.

25 Q. You recall him being behind you?

1 A. Yes.

2 Q. All right. In any event, you managed to get through the
3 door with some difficulty, and did you proceed into the
4 first carriage?

5 A. Yes.

6 Q. Was there, do you recall, a lady lying immediately
7 inside the interconnecting door --

8 A. Yes.

9 Q. -- in the standing area of the first carriage?

10 A. Yes.

11 Q. Do you recall anything of her?

12 A. She was youngish, I would say, sort of early 20s.

13 I believe she spoke to me in a French accent, so I sort
14 of formed the impression that she was French. She was
15 wearing light-coloured clothing. She was -- her head
16 was facing towards the cab, and she was lying on the
17 floor with her head facing towards the cab and, as far
18 as I can recall, she had trauma to her lower legs.

19 Q. Did you mark her down on a plan -- can we have on the
20 screen, please, INQ10025 [INQ10025-1]-- as a French female at
21 point C? Do you recognise that plan, Sergeant?

22 A. Yes, sir, I do.

23 Q. You've marked on it, if we could enlarge -- if we could
24 expand back out again, you've marked on it four
25 carriages, have you not?

1 A. Yes, sir.

2 Q. One, two, three, four. The one at the top of the page
3 is the first carriage, is it not, the carriage that you
4 entered, the bombed carriage?

5 A. Yes, sir.

6 Q. We'll come back to the others later, but we can see then
7 that on the bottom of those carriages you appear to have
8 marked some sort of entrance or doorway, perhaps, on the
9 bottom of those four blocks. Do you see two little
10 lines --

11 A. Yes, yes, I do.

12 Q. -- intersecting?

13 A. Yes.

14 Q. Was that you indicating that that's how you got on to
15 the train?

16 A. Yes.

17 Q. So you did get on, on the fourth carriage --

18 A. That's right.

19 Q. -- and then moved forward?

20 A. I believe, yes.

21 Q. In the third carriage, do you mark at A and B a male and
22 a female casualty?

23 A. Yes.

24 Q. Then at L, M and N, three people who were outside the
25 train?

1 A. Yes.

2 Q. All right, we'll come back to those.

3 You were aware, were you not, that inside the first

4 carriage were a number of passengers who were dead or

5 dying?

6 A. Yes.

7 Q. Did you subsequently, together with other officers,

8 count the number of deceased in that first -- in that

9 first carriage?

10 A. Yes.

11 Q. Did you, when you counted them, think that there were 20

12 and you concluded there were 20 deceased?

13 A. Yes, sir.

14 Q. You've marked on that plan all that you can recollect of

15 the people that you saw on the carriage, have you not?

16 No doubt, you will -- you can answer questions about

17 them if you wish.

18 You realised, didn't you, that you could offer them,

19 yourself, very little by way of help.

20 A. Yes.

21 Q. You had no medical equipment with you, did you?

22 A. No.

23 Q. All you could provide was comfort and support?

24 A. Basically, yes.

25 Q. So did you leave the first carriage in order to go and

1 get help?

2 A. Yes, I did.

3 Q. Do you recall whether or not, when you left the first
4 carriage, you went with Sergeant McGrotty to go and get
5 help?

6 A. I thought I did, yes, I thought I -- I thought it was me
7 and Charlie that went back up together.

8 Q. Did you go back to the surface in order to get help
9 where you spoke to a HEMS doctor and a paramedic?

10 A. Yes.

11 Q. Did you there also get some lamps in order to take back
12 down to the train?

13 A. I did, yes.

14 Q. Where did you go the lamps from?

15 A. From the police office at King's Cross.

16 Q. You knew that they were stored there?

17 A. Yes, yes.

18 Q. When you went back down to the train with the lamps, do
19 you know whether or not other members of the emergency
20 services had by then arrived?

21 A. Yes, yes.

22 Q. Where were they?

23 A. There was a lot of activity sort of on and around the
24 train and, as far as I can recall, I got on to the train
25 and a Met inspector said to me, "We need stretchers,

1 Sarge", or something like that, and --

2 Q. Where was he?

3 A. He was on -- I think he was in the front carriage.

4 Q. Did you ever get his name?

5 A. No.

6 Q. Might the name Inspector Mugridge mean anything to you?

7 A. It wouldn't, sir, no.

8 Q. He said he needed stretchers. Did he give you some idea

9 of how many stretchers were required?

10 A. I'm sure he said 16.

11 Q. Because, no doubt, it made an impression on you because

12 it was such a significant number?

13 A. Yes.

14 Q. What did you do?

15 A. I went back to the surface to get the stretchers and

16 stretcher-bearers.

17 Q. Where did you get them from?

18 A. When I got back to the top, I think I tried to call

19 control, without a lot of success, and then I saw --

20 who -- Inspector Betts he was at that time.

21 Q. Inspector ...?

22 A. Betts, Steve Betts, and there were some other

23 Metropolitan Police officers up there, and we sort of

24 did it between us, we got together some stretchers and

25 then all went back down.

1 Q. Do you remember where you found the stretchers?

2 A. I actually don't recall, sir. I think I was handed one
3 by a paramedic. It was a proper stretcher, but
4 I can't -- I couldn't say that for definite.

5 Q. Can you be more precise as to what the difficulties were
6 with the communications?

7 A. Well, with those radios, if there's a lot of traffic,
8 it's very difficult to get in and, you know, my opinion
9 was, all they'll do, if I get through to them, they'll
10 say -- they'll just put a general call. So it would
11 probably be quicker and more effective for us to deal
12 with it on the ground.

13 Q. To go and get some stretchers yourself?

14 A. Go and get it ourselves, yes.

15 Q. Was it you who asked the Metropolitan Police officers
16 who were there to come down and act as
17 stretcher-bearers?

18 A. Yes, I think I did, yes.

19 Q. When you went back down, did Mr Betts, then Police
20 Sergeant Betts or perhaps Inspector Betts, go down with
21 you?

22 A. Yes.

23 Q. When you went back down, could you see any of the
24 casualties, that you had originally seen when you went
25 through the train on your first trip, being brought up

1 on the escalators?

2 A. I do recall that -- the girl being taken up, and
3 I thought it was by -- I think it was by a Metropolitan
4 police officer, who was carrying her.

5 Q. The girl who was one of the two casualties in the first
6 carriage that you went through?

7 A. Yes, first described, yeah, first described.

8 Q. When you went back down to the train, do you recall
9 seeing Mr Johnson at all?

10 A. I do, yes, I do, yes.

11 Q. Do you remember where he was?

12 A. I can't now recall actually if he was in the carriage or
13 actually outside on the track when I first saw him.

14 I can't -- I do remember seeing him.

15 Q. Could we look, please, at the plan that you made of the
16 people whom you recollect, and if we could concentrate
17 on the third carriage, it's not the carriage that you
18 went in, it's the one next to the carriage that you
19 entered.

20 A. Yes.

21 Q. Dealing with them in turn, do you recall anything about
22 the person who was at L?

23 A. Yes. He was a black male, I believe he was lying face
24 down with his sort of arms slightly raised, heavily
25 built, I seem to recall, and wearing a black jacket,

1 which at the time I thought resembled a security guard's
2 type jacket.

3 Q. We know, Mr Noon, that there was a gentleman,
4 Arthur Frederick, who was in his late middle ages who
5 was wearing a navy-type jacket, a black male, quite
6 heavily built, lying on the tracks but adjacent not, in
7 fact, to the third carriage, but to the fourth carriage,
8 the carriage that you entered.

9 A. Right.

10 Q. Is it possible that when you looked out of the carriage
11 and you saw him lying on the track, that you were, in
12 fact, either looking from carriage 3 along the tunnel
13 wall to somebody lying alongside --

14 A. Yes.

15 Q. -- carriage 4 or you were looking out of carriage 4
16 itself?

17 A. Yes, that is possible.

18 Q. At M, you have noted that there was a body half under
19 the train. Can you help us, please, with M?

20 A. I'm sorry, sir, I can't recall.

21 Q. If I can assist you, in your statement you say you saw
22 a body facing away from you, lying half under the train.
23 Do you remember seeing any signs of life or any movement
24 from that person?

25 A. No.

1 MR KEITH: My Lady, we know of course from subsequent
2 evidence that alongside carriage 3 there was indeed
3 a further deceased, Mr Ihab Slimane, and it may be that
4 M is that person.

5 At N, you have made reference to "Lee"?

6 A. Yes.

7 Q. A gentleman called Lee Harris. Do you recollect
8 anything of him?

9 A. I recollect that there was a -- I think it might have
10 been PC Johnson, a paramedic and then a HEMS doctor.
11 They removed him and someone was calling him "Lee",
12 which is why I've referred to him there. He was brought
13 up into the carriage, put on a stretcher, and myself and
14 some others took him up to the platform.

15 Q. So you, in fact, carried Lee from the side of the train
16 up the eastbound tunnel, the crossover to the platform?

17 A. To the platform and we handed him to the Fire Brigade
18 officers.

19 Q. Presumably, at which point, you went back to the train?

20 A. Yes.

21 Q. Do you recall anything said of Lee's condition, either
22 by the paramedic or the HEMS doctor?

23 A. Yes, I'm pretty certain that the -- I'm sure it was
24 a HEMS doctor, he said something like "His ABC's okay,
25 he's a priority 1, get him up top now", something along

1 those lines.

2 Q. Did you understand the reference to ABC to be a mnemonic
3 referring to airway, breathing, circulation?

4 A. Yes.

5 Q. Priority 1, what did that mean to you?

6 A. It's -- you know --

7 Q. The top priority?

8 A. -- very, very urgent, immediate.

9 Q. He needed to be got topside. Was that for the purposes,
10 did you understand it, of giving him more aid?

11 A. Further treatment, that's the way I understood it, yes.

12 Q. Do you recall there being any discussion as to whether
13 he was bleeding?

14 A. I don't recall any discussions, sir, no.

15 Q. Your statement records how, after your reference to the
16 HEMS doctor saying his ABC was okay, but he needed to be
17 moved topside, he was bleeding very badly.

18 Can you now recollect what it was that led you to
19 think that he was bleeding very badly?

20 A. Yes, there was a lot of blood, I seem to recall, his
21 head and chest, and he had severe trauma to his lower
22 leg. I don't recall the blood actually flowing, if you
23 like, it was just that there was a lot of blood there.

24 Q. Do you recall whether anything was done or able to be
25 done to stem the flow of blood that you saw? Was it

1 something, firstly, that was apparent or would have been
2 apparent to the others around him?
3 LADY JUSTICE HALLETT: I think Mr Noon said he didn't see
4 blood flowing.
5 MR KEITH: I'm so sorry, I misheard you then.
6 A. Yes, sorry, there was a lot of blood, but I don't think
7 it was actually flowing.
8 Q. I'm so sorry. You didn't see the blood flowing
9 yourself?
10 A. No.
11 Q. Do you know for how long Lee Harris was placed on the
12 train before being brought off the other side and then
13 taken up the crossover by you?
14 A. It was very --
15 Q. Very quick?
16 A. -- quick. Yes, it was ...
17 Q. So may we take it that, within moments of you hearing
18 the HEMS doctor saying, "He needs to be taken up
19 topside", he was moved?
20 A. Yes, it was quick.
21 Q. I referred earlier to the fact that you went back
22 subsequently into the first carriage and counted the
23 number of passengers who had passed away.
24 Were you then present when two London Underground
25 members of staff came down into the tunnel for the

1 purposes of making a log and keeping a log of all the
2 comings and goings around the train?

3 A. Yes.

4 Q. I think you offered to do that instead of them because
5 of the sheer horror of the scene in front of them?

6 A. Yes.

7 Q. After that, did you return topside to assist the London
8 Ambulance Service with dealing with the casualties who
9 were there?

10 A. Yes.

11 Q. We've heard that you, in fact, spent the rest of the day
12 at King's Cross assisting.

13 A. Yes.

14 MR KEITH: Thank you very much, Mr Noon. I have no further
15 questions for you.

16 MR SAUNDERS: My Lady, I have no questions for Mr Noon,
17 merely to thank him on behalf of Mrs Harris for the
18 efforts that he made in the subsequent removal of Lee
19 from that train to the platform and she is obviously
20 very grateful for Mr Noon and his colleagues.

21 LADY JUSTICE HALLETT: Thank you, Mr Saunders.

22 Mr Patterson?

23 Questions by MR PATTERSON

24 MR PATTERSON: My Lady, just one thing, if I may. I wonder
25 if we could see on the screen the diagram of the

1 carriage, [INQ10283-10].

2 Sergeant Noon, so that you get your bearings, this
3 is a diagram that we've been using of the first
4 carriage, the bombed carriage. The driver's end is at
5 the left of the diagram, and on the right is, I think,
6 the end where you entered the carriage coming --
7 squeezing through that connecting door.

8 A. Yes.

9 Q. Using this, roughly how far into the carriage did you
10 manage to progress?

11 A. Not much further than the two single doors at the very
12 back of the train.

13 Q. So right at the very back?

14 A. Yes.

15 Q. We know that the seat of the blast and the large hole in
16 the ground and so forth on the floor is around about the
17 first set of double doors?

18 A. Yes.

19 Q. A third of the way along, and presumably you can
20 remember, can you, seeing that? I want to ask you about
21 a particular casualty that you described in your
22 statement and whether you can help us with that
23 casualty, because you described a moaning sound coming
24 from a young, blond-haired passenger and you said -- you
25 described him as a white European male with straight,

1 blond hair combed to the right, lying on his back and
2 you said that he was moaning.

3 Do you remember that now?

4 A. I do, yes.

5 Q. Can you help us with roughly where that person was?

6 A. Near to the site of the blast, I would say. I can't
7 actually remember now if he was sort of my side of it or
8 the other side, to be honest with you.

9 Q. Because we've had evidence already about a young,
10 blond-haired male passenger who was injured and who was
11 on the floor, on your side of the blast seat -- and do
12 you see those numbers 91, 93?

13 A. Yes.

14 Q. On the floor in front of those seats, witnesses have
15 described this person in various states of sometimes
16 speaking, sometimes not speaking. Might that have been
17 the area where you saw him or heard him?

18 A. Yes, it could well have been. He was that side of the
19 carriage, I do recall that. He was on my right-hand
20 side, and -- yes.

21 Q. So it was your side of the seat of the blast?

22 A. On my right-hand side.

23 Q. Philip Beer we know was a young man, he was aged 22,
24 short, blond hair, serious leg injuries. Might that fit
25 with --

1 A. Yes, yes.

2 Q. -- your recollection of the person that you heard
3 moaning?

4 A. Yes.

5 Q. In your statement, "moaning" was the word that you used.
6 Can you remember anything else about that casualty, that
7 passenger?

8 A. No, sir, I can't.

9 Q. His clothing, that you could see?

10 A. I think that there was a bicycle near him.

11 Q. Do you remember a bicycle?

12 A. I believe there was a bicycle sort of standing up
13 somewhere in that region, but I don't remember any words
14 used by him or anything like that. I just -- you know,
15 there were multiple casualties and fatalities and ...

16 MR PATTERSON: Yes. Thank you very much. That's all I ask.

17 LADY JUSTICE HALLETT: Ms Boyd?

18 Questions by MS BOYD

19 MS BOYD: Sergeant, after going down to the train for the
20 first time, you've explained how you and
21 Sergeant McGrotty then returned to the surface together
22 and you spoke to the HEMS doctor and then you went to
23 get some lamps and went back down to the train. Having
24 got back down to the train, you've confirmed that the
25 emergency services had arrived by that stage --

1 A. Yes.

2 Q. -- including London Fire Brigade.

3 A. Yes.

4 Q. Had you gone ahead, at that stage, of Sergeant McGrotty?

5 A. My belief is what happened is, whilst I went to get the
6 lamps, Sergeant McGrotty had already gone back down
7 before me. That's my belief.

8 Q. The reason I ask you that is in his statement he says
9 that he went into the tunnel for the second time and he
10 saw a number of people and saw you standing outside the
11 train, which would suggest that you were ahead of him.

12 A. Yes, that may well be true.

13 MS BOYD: Thank you.

14 A. Sorry.

15 LADY JUSTICE HALLETT: Mr Gibbs? Oh, Mr Hill?

16 Questions by MR HILL

17 MR HILL: Sorry, before Mr Gibbs.

18 Perhaps, Mr Noon, you'll forgive this, if somebody
19 was to describe, amongst BTP officers, "an older
20 sergeant with a beard", with apologies, that's going to
21 fit you, isn't it?

22 A. Possibly.

23 Q. And probably only you in terms of the BTP officers
24 there. For my Lady's note, I'm looking at the last page
25 of Inspector Mugridge's statement and we'll come to him

1 because he's giving evidence.

2 But you were one of the BTP officers who, can I put
3 it shortly, gave great assistance in terms of the
4 stretcher-bearer party that was put together in the
5 terrible circumstances of the bombed carriage, and that
6 stretcher party being a joint effort by BTP officers and
7 Metropolitan Police officers?

8 A. Yes.

9 Q. It was, indeed, Inspector Mugridge who was giving
10 precise instructions for stretchers and stretcher
11 parties to assist with the removal from the carriage of
12 those with terrible injuries.

13 A. Yes, yes.

14 Q. The movement within that carriage, given the
15 circumstances of that carriage, necessitated, did it
16 not, the removal to one side, if I can put it that way,
17 of the carriage, or one side or other of the carriage,
18 of a number of those who had lost their lives in order
19 to assist those who, although injured, were still alive?

20 A. Yes, sir.

21 Q. That decision to try to move the deceased in order to
22 assist the living was one that was taken in conjunction
23 with other emergency responders, in particular London
24 Fire Brigade officers. Is that right?

25 A. Yes, I would say, yes.

1 Q. I'm not suggesting it was your decision; it was
2 Inspector Mugridge, as it were, the ranking officer
3 amongst Metropolitan Police officers on board that
4 carriage who took charge, but he did so in liaison with
5 the London Fire Brigade, once they arrived at the scene?

6 A. Yes. All I can say, sir, is that the inspector gave me
7 a request, and I followed what he said.

8 MR HILL: Yes, thank you.

9 LADY JUSTICE HALLETT: Mr Gibbs?

10 Questions by MR GIBBS

11 MR GIBBS: Four short matters, please.

12 The first is this: when you went downstairs for the
13 first time on the track level, am I right in saying --
14 I'm looking at your statement -- that you asked a member
15 of staff whether there were any police officers down
16 there, and he said, "There was, but they've gone back"?

17 A. Something like that, sir, yes.

18 Q. Had you, yourself, seen or crossed with Mr Mingay and
19 Mr Collins, or did you not see them until later?

20 A. I didn't see them until later, no.

21 Q. Secondly, we have heard of a telephone call, I think
22 a radio message, in fact, made by Mr Betts at 9.44.56,
23 having spoken to Mr McGrotty. You were with Mr McGrotty
24 at the time. Do you remember speaking to Mr Betts and
25 Mr Shields outside the front of the station around that

1 time?

2 A. Yes, sir.

3 Q. Mr Betts gives your call sign. You got the lamps and
4 you went downstairs.

5 Thirdly, this: when you came back up for stretchers,
6 did you make a call?

7 A. I believe I tried to call Control for stretchers and --

8 Q. Can we look, please, at [BTP154-28]? It may be a helpful
9 time reference. I am looking at eight lines down there:
10 "Bravo Kilo 25", that's you, isn't it?

11 A. Yes.

12 Q. You're saying, it's after 10.09.40:
13 "Yeah, I'm after some stretcher-bearers at
14 King's Cross. I need at least 8 to meet me at the top
15 of the Underground in Euston Road."
16 That message is logged as "received".

17 A. Yes.

18 Q. Fourthly and finally, there came a time when the scene
19 was closed because all of the victims had been removed
20 and Mr Shields, I suspect, said that it was time to go
21 upstairs.

22 A. Yes.

23 Q. Could we have, please, BTP127-34? The bottom of that we
24 have -- in fact, this is Mr Betts making a call,
25 Bravo Kilo 24:

1 "For your information, all officers have now left
2 the King's Cross Underground station and three
3 Underground officers have now set up a crime scene
4 cordon."

5 That is 11.35 or so.

6 A. Yes.

7 MR GIBBS: Thank you.

8 LADY JUSTICE HALLETT: Any other questions?

9 Thank you very much, Mr Noon. It must have been
10 a terrible ordeal for all of you who went down to try to
11 rescue the desperately injured and the dying. I don't
12 know if you've heard what I've said to your colleagues,
13 but plainly you and your team played a significant role
14 in trying to save people that day, and I think you've
15 heard how important it was to the likes of Mrs Harris to
16 know that someone was trying to help her son. Thank you
17 very much.

18 A. Thank you, my Lady.

19 MR KEITH: Thank you, Mr Noon.

20 LADY JUSTICE HALLETT: Yes, Mr Keith?

21 MR KEITH: My Lady, may I invite you to call

22 Sergeant Bouchard, please.

23 PS JOHN BOUCHARD (sworn)

24 A. I'm John Bouchard, PS55 Zero Tango, based at Sutton.

25 Questions by MR KEITH

1 MR KEITH: On Thursday, 7 July, were you on duty in full
2 uniform as the sergeant in charge of a Serial, which we
3 know from other evidence is a group of Metropolitan
4 Police officers?

5 LADY JUSTICE HALLETT: At some stage, Mr Keith, I wouldn't
6 mind hearing from Mr Hill why we have to have names that
7 none of the rest of us can understand, but anyway ...

8 A. A public order Serial, yes, I was.

9 MR KEITH: Was your Serial 111C?

10 A. That's correct.

11 Q. We heard from some Metropolitan Police officers in
12 relation to the Aldgate scene that there are a number of
13 different levels of Serials. What level was your public
14 order Serial?

15 A. We were level 2 public order, which basically means that
16 we do extra training to deal with public order
17 situations.

18 Q. Were you under the direction or command of an inspector
19 whose name we've just heard, Inspector Mugridge?

20 A. That's correct.

21 Q. That morning, you paraded at 5.30 in the morning. Is
22 that right?

23 A. That's correct.

24 Q. Then you went to Central London, Buckingham Gate, for
25 breakfast?

1 A. That's correct.

2 Q. You were preparing for parade when you were sent to
3 Kensington police station on standby, and then, over
4 your command radio, which we know from other evidence is
5 the GT net, did you start to hear references to
6 incidents on the Underground?

7 A. It's a little bit different from what you said. We
8 actually was warned for Aid early. We went to
9 Buckingham Gate. We was told that we had to come back
10 later, which we did come back later, and when we was
11 there after feeding, then we heard the air traffic start
12 getting busy with GT posting Serials.

13 Q. I stand corrected.

14 What was it that you heard initially, do you recall,
15 about incidents on the Underground?

16 A. We heard that there's been a series of power surges.

17 Q. Did you know where they had occurred?

18 A. I believe it was Aldgate and Edgware Road.

19 Q. Did there come a time when you were then directed to go
20 to King's Cross --

21 A. That's correct.

22 Q. -- and to place yourself on standby there or to wait
23 further developments there?

24 A. That's correct.

25 Q. Did you, therefore, drive to King's Cross with your

1 lights and your sirens?
2 A. That's correct.
3 Q. How many Serials went to King's Cross, do you recall?
4 A. There was three Serials deployed to King's Cross. Our
5 carrier, we have an A, B and C carrier, all three were
6 deployed to King's Cross.
7 Q. You were the C carrier?
8 A. That's correct.
9 Q. Did you arrive -- we know this from your statement -- at
10 about 9.20 at King's Cross?
11 A. That's correct.
12 Q. Did you see either of the other Serials?
13 A. The A Serial was in front of us and we arrived with
14 them.
15 Q. We will read, or we will hear, in fact, from two
16 officers, one a Mr Harwood and one a Mr Bye, were those
17 two officers both in A Serial?
18 A. That's correct.
19 Q. When you arrived at King's Cross, did you see injured
20 passengers emerging from the station?
21 A. That's correct.
22 Q. Was your inspector, Mr Mugridge, there with you?
23 A. That's correct.
24 Q. What you did you decide to do, or what was it decided
25 that you should do?

1 A. We got our first aiders off of the bus with the first
2 aid equipment that all the buses carry, plus what they
3 carry in first aiders to assist with the injured.

4 Q. Do you recall who were the specific first aiders?

5 A. PC Annals and -- sorry, I'll have to refer to my
6 statement.

7 Q. Was it PC Joshua?

8 A. That's correct.

9 Q. Were they then directed to go anywhere in particular?

10 A. They were directed to assist with the injured up on the
11 topside, but then we had a member of the station staff
12 come to us with a male who was having a suspected heart
13 attack.

14 Q. Where was he? Was he at the top of the escalators?

15 A. He was at the ticket office at the top of the
16 escalators.

17 Q. So did you and PC Annals go over and start to check him
18 and see whether this male was all right?

19 A. That's correct.

20 LADY JUSTICE HALLETT: Are you a first aider, Sergeant?

21 A. I'm -- all Metropolitan Police officers are first aid
22 trained. I'm basic first aid trained, whereas there is
23 like a five-day course where you're a First Aider at
24 work, but I'm just basic first aid trained.

25 LADY JUSTICE HALLETT: Thank you.

1 MR KEITH: While you were dealing with the man who had
2 a suspected heart attack, did you become aware of more
3 and more people coming up the escalators with
4 increasingly severe injuries?

5 A. That's correct.

6 Q. No doubt, you were somewhat surprised by this sight?

7 A. I was. It was eerie, if anything, from the way they
8 were coming up, in the fact it looked -- we do an awful
9 lot of role plays in the Metropolitan Police for these
10 incidents, and this looked staged.

11 Q. Because of the soot-stained faces and the redness of the
12 blood, it all looked somewhat unreal?

13 A. Not the soot-stained faces or the redness of the blood,
14 the lack of panic and just the orderly way they was all
15 coming up.

16 Q. Very calm?

17 A. Very, very calm, there was no panic, no pushing. It
18 was -- it, unfortunately, just looked like one of our
19 role plays where, "Right, you've got this injury, you're
20 going up and someone is going to treat you at the top".
21 Everyone stood in line and come up the escalators, it
22 was that calm. For the type of incident that I found
23 out later that we were dealing with, I was expecting an
24 awful lot of panic and there just wasn't.

25 Q. Because of what you saw, did you decide or did you ask

1 your inspector whether or not you should go down to the
2 track and see what was happening?
3 A. No, what I did was I instructed PC Annals to go up and
4 get the inspector while I went down to assess what had
5 happened.
6 Q. Did you go down on your own or with some other members
7 of your Serial?
8 A. I went down by myself.
9 Q. When you got to the bottom, did you go to one of the two
10 Piccadilly Line platforms?
11 A. I did.
12 Q. Do you recall which one you went to?
13 A. The one that the passengers were getting off from: what
14 was happening was there was a member of the -- a couple
15 of members of the station staff helping people off of
16 the track onto the platform.
17 Q. Did you speak to those staff, those members of the
18 London Underground staff, to ask what was going on?
19 A. I did.
20 Q. What did you find out?
21 A. I found out that there's no police down there, they had
22 no communications, they was down, and they weren't sure
23 what actually had happened.
24 Q. Their own, that is to say the London Underground
25 communications, were down?

1 A. That's correct. They've got different communications
2 from the Metropolitan Police. Ours won't work on the
3 Underground, and theirs actually -- theirs do, so they
4 can talk to people up on the surface.

5 Q. I want to try to explore which platform this was, so
6 can I move you forward?

7 You entered the train a little while later. Do you
8 recall whether you went to the back, the rear, of the
9 train through the driver's rear cab or did you enter
10 through some open doors on the side of a carriage?

11 A. I entered, as far as I can remember, from the rear of
12 the cab.

13 Q. Therefore, proceeding backwards from there, did you walk
14 straight down the tunnel from the platform to the rear
15 of the cab?

16 A. That's correct.

17 Q. The rear of the train. When you reached the train and
18 you climbed on board, did you go up some steps or did
19 you haul yourself up?

20 A. I can't honestly remember.

21 Q. Was there anybody there?

22 A. Yes, there was.

23 Q. Who was there?

24 A. Train staff. There weren't BTP Police, it was train
25 staff there.

1 Q. What did they tell you?

2 A. Basically, they just seemed pleased to see me, they
3 didn't sort of tell me anything. I think they had their
4 hands full with what they was doing, to be honest.

5 Q. What did you decide to do?

6 A. I went forward so that I could assess what was happening
7 because then we could sort out what sort of response we
8 was going to give it and what we actually needed.

9 Q. Did you progress through the whole of the train?

10 A. That's correct.

11 Q. Can you recall in which carriage you first came across
12 injured passengers?

13 A. Not unless I go through my statement, to be honest.

14 Q. All right.

15 A. Unfortunately, there was so much going on at the time,
16 in that it's very, very hard to piece together what
17 happened at what time.

18 Q. In your statement, to be fair to you, you do record how
19 you got to the last carriage with light.

20 A. That's correct.

21 Q. So we know that must have been the second carriage
22 because the first carriage, the bombed carriage, had no
23 lights, and you record how there were some injured
24 passengers in that carriage, in particular a male and
25 a female. I want to ask you, please, about the female,

1 for reasons that will become clear later this afternoon.

2 Do you recall there being a female whom you

3 described as very ashen-coloured with her right leg

4 missing?

5 A. That's correct.

6 Q. Did you tend to her in any way?

7 A. I applied a -- I think it's one of our large bandages to

8 her, but that was about all I could do.

9 Q. Did you have any equipment yourself?

10 A. There was equipment laying round, it wasn't stuff that

11 I had, there was already equipment there.

12 Q. That lady who was ashen-faced and you attended to, do

13 you recall seeing her later being taken off the train on

14 a stretcher?

15 A. No, I don't.

16 Q. Is it that she wasn't taken out later or you just don't

17 know?

18 A. I just don't know.

19 Q. You just don't know. All right.

20 As far as you were aware to tell, though, was she

21 conscious and in such a state that she required no other

22 immediate medical intervention to keep her alive?

23 A. There was no other immediate intervention we could give

24 her at that point in time.

25 Q. You subsequently came across persons who were even more

1 severely injured and lacking consciousness and closer to
2 death as well as those who had already died.

3 A. That's correct.

4 Q. By comparison to them, did this lady seem less severe in
5 her condition?

6 A. I can't honestly remember.

7 Q. All right. You were aware, weren't you, that urgent
8 need -- urgent medical assistance and stretchers,
9 paramedic and so on, were required?

10 A. That's correct.

11 Q. What did you do?

12 A. Before I had actually finished assessing anything,
13 Inspector Mugridge and the Serial had arrived down there
14 with me. I then informed Inspector Mugridge what I had
15 seen and he then made his assessment and he took control
16 from there.

17 Q. Do you recall anybody being sent back in order to get
18 help and to explain to those on the surface that more
19 paramedics and stretchers were required?

20 A. Yes, I do.

21 Q. Was it you who sent that message or was it
22 Inspector Mugridge?

23 A. That would have been Inspector Mugridge.

24 Q. I ask you because you refer in your statement to having
25 told a member of transport staff yourself to go down the

1 track and get London Ambulance Service and stretchers.
2 So it may be your recollection was clearer at that time.
3 A. It was clearer at that time.
4 Q. The door at the end of the carriage, would it open?
5 A. Of a fashion.
6 Q. Were you able to get through?
7 A. Yes.
8 Q. It was obviously buckled. Do you remember a time when
9 the Fire Brigade were able to take the door off
10 entirely?
11 A. Yes, I do.
12 Q. How long afterwards do you think that took place?
13 A. I can't honestly remember. Unfortunately, the time-line
14 while we was down there, we just totally -- you lost all
15 track of time. I wouldn't -- when we came up, you know,
16 I was very surprised at how long we'd actually been down
17 there. Because we was constantly doing things, you just
18 totally lost track of time. It wasn't something that
19 you look at your watch thinking, "God, you know, what's
20 happening now?" It was -- we was helping or being
21 directed to do things the whole time we was there.
22 Q. Did you go into the first carriage?
23 A. Yes, I did.
24 Q. Was there anybody in there in that first part of the
25 carriage that you could see helping the passengers

1 inside the carriage?

2 A. There was a member of the train staff.

3 Q. Did you ever catch his name?

4 A. No, I didn't.

5 Q. How far down the carriage did you go?

6 A. You couldn't get very far. Literally, as the door

7 opened, the part where people normally exit from the

8 next carriage, that was as far as you could get.

9 Q. Was that because of the sheer number of people lying on

10 the floor and the devastation that had been wrought to

11 the carriage?

12 A. That's correct.

13 Q. You recorded in your mind, and then for the purposes of

14 your statement, a number of people inside the carriage,

15 did you not?

16 A. Yes, I did.

17 Q. Some of them had died?

18 A. That's correct.

19 Q. You, I think, applied a dressing to one passenger whose

20 left leg was missing below the knee and gave her such

21 reassurance as you could?

22 A. That's correct.

23 Q. As you looked around the carriage, could you see that

24 there were a number of dead passengers further down the

25 carriage on both sides --

1 A. That's correct.

2 Q. -- and that the number of deceased was such that some of
3 those passengers were lying literally in piles?

4 A. That's correct.

5 Q. Your fellow officers from the Serial were there. Were
6 any of you able, at that stage, to bring much by way
7 of -- much to bear by way of medical assistance to the
8 people inside the carriage?

9 A. Very, very little. We was worried about moving people,
10 because of the distance that we were down, onto the
11 tracks and causing more problems than what we'd actually
12 solve.

13 Q. What was most needed, in your opinion, at that stage?

14 A. People with a lot more experience in first aid than what
15 we had. If there wasn't first aid treatment they
16 needed; they needed medical treatment.

17 Q. Were there any such medical attendants there?

18 A. Not at that point in time.

19 Q. Did you and PC Annals try to smash the glass in the
20 second carriage to try to let some air in?

21 A. That's correct.

22 Q. Was that easily done?

23 A. I was quite shocked how difficult it was. When you see
24 on TV trains that have been trashed and things like
25 that, you think that the windows will go in easily. But

1 even with, like, the police ASP and PC Annals' weight,
2 it still didn't go. We were quite shocked about it, to
3 be honest.

4 Q. Did you eventually manage to smash a small aperture in
5 one of the windows?

6 A. That's correct.

7 Q. Do you recall, while you were there, any British
8 Transport Police officers coming through the carriage
9 and going to the first carriage and going through the
10 door and then coming back again?

11 A. We had an inspector come down and then he was taken
12 back.

13 Q. Where did the inspector come from?

14 A. He came from behind us, he came along the last carriage
15 with lights on it. He just suddenly appeared, I don't
16 know how he got on the train or anything, but I remember
17 Mr Mugridge saying something, I've looked round, seen
18 the inspector, he's looked in the carriage, and then he
19 was taken off.

20 Q. There were two deceased passengers taken out of the
21 first carriage and placed with dignity and respect at
22 the end of the second carriage. Do you recall anybody
23 being moved from the first carriage in that way?

24 A. Yes, I do.

25 Q. Did you assist in that process?

1 A. Yes, I did.

2 Q. How did you assist?

3 A. I think Inspector Mugridge took the bottom half and
4 I took the top half and we put them in there -- put one
5 in there. I'm not sure if I helped with both, but
6 I definitely helped with one.

7 Q. Were they placed at the end of the carriage?

8 A. They was placed by the double door openings and then
9 they was covered with high-vis jackets.

10 Q. Did you, in fact, place high-vis jackets over them?

11 A. Yes, I did.

12 Q. Subsequently, do you recall whether or not they were
13 placed in body bags?

14 A. Yes, I do.

15 Q. White body bags?

16 A. As far as I can remember, yes.

17 Q. What happened after that? Do you recall paramedics and
18 further emergency personnel arriving?

19 A. We had the -- we had the paramedics came down, they were
20 HEMS, we could tell that by their uniform, and the LFB
21 came down. The doctors then -- basically, we pulled out
22 of the blast carriage. The doctors went in and they
23 tagged the people for their priorities, and we then
24 assisted in whatever we could.

25 Q. You record in your statement how you and PC Annals found

1 a lady buried in the first carriage under some other
2 deceased passengers.
3 A. That's correct.
4 Q. Did you move those passengers in order to be able to get
5 to the lady who was alive?
6 A. Yes, we did.
7 Q. Was that lady then placed on a stretcher and taken out
8 of the train?
9 A. Yes, she was.
10 Q. She wasn't left in the second carriage or, as far as you
11 were aware, somebody who had passed away then, she was
12 taken away on a stretcher?
13 A. She was taken away on a stretcher.
14 Q. How long did this passage of time last in which you
15 helped with stretcher-bearing and helped the paramedics
16 in the first carriage?
17 A. I didn't help with any stretcher-bearing apart from the
18 last live passenger that was taken out.
19 Q. Was that that lady to whom you've just referred?
20 A. No, it wasn't, it was an IC3 male. I don't -- sorry,
21 a black male. All his clothing had been removed by the
22 doctors, to, obviously, give him treatment. I remember
23 he had a severe foot injury and he -- we literally,
24 as -- he was the last live person out, and I remember
25 Inspector Mugridge informing us that he was the last

1 live one and we pulled out then and handed the scene
2 over to British Transport Police.

3 Q. When the last live casualties were brought out, did you
4 then leave the train?

5 A. Well, he was -- we left the train with the last live
6 person.

7 Q. You went all the way up?

8 A. All the way up to the surface.

9 MR KEITH: Right. Thank you very much, Sergeant, I have no
10 further questions for you.

11 LADY JUSTICE HALLETT: Mr Coltart?

12 Questions by MR COLTART

13 MR COLTART: Just one short topic, please, Sergeant.
14 In relation to the female passenger who was trapped
15 underneath other bodies that you've talked about placing
16 on to a stretcher, just one or two questions in relation
17 to her. You say in your statement that you saw this
18 female:
19 "... buried under apparently lifeless bodies. We
20 moved them and there was no response from them."
21 Then a little further down:
22 "She was very pale. She looked as if she was
23 sweating. PC Annals called for a stretcher and, as the
24 door would not open enough, we moved her into the next
25 carriage by hand."

1 So if we could picture the scene, perhaps you and
2 the other officer are able to get one side of the door
3 each, are you, and sort of manoeuvre the passenger
4 through the door in that way?

5 A. That was the only way you could actually get them out.
6 The door wouldn't open fully, and they are extremely
7 well-constructed. It's not as if it's something like
8 a household door that you could pull off the hinges.
9 We forced it as far as we could and I'm not
10 particularly skinny, so, you know, I could get through
11 it, so we knew that we could get her through it quite
12 safely.

13 Q. The reality was that that door was going to impede this
14 evacuation process, wasn't it, until it was taken off?

15 A. There was a lot of things that we was worried about
16 impeding it, because obviously we didn't want to move
17 people more than necessary and there was conversations
18 about the poles through the train, so obviously, when
19 you've got people on stretchers, you don't want to be
20 twisting them to the side and things like that.

21 Q. Because there came a time, didn't there, when in fact
22 one of the poles in the second carriage was also removed
23 by the London Fire Brigade in order to assist in that
24 process of manoeuvring people on stretchers and out of
25 the side doors of that carriage?

1 A. Quite possibly, yes.

2 Q. Just in relation to this lady that you've managed to
3 manoeuvre out of carriage 1 into carriage 2, you say in
4 your statement:

5 "She was placed on a stretcher and taken from us."

6 Are you sure, can you be sure, that she was actually
7 removed from the train at that point rather than left
8 lying on a stretcher in carriage number 2?

9 A. She would have been taken on a stretcher and taken from
10 us, because the carriage, whenever you went back in
11 there, it was clear there was no one in there, and
12 everyone was -- who we brought out on a stretcher, as
13 far as I know, was taken out. They would have left the
14 second carriage.

15 Q. I only ask because we've heard evidence this morning,
16 for example, about one person on a stretcher in carriage
17 number 2 who was there for 10 or 15 minutes before she
18 was moved.

19 Does that accord with your recollection of people
20 waiting some time before stretcher-bearers were
21 sufficient to take them off the carriage?

22 A. I -- in the carriage I was in, there was no one sitting
23 on stretchers waiting. I wouldn't -- as soon as they
24 left that carriage, I wouldn't have seen them, and nor
25 would Inspector Mugridge.

1 Q. Is this because you're still in carriage number 1?

2 A. I was in carriage 1 or in carriage 2. If it's in
3 carriage 3, you wouldn't have been able to see down
4 there. Unfortunately, it was so dusty, until we smashed
5 the windows with -- it was quite thick, very hot, and at
6 times we was having trouble breathing, which is why we
7 smashed the window.

8 Q. I have a client at this site, Susan Levy. We'll hear
9 evidence, I anticipate, from one of the doctors in due
10 course that, when he found her and started treating her,
11 she was lying on a stretcher in carriage number 2
12 awaiting evacuation.

13 Do you recollect anything of that nature, of people
14 waiting, as I say, for the evacuation process to be
15 completed?

16 A. As far as I know, as soon as they came out on
17 a stretcher, they was picked up and taken off the train.
18 Unless they was obviously stopped further down the train
19 out of our control. As they left our carriage, they
20 was -- we assumed they was going to the surface. That
21 was what I -- people were directed to do.

22 MR COLTART: Thank you very much.

23 MR SAUNDERS: Nothing thank you, my Lady.

24 LADY JUSTICE HALLETT: Mr Patterson?

25 Questions by MR PATTERSON

1 MR PATTERSON: Sergeant, two short points, please.

2 First, as you progressed through the train and
3 reached the second carriage from the front, you were
4 asked questions about a female casualty who was
5 described by you in your statement as very
6 ashen-coloured.

7 A. That's correct.

8 Q. Do you remember the woman that I'm referring to?
9 Your description at the time in your statement was
10 that it was a very severe leg injury, that in fact her
11 entire right leg was missing from the hip. That's how
12 you described it at the time, isn't it?

13 A. That's correct.

14 Q. Finally this: when you later entered into carriage
15 number 1, and you've described what you could see of
16 that carriage, I think in your statement you said that,
17 at that stage, there were still moans and voices that
18 you could hear from people who were clearly still alive
19 in that carriage.

20 A. That's correct.

21 Q. In your statement, you stated that you were shouting to
22 reassure people and you could hear them responding
23 asking for water and how long they would be there.

24 A. That's correct.

25 Q. Obviously, at that stage, there were no London Ambulance

1 Service personnel or Fire Brigade personnel. So you
2 were providing reassurance in that way?
3 A. That's correct.
4 Q. Male voices and female voices?
5 A. As far as I can remember, yes.
6 Q. Trying your best, can you help us with where in that
7 carriage those voices were coming from or was it from
8 a variety of places, or what?
9 A. I don't recall, to be honest. You could hear voices, so
10 I responded. It was over five years ago.
11 Q. Of course.
12 A. It's not something that -- I sort of remember hearing
13 one in the distance. I could hear voices, so
14 I responded to them.
15 Q. You were at the rear of carriage 1?
16 A. Yes, that's correct.
17 Q. So were there some voices from your end of the carriage?
18 A. That's correct, yes.
19 MR PATTERSON: Thank you, Sergeant.
20 LADY JUSTICE HALLETT: Any other questions? Mr Hill?
21 Questions by MR HILL
22 MR HILL: Just one point of detail, and that is this:
23 I think, given the resources that were available to you
24 and perhaps before the arrival of body bags, which were
25 used in respect of some of the deceased, is it right

1 that in your statement you indicated that, doing the
2 best you could, you covered those persons who were
3 deceased with the high visibility jackets that you and
4 other officers had available?

5 A. That's correct. We was worried about panicking the
6 public, seeing them when they was being brought out,
7 getting them distressed. So they was covered up for
8 their dignity and obviously for that reason.

9 MR HILL: Thank you.

10 My Lady, that's all I wanted to ask this witness,
11 could I just very tentatively pick up the elegantly laid
12 gauntlet and say that we have provided to Mr Smith and
13 your team an extremely educational list of acronyms
14 which the Metropolitan Police use. We recommend it, for
15 what it's worth, and if there are specific acronyms left
16 off the list, we'll do our best to decipher any that are
17 left. But that is in existence and it goes right
18 through the alphabet.

19 LADY JUSTICE HALLETT: It's not just a question of acronyms
20 actually, Mr Hill. It's not my being facetious.

21 I think there is a problem when organisations give
22 certain units within the organisational structure names
23 that other people can't understand, because it makes
24 liaison between the organisations more difficult.

25 Now, it may or may not apply because, of course, the

1 police forces have ways to identify their rank and from
2 where they come, but it's not a totally facetious point.
3 MR HILL: Nor do we take it as such. The one acronym or
4 term that is causing a difficulty, though, is the use of
5 the word "Serial", and if I may, we might conveniently
6 come back to that when Inspector Mugridge gives evidence
7 because he was the Serial Commander, and he was, as is
8 now becoming quite clear I think from the evidence at
9 the various scenes, one of the inspectors commanding one
10 of the public order units which were collectively known
11 as the Commissioners Reserve officers being held at
12 Buckingham Gate on the morning of 7 July.

13 So if Inspector Mugridge is able to deal with that
14 to your satisfaction we commend that. If not, we'll see
15 what else we can do after he's given evidence.

16 LADY JUSTICE HALLETT: Thank you, Mr Hill. Were there any
17 other questions for Sergeant Bouchard?

18 Sergeant, thank you very much indeed. You are yet
19 another officer who gave no thought to his own safety
20 and went straight to the scene to see what you could do
21 to help those poor, desperately injured people. Thank
22 you for everything that you did.

23 A. Thank you, ma'am.

24 MR KEITH: I tread into the subject with some trepidation,
25 but I'm not sure that "Serial" is an acronym, but in any

1 event, "Serial" is not in the list of acronyms that has
2 been provided.

3 LADY JUSTICE HALLETT: I did wonder.

4 MR KEITH: Could I call Neil Annals, please?

5 PC NEIL ANNALS (affirmed)

6 Questions by MR KEITH

7 MR KEITH: Good afternoon. Could you give the court your
8 full name, please.

9 A. I'm PC329D Neil Annals, currently attached to the
10 Diplomatic Protection Group.

11 Q. In July of 2005, were you attached to level 2 public
12 order Serial 111C?

13 A. Yes, I was.

14 Q. Were you ordered to attend King's Cross?

15 A. I was indeed.

16 Q. You've heard the evidence just a few moments ago of your
17 then fellow officer.

18 I want to pick up the story, if I may, at the point
19 at which you went to assist a gentleman who had
20 a suspected heart attack.

21 A. Okay.

22 Q. As you were attending to him -- and I don't think there
23 was any question but that he had had a severe heart
24 attack -- did you become aware of passengers coming up
25 the escalators from the platform area at King's Cross?

1 A. Yes, I did. The escalators were behind me and there was
2 a constant stream of passengers.

3 Q. Police Sergeant Bouchard went down to the platforms to
4 see what was going on. Did he send you back to where
5 your colleagues were with the rest of the Serial in
6 order to get them and then go on to join him?

7 A. Yes, it became obvious we were dealing with something
8 a little more major than we originally thought, so I was
9 sent to get more help to join us down on the platform
10 levels.

11 Q. When you returned with your colleagues, were the
12 passengers still coming up the escalators?

13 A. Yes, not quite as many, but there was still a stream of
14 passengers coming up.

15 Q. Were they, in that way that police Sergeant Bouchard has
16 described, very eerily calm as they came up,
17 notwithstanding their injuries and the soot stains that
18 they plainly had?

19 A. Yes, it was almost a complete silence, a very orderly
20 procession.

21 Q. You went down to the platform. Perhaps you can help us
22 as to which platform it was. Did you turn left or right
23 at the bottom of the escalator?

24 A. At the bottom of the escalators, I turned left.

25 Q. You turned left. On that platform, did you see members

1 of London Underground staff?
2 A. London Underground staff were there, yes.
3 Q. Did you speak to them yourself?
4 A. I did.
5 Q. What did you ascertain from them, if anything?
6 A. I asked them if they'd seen my sergeant. They said they
7 thought he'd gone down to the train.
8 Q. So he'd gone down ahead of you?
9 A. Yes.
10 Q. Did you ask them as to what, if any, information they
11 had as to the cause of these passengers emerging from
12 the escalators?
13 A. I didn't ask, no.
14 Q. You didn't detain them or yourself very long, then, on
15 the platform. Did you just carry straight on?
16 A. I was there with another member of my Serial,
17 PC Harwood. There was a gentleman brought towards us
18 with a lower leg injury and some injuries to his face
19 and neck. He was having great difficulty walking, so he
20 we assisted in getting him to the surface level before
21 I returned again.
22 Q. I see, so you lifted him up onto the platform --
23 A. Yes.
24 Q. -- and then carried him up the escalators to the surface
25 level?

1 A. Yes.

2 Q. When you reached the surface level, were there people
3 there to whom you were able to give this passenger for
4 the purposes of helping him?

5 A. Yes, there were.

6 Q. Paramedics or London Underground staff?

7 A. I believe there were some paramedics up there. There
8 wasn't very many, but there was people arriving.

9 Q. Did you take his name, in fact?

10 A. I did.

11 Q. Was he a gentleman called Mr Akarele?

12 A. That's correct.

13 Q. My Lady will recall that he gave evidence on 1 December.
14 Yourself and Mr Harwood, having dealt with
15 Mr Akarele, went back down to the platform, and you then
16 went on down the track. Did you take anything with you?
17 Did you have any equipment of any kind, medical or
18 otherwise?

19 A. PC Harwood remained on the surface level, as he wanted
20 to ensure there was a proper casualty reception set up.
21 I went back down. As I crossed the platform, again
22 looking for Sergeant Bouchard, I picked up a first aid
23 kit.

24 Q. From where?

25 A. It was just on the platform. It was a Metropolitan

1 Police first aid kit. A green bag that we would carry
2 on all the carriers.

3 Q. Were people still coming out of the tunnel at this
4 stage?

5 A. Yes, they were.

6 Q. So what did you do next?

7 A. I went down onto the track, I walked along the tunnel
8 towards where they were coming from.

9 Q. Were passengers inside the tunnel?

10 A. There was a few. Not a steady stream of passengers, the
11 odd one passing me every now and again.

12 Q. Were they more seriously injured than those you had
13 originally seen?

14 A. Yes, they were being helped out by members of the
15 London Underground.

16 Q. Did you board the train?

17 A. I did.

18 Q. Do you recall whether or not it was at the end of the
19 train through the rear driver's cab?

20 A. I don't recall seeing the driver's cab, so I believe
21 I boarded it from the side.

22 Q. You heard the Sergeant give evidence about how he --

23 A. Yes.

24 Q. -- about the side of the carriage. You think it was
25 then that side door that you went through into the

1 fourth carriage?

2 A. Yes.

3 Q. Was there anybody in that carriage?

4 A. That carriage, I don't believe so.

5 Q. Which way did you go?

6 A. I turned right along the carriage.

7 Q. Towards the front of the train?

8 A. Towards the front of the train.

9 Q. You record in your statement how you came across a male

10 who had a large gash in his forehead and blood running

11 down his face, with a partially severed arm --

12 A. That's correct.

13 Q. -- standing in the middle of one of the carriages

14 holding on to an overhead rail.

15 A. Yes.

16 Q. Did you help him?

17 A. I did. I sat him down and applied a very tight bandage,

18 a tourniquet, to the top of his arm, because blood was

19 freely flowing. I sat him down, leant him over to one

20 side. At that point, two of the Underground staff

21 appeared, said they would assist to get him up to the

22 surface.

23 Q. Then did you move on?

24 A. I moved on, yes.

25 Q. Where did you go then?

1 A. I went through into the next carriage, which I believed
2 to be carriage 3 -- no, carriage 2, sorry.

3 Q. A carriage with lights?

4 A. A carriage with lights, the last one with lights.

5 Q. The last one before the bombed carriage?

6 A. That's right.

7 Q. What did you do in that carriage?

8 A. I could see Sergeant Bouchard and my inspector,
9 Inspector Mugridge, at the far end of the carriage.
10 Although they were -- the dust was very thick and quite
11 a lot of smoke. There were shadowy images, if you like,
12 in yellow jackets. I started to go towards them, and,
13 as I did, I saw someone to my left in the middle of the
14 carriage.

15 Q. In the second carriage?

16 A. In the second carriage, yes.

17 Q. A male or a female?

18 A. I believe it to be female.

19 Q. What did you do?

20 A. She was lying on the floor with quite a severe leg
21 injury. I believe it was her right leg was almost
22 completely missing. I stopped to see if there was
23 anything I could do to help her. I didn't believe there
24 was.

25 Q. You describe her in your statement as a lady who was

1 almost totally grey, an ashen colour.

2 A. Yes.

3 Q. When you say there was very little that you could do,
4 did you apply or consider applying any of the first aid
5 equipment that you had?

6 A. She wasn't bleeding at that time.

7 Q. Were you able to check for breathing and to see how she
8 was breathing or to check as to how strong her pulse
9 was?

10 A. She was breathing very shallowly and very slow.

11 Q. Having decided that there was little you could do for
12 her because there wasn't a visible injury that you could
13 apply first aid to, did you leave her where you found
14 her?

15 A. I moved her out of the main gangway. I didn't want
16 anyone to stand on her.

17 Q. But she was still somewhere where she could be seen by
18 paramedics and emergency personnel coming behind you?

19 A. Yes.

20 Q. You've just heard, no doubt, Sergeant Bouchard give
21 evidence about how he saw a lady who was very
22 ashen-faced and he describes how you and he, he thought
23 the two of you, had moved her, and he records how she
24 was moved later by stretcher and taken out. Did you see
25 this lady being taken out by stretcher?

1 A. I did not, no.

2 Q. You don't know one way or the other?

3 A. No.

4 Q. Then, as you got to the end of the second carriage, did
5 the smoke get thicker?

6 A. Yes, it did.

7 Q. Was it much more difficult to see what was going on?

8 A. It was difficult to breathe, it was difficult to see.
9 Visibility would have been a couple of feet at most.

10 Q. What were you wearing?

11 A. We were wearing our full uniform, body armour and yellow
12 reflective vests, jackets. Mr Mugridge then instructed
13 us to take them off because of the heat.

14 Q. Did you leave those on the train?

15 A. Yes, they were all just scattered all over the seats at
16 the end of carriage 2.

17 Q. Did you go into the first carriage straightaway or did
18 you help with trying to create ventilation?

19 A. We tried to smash the windows first to create some
20 ventilation. There wasn't a lot of air movement in the
21 tunnel, but we thought what little we could do would
22 help.

23 Q. How successful were you in smashing the windows?

24 A. Not very. We tried to --

25 Q. They were, as we've heard, very difficult to open?

1 A. We tried to smash the windows with a police ASP in the
2 lower corner, which actually did considerable damage to
3 my ASP and bent it. Then I tried swinging from the
4 overhead grab rails with both feet at the window.
5 Eventually, one gave in.

6 Q. Having done that, do you recall anybody else coming
7 through the carriage, other police officers, British
8 Transport Police or members of London Underground?

9 A. Not at that time, I don't think.

10 Q. All right. Where did you go after trying to smash the
11 windows?

12 A. We were looking into the first carriage with no light
13 through a -- almost a crease in the bottom of the door
14 looking through a gap in the door. It was at that point
15 that other officers started to arrive behind us.

16 Q. Was anybody able to get through the door?

17 A. When the other officers arrived, they had some torches,
18 so we could see what we were going into. Mr Mugridge,
19 myself and Sergeant Bouchard managed to bend the door,
20 or distort it more than it was, so we could create
21 a small tunnel to get through.

22 Q. Then you went in?

23 A. Yes.

24 Q. Do you recall whether there was anybody at that end of
25 the carriage, the first carriage, giving assistance to

1 the passengers inside?

2 A. I don't recall there being anybody there. I remember
3 hearing a voice --

4 Q. Calling out?

5 A. -- which didn't seem to be someone calling out, it was
6 someone more reassuring, but I didn't see them.

7 Q. All right. Did you become aware, from speaking to your
8 fellow officers, that there was a member of
9 London Underground in that carriage?

10 A. Later on, yes.

11 Q. Then did you try to bring assistance and help to the
12 persons who were at your end of that first carriage?

13 A. Yes, we tried to assess who was our main priorities and
14 how to deal with them, and how best to get them out.

15 Q. How difficult was it to carry out that assessment?

16 A. Extremely difficult.

17 Q. How far were you able to go into the carriage, given the
18 sheer number of people lying on the floor?

19 A. About 10 feet.

20 Q. Of the people in those first 10 feet, how many were dead
21 and how many were alive, in general terms?

22 A. I couldn't give you an accurate number. There were
23 equal amounts of dead and alive.

24 Q. Were you forced to move some of the dead in order to try
25 to get to the living to assess the state in which they

1 were in?

2 A. Yes, we moved bodies and body parts.

3 Q. Having identified people who were still alive, what were
4 you able to do for them?

5 A. The people in that carriage didn't -- they weren't
6 suitable for first aid, they needed major trauma and
7 doctors and fluids. We had none of that with us. Our
8 priority was to evacuate them from that area where they
9 could receive the treatment they needed.

10 Q. So once you had identified people who were alive and
11 moved bodies off them where they were covered or lying
12 underneath other persons who were dead, what, medically,
13 were you able to do for them?

14 A. Very little, just reassure them.

15 Q. And wait?

16 A. Reassure them, keep them conscious and tell them it was
17 all going to be fine.

18 Q. Can you give us some idea of how much time elapsed
19 before the emergency services personnel who had such
20 medical training and the equipment arrived?

21 A. I'm afraid I could not, no. My recollection of the
22 entire incident is about 20 minutes. I'm told it was
23 closer to two and a half hours.

24 Q. When the emergency personnel arrived and the paramedics
25 arrived, do you recall whether they arrived in

1 substantial numbers?

2 A. The first person I remember seeing was a HEMS doctor in
3 an orange jumpsuit. He was soon joined by more HEMS
4 personnel and then some Fire Brigade members shortly
5 after that.

6 Q. Did they fan out through the carriage?

7 A. The HEMS doctors joined us immediately in carriage 1 and
8 set to work, really almost relieving us of what we were
9 doing. We were then assisting them. They knew exactly
10 where they were going and how to deal with things.

11 Q. Did you assist them by moving people where they needed
12 to be moved?

13 A. Yes, that's correct.

14 Q. Carrying people out where they needed to be carried out?

15 A. Yes.

16 Q. Helping with the assembly of the stretchers?

17 A. Yes, I was pretty much on my hands and knees by the
18 doorway in carriage 1 for the rest of the incident,
19 passing stretchers to -- through the doorway until the
20 Fire Brigade managed to cut the door off.

21 Q. Because, until the door was cut off, it was at such an
22 angle and reduced the opening to such a small aperture
23 that you had to pass people through the hole at the
24 bottom of the opening?

25 A. That's correct.

1 Q. How were the Fire Brigade able to cut the door out?
2 A. I was on the inside of it, so I don't know. I believe
3 they used big cutting jaws to take the hinges off.
4 Q. Once the door was removed, did it become easier to
5 remove casualties through the doorway?
6 A. Much easier, yes.
7 Q. Was there a shortage of stretchers to carry them out on?
8 A. I don't remember there being as such. As I say, I was
9 busy in the first carriage. Every time I asked for
10 a stretcher, there was one there.
11 Q. Then you would help with placing casualties on the
12 stretchers at the end of the first carriage?
13 A. Yes.
14 Q. Were there fellow members of your Serial around you
15 helping you --
16 A. Yes.
17 Q. -- or were they mostly in the second carriage?
18 A. By now we had been joined by pretty much the whole
19 Serial and members of British Transport Police as well.
20 Q. Because of the sheer number of passengers and the sheer
21 number of casualties, you were kept constantly occupied?
22 A. Yes.
23 Q. When did you leave?
24 A. After Mr Mugridge told me that there were no more live
25 passengers in the train.

1 Q. You made your way to the surface?

2 A. Yes.

3 MR KEITH: Thank you, Officer. I've no further questions.

4 Perhaps you could stay there, though, lest there are
5 more.

6 MR COLTART: No, thank you.

7 MR SAUNDERS: Nothing, thank you.

8 LADY JUSTICE HALLETT: Mr Patterson?

9 Questions by MR PATTERSON

10 MR PATTERSON: Constable, may I ask you questions about the
11 woman in the second carriage that you've described today
12 because one of the families that I represent at one
13 stage thought you might have been describing their loved
14 one, Mrs Behnaz Mozakka. Can I be clear about the
15 person that you describe?

16 First of all, in terms of the carriage that that
17 person was lying in, it's clear from what you said today
18 that you believe that was the second carriage?

19 A. Yes.

20 Q. You've described that it was a carriage that still had
21 lights on inside it rather than what we know of the
22 bombed carriage which didn't have lights inside it.

23 A. That's correct.

24 Q. And you've also described that it was the carriage in
25 which you tried later to smash the windows?

1 A. That's correct.

2 Q. So are you sure that it was the same carriage as that
3 event?

4 A. Yes.

5 Q. As for the casualty herself, that woman, I don't think
6 you ever identified who that was?

7 A. I didn't, no.

8 Q. But certainly it was a woman whom you described at the
9 time in your statement as being a young female. Is that
10 right?

11 A. Yes.

12 Q. As for the injury, it was quite a severe leg injury, it
13 was the whole leg was missing from above the knee?

14 A. That's correct.

15 Q. You made no mention of her appearance or clothing or
16 ethnicity. Can you help us with any of those issues?

17 A. I'm afraid I can't, no.

18 Q. You've described how, after dealing with that passenger
19 and then moving on, it was after that that you moved
20 into the bombed carriage and joined Inspector Mugridge
21 and Sergeant Bouchard. Is that how you remember things?

22 A. Yes.

23 Q. So from all of those things, it sounds today as though
24 you are clear that it was certainly the second carriage,
25 not the first carriage?

1 A. That's correct.

2 Q. Thank you. Finally this, Constable: you then moved into
3 the first carriage and you described what you remember
4 of that carriage. You're not very clear about times and
5 I appreciate it's a long time ago, but can we summarise
6 it in this way: that for quite some minutes you were
7 there with passengers, some of whom were still alive and
8 making sounds?

9 A. Yes.

10 Q. But that you weren't able to give them any of the
11 treatment that you believed they clearly needed until
12 others more expert than you did arrive?

13 A. Yes, they required a lot of expert help and surgery, not
14 a sticky plaster.

15 Q. Not sticking plasters. Can you give us any assistance
16 with whether it was five minutes or ten minutes or what
17 before the HEMS doctors and so forth joined you?

18 A. I couldn't give you any estimation. It felt a long time
19 but, as I say, time passed very strangely down there,
20 so ... I think it felt probably a long time because
21 I was waiting for it.

22 Q. It sounds as though it was certainly more than a few
23 minutes.

24 A. Possibly.

25 Q. Perhaps five minutes?

1 A. As I say, I couldn't say, I wouldn't like to speculate.

2 MR PATTERSON: Thank you very much.

3 LADY JUSTICE HALLETT: Ms Boyd?

4 Questions by MS BOYD

5 MS BOYD: Yes, Officer, when you got down to the platform
6 and you assisted the man that you've talked about, in
7 your statement you say that you couldn't see any London
8 Fire Brigade or London Ambulance Service people on the
9 platform and you've given evidence that you spoke to
10 some London Underground staff. The man you helped along
11 the platform and then escorted upstairs you identified
12 as Mr Akarele.

13 A. That's correct.

14 Q. We've heard from that gentleman last week and he
15 described how two firemen entered the bombed carriage
16 where he was sitting and helped release him because he
17 was trapped in his seat because there was a lady who
18 appeared to be deceased lying across his legs and he
19 couldn't extricate himself. He described how these two
20 firemen helped him to release him from his seat and then
21 helped him out of the train where then he found a friend
22 or the son of a friend who relieved one of the firemen
23 and took him up to the platform.

24 That would suggest, therefore, that by the time you
25 eventually go on to the train -- because you escort this

1 gentleman up to the surface and then come back and then
2 on to the train -- two firemen, at least, must have
3 already been on the train?

4 A. I didn't see them. If they had been there, they'd left.

5 Q. You didn't see them, indeed. No criticism intended
6 because it was a terrible, terrible scene, it was five
7 years ago, you've told us that visibility was actually
8 quite bad as well. I'm not criticising you for not
9 seeing it, but if that sequence of events is right, then
10 that would suggest that, although you didn't see them,
11 firemen were already or had been on the train?

12 A. I wouldn't be able to tell you. I wouldn't be able to
13 comment on Mr Akarele's evidence either.

14 Q. Did you actually see the firefighters removing the door,
15 or is that something somebody told you had happened?

16 A. They did that from inside carriage 2. I was inside
17 carriage 1. As the door came off, there was obviously
18 a flood of light inside.

19 Q. Because they are giving evidence tomorrow and they will
20 say that they entered the bombed carriage because the
21 door was jammed half open, entered the bombed carriage,
22 did an initial assessment and then realised that the
23 first thing they needed to do was to remove that door
24 and then removed that door. You don't recall it
25 happening like that?

1 A. If they did enter the bombed carriage, they were working
2 behind me and I didn't turn round and see them.

3 Q. So you might have been slightly further down the
4 carriage --

5 A. Yes.

6 Q. -- at that stage?

7 A. Yes.

8 Q. Is it also right, because of the nature of the injuries
9 of the casualties, that you wouldn't have wanted to move
10 them until they had been seen by a paramedic or
11 stabilised?

12 A. Yes.

13 MS BOYD: Thank you very much.

14 LADY JUSTICE HALLETT: Any more questions for Mr Annals? It
15 looks as though those are all the questions we have for
16 you, Mr Annals. I may remain unconvinced about calling
17 the units "Serials", but I don't remain unconvinced
18 about the courage of officers like you and the
19 willingness you showed to carry out the most appalling
20 duties. It must have taken a very heavy toll on all of
21 you and I hope that I'm not adding to that toll by
22 asking you to come along and tell me what happened.

23 Thank you very much.

24 A. Thank you.

25 MR KEITH: The final oral witness is Police

1 Constable Harwood, please.

2 PC GAVIN HARWOOD (affirmed)

3 A. PC Gavin Harwood, Metropolitan Police.

4 Questions by MR KEITH

5 MR KEITH: Officer, on Thursday, 7 July, were you attached

6 to a level 2 public order Serial 111A?

7 A. That's correct, yes.

8 Q. In your Serial, was Inspector Mugridge and another

9 officer, whose statement will be read shortly, Police

10 Sergeant Bye?

11 A. That's correct, yes.

12 Q. At King's Cross, before going down to the train, did you

13 assist a female casualty in the booking hall area?

14 A. That's right. She'd come up the stairs. Unlike a lot

15 of the other casualties, she was openly distressed, was

16 feeling that she was going to fall over, very unsteady,

17 so walked her to the casualty reception area, which was

18 set up in the booking hall.

19 Q. If you could just keep your voice a bit louder, I would

20 be very grateful.

21 A. Sorry.

22 Q. That won't amplify your voice, I'm afraid. It's

23 deceptive.

24 For her to be treated, there needed to be a casualty

25 reception area. Did you assist with the setting up of

1 that area, as we've just heard your fellow officer
2 mention?

3 A. Myself and another officer, PC Field, we quickly had
4 a look round to see where it would be appropriate to put
5 people, and the booking area was right by the stairs.
6 I think Sergeant Bye also suggested that would be the
7 best area.

8 Q. Was there anybody there to treat the lady?

9 A. I'm hazy on that. I know that there was at least one
10 LAS ambulance there when we arrived. I'm not too sure
11 how many staff were actually in the booking area.

12 Q. Do you recall there being any British Transport Police
13 officers there in the booking hall area?

14 A. I can't recall any.

15 Q. You refer in your statement to being briefed by
16 a British Transport Police inspector. Do you recall
17 that?

18 A. That was after assisting the young lady, too. We went
19 downstairs where we met the inspector, and
20 Inspector Mugridge was there as well.

21 Q. So it was at the bottom of the escalators?

22 A. Bottom of the escalators -- bottom of the first set of
23 stairs before you then further go down on the escalators
24 to the platform.

25 Q. So the ticket hall area, in fact?

1 A. A bit beyond that, but, yes, that level.

2 Q. What did the British Transport Police inspector tell
3 you, can you recall?

4 A. He said there had been an incident, some form of
5 explosion, but didn't elaborate much more on that.

6 Q. You went down to the platform and, when you were down
7 there, did you find that there was a male passenger, an
8 IC3 male we now know to be Mr Akarele, being assisted
9 along the tracks, and so, together with another
10 officer --

11 A. PC Annals, that's correct.

12 Q. -- PC Annals, did you help him onto the platform and
13 then take him up to ground level?

14 A. That's correct, yes.

15 Q. To the booking hall area, in fact?

16 A. To the reception area, the casualty reception area, yes.

17 Q. When you took him up, do you recall there being any more
18 paramedics than had been originally there when you were
19 there with the lady you helped?

20 A. I can't recall any. I know I began to treat that
21 gentleman myself and was with him for a period of time
22 before LAS staff took over.

23 Q. Do you recall them arriving while you were there looking
24 after him, do you recall ambulances arriving?

25 A. The peripheral noise. I was dealing with the casualty

1 in front of me at the time.

2 Q. So having handed him over to LAS staff, did you then go
3 back down to the platform and start to go down the
4 track?

5 A. That's correct, yes.

6 Q. Did you approach the end of the train or did you
7 approach the side of the train through the crossover
8 tunnel?

9 A. From the platform itself, I turned left and walked
10 towards the end of the train.

11 Q. So you were on the eastbound platform and you turned
12 left towards the crossover?

13 A. I don't know the position of the crossover, but I walked
14 left from my platform.

15 Q. All right. As you got to the train, were you asked to
16 go and find stretchers?

17 A. Yes, PC Bye asked me to -- sorry, PS Bye asked me to
18 find a stretcher from somewhere. They had a casualty on
19 one of the carriages.

20 Q. What did you do?

21 A. Ran back along to where I saw two London Underground
22 staff on the platform and requested a stretcher from
23 them.

24 Q. Did they have one there?

25 A. They had an old-style stretcher.

1 Q. What is an "old-style stretcher"?

2 A. It was two long bits of wood with a canvas draped in
3 between.

4 Q. So did you then take that back to the train to where
5 Police Sergeant Bye was and hand the stretcher over?

6 A. That's correct, yes.

7 Q. Was she then brought out on that stretcher or placed on
8 the stretcher and did you carry her back along the
9 tunnel up the stairs back up to the first aid point?

10 A. That's right, we placed her on the stretcher and took
11 her to the reception area.

12 Q. When you went back down, do you recall seeing your
13 fellow officers themselves carrying other casualties
14 either up the escalators or along the platform?

15 A. Yes, I do.

16 Q. Was one of them PC Harding, who you saw carrying
17 a female in his arms?

18 A. Yes.

19 Q. When you went back down this time, do you recall whether
20 or not you saw any London Fire Brigade firefighters or
21 officers either on the platform or on the escalators?

22 A. As I was going down the tunnel this time, it's the first
23 time I noticed LFB and I spoke briefly to one of their
24 officers who was wearing a white helmet.

25 Q. Did you speak to him in order to try to find out what

1 was going on or whether or not he could help?

2 A. I was trying to find out a bit more of the situation.

3 We still were unsure at that point what had happened, or

4 I was, anyway.

5 Q. Did he tell you something of the existence of explosions

6 elsewhere in London?

7 A. That's right, yes.

8 Q. What did you do after that?

9 A. I carried on walking towards the train, entered,

10 I believe, carriage 2 or 3.

11 Q. Then did you go towards the front of the train, the

12 first carriage?

13 A. That is correct, yes.

14 Q. Did you help there with the removal of casualties from

15 the first carriage?

16 A. I became part of a collection of people that were

17 loading off people on stretchers from the --

18 Q. Where was that?

19 A. I was in the second carriage at that point.

20 Q. Do you recall two passengers who had died being brought

21 out of the first carriage and then being placed,

22 firstly, under high visibility jackets on the floor of

23 the second carriage, and then being placed in body bags

24 thereafter?

25 A. I don't recall them being carried -- placed in body

1 bags. When I saw them, I saw them underneath the
2 high-vis jackets at that time.

3 Q. Were you and your fellow officers from the Serial all
4 engaged in this process of bringing casualties out of
5 the first carriage and through the second carriage?

6 A. I believe so, yes. It was very hectic at that point and
7 everyone was engaged with doing something.

8 Q. Do you recall the difficulties associated with bringing
9 stretchers through the doors between the first and
10 second carriages?

11 A. Yes, and also we had a problem with one of the side
12 doors in the second carriage that was -- I believe, was
13 temperamental, we couldn't --

14 Q. The side of the second carriage?

15 A. One of the side doors, yes.

16 Q. Why was the side of the second carriage relevant to
17 bringing stretchers in from the first carriage?

18 A. We were taking people out on to trackside, onto the
19 track, and then running them down rather than carrying
20 them through the train.

21 Q. Could it have been the fourth carriage? I don't want to
22 be pedantic. The fourth carriage was alongside the
23 junction to the crossover.

24 A. It may have been the fourth carriage. I didn't think it
25 was that far down.

1 Q. All right. Do you recall the arrival of HEMS medics in
2 the train?

3 A. I don't recall their arrival. On my third trip down,
4 they were there, so they probably arrived before my
5 arrival on the third trip.

6 Q. After they had arrived, did there come a time when
7 a HEMS medic asked for help and you offered yourself up
8 to help him?

9 A. We just helped removing a lady on a stretcher off the
10 train and the HEMS medic called for assistance down on
11 the other side of the train.

12 Q. Between the carriage and the tunnel wall?

13 A. That's correct, yes.

14 Q. Away from the junction that casualties were being
15 brought off the train?

16 A. Yes, that's right.

17 Q. What sort of aid was he looking for? What did he ask
18 you to do?

19 A. Just -- the initial call was for assistance, so I jumped
20 down and he was standing at the head end of a gentleman
21 and there was an LAS medic there as well, a paramedic,
22 I believe.

23 Q. Could you look, please, at [INQ10283-12]? You'll see
24 there, Officer, carriage 4 next to the junction, next to
25 the crossover point. So you jumped out of that

1 carriage 4, we may presume, into the gap between the
2 carriage and the wall, and the tunnel wall.
3 Do you recall there being a number of bodies, people
4 on the other side of the train, between the train and
5 the tunnel wall?
6 A. I believe, actually, I jumped out of carriage 3, because
7 there were some metres for me to walk towards
8 carriage 4.
9 Q. I understand. When you jumped out of carriage 3, did
10 you see anybody lying in the gap between carriage 3 and
11 the tunnel wall?
12 A. I recall seeing what I believed to be two bodies past
13 the paramedic -- sorry, past the HEMS doctor.
14 Q. So on the other side, that's to say towards the rear of
15 the train, you mean?
16 A. Towards -- yes, the junction of carriage 4 and
17 carriage 5.
18 Q. Where you jumped out, did you see anybody to your right
19 as you came out of carriage 3?
20 A. I wasn't looking in that direction.
21 Q. You weren't looking that way. So you moved down towards
22 carriage 4. Were the doctors treating somebody by the
23 side of carriage 4?
24 A. Yes, they had just initially started treating a young
25 man.

1 Q. Did you gather that his name was Lee, from the
2 conversation between him and the doctor?
3 A. We collectively asked him his name when I joined them.
4 Q. In what state was he, Officer?
5 A. He was not in a very good state at all. He'd appeared
6 to suffer a few injuries, his body was soot-covered and
7 his left leg was very, very bad at that time.
8 Q. Was he crying out about his legs?
9 A. That is correct, yes.
10 Q. Were you able to see the damage done to his left leg in
11 particular and the nature of the wound that he had
12 sustained?
13 A. Yes, I did.
14 Q. It was extremely serious, was it not?
15 A. It was, yes.
16 Q. Were you asked by the HEMS doctors, the doctor and the
17 paramedic, to try to assist with straightening his leg
18 and to move it so that he could be treated properly?
19 A. That is correct, yes.
20 Q. Did you try to put him, and did you succeed in putting
21 him, on a stretcher?
22 A. Yes, a paramedic, I believe, had a stretcher with him
23 and, after we constructed it -- it was a new-style
24 stretcher that fits together -- we put Lee onto that
25 stretcher.

1 Q. Did his condition alter or change, as you put him on the
2 stretcher, before he was then put on the train and taken
3 off the other side, do you recall?

4 A. He was in a great deal of pain and was -- was at one
5 point trying to fight us because he was in that much
6 pain.

7 Q. Did he lose consciousness at any stage whilst he was
8 placed on the stretcher or while the stretcher was moved
9 on to the train?

10 A. He calmed after a while on the stretcher. Whether he
11 lost consciousness or whether it was something the HEMS
12 doctor had done, I am unsure.

13 Q. Your statement, you see, refers to these words:

14 "As we put Lee on the stretcher, he appeared to lose
15 consciousness and his breathing became very shallow."

16 This statement, of course, was made much nearer the
17 time in question.

18 A. That's correct, yes.

19 Q. Would that have been correct, therefore, if it was in
20 your statement?

21 A. He -- my observations were he lost consciousness or lost
22 some consciousness and his breathing became shallow.

23 I was aware of the HEMS doctor working on him.

24 Q. Do you recall there being calls for more medicine to be
25 brought or calls for the doctor, the HEMS doctor who was

1 there, to come to the scene, or was he already there
2 when you arrived?

3 A. He was already there when I arrived at that point.

4 Q. When the doctor called for him to be taken away, did you
5 assist in placing a stretcher on the train and then
6 carrying it off the other side of the train and up the
7 tunnel?

8 A. Yes, that's right.

9 Q. Where did you take him to?

10 A. Took him to the platform that I had entered the tunnel
11 from and, at that point, the LFB, I believe, had set up
12 a pulley system for stretchers. The HEMS doctor
13 I overheard saying that he was a priority to the staff
14 manning this and he was taken up.

15 Q. Did you see him being taken away then and up to surface
16 level?

17 A. I handed him over to the staff that were there.

18 Q. Do you recall whether or not he was conscious as you
19 went down the tunnel? Did you try to speak to him to
20 keep him going?

21 A. We did. Myself and another officer shouted, talked,
22 tried to get some reaction from Lee, but there was none.

23 Q. So his condition had plainly worsened from the time when
24 you arrived to when he was taken to the platform?

25 A. That's correct, yes.

1 Q. Do you recall there being anybody else near Lee? You
2 referred earlier to having seen two people to your left
3 as you came out of carriage 3. So anybody else in that
4 gap between the carriage and the tunnel wall near Lee?

5 A. I am certain that there was one other deceased person
6 there.

7 Q. Further down towards the rear, away from Lee?

8 A. Behind the HEMS doctor who was standing at Lee's head at
9 that point.

10 Q. Were you able to get any impression of their age or
11 their appearance or their condition?

12 A. Unfortunately not. I was focused on helping the doctor.

13 Q. Having taken Lee Harris to the platform, did you return
14 to the train or did you go elsewhere?

15 A. A final person behind us was taken by stretcher up this
16 pulley system, we were preparing to go back down when we
17 were told by our sergeant, "That's it, return to the
18 surface".

19 Q. The person behind you on the stretcher, was that a lady,
20 an IC1 female, who was very severely injured to the
21 legs?

22 A. Yes.

23 Q. When she was brought out, you were told she was one of
24 the last casualties and so you were told not to go back
25 to the train?

1 A. That's correct, yes.

2 Q. Together with other officers from your Serial, did you
3 go to one of the rooms at King's Cross and wait for
4 a while, and then were you taken to Holborn police
5 station?

6 A. That's correct, yes.

7 MR KEITH: Thank you very much, Officer. Will you stay
8 there, please? There may be some further questions for
9 you.

10 LADY JUSTICE HALLETT: Mr Coltart?

11 Questions by MR COLTART

12 MR COLTART: Only one, thank you. Just that last IC1 female
13 that you've been describing who was the last person to
14 be evacuated -- oh, thank you, I'm corrected by
15 Mr Keith. She was the last female casualty to be
16 evacuated.

17 She was being worked on, you say in your statement,
18 by medics on the platform. Is that right?

19 A. Momentarily on the platform. From what I remember, as
20 she was -- there's a drop between the platform and the
21 tracks. As she was placed onto the platform, a medic
22 was working on her at that point.

23 Q. Then she was moved swiftly from the platform up to -- on
24 the pulley system you've described?

25 A. Out of my vision, yes, that's right.

1 Q. Out of your vision. Then you, yourself, shortly after
2 that, went up to the surface level?

3 A. That's correct, yes.

4 Q. Are you able to assist us at all with the time at which
5 you appeared back up at surface level?

6 A. Like the other officers, I'm afraid time just fell away.

7 MR COLTART: I understand. Thank you very much.

8 LADY JUSTICE HALLETT: Mr Saunders?

9 Questions by MR SAUNDERS

10 MR SAUNDERS: You've mentioned, Mr Harwood, two white
11 ladies. One Mr Coltart has just been asking you about.
12 They come either side of you talking about Lee who we
13 know is Lee Harris. The one before that you've in your
14 statement described assisting in placing a female on to
15 a new-style stretcher with other officers from your
16 carrier. She had suffered severe leg injuries, and then
17 you go on to describe the severity of them.

18 Was that the lady that had been outside of the
19 carriage with Lee Harris?

20 A. When I arrived, that lady was on the carriage.

21 Q. Could you tell whether she'd been brought on to the
22 carriage from the track outside?

23 A. I'm afraid I can't, no.

24 Q. But if I've understood your evidence, you then get off
25 the carriage, having helped with that lady, you get off

1 the carriage and then you go and deal with, or assist
2 with, Lee Harris.
3 A. No, I hold the doors open and pass that lady down --
4 Q. Yes.
5 A. -- and then hear the shout of support from the HEMS
6 doctor and get off the carriage the other side from
7 where I'm standing.
8 Q. What we've been calling the wall side?
9 A. That's correct, yes.
10 Q. Then you go down and you see the HEMS team working on
11 Lee Harris?
12 A. Yes.
13 Q. But he is -- I'm going to say "alone". There is no
14 female next to him, within a foot of him?
15 A. I didn't see one, no.
16 Q. You have described others further down. So it looks as
17 if that may have been Samantha Badham, who had already
18 been moved on to the carriage before Lee Harris.
19 A. I can't tell.
20 Q. You don't see another female off the carriage?
21 A. No.
22 MR SAUNDERS: Then may I just thank you on behalf of
23 Mrs Harris, who is very grateful for all the efforts you
24 and your colleagues made. Thank you, Mr Harwood.
25 LADY JUSTICE HALLETT: Mr Patterson?

1 MR PATTERSON: No questions, thank you.

2 LADY JUSTICE HALLETT: Mr Hill?

3 Questions by MR HILL

4 MR HILL: Can we just be clear about this: you were deployed
5 directly to King's Cross from your holding position at
6 Buckingham Gate that morning?

7 A. That's right, yes.

8 Q. You were deployed at about 9.10 and, when you came to
9 make your statement, your recollection was that you
10 arrived at King's Cross at about 9.20 that morning.

11 A. Around that time. It didn't take long for us to get
12 there.

13 Q. When you got there -- in other words, as your vehicle,
14 your carrier, pulled up outside the station -- you
15 noticed that the London Ambulance Service and the London
16 Fire Brigade were already in attendance?

17 A. I saw at least one ambulance and one fire engine, yes.

18 Q. Right. Were you the medic for 111A?

19 A. I was not medic. I just grabbed the first aid kit.

20 Q. Right. So there was a first aid kit in your carrier or
21 your vehicle, and you were the officer who grabbed that
22 and took it with you as you entered the station?

23 A. That's right, yes.

24 Q. In terms of your actions at the scene, I don't want to
25 ask any additional questions, save this: that the other

1 officer who assisted you in relation to Mr Lee Harris
2 was Police Constable White?

3 A. That's right.

4 Q. And it was you and he who did your best to convey
5 Mr Harris from track to platform?

6 A. Yes.

7 Q. It hasn't been mentioned at all this afternoon, but
8 those officers in your Serial -- and that would include
9 the other officers called this afternoon, PC Annals and
10 Sergeant Bouchard -- were all later commended, in the
11 sense that you all received the Commissioner's High
12 Commendation?

13 A. That's correct, yes.

14 MR HILL: Thank you.

15 LADY JUSTICE HALLETT: Any other questions for Mr Harwood?

16 Mr Harwood, if I may say so, the commendation that
17 you received with your colleagues was thoroughly well
18 deserved. Mr Saunders has thanked you on behalf of
19 the -- or at least one bereaved family, Mrs Harris.
20 There are a number of survivors you helped to safety.
21 I suspect they can't thank you because they weren't in
22 a state to know who helped them. So on their behalf,
23 I thank you.

24 A. Thank you, my Lady.

25 MR KEITH: Thank you, Officer.

1 My Lady, I have a number of statements to read.

2 LADY JUSTICE HALLETT: Are we going to cause problems in
3 front if we carry on?

4 MR KEITH: A short break, my Lady, I'm sure would be most
5 gratefully received.

6 LADY JUSTICE HALLETT: Shall we just take five minutes?

7 (3.55 pm)

8 (A short break)

9 (4.00 pm)

10 LADY JUSTICE HALLETT: Mr Keith?

11 MR KEITH: May I start, my Lady, with those statements that
12 remain from last week? They're in the short additional
13 bundle, and the first one is that of Tracy Brade, dated
14 10 July.

15 Statement of MS TRACY BRADE read

16 "On Thursday, 7 July, I was going to work in
17 Holborn. I got the Victoria Line from Highbury and
18 Islington Tube station to King's Cross. I arrived at
19 King's Cross at 8.41 am and made my way to the westbound
20 Piccadilly Line platform, which was packed full of
21 people.

22 "There were several announcements about delays and
23 one of them mentioned Caledonian Road. One train
24 arrived, but it was packed. I even remembered seeing
25 a tall, black man trying to get on, but gave up and let

1 a smaller female get on. He made a joke about there
2 being room on the roof and we got on to the second
3 train.

4 "The second train arrived 4 minutes later and I got
5 on the second double doors of the first carriage towards
6 Russell Square. I entered the carriage and walked
7 straight to the standing pole by the seats to my right
8 furthest away from the open doors.

9 "The black male was standing in the middle of the
10 standing area between the same doors. He was about
11 6-foot tall wearing smart/casual clothes, medium-blue
12 shirt and dark-coloured jeans and he was carrying
13 a dark-coloured holdall.

14 "About a minute, maybe sooner, after the train left
15 King's Cross station, I felt a boom, and all I remember
16 is a strange out-of-body experience; noises seemed
17 really distant and my vision was blurred."

18 My Lady, I should have said that the
19 Metropolitan Police have kindly, on their schedule,
20 attributed number 74 of [INQ10283-10] to Ms Brade.

21 LADY JUSTICE HALLETT: Thank you.

22 MR KEITH: "I do not know how long after I began to get my
23 senses back and I was sitting on the floor and people
24 were sitting and lying on my legs. I realised that the
25 windows to the carriage were smashed and it was now

1 pitch black in the carriage. People were screaming and
2 crying. A white female with shoulder-length, curly
3 brown hair asked me if I was all right. People were
4 shouting 'Calm down', but the shouting and screaming
5 continued. I remember someone mentioning a bomb because
6 of the Olympics. I could only feel pain in my back and
7 chest. My legs were hot, but I did not realise they
8 were injured.

9 "The female helped me up and I then sat her on her
10 lap on the seats. We were sitting by a smashed window
11 and tried to get some air. All I remember is smelling
12 a rancid smell, although I could not describe it. It
13 did not smell like smoke. I do not know, because I do
14 not remember, the lights going back on, but I started to
15 get some better vision and looked around and saw people
16 with blood on their faces.

17 "I am sure I saw a female who was sitting on the
18 same side as me and her right leg was severed above the
19 knee. She appeared to have wavy hair and the only other
20 thing I remember was that she was wearing a skirt.
21 I was not saying anything or screaming, I just sat in
22 shock, praying. The next thing I remember was a white
23 male, who I believed to be the train driver, telling all
24 those who could walk to start leaving the carriage via
25 the driver's cab and onto the tracks.

1 "I lost my shoes, my black, slip-on, flat pumps and
2 my jacket, a three-quarter-length, lightweight,
3 suede-type, brown jacket, which had my phone in the
4 pocket. I held on to the female's hand and followed her
5 to the driver's cabin through the carriage. The
6 carriage seemed to get darker and I do not know whether
7 I was passing any injured people. As I was barefoot,
8 I was concentrating on where I was walking as there was
9 glass everywhere. Owing to my injured back and chest,
10 I could only walk crouched over and the walk to
11 Russell Square seemed to take forever, but I cannot
12 remember the specific time.

13 "I did not see any other Underground station staff
14 until we nearly made the station when someone said,
15 'Keep going, you're nearly there', and I looked up and
16 saw the light. We eventually got to the platform.
17 Staff helped us onto the platform. My chest was very
18 sore, and myself and the female sat on a bench on the
19 platform for about five minutes to catch my breath.
20 I was given water and saw more staff entering the
21 tunnel. We then made our way to street level via a lift
22 which was located up some stairs and along a short
23 passageway. When we got to the main concourse of the
24 station, staff checked that we were all right and,
25 although my chest hurt, I was aware that there were more

1 seriously injured to be tended to.

2 "I was allowed into the supervisor's office to
3 contact my family and work. The police and paramedics
4 were already at the station when I arrived at the
5 concourse. The paramedics made sure I was all right and
6 cleaned the wounds on my legs, which I now realised had
7 been injured, and covered them."

8 My Lady, the next statement is that of
9 Christine Candy dated 4 August 2005.

10 Statement of MS CHRISTINE CANDY read

11 "I live in the Barbican area of London with my
12 daughter Felicity and my husband. Felicity and I were
13 on the first carriage of an Underground train heading
14 towards Russell Square station from King's Cross station
15 when a bomb went off."

16 My Lady, I'll pick up the statement by the second
17 hole-punch, if I may:

18 "We left our address at approximately 8.30 and
19 walked to Moorgate train station which is approximately
20 a minute away from my address. We departed Moorgate on
21 a train heading for King's Cross. The train arrived at
22 King's Cross at 8.40.

23 "To get from Moorgate to King's Cross, I took the
24 Circle Line. When I got off the train at King's Cross,
25 I walked up some steps into the main ticket hall. As

1 I went on to the westbound platform, I noticed that the
2 platform was packed full of people. In the entrance,
3 I turned right. I had made the journey before. I used
4 to work at the Great Ormond Street Hospital so I know
5 the route well. There was a crush of people on the
6 platform. I think there had been some sort of problem
7 on the Piccadilly Line that morning.
8 "I remember hearing an announcement of words like
9 'The Piccadilly Line has recommenced running after
10 a fire alert, but expect delays'. When I entered the
11 platform, there was already a train at the platform
12 waiting to leave. This train was full. Felicity and
13 I could not get on to that train and left the station.
14 More and more people came onto the platform when this
15 train had left. It was still extremely busy. As
16 I stood on the platform, I saw that the indicator boards
17 were displaying messages mentioning a five-minute delay.
18 I remember hearing groans and moans from the crowds of
19 waiting passengers. The whole of the westbound
20 preliminary was chock-a-block. Felicity, my daughter,
21 was quite anxious because there was pushing and shoving
22 caused by the sheer number of passengers trying to get
23 onto the platform. I asked people behind me not to
24 push. There was a railway guard working on the steps
25 down onto the platform and he shut the gates to prevent

1 a dangerous situation. I knew from the position that
2 I was stood that I would be able to get on the front
3 carriage of the train because I would be level with the
4 first set of double doors from the front.
5 "I remember noticing two females in my vicinity.
6 With one of them I had a conversation of sorts.
7 "I remember that when I got on the train with
8 Felicity and turned right, the second lady turned left.
9 I did not see her again and I fear that she may have
10 been a casualty."
11 My Lady, in relation to that lady, she says that she
12 believed she worked at Great Ormond Street Hospital, she
13 looked familiar to me, and she described her as being
14 Iranian in appearance, about 4-foot 6 inches tall, aged
15 in her 30s, wearing dark clothes that were western in
16 style. It may be, my Lady, that that is a reference to
17 Behnaz Mozakka:
18 "The front carriage of the London Underground train
19 has a driver compartment. I entered the train by the
20 first set of doors closest to the front of the train.
21 I turned right and headed down the carriage towards the
22 driver's compartment. There are rows of seats along the
23 outer walls. The train was so busy that the seats were
24 full and people were standing in the aisles. I stood in
25 the aisle with my back against the driver compartment

1 facing towards the rear of the train."
2 My Lady, the position attributed to her by the
3 Metropolitan Police is number 2 on page [INQ10283-10]:
4 "My daughter, Felicity, stood facing me, so that we
5 could chat.
6 "The train pulled away and headed down the tunnel.
7 I remember Felicity was chatting about the Tube map on
8 the walls. I am not sure how long we had travelled when
9 there was a loud cracking noise. There was a brief
10 flash of white light, then instantaneous darkness, and
11 a great rushing of hot air and filthy, choking, black
12 smoke. This seemed to go on forever, but I knew it
13 could only be for a few seconds. The sensation seemed
14 like the train was suddenly travelling at enormous
15 speed. It felt like a scraping sound, almost as I would
16 imagine a train derailment to sound. I could feel my
17 hair crackling. My hair was burnt. I knew immediately
18 that it was a bomb blast. In the 1990s, I was in
19 a building near to the bomb explosion at Bishopsgate
20 caused by the IRA. In the 1970s, I was in St Barts
21 hospital when a bomb exploded at the Old Bailey, again
22 caused by the IRA.
23 "I remember that I fell forward onto the train
24 floor, Felicity fell backwards and I fell on top of her.
25 I think there was another lady underneath Felicity. It

1 was pitch black so I could not see.

2 "People immediately began to panic. I could hear
3 shouting and screaming from the carriage. Someone said
4 that we must have hit something. Although I could not
5 see, I could feel this thick, black, mucky smoke.
6 Felicity spoke to me and said, 'Mum, we're alive' and we
7 both said, 'It's all right, we'll get out'.
8 "A black male, male 1, was shouting, 'I've got to
9 get out, I can't breathe'. I told him to cover his face
10 with some clothing and breathe. Felicity spoke to him
11 to keep him calm. A second male, male 2, was a calming
12 influence. He must have been sat on the train near me.
13 He told people to be calm and later was very helpful to
14 Felicity and I when we got out to the station. He was
15 tall and well-spoken, a white male.
16 "I do not know who he was, but I would like to thank
17 him one day for acting so calmly and being so kind.
18 "Within a short time -- I am not sure exactly how
19 long -- the driver came into the carriage from his cab.
20 The driver stated that he believed that he must have hit
21 something and said that he would get us out of the train
22 using some ladders. The passengers would need to exit
23 the train via the door at the front in the driver's
24 compartment. I remember shouting to people near me,
25 'Please stay calm, the driver is here and he's going to

1 get us out'. The male, male 2, repeated these words.
2 "The train driver opened the door at the front of
3 the train. The driver explained that he could not be
4 sure that the electricity had been switched off. It was
5 petrifying. The tunnel was dark with only a small
6 oblong with emergency lighting. The driver had one
7 torch and explained that there was a narrow,
8 one-foot-wide gap between the rail on the left and the
9 live rail on the right. The track was also full of
10 rubble. The driver stated we would all have to walk to
11 Russell Square station along the track.
12 "There were a couple of people who led. I think one
13 of them was a staff member or he might have been
14 a passenger. The driver stayed by the carriage and
15 helped people to get off the train. The driver was
16 fantastic. He was calm and reassuring. I shuffled
17 along the track. I had lost my glasses in the blast.
18 I am very short-sighted and the darkness and smoke made
19 movement difficult. Felicity was behind me and she had
20 her arms on my waist, but she had cuts on her feet. The
21 journey to Russell Square took about 10 to 15 minutes.
22 I climbed up to the platform.
23 "Whilst in the tunnel, I remember that two males ran
24 past me. I remember the train driver shouting, 'Stop
25 running, you idiots, there will be an accident, you must

1 walk'. Both these males did stop running when asked to
2 walk. There was only emergency lighting so I could not
3 see them clearly.

4 "When I climbed onto the platform from the tunnel,
5 there was no railway staff on the platform. I wanted to
6 get out. There is a lift and a spiral staircase and
7 I could see that Felicity was covered in dust. Her hair
8 had been burnt and her feet had blood on them. A door
9 to a lift opened and they contained passengers who had
10 been on a different train. They looked shocked when
11 they saw us and someone said, 'What's happened?'"

12 I said, 'We've been blown up, someone has bombed the
13 train'. I got in the lift along with Felicity and two
14 or three other survivors. I exited the lift and we sat
15 near the ticket office in the main station concourse.

16 "The station was still open. People were coming in
17 and looking at us. One male was using his camera phone
18 to take pictures of us. This made Felicity very angry,
19 and it was here that I saw the first casualties. There
20 were no paramedics at the scene by that stage, but three
21 station staff did what they could with bottled water and
22 loo roll. I saw one male with very bad facial and head
23 injuries, another man had a section of his leg missing
24 and his femur was exposed on his right hip. He was
25 staggering. I told him to sit down. I then saw a male

1 who had lost his right leg missing at the knee. I am
2 a trained nurse and I felt helpless. The police arrived
3 and assessed the casualties. I saw a female carried up
4 to the concourse. Her feet were covered in gauze.
5 I think her feet were missing.
6 "After about 10 minutes, staff from Great Ormond
7 Street Hospital arrived. I used to work there and
8 I recognised an ex-colleague called Angie Scarisbrick.
9 She was giving medical attention at the scene and was
10 fantastic. A degree of organisation started to take
11 place and a hotel opposite Russell Square station was
12 used to help the casualties. I went there with
13 Felicity. The hotel was full, as casualties were being
14 taken to hospital staff accommodation at Bernard Street.
15 We went into the nurses' accommodation.
16 "Shortly afterwards, the emergency services told us
17 to move because a bomb had exploded on a bus at
18 Tavistock Square. We ran out to the rear of Great
19 Ormond Street Hospital because the back entrance is in
20 Bernard Street. Staff were waiting in the hospital to
21 receive patients. It was then that I saw desperately
22 ill patients being backed into the hospital and the
23 staff dining hall was used as an emergency operating
24 theatre. I was checked over by a doctor. The only
25 injury that I had received was a small bump to the back

1 of my head."

2 My Lady, I have read out the latter part of that
3 statement because there is a clear reference there,
4 clear references, to the valuable role carried out by
5 Great Ormond Street Hospital.

6 My Lady, the next statement is that of Joseph Orr,
7 the witness from whom we were hoping to hear in Utah.

8 The interested persons, my Lady, have agreed to this
9 statement being read, subject to two corrections offered
10 by Transport for London, to which I'll come in a moment.

11 Statement of MR JOSEPH ORR read

12 "I have been employed for about one year and eight
13 months [and the statement is dated 22 July 2005] by
14 Tube Lines as an apprentice signal technician.

15 Since September 2004, I have been based at Arnos Grove.

16 My training has given me an overall understanding of the
17 workings of the London Underground system.

18 "On Thursday, 7 July, at about 7.45 in the morning,
19 I left my home and drove to my place of work. I left my
20 car at work and got on to the Piccadilly Line to go to
21 Holborn. At about 8.15, I got on the Tube and there
22 were only two or three other passengers. I was in the
23 front carriage and sat on the right-hand side and in the
24 centre of the carriage."

25 My Lady, the spot where he is has been attributed

1 with the number 66 on page [INQ10283-10].
2 Then may I take up the narrative on the following
3 page, page 2, four lines from the top:
4 "The Tube having reached King's Cross, I saw that
5 the platform was heaving with passengers and only a few
6 more people could fit into the carriage I was in. As we
7 left King's Cross, I put my earphones on and started to
8 listen to my music. Having just left the station, I saw
9 a flash of bright light to my left followed by a really
10 loud booming noise. I automatically assumed it was
11 a bomb and looked down to see if I was injured. I then
12 realised that my earphones had been knocked out of my
13 ears. Whether it was out of shock or whatever it was,
14 I put them back in.
15 "After the initial shock and silence, passengers
16 started screaming and shouting. The exact order of
17 events after this may not be exactly correct.
18 I remember hearing a man screaming, 'Where's my leg?'
19 and a woman screaming, 'Where's my foot'. I shouted for
20 people to calm down, then I realised that my legs were
21 trapped, as other passengers were laying on them.
22 I felt trapped and scared. I tried to move a man who
23 was laying across my feet, but was unable to move him.
24 Somehow, I was able to pull my feet from under him and
25 pull them up on to my seat. I can only describe him as

1 a white male, 50 to 60 years' old, well-built.
2 "When I tried to move him, there was no response
3 from him. I think by this time, the tunnel lighting had
4 come on and I realised that a panel from above had hit
5 my head and was resting on my head. I tried to stand it
6 up, but it just would not, so I threw it out of the
7 window, as they had been blown out by the blast.
8 "I remember an Asian male, about 30 years' old,
9 plump build, coming from the rear of the carriage,
10 pushing people out of the way and walking over people.
11 I cannot describe him any further and I did not see him
12 again.
13 "At some stage, I saw a person who I cannot describe
14 assisting a black woman from the back of the carriage
15 towards the front. She was 30 to 40 years' old, about
16 5' 10" tall, slim-built. She was saying she had lost
17 her foot. I cannot remember anything else about them
18 and I did not see them again.
19 "Somehow, I found my way to the double doors to the
20 right of me towards the driver."
21 My Lady, he then refers to a point on a sketch plan
22 that he made. For our purposes, it's door D3:
23 "There were a lot of passengers by this door, and
24 I remember seeing a white male, aged early 20s, about
25 5' 6" tall, slim build, holding the doors apart for air.

1 I cannot remember what he was wearing. Then some of the
2 passengers started to shout that the lady lying on the
3 floor beside me was dead. I shouted to people to get
4 their phones out and was told they would not work.
5 I told them I wanted them for their light, to shine on
6 the woman lying on the floor. I then attended her and
7 tried to wake her up. Luckily, she did, but she was
8 badly dazed. I lifted her up and leaned her against the
9 bolster area. I asked her name and it was something
10 like Aurilla or Orilla. She was covered in soot and
11 I could not see if she had any injuries. I shouted for
12 someone to give her a seat, but I ended up sitting her
13 on the edge of where the glass screen at the end of the
14 seats had been blown out.
15 "The smoke was getting bad and I asked an Asian lady
16 to the right of me to keep talking to the lady I had
17 helped off the floor. I told her to make sure she did
18 not fall asleep. I then shouted to the front to ask
19 what was going on with the driver, as passengers were
20 pushing towards the front away from the blast because of
21 the thick smoke. I was to the left of where I had been
22 sitting. A woman was lying across the seats near to the
23 rear double doors. She was face down with her head
24 nearest me. It looked as if she had been blown through
25 the screen at the other end of the seats. I believe she

1 was white, mid-20s and blond hair. Her head was covered
2 in blood. I cannot describe her any further and I did
3 not see her again.

4 "I then became aware that the driver's cab door was
5 open and passengers were making their way down the
6 emergency ladder. I made my way back to where I had
7 been seated and came across a man with a missing leg,
8 pulling himself along the carriage from the back to the
9 front."

10 My Lady, that would appear to have been

11 Paul Glennerster:

12 "His right trouser leg was in tatters and his leg
13 was covered in blood. His left trouser leg was also in
14 tatters and I saw his leg was missing below the knee.
15 I tried to help him into a seat, but he fell into what
16 was left of his left leg. He screamed out in pain and
17 this freaked me out, but he managed to get himself into
18 the seat. I then shouted, 'Anyone injured, try and get
19 into a seat. Anyone not injured, get to the front of
20 the carriage'. A lot of passengers got off, and hearing
21 the man's pain was a little too much for me, so I got
22 off the train down the emergency ladder and spoke to the
23 driver."

24 My Lady, that would have been Thomas Nairn:

25 "I told him I work for Tube Lines and could I help.

1 He told me he had tried to use the tunnel phone and it
2 was not working. I checked the phone was connected
3 properly but, on listening to it, there was not even
4 a connection sound. I told him I was going to try it on
5 the tunnel telephone lines in the adjacent tunnel.
6 I saw a short-circuit device across the two live railway
7 lines, so I ran down the tunnel towards Russell Square
8 and into a bolt hole."
9 My Lady, that's the area between the two tracks, the
10 tunnel between the east and the westbound lines:
11 "I connected the telephone to the telephone
12 lines..."
13 Then, my Lady, the witness says "in the westbound
14 tunnel", but he must surely mean the other, eastbound
15 tunnel and Transport for London have asked that that be
16 corrected.
17 "... and this brought the emergency lighting on.
18 The phone was ringing, but nobody answered."
19 My Lady, that call is a call that was timed at
20 09.03.07, 14 minutes after the explosion. The reference
21 is TFL20-6:
22 "I was then confronted by a black African male in
23 his late 30s, medium build."
24 My Lady, that would have been Mr Jude Obi:
25 "He said he had worked on the Tube line and

1 I assumed he was a protection master or one of the track
2 staff. He wanted to go through, but I would not let him
3 as there may have been a train coming. I allowed him to
4 stick his head through and look both ways. He then
5 turned around and walked back through to the westbound
6 tunnel, turning right towards Russell Square.

7 "I then made my way back to the driver to tell him
8 the phones were not being answered. The smoke in the
9 tunnel was thick from about 4-foot from the ground right
10 up to the ceiling.

11 "In reaching the front of the train, I saw that the
12 man with the missing leg had somehow managed to get to
13 the front of the train and halfway down the ladder. He
14 was screaming for help, and I tried to lift him, but
15 I could not. He was shouting for me to help him, but
16 I still could not manage to lift him. I sat him between
17 the juice line and the running line and told him I could
18 not lift him. I noticed there was a one-inch-wide belt
19 tied just above his left knee and I assumed this was
20 a form of tourniquet. I told him he should try to cover
21 his leg up. I could not see anyone else left on the
22 train, so I told him I was going for help.

23 "I then ran to Russell Square, where I saw the
24 station staff making their way down. I told them about
25 some of the injured passengers and that they would need

1 torches and first aid kit. I then got into the lift and
2 made my way to the ticket hall because I was told to.
3 I then made my way to the supervisor's office and tried
4 to contact my mother, who works in the ticket office at
5 Euston. I spoke to a supervisor and he said he would
6 pass the message on. I then rang my girlfriend at
7 9.19 am and told her I was okay. I know it was this
8 time because I checked it later on the mobile call
9 register."
10 He then refers, my Lady, to the fact that he spoke
11 to some uniformed officers who took his details, and how
12 a cut on the top of his head was bandaged and he was
13 taken to Chase Farm Hospital by his employer.
14 My Lady, perhaps I could be permitted to read the
15 statements left over from yesterday, and perhaps defer
16 to tomorrow the ones that are on today's list?
17 Timothy Wade is the first of the statements from
18 yesterday. His statement is dated 1 December 2005.
19 Statement of MR TIMOTHY WADE read
20 "I am employed by London Underground Limited as
21 a service manager currently stationed at New Cross
22 depot. On Thursday, 7 July, I was on my way to work
23 having arrived at King's Cross station on a mainline
24 train at about 8.40. I took my normal route going into
25 the Underground station and made my way towards the

1 Northern Line platforms. As I reached the escalators
2 reaching to the Northern Line, they suddenly stopped.
3 I believe that at the same time the station lights
4 flickered.

5 "The station supervisor came to restart the
6 escalators and I assisted him by stopping passengers at
7 the bottom from boarding the escalators whilst they were
8 restricted.

9 "At this point, there was an announcement on the
10 station PA system that the station was to be evacuated.
11 I assisted in the evacuation ensuring that the
12 Northern Line platforms were clear. I then made my way
13 up to the station control room. Whilst in the control
14 room, I could hear reports coming over the radio that
15 there was smoke coming from the Piccadilly Line tunnel
16 and that passengers were moving away from the
17 Piccadilly Line. At this time, a uniformed British
18 Transport Police officer, Steve Mingay, came into the
19 control room. There were reports coming over the radio
20 of people walking out of the Piccadilly Line tunnel
21 westbound and reports of smoke coming from the tunnel.

22 "Inspector Mingay informed the police control room
23 of the situation and made his way down to the
24 Piccadilly Line together with a duty station manager,
25 Simon Cook, in order to investigate what the problem

1 was.

2 "A short while later, reports on the radio told of
3 people coming from the eastbound Piccadilly Line tunnel.
4 I made my way to the West End of the eastbound
5 Piccadilly Line platform. On arrival, I could see
6 passengers emerging from the tunnel. More staff arrived
7 and we ascertained that the power had been switched off.
8 I made my way along the tunnel together with customer
9 service assistants Imran Chaudhury and Matt Moir. The
10 tunnel lights were on. We were faced with a mass of
11 people coming towards us."

12 My Lady, we assess that he must have walked through
13 the crossover from the eastbound tunnel:

14 "I had to stand to one side for about ten minutes in
15 order to allow these passengers to walk past me. There
16 was a little bit of smoke or dust in the air. The
17 passengers seemed quite calm. I could see some of them
18 had blackened faces. Some of the passengers were asking
19 what had happened. When the majority of the passengers
20 had walked past me, I continued to walk along the
21 tunnel. The eastbound tunnel has a crossover which
22 leads to the westbound tunnel. I walked towards the
23 westbound tunnel where I could see a stationary train.
24 There were two men helping passengers from the train via
25 one of the side doors which was open. I assisted

1 helping passengers off. I noticed that several of the
2 passengers had facial injuries and some people said to
3 us 'There's a dead body down there'. I could see
4 a station assistant multifunctional, who I know to be
5 Janet, standing inside the train assisting in the
6 evacuation of passengers.

7 "At this point, Inspector Mingay appeared from the
8 direction of the front of the train. He said the
9 situation was not good and wanted to know if there was
10 any way of communicating with the surface.

11 "I told him he would have to go to the surface in
12 order to communicate and he went off to summon
13 assistance.

14 "Janet told me that water was needed, so I walked
15 back to the platform and requested that water be sent
16 down. I was assured that water was on its way.

17 I waited for a while until the water turned up and took
18 it to the train. I boarded the train and walked towards
19 the front. When I reached the second-from-front car
20 I could see three or four people sitting on the seats.
21 These people were injured and were being attended to by
22 staff. I reached the connecting doors leading into the
23 first car. This car was in darkness and the tunnel
24 lights outside this car did not seem to be working.
25 I could hear murmuring coming from inside the car.

1 I did not have a torch. It was difficult to see what
2 was happening. I could see Simon Cook talking to
3 someone and reassuring them. Imran Chaudhury was on the
4 floor helping a woman who was lying just inside the
5 connecting door.

6 "This woman had severe leg injuries. The connecting
7 door was buckled and was very difficult to open. The
8 woman with the leg injuries had to be moved in order
9 that we could open the doors. Police then arrived and
10 took over. Someone had a powerful search lamp and shone
11 it into the car. I could see a man sitting on the floor
12 holding Simon's hand. I could see a black man slumped
13 over another body on the floor. The black man had
14 severe facial injuries. I could also see a white man
15 slumped back in a seat towards the front of the train.
16 Debris was hanging from the ceiling. Firefighters and
17 paramedics were now turning up and I assisted in trying
18 to open the train doors and, when this proved
19 impossible, I smashed some windows to allow access.
20 I assisted with the removal of the woman with the
21 injured legs and the man that Simon had been helping.

22 "Together with other staff we were advised that
23 non-emergency personnel should leave the scene, which we
24 did. I have not reported sick since this incident, nor
25 have I to date felt the need to consult with a doctor."

1 The next statement, my Lady, is that of Peter Ball
2 dated 4 October 2005.
3 Statement of MR PETER BALL read
4 "I am employed by London Underground Limited as
5 a customer service assistant at King's Cross.
6 I commenced my duty at 4.45 am on Thursday, 7 July.
7 I was aware of problems on the Piccadilly Line at
8 Arnos Grove, which had an effect on the train service
9 into King's Cross. I was carrying out my duties on the
10 Piccadilly Line westbound platform from 7.40 that
11 morning. I became aware of a problem on the
12 Northern Line as well at 8.30 to 8.40 am. There was
13 a lot of talk in the radio system about the possibility
14 of the station being evacuated due to overcrowding on
15 the Northern Line, as mentioned."
16 My Lady will recall from the evidence that was
17 opened, and from evidence heard at the beginning of the
18 scene evidence, that there were problems on the
19 Piccadilly Line. We've not been able to locate any
20 material to suggest that there was a problem on the
21 Northern Line and, indeed, the material available from
22 the senior manager at London Underground, Mr Barr,
23 identifies that the problems were confined to the
24 Piccadilly Line:
25 "A train was stationary in the westbound platform

1 for approximately 2 or 3 minutes. The time was now just
2 before 8.50. I made public address announcements
3 regarding the possibility of this train being the last
4 for several minutes. The train driver of the westbound
5 train received a green signal. The doors shut and the
6 train moved into the tunnel.
7 "The first carriage in particular was extremely
8 busy, because the doors to the carriage were adjacent to
9 the main entrance to the platform. I believe that we
10 went into an evacuation procedure just after the train
11 left the platform, due to overcrowding on the
12 Northern Line.
13 "The whole train went left the platform and went
14 fully into the tunnel.
15 "About 30 to 45 seconds later, I heard what I would
16 describe as a thud similar to a lightbulb blowing when
17 standing next to it. I believed at this time that some
18 sort of power surge or electrical fault had taken place.
19 I saw the tunnel lights come on, which would indicate
20 a discharge of electrical traction current. I continued
21 evacuation of the station. I saw a lot of smoke coming
22 out of the eastbound tunnel onto the eastbound platform.
23 We were then told to evacuate the platform ourselves and
24 began to do so, but then we were informed of the fact
25 that the train was stuck in the tunnel, so we returned

1 to the platform area.

2 "A police officer, who I remember was called

3 Inspector Mingay, with another officer arrived. He

4 said, 'I'm going into the tunnel down to the train.

5 Take a note of my name and do not let anybody else go

6 down there until I come back'. He entered the westbound

7 platform. About three or four minutes later, I saw

8 people coming out of the eastbound tunnel onto the

9 eastbound platform.

10 "They all had black faces due to soot and dust. As

11 more people arrived, I saw that some of them had cuts to

12 their faces and other parts of their bodies. I assisted

13 to evacuate these people. We were joined by my group

14 station manager, Peter Sanders, who instructed us to

15 continue with what I was doing recording the names of

16 the people going into the tunnel, which I did.

17 "I remained on the platform until 11.00-11.30 am

18 when we were told to leave by the emergency services."

19 My Lady, the final statement from yesterday is that

20 of Panagiotis Doulias dated 7 March 2006.

21 Statement of MR PANAGIOTIS DOULIAS read

22 "I have worked for London Underground as a customer

23 service assistant at King's Cross station for two years

24 and two months now. My duties involve checking tickets,

25 helping people at the barriers and platform duties.

1 "All the people I name in the statement work for
2 London Underground and have similar duties to mine,
3 except for Simon Cook, who was the deputy station
4 manager.

5 "I talk about being able to see the train in the
6 westbound tunnel from the end of the eastbound platform.
7 This is because, as the train leaves the end of the
8 platform, it enters a large open area where there are
9 points and a loop in the track. The train can divert
10 here to the Northern Line, if needed. At the end of the
11 open area, the train enters into a single tunnel again
12 in each direction. The train involved had left the
13 station platform and the end was just in the tunnel, and
14 I could see the middle of the train from the eastbound
15 platform. The front of the train was in the single
16 tunnel leading towards Russell Square."

17 My Lady, he then details his duties and how:

18 "At 8.50 am [he] heard the station supervisor on the
19 radio saying there were delays on the Piccadilly Line
20 and the platform was overcrowded and we should get ready
21 to evacuate the station. Suddenly, there was another
22 message saying 'We are evacuating. The escalators have
23 stopped. They think it's a power surge at
24 Liverpool Street'. Then I heard the announcement over
25 the public address system: 'Due to an emergency, please

1 leave the station immediately'. When this message is
2 played, all the ticket barriers automatically open to
3 let people through.

4 "At this, a train pulled in and stopped. The doors
5 opened and customers got off. I spoke to the driver and
6 said 'The station is closed'. Myself and Barry Holloway
7 advised customers to get back on the train. Some got
8 back on, but others left through the open barriers. As
9 the train left the platform, we continued to evacuate
10 the Metropolitan platform on both sides and took
11 customers out of the station and closed the gates.

12 "I then made my way with other staff members to the
13 assembly point in Euston Road outside the King's Cross
14 mainline station. The station supervisor then radioed
15 again that more trains were coming into the station and
16 could we help to get passengers out. I went down
17 heading for the Northern Line. At the bottom of the
18 escalators, I saw people coming from the Piccadilly Line
19 eastbound platform with blackened faces and there was
20 a smell of smoke, which I thought smelt like an
21 electrical fire, but that is maybe because we were told
22 it was a power surge.

23 "I ran down to the Piccadilly Line eastbound
24 platform where there were already six or seven
25 colleagues and Simon Cook. A couple were on the

1 platform and the rest were on the track just inside the
2 eastbound tunnel. This time, I stayed on the platform
3 assisting passengers off the track. I could see the
4 middle of the westbound train in the tunnel and
5 a colleague holding a light up to assist passengers
6 getting off the train. The passengers were calm but
7 distressed and some asked me what had happened. Their
8 faces were blackened and some had blackened clothing.
9 None had, at this stage, any obvious injuries and were
10 walking unaided. Other colleagues were bringing bottles
11 of water down to the platform.

12 "I saw two of my colleagues, Vera Kelly and
13 Imran Chaudhury, assisting a young man, aged about
14 26 years' old, on to the platform. One of his eyes was
15 hanging out. I cannot remember which one it was, and
16 his top was covered in thick blood from his eye. I had
17 a first aid kit and Imran put his eye back into the
18 socket and then put a bandage around his head.
19 Vera Kelly took him away upstairs.

20 "I jumped down to the track and went to the train
21 and got on by the middle carriage which had its double
22 doors open. I made my way along to the second carriage
23 where Simon Cook was assisting to get more people off
24 the train. There were no lights on the train but I had
25 a torch with me."

1 Then he refers, my Lady, again to the second
2 carriage, but it must be the first carriage.
3 "I could see arms, legs and bits of various limbs
4 all over the floor and three or four bodies on top of
5 each other in the central walkway. There was a man with
6 both his legs missing. His head was against the wall of
7 the train. He looked like he was asleep, but he was
8 dead. There was a black male with his left leg opened
9 and you could see the bone. I remember a girl, I asked
10 where she was from, and she said she was French and was
11 going to Heathrow.
12 "Simon Cook was at the front of the carriage and
13 told me not to try to get to the first carriage, which
14 I could see was all twisted. I asked what happened in
15 the front and Simon said it was impossible to get there
16 as it was in the single tunnel to Russell Square.
17 "I spoke with those that were alive and tried to
18 reassure them until the emergency services arrived and
19 gave him some water to drink that I had taken on the
20 train with me. They were too badly injured to move.
21 I was there for about 10 to 15 minutes before the
22 Fire Brigade arrived and we were asked to leave the
23 train.
24 "Whilst in carriage 2, I never went any further
25 forward than the middle of the carriage.

1 "I walked to the platform and had a drink of water
2 with Peter Ball, Lee Merritt and Mark Claydon. I then
3 went back to the train about 10 to 15 minutes later to
4 see what was happening. There were now police,
5 ambulance and fire officers on the train. The London
6 Ambulance Service were trying to get a passenger off on
7 a stretcher, but were prevented by a floor-to-ceiling
8 pole in the carriage. Simon Cook asked me to go and see
9 the duty train manager to see if it was structurally
10 okay to remove it. I went up to the control room where
11 I was told it was okay to remove it and the roof would
12 not collapse. I then returned with some water and told
13 Simon Cook it was okay to remove the pole.

14 "I asked some police officers if they needed
15 assistance and gave them some water. They said they
16 were fine, so I went outside to have a cigarette.
17 I tried about 30 to 40 minutes later to go back down
18 again but the police had closed the platform."

19 My Lady, the remainder of his statement deals with
20 his own injuries and with his inability to remember the
21 names and the details of those persons he saw at the
22 front of the train.

23 My Lady, there are, as I've said, three or four
24 short statements from today, but perhaps I could invite
25 you to have them read tomorrow?

1 LADY JUSTICE HALLETT: Thank you very much. 10.00 tomorrow.
2 (4.37 pm)
3 (The inquests adjourned until 10.00 am the following day)
4
5