

1 (2.00 pm)

2 LADY JUSTICE HALLETT: Mr O'Connor?

3 MR ANDREW O'CONNOR: My Lady, before we return to the
4 evidence, may I briefly raise the question of the
5 photograph that we were discussing before the short
6 adjournment?

7 My Lady, the position is that the press would seek
8 to have it disclosed publicly. Mr Gardham from the
9 Telegraph is here to make submissions to you, if
10 necessary, about that. On the other side of the
11 balance, as it were, several of my learned friends have
12 been able to take instructions over the short
13 adjournment and, so far, none of the families who have
14 been consulted object to the photograph being put on to
15 the website.

16 However, one of the families that is particularly --
17 or whom you might wish to hear from particularly, is the
18 Russell family. They are represented by
19 Kingsley Napley. My friend, Ms Martin, who is in court
20 representing Kingsley Napley today, has attempted to
21 contact them over the short adjournment, but has not
22 been able to. Attempts continue to contact them, but we
23 are not necessarily expecting them to contact them
24 before you rise today.

25 My Lady, with that in mind, it may be that the best

1 course is to put this matter over until tomorrow
2 morning. Ms Martin is confident that they will be able
3 to contact the Russells at least overnight, and so you
4 will be able to resolve this matter one way or another
5 first thing tomorrow.

6 LADY JUSTICE HALLETT: Right.

7 Yes, Ms Sheff?

8 MS SHEFF: Can I say on behalf of the family of Giles Hart,
9 they have been contacted and they have all considered
10 the matter carefully and they are willing for the
11 photograph to be disclosed to the press.

12 LADY JUSTICE HALLETT: Thank you, Ms Sheff.

13 Mr Gardham?

14 I don't need you to make submissions because
15 I think, as you know, I want to have everything as
16 public as it possibly can be. I understand you probably
17 want to have an answer as soon as possible because it
18 affects your reporting. I do feel, though, that I ought
19 to find out whether this last family, the Russell
20 family, who may well be affected by my decision, wish to
21 make representations. So I promise I'll make the
22 decision as soon as I possibly can, but I'm sure
23 I understand it's important to them that I ask for their
24 opinion first.

25 MR GARDHAM: I think we totally understand that the

1 families' views have to come first. If they do make
2 some kind of response during the course of the
3 afternoon, I'd ask you to consider it at the close of
4 play.

5 LADY JUSTICE HALLETT: Absolutely. I know Ms Martin will
6 keep me posted. If any news comes through before
7 I rise, I will make a decision this afternoon.

8 MR GARDHAM: I think just very briefly from the press point
9 of view, you know, it's a picture that illustrates in
10 very good terms, graphic terms, just how devastating the
11 explosion was and I think that's the reason why --

12 LADY JUSTICE HALLETT: I do understand and I sympathise.

13 MR GARDHAM: Thanks.

14 LADY JUSTICE HALLETT: Thank you.

15 Yes, Mr O'Connor?

16 MR ANDREW O'CONNOR: My Lady, may I invite you to call
17 Matthew Evenden?

18 MR MATTHEW BENJAMIN EVENDEN (affirmed)

19 Questions by MR ANDREW O'CONNOR

20 MR ANDREW O'CONNOR: Good afternoon. Could you give your
21 full name, please?

22 A. Matthew Benjamin Evenden.

23 Q. Mr Evenden, in July 2005, I think you were working for
24 a company called Kingstar Contracts whose business was
25 as a concrete repairer.

1 A. Yes.

2 Q. On 7 July 2005, is it right that you were travelling to
3 a job in Camden from somewhere in south London?

4 A. Yes.

5 Q. You drove up through the middle of town past Waterloo,
6 I think?

7 A. Over Waterloo bridge. Under the Strand underpass, and
8 just straight, you know.

9 Q. That would have brought you out somewhere around
10 High Holborn --

11 A. Yes.

12 Q. -- then up towards and into Tavistock Square?

13 A. Yes.

14 Q. Is it right that, when you got to High Holborn, you
15 encountered a much greater amount of traffic than you
16 would have expected to?

17 A. Yes, it was pretty busy, yes.

18 Q. Did you, at that stage, have any idea why the roads were
19 more busy in that area of town?

20 A. I put it down to roadworks ahead, whatever, you know.

21 Q. Were you aware, at around this time, that there were
22 problems on the Underground and that Underground
23 stations were closing?

24 A. No.

25 Q. You drove into Tavistock Square?

1 A. Yes.

2 Q. Even at that time, is it right, then, that you had no
3 idea really that this was anything other than an
4 ordinary London morning?

5 A. Yes.

6 Q. You saw the number 30 bus, I think, driving towards you
7 on the other side of the road?

8 A. Mm-hmm.

9 Q. Was there anything out of the ordinary about it as it
10 drove towards you?

11 A. Not as it drove towards me, no. No.

12 Q. Did you see the driver putting his head out of the
13 window?

14 A. Yes, when it was closer to me, not when it was coming --

15 Q. I see.

16 A. When it was actually there.

17 Q. Was that the first unusual thing that you saw about it?

18 A. Yes, because he was shouting across to the traffic
19 warden on the other side of the road.

20 Q. How close was the bus to you when that was happening?

21 A. Maybe where the judge is over there, sort of thing.

22 Q. So two or three metres, something like that?

23 A. Yes, two or three metres, yes.

24 Q. Do you remember what the driver said to the traffic
25 warden?

1 A. "Where does this take me?", which I thought was odd,
2 seeing as he's a bus driver.

3 Q. He's a bus driver?

4 A. Yes.

5 Q. Can we infer from the fact that you could hear what the
6 driver was saying that you had your own window open?

7 A. Yes.

8 Q. Was the bus -- clearly, it was moving. Was it sort of
9 moving and then stopping, moving and stopping, or was it
10 moving along very slowly, or can you recall?

11 A. Yes, it was just crawling, you know, one, two miles an
12 hour, I guess, stop, start.

13 Q. Your vehicle, was the traffic going the other way freer
14 or --

15 A. Both sides were just gridlocked, really, stop, start.

16 Q. Your vehicle actually came alongside the bus after that,
17 I think.

18 A. Yes.

19 Q. What position was your vehicle to the bus at the time of
20 the explosion, can you recall?

21 A. It was right next to the back of the bus, sort of
22 adjacent, I guess, like that, you know.

23 Q. In fact, we may be -- I think there's a photograph that
24 shows it. If we can look again at INQ10341-1 [INQ10341 - not for
publication], please,
25 do you see the photograph there, Mr Evenden?

1 A. Yes.

2 Q. Is it right that I think we can actually make out the
3 word "Kingstar" on the side of the white van there with
4 a gold star on it?

5 A. Yes.

6 Q. Was that your vehicle?

7 A. Yes.

8 Q. You weren't in court earlier, but one of the witnesses
9 who gave evidence before lunch suggested that he thought
10 that the bus had actually been a bit further back than
11 that in the road when the blast took place.

12 Do you have any memory or does that look around
13 about where the bus was at the time of the blast?

14 A. No, it just looks exactly as I kind of remember it.

15 LADY JUSTICE HALLETT: You said you were alongside the back
16 of the bus, so that would make -- this photograph would
17 make more sense, because otherwise, if the bus hadn't
18 moved forward, you wouldn't have been alongside the back
19 of it, would you?

20 A. I also sat in the gutter right -- like, you know, just
21 next to there sort of thing, looking at my van, so it
22 couldn't have been any further along or any further
23 back, it was just there, I remember it.

24 LADY JUSTICE HALLETT: So you think that's a fairly
25 accurate --

1 A. Oh yes, yes.

2 MR ANDREW O'CONNOR: Tell us what happened, then,
3 Mr Evenden. What happened when the blast took place,
4 from your own memory?

5 A. Well, I got to, like I say, where the van is, massive
6 loud noise, just felt glass sort of come at me, just
7 little bits of glass. I dived sort of towards the
8 passenger footwell, sort of crawled out into the gutter,
9 sort of, you know, looked at what -- when I turned
10 round, looked at what was going on, tried to take it in.
11 Then I realised that all my sort of personal belongings
12 were in my little bag in my van and, without them, I was
13 sort of stranded. So I dived back in. There was
14 a woman on the floor.

15 Q. Just pause there for a moment. So the glass you talk
16 about, that came through your open driver's window, did
17 it?

18 A. Yes, from the bus, from the bus.

19 Q. Did it cause you any injury?

20 A. Just cuts, you know, tiny little fragments, but nothing
21 major.

22 Q. Did you have a chance, before you dived down towards the
23 passenger seat, to look out of the front window and see
24 any effects of the blast going on in front of your
25 vehicle?

1 A. I can't really recall that, to be honest. I just sort
2 of just dived down and I remember just sitting in the
3 gutter and turning round and, like, you know, "Jesus!"
4 sort of thing.

5 Q. You say you got out of the vehicle. Was that through
6 the driver's side or the passenger's side?

7 A. Passenger's side.

8 Q. Why did you choose that side?

9 A. Because everything -- every sense in my body told me
10 that an impact -- something loud, obviously
11 life-threatening, was going on that side, so I jumped
12 that way.

13 Q. Of course. You got out and went straight across to the
14 pavement we see in the sort of foreground of the
15 picture, did you --

16 A. Yes.

17 Q. -- and went and sat down, looking back towards where
18 you'd come from?

19 A. Yes, saw people moving about on the top of the bus, sort
20 of, you know, just staggering around. There was another
21 guy on the floor in a suit, if I remember.

22 Q. Sorry, you saw people on the bus. Someone on the floor
23 in a suit.

24 A. On the actual tarmac, not the floor of the bus or
25 nothing.

1 Q. You mean on the road?

2 A. Sorry, on the road, yes. There was someone on the road
3 laying there. People staggering sort of towards me.
4 Like I say, I jumped in, got the bag, come back and
5 there was -- I suppose -- oh, I told some woman that an
6 ambulance would be coming, and then there was a black
7 policewoman and I said, "Oh, my van's stuck there, what
8 shall I do?" and she sort of said, "We've got a lot
9 bigger problems than your van", and I sort of realised
10 how stupid it was to worry about my van, and then
11 just -- I just -- all I could think about was -- I rang
12 my boss and said, "I'm not going to make it to this job,
13 a bus has just blown up next to the van", and then
14 I just started walking -- I managed to get through to my
15 wife and she said "Just run", like, and that was what
16 I did, just kept going as far away as I could really.

17 Q. You mentioned in the course of giving that answer
18 seeing, I think, at least two casualties. You mentioned
19 seeing a man lying on the road wearing a suit. Could
20 you give us some idea of where he was lying, please?

21 A. On the picture, it would be sort of to the right-hand
22 side just in front of my van, around that area.

23 Q. Were you able to see what his condition was?

24 A. Yes, he just had blood coming out of his head and was
25 just laying on the floor, really.

1 Q. Was he moving?
2 A. No.
3 Q. Do you know whether he was alive at the time you saw him
4 or whether he -- if he was alive, whether he
5 subsequently died?
6 A. I don't know.
7 Q. You're not in a position to really help us with that?
8 A. No, like I say, I didn't sort of, you know, didn't go
9 and check on people or nothing like I should have done.
10 Q. No. Do you remember what colour the suit was?
11 A. Black.
12 Q. Do you remember whether the gentleman in question was
13 a coloured or white man?
14 A. I think he was a black fellow.
15 LADY JUSTICE HALLETT: Sorry, when you said to the
16 right-hand side of your van, did you mean to the
17 right-hand side as we look at the photograph or did you
18 mean as you would be on the driver's side?
19 A. No, that's to the driver's -- on the driver's side,
20 sorry.
21 LADY JUSTICE HALLETT: So, had you been sitting in your
22 driver's seat, he would have been to the right -- to
23 your right-hand side, up ahead of you on the road?
24 A. Yes, yes.
25 MR ANDREW O'CONNOR: How sure are you that the gentleman

1 himself was a black gentleman?

2 A. Are you asking for percentages?

3 Q. Just an idea. We understand it's five years later, but

4 it helps.

5 A. 85.

6 Q. That was one of the casualties you mentioned,

7 Mr Evenden. Another casualty you mentioned was,

8 I think, a girl who was lying perhaps closer to your

9 van, was she?

10 A. No, she was closer to sort of the kerb, if you like, but

11 further up along, closer to the taxi in front of me.

12 Q. Yes. So between your van and the kerb?

13 A. No, sort of further -- closer to the black taxi in

14 front, so, yes, a bit further in front of my van.

15 Q. I see. What do you remember of her?

16 A. Yes, she was sort of -- looked sort of Turkish or

17 whatever. She had her eyes open. If I had to guess,

18 I'd say she was dead, because she weren't moving and she

19 had her eyes open.

20 Q. She had her eyes open and you say she wasn't moving.

21 How long did you have her either in view or were you

22 aware of her there and you were aware she wasn't moving?

23 A. Four, five seconds, maybe, something like that, you

24 know.

25 Q. Did you see her as soon as you got out of your cab for

1 the first time, or was it a little bit later that you
2 saw her?

3 A. Yes -- no, it was the sort of first time that I'd sort
4 of sat there and just took it all in, kind of thing, you
5 know. Because I -- when I went back, I didn't really --
6 I just tried to focus on the bag and not look at
7 everything, if you know what I mean.

8 Q. Yes. From where you describe her body to have been
9 lying, you must have been within a few metres of her
10 when you were sitting on the kerb and going back and
11 forth to your van.

12 A. Yes.

13 Q. Did you actually go closer to her and go to her?

14 A. No, no.

15 Q. Did you see anyone else go up to her while you had her
16 in your vision?

17 A. No, no, not that I remember.

18 Q. Do you think it's possible that someone went up to her
19 and that you just didn't see them?

20 A. Oh, yes, yes, probably quite possible, yes.

21 Q. I take it from what you say you didn't, for example,
22 hear her saying anything or making any noises?

23 A. No.

24 Q. Are there any other casualties that you can recall
25 sufficiently well that you can describe them to us,

1 Mr Evenden, that you saw?

2 A. No, not really, no. I just remember seeing all the
3 people walking back and forth on the top of the deck,
4 really, sort of just trying to figure out where they
5 were and how they'd get off, what people survived.

6 Q. I take it from what you say that you didn't actually
7 approach the bus or go on to it or anything of that
8 nature?

9 A. No, no.

10 Q. Did you go -- looking again at the photograph, the
11 building in the background is, as you probably know, the
12 BMA building.

13 A. Yes.

14 Q. Did you go towards the BMA building so that you were on
15 the pavement next to it, so that you could look at the
16 other side of the bus?

17 A. No, no, because I -- the road that this photo is looking
18 down is the one that I, you know, headed away from the
19 scene.

20 Q. You just moved away from the bus?

21 A. Yes.

22 MR ANDREW O'CONNOR: Thank you very much, Mr Evenden. Those
23 are all the questions I have for you. It may be that
24 some others have questions for you.

25 LADY JUSTICE HALLETT: Ms Gallagher?

1 Questions by MS GALLAGHER

2 MS GALLAGHER: Mr Evenden, I represent the family of

3 Anthony Fatayi-Williams, who's a young black man who was

4 in a suit. His body was actually recovered from the bus

5 itself. Just for clarification, I just need to ask you,

6 in the light of some the answers you've given, the man

7 in the dark suit you've described seeing lying on the

8 ground, you've said today you thought he was black, you

9 were about 85 per cent sure you thought he was black.

10 Can you help us with this: when you saw him, was he face

11 down or face up?

12 A. Face down.

13 Q. Face down?

14 A. Yes.

15 Q. So you're basing your 85 per cent on just what you could

16 see from the back?

17 A. Yes, yes.

18 Q. The other issue to do with that, Mr Evenden, is I've got

19 a copy of your statement from 17 July 2005, so obviously

20 much closer to the time, and when you describe seeing

21 this person in that statement, you say:

22 "Further to my left, also in the road lying down

23 I saw a white man dressed, I believe, in a black suit.

24 He had a large gash to one side of his head which was

25 bleeding heavily. He was not moving."

1 Is that the same person you're referring to now?

2 A. Yes, maybe it is then.

3 Q. Could it be, in fact, that you now think you're

4 85 per cent sure your mind may be playing some tricks on

5 you, given in your statement at the time you said he was

6 a white man in a black suit?

7 A. Yes, possibly.

8 MS GALLAGHER: Thank you very much, Mr Evenden. Nothing

9 further.

10 LADY JUSTICE HALLETT: Ms Sheff?

11 Questions by MS SHEFF

12 MS SHEFF: Mr Evenden, I'm asking questions on behalf of

13 Giles Hart's family, who may very well be the man that

14 you were describing as his body was found in the area

15 where you say you saw that body, and he was found face

16 down.

17 He was a white man, but, because he was sitting

18 quite close to where the explosion took place, he had

19 been burnt in the explosion. Is it possible that that

20 may have accounted for the fact that your memory has

21 allowed you to think that he was black?

22 A. Yes, yes, but it's five years ago.

23 Q. Yes, of course. Were you able to tell what injuries he

24 had?

25 A. Just a cut on his head sort of thing, just blood coming

1 out of his forehead. I must say I didn't investigate
2 and walk around or anything like that.

3 Q. Did you notice anything about his lower limbs, if any of
4 them were missing?

5 A. No.

6 Q. You just didn't notice?

7 A. No, I just --

8 Q. You didn't see them missing?

9 A. No, I just didn't notice.

10 Q. You didn't notice. Were you able to tell anything about
11 his age?

12 A. No.

13 Q. Giles Hart was in his 50s.

14 A. No.

15 Q. Does that accord with anything you noticed about that
16 body?

17 A. No, I didn't really get a good look, no.

18 Q. Was the body moving when you saw it?

19 A. No.

20 Q. Did he appear to already be deceased?

21 A. I couldn't have said because I couldn't really see him
22 properly. It wasn't like the girl where I could see her
23 eyes. It weren't like that at all. I couldn't have
24 made a judgment on that.

25 Q. There was nothing of him that you saw which indicated

1 that he was in need of any help or calling out or asking
2 for help?

3 A. No, he wasn't, like, on the floor with his arms out or
4 anything like that. He was still, from what I saw, in
5 the split seconds I saw, he was still.

6 MS SHEFF: Thank you very much, Mr Evenden.

7 LADY JUSTICE HALLETT: Any other questions? There are no
8 other questions for you, Mr Evenden. It must have been
9 a very shocking event for you, and I'm sure that the
10 last thing you wanted five years on was to be asked to
11 describe what you saw that day. Thank you for doing
12 your best.

13 A. Thank you.

14 LADY JUSTICE HALLETT: Thank you.

15 MR ANDREW O'CONNOR: My Lady, that concludes the oral
16 evidence for today. There are a number of statements to
17 be read, which I will do now with your permission.
18 There's a statement from a gentleman named
19 Moses Eta-Ngomboh, a statement dated 10 July 2005.
20 My Lady, the first few paragraphs of his statement
21 state where he lives. They state that he is of
22 Cameroonian origin and they discuss his religious
23 beliefs. He goes on.

24 Statement of MR MOSES ETA-NGOMBOH read

25 "On Thursday, 7 July 2005, I left my flat in Hackney

1 and walked to the bus stop in Hackney Downs in order to
2 catch the number 30 bus to Marble Arch. I left at about
3 6.30 am so that I could get to see my friend [he gives
4 his friend's name] who was a night porter at the
5 Mostyn Hotel in Brynston Street, W1. I met [his friend]
6 when I also worked at the hotel as the night duty
7 assistant manager, until I was told to give up work by
8 HM Immigration in February 2005.

9 "The reason why I was going to see [again, he gives
10 his friend's name] was to give him the bimonthly edition
11 of the Jehovah's Witness magazines 'Watchtower' and
12 'Awake'. I caught the bus as planned and made my way on
13 the number 30 but getting off at the last stop outside
14 Allders in Oxford Street W1. I then walked the short
15 distance to the Mostyn Hotel where I met up with [his
16 friend] and gave him the magazines. I stayed at the
17 hotel for about two hours, chatting with [again, he
18 mentions his friend's name] and other people who I knew
19 from working at the hotel, before I decided to leave at
20 about 9.00 am.

21 "My intention was to make my way back to the Hackney
22 area and go to a Jehovah's Witness group session in
23 St John's Street, E5. I left the hotel on my own after
24 saying goodbye to everyone and again made my way back to
25 Portman Street and got on to bus 74 towards

1 Baker Street. I was running a bit late, so I knew, if
2 I could get to Baker Street and then to Euston, I would
3 have more chance of getting a bus back to Hackney, as
4 there are different routes going there.

5 "I then made my way to Baker Street on the 74 bus,
6 but then had to change buses as the 74 terminated at
7 Baker Street. I would estimate that the bus got to
8 Baker Street between 9.05 and 9.10, where it stopped in
9 the main road directly outside the station.

10 "I got off and waited at the same stop, as I knew
11 that I could catch the number 30 bus from there. I did
12 not have to wait long, as the number 30 pulled up behind
13 the 74 almost immediately.

14 "At first, there was quite a rush to get on the
15 number 30 bus, which was a red double decker. I was
16 lucky and managed to get on the bus just before the
17 doors closed, but as I was doing so, the strap of
18 a black holdall snapped and almost fell to the floor."
19 He then describes the black holdall in question. He
20 goes on:

21 "I am a regular traveller on buses and nearly always
22 go upstairs to the upper deck unless I am only going
23 a very short distance. This occasion was no different
24 and I made my way to the upper deck. As I did so,
25 I noticed that the lower deck was full anyway."

1 He then describes how he found a seat, my Lady, and
2 if we could have up on the plan [INQ10285-6] , if we look
3 at the plan of the upper deck, Mr Eta-Ngomboh is
4 identified as having sat in seat number 44, and that,
5 my Lady, is consistent with a subsequent statement that
6 he gave identifying the seat precisely that he had sat
7 in.

8 He goes on:

9 "I went to the unoccupied seat and asked the white
10 male if I could sit next to the window. He agreed,
11 kindly got up and allowed me to sit down. I describe
12 this male as being white and in his early 30s. I think
13 he was British because he spoke very well and I did not
14 detect a foreign accent. I also think he was British
15 because was very excited about London being chosen for
16 the 2012 Olympics. He was of medium build, taller than
17 I am, about 5' 7" inches. He had dark, collar-length
18 hair and was wearing a thick woollen pullover. There
19 was nothing that really stood out about this man."

20 My Lady, you will see from the plan that it appears
21 that he was sitting next to Mr O'Monaghan whose
22 statement was read yesterday afternoon.

23 My Lady, there is then a section of his statement
24 which refers to other people on the bus which I won't
25 read. It continues:

1 "The bus left the stop at Baker Street and began
2 travelling eastbound towards Euston along Euston Road.
3 As the bus travelled along the road, I got into
4 a conversation with the gentleman sitting next to me
5 about the Olympics. He was reading a newspaper, which
6 title I don't know, but he was showing me the pictures
7 of elation from Denise Lewis the athlete and
8 Ken Livingstone.

9 "Throughout the journey from Baker Street to Euston,
10 people were getting on and off, but I wasn't taking any
11 notice of them. I do this journey a lot and tend to
12 keep myself to myself, either looking out of the window
13 or having a sleep. The route of the number 30 takes you
14 along Euston Road along the top of the underpass by
15 Euston Square, then into Euston station. On a normal
16 day, it would exit the station via Grafton Road and
17 Church Way before rejoining the Euston Road towards
18 King's Cross. On this particular day, as the bus was in
19 Euston Road at the junction with Melton Street, I looked
20 out of the window and saw two uniformed police officers
21 running from Melton Street towards Euston train station.
22 Both officers were carrying medical kits.

23 "My immediate thoughts were that there had been an
24 accident or someone had been injured, but very shortly
25 afterwards, just as we were about to turn into the bus

1 station at Euston, I saw another 6 to 10 police officers
2 running past the bus and along Euston Road.

3 "I began looking around to see if I could see an
4 incident of some kind, but could not see anything. The
5 bus turned into the station and I then saw a lot of
6 people standing around, far more than normal. I then
7 said to the gentleman sitting next to me that something
8 must be happening, as this was unusual. This male was
9 still reading his paper and replied without looking up
10 stating that it was probably an electrical fault or
11 something similar and it would be the last place he
12 would want to be.

13 "The bus then came to a stop outside the train
14 station but not at the normal stop, due to the amount of
15 people waiting. It managed to stop a little bit further
16 down.

17 "People, both male and female, then got on and off
18 the bus, including another gentleman who sat in the
19 aisle seat behind [him]. The bus then began to pull
20 away and I am sure the driver was trying to cross
21 Eversholt Street to go into Grafton Street, but was
22 prevented from doing so as the police were putting up
23 blue cordon tape across Grafton Street and into
24 Euston Road. This forced the driver to turn right out
25 of Euston station into Eversholt Street and then across

1 the lights at Euston Road and into Upper Woburn Place.
2 The bus was now travelling down towards Russell Square.
3 Everyone on the bus on the upper deck was now quiet and
4 looking at the events going on outside. [The man
5 sitting next to him] had now put his paper away and was
6 sitting with his arms folded. I can also remember a lot
7 of people on their mobile phones whilst stationary at
8 Euston station, and I can remember someone whispering
9 that there had been an explosion on the Underground.
10 "I cannot, unfortunately, recall who said that, but
11 word got around and that's when people became quiet.
12 The bus continued moving slowly down Upper Woburn Place
13 due to the heavy traffic and I continued to look out of
14 the window. I noticed that there was a church on the
15 left which was open and then we drove slowly past
16 a large building, also on the left. I just started to
17 admire the building with its many different offices when
18 I suddenly heard a massively loud bang that shattered my
19 ear drums. I suddenly felt like I was floating in
20 a dream and that there was dust and smoke all around.
21 I then smelt some kind of odour that I hadn't smelt
22 before and I realised that I was alive and that this was
23 for real.
24 "I then felt like I was sinking and I immediately
25 thought back to a previous weekend when I had gone to

1 see 'The War of the Worlds'. In this movie, the ground
2 had opened up and people and other things were sinking
3 into it. Something in the back of my mind told me to
4 keep above ground and not to sink down, so I struggled
5 to stay where I was.

6 "There was debris falling all around me, but I kept
7 pushing it away in an effort to stay on top. After
8 a few seconds, the dust settled and I was still coming
9 to terms with what had really just happened. I looked
10 down and noticed that my body had also doubled over. By
11 this I mean my legs were up against some form of metal
12 object and my chest was pressing against them. I also
13 noticed that my arms were resting on debris and I was
14 being suspended.

15 "I cannot say exactly where I was on the bus after
16 the explosion, but I think I was still facing the front
17 of the bus. I then managed to roll over to my
18 right-hand side and onto a body that was lying face
19 down. I don't know if this body was male or female, but
20 I do know that this person was wearing trousers and was
21 covered in blood. I don't know how I did it, but I can
22 remember falling to the pavement and landing on my feet.
23 I walked away from the bus close to a zebra crossing
24 where I stopped, as I felt dizzy and my head was
25 ringing. Someone then told me to sit down, which I did.

1 I sat there for a short time whilst this person was
2 attending to a lady who was screaming and I then saw an
3 injured person being led into a hotel next to the bus.
4 "I decided to get up and go to the hotel where
5 I received initial first aid from the paramedics. I was
6 then taken to the University College Hospital where
7 I was treated for injuries to my left leg and ankle and
8 to my ear drums."

9 My Lady, the remainder of the statement deals with
10 the injuries the gentleman suffered.

11 My Lady, I now come to the statement of
12 Prevshan Vijendran. You will recall, my Lady, that this
13 gentleman was due to be called to give evidence, but
14 because of the traumatic memories that he had, he was
15 unwilling to give evidence. You will recall that
16 I raised this at the end of proceedings on Friday.
17 We have not had any objections from any of the
18 interested persons to his statement being read and so
19 I now propose to do so.

20 LADY JUSTICE HALLETT: Thank you.

21 MR ANDREW O'CONNOR: The statement of Prevshan Vijendran,
22 dated 12 August 2005.

23 Statement of MR PREVSHAN VIJENDRAN read

24 "This is my account of events on 7 July 2005 on the
25 number 30 bus, which was concerned in a bomb explosion.

1 "My intended journey on this day was to travel from
2 my home address to Angel Tube station where I then walk
3 to work. I usually get the Tube from Newbury Park,
4 travelling on the Central Line to Bank and then the
5 Northern Line to Angel station. I usually arrive at
6 work between 9.15 and 9.30 am. On this particular day,
7 I was wearing a light-blue, short-sleeved shirt, short,
8 blue denim jacket, black trousers, black shoes and black
9 socks. I was carrying a navy blue and black shoulder
10 bag. I left home between 8.00 and 8.30 am. I walked to
11 Newbury Park as usual and got the Central Line Tube.
12 "The train continued its journey and, when we
13 reached Leytonstone, an announcement was made over the
14 speaker system that Bank station had been closed due to
15 an emergency. I stayed on the train until
16 Tottenham Court Road, where I then intended to catch
17 a Northern Line train to Euston and then another
18 Northern Line train to Angel. I got off at
19 Tottenham Court Road and got a train to Euston.
20 "Upon arrival, an announcement was made that another
21 emergency was taking place. I got on to a train
22 intended for Angel, but a further announcement was made
23 that the station was to be evacuated. I got off this
24 train and left the station. Outside was very busy with
25 a lot of people standing around. Traffic was also very

1 congested.

2 "Outside Euston was a number of bus stops.

3 I noticed a number 30 bus destined for Islington coming,

4 so I ran and got on it. The lower floor was quite busy

5 so I went upstairs and sat in the middle of five seats

6 on the back row."

7 My Lady, if we could look at [INQ10285-6] on the upper

8 deck you'll see that Mr Vijendran is marked in seat

9 number 60. That is consistent with the description he's

10 just given of where he was sitting.

11 "I remember a male, he may have been black, sitting

12 next to the window to my right. I don't remember any

13 more about this male. I also recall two females sitting

14 in the two seats in front of me to the left side of the

15 bus. I recall them as a black lady aged about 40 years'

16 old, she was next to the window, and an Asian lady,

17 about 30 to 40 sitting next to her. I remember an Asian

18 female and a white female, both aged about 20 years,

19 sitting about three rows from the rear of the bus on the

20 right-hand side. I have seen the Asian female before on

21 my journey to work on the Tube. She gets off at Angel

22 where I usually do."

23 My Lady, that would appear to be Shahara Islam.

24 "When I saw her, I thought to myself 'Hopefully, I'm

25 on the right bus, as she will be going to where I want

1 to go'. There were a number of other people on the bus.
2 There were seats available but I don't know how many.
3 I have looked at a map to assist with road names of the
4 journey the bus took. The bus departed Euston Square
5 and turned right into Eversholt Road. The traffic was
6 very congested and it took about five minutes just to
7 turn into the road. The bus approached Euston Road that
8 crosses Eversholt Road. The left turn was blocked with
9 police cars and all sealed off. I recall traffic was
10 moving to the right-hand turn. The bus continued over
11 Euston Road into Woburn Place and into Tavistock Square.
12 "To travel this short distance took about ten
13 minutes. All of a sudden, I felt a warm blast of air in
14 my face. I don't recall any noise. The next thing
15 I knew, I was lying in the road. I tried sitting up and
16 looking around to see what had happened. I was very
17 dazed and didn't know what was going on. I was wearing
18 contact lenses and had debris in my eyes, so I was
19 unable to see a great deal. I recall my trousers had
20 been blown off. I had no shoes and only my left sock on
21 my foot. I had a lot of blood on my legs and hands,
22 which made it worse when I was trying to clear my eyes.
23 "I now became aware of screams around me. I also
24 remember a lady screaming and running past me on my
25 left-hand side. I could not see the bus. It may have

1 been behind me, as I couldn't look round. I remember
2 a black male came to help me. I cannot remember much
3 about him other than he was wearing a suit. There was
4 also another male helping me. The black male was trying
5 to calm me down and told me I had no big wounds. He was
6 telling me to stay down, as I think I was trying to sit
7 up. I was very shocked, as I still didn't really know
8 what was happening.

9 "I then remember being carried a short distance,
10 I think I was moved onto a pavement out of the road,
11 I now started feeling a great deal of pain in my legs
12 and ankle. It felt like a sharp object had been impaled
13 in my skin. I remember saying I needed painkillers.
14 I also recall a female voice saying 'Put him on his
15 side'. I remember coughing and blood was coming up.
16 I closed my eyes. I don't know if I went unconscious,
17 but I then remember being on a grass area. I tried to
18 stand up and somebody shouted 'Don't get up'. I don't
19 really remember much more about being on the grass
20 again. I may have been asleep or unconscious. The next
21 thing I knew I was on a stretcher and a voice said, 'We
22 are from the Ambulance Service, we're going to take you
23 to Nightingale Ward'."

24 The next part of his statement describes his
25 injuries and the treatment he received. He does say

1 that he spent three weeks in hospital before he was
2 allowed home. At the very end of his statement, he
3 records having seen a picture in the newspaper of the
4 20-year-old Asian female who he described earlier in his
5 statement -- by that, he seems to mean the Asian female
6 sitting ahead of him and to his right on the top deck of
7 the bus -- and recording that he was sad to say that
8 he'd seen she had passed away in the blast.

9 My Lady, I'll now read the statement of Scott Kelman
10 or I should say statements, there are two statements
11 I will read from him. My Lady, he, too, was due to give
12 oral evidence. He also was unwilling to attend and, as
13 with Mr Vijendran, we have had no objections from any
14 interested persons to the reading of his evidence.

15 My Lady, the first statement from Mr Kelman is dated
16 16 July 2005.

17 Statements of MR SCOTT KELMAN read

18 "I am making this statement in regards to the
19 bombings that occurred in London on Thursday,
20 7 July 2005. I am a taxi driver in London and have been
21 for the last eleven years. The taxi I currently own and
22 drive is a black cab, model TX1."

23 He provides the registration number.

24 "I bought it in November 1997. I am the only one
25 who drives it. On Thursday, 7 July 2005, I went out to

1 work about 8.15 am. I picked up a man in the cab around
2 St James's who wanted to go to Liverpool Street. We
3 were driving along the Embankment when it came across
4 the radio that there had been some sort of power surge
5 on the Underground and that people were injured.
6 I thought it was strange, as no one had been hurt in
7 a power surge before.
8 "I came off the Embankment, went up through
9 Farringdon and around by the meat market. The traffic
10 was solid so I told the bloke that he might as well get
11 out and walk as we were not going to go anywhere, and
12 I could turn back around. He got out and I spun the cab
13 around and picked up a male and female, who were husband
14 and wife, in Charterhouse Street near the meat market.
15 The male was white, about [I think there's a reference
16 to him being about 6-foot tall] big and stout. He had
17 short, black hair, was in his 50s, he looked like he
18 worked in the City. He was wearing a dark suit and
19 a tie, although I cannot remember what colour it was.
20 I have since learnt that his name is John, with
21 a surname that could be Hadley or Headley. I know this
22 as he rang the carriage office after it happened and
23 passed on his details."
24 My Lady, his name was in fact Mr Haydon, and I'll be
25 reading his statement immediately after this.

1 "The female he was with, his wife, was French,
2 dark-skinned, about 5' 5" and in her 40s. She was slim
3 and had shoulder-length, dark hair. The male wanted to
4 go to Liverpool Street, but I told him it had been
5 closed off, so he asked if I could take his wife to
6 Euston. I drove up Farringdon Road into Clerkenwell,
7 down Gray's Inn Road and eventually into Woburn Place.
8 The traffic was solid and I hardly moved anywhere. We
9 were heading north towards Euston Road. A taxi driver
10 came down in the opposite direction and told me not to
11 bother, as Euston Road had been closed off. I was just
12 making my way through Tavistock Square. As I got to the
13 junction of Tavistock Square and Upper Woburn Place,
14 a silver 4x4 came out of the junction and blocked me
15 from getting into the bus lane. Behind me was a white
16 van."

17 Perhaps we could have on the screen INQ10345-1 [INQ10345 - not for
publication].

18 My Lady, this is the picture we looked at earlier. You
19 will see Mr Kelman's cab quite clearly on the right-hand
20 side, very slightly concealed by foliage. You heard
21 Mr Stavely give evidence about the silver 4x4. That is
22 concealed by the tree, but we know it to be just over to
23 the right, coming out of the road joining -- or that
24 other part of Tavistock Square.

25 Mr Kelman describes drawing a plan which showed, in

1 the same way as this photo does, his cab, the white van
2 behind him and the silver 4x4 joining the road in front
3 of him.
4 He goes on:
5 "At this point, there was a massive explosion and
6 a loud boom. I got down in the cab and went from the
7 driver's side over into the passenger luggage side. My
8 driver's window was open about an inch and glass and
9 metal came through and hit me on the right-hand side of
10 my head by my eye. At the same time, a body hit the
11 side of my cab on the offside on the passenger door.
12 There were body parts inside the whole of the cab. The
13 red London double decker bus that was next to the cab on
14 the other side of the road had been blown up. The roof
15 of the bus had completely gone and the back of the bus
16 had disappeared. There were dead bodies everywhere.
17 "I tried to open the driver's door, but it wouldn't
18 work, but the windows did, so I got out of the front
19 passenger window. I helped the French woman out of the
20 back nearside window and then the male got out as well.
21 I walked around my cab wondering what was going on.
22 I thought to myself what the bloody hell was happening.
23 It was then that I realised that the bus had exploded.
24 I looked down and saw a female lying underneath my cab
25 under the back wheels. Her legs were tightly underneath

1 the wheels and I kept thinking how had that happened as
2 we were not moving and it was as though the whole cab
3 had been moved across.

4 "I went to help the female. She was white, small
5 and petite, in her 20s. She had long, blond hair. She
6 told me her name was Emma."

7 My Lady, that is Emma Plunkett who will be giving
8 evidence next week.

9 "She could not move her legs and had trouble
10 breathing. She had some spinal injuries as well.

11 I told her to just breathe slowly and to keep calm. She
12 kept asking for her friend. I didn't know who or where
13 she was. A male came over who was a doctor. He was
14 white, approximately 6' 3" with white hair. He was
15 wearing a grey suit. We were both with Emma for about
16 20 minutes. People were bringing tables out of the
17 British Medical Association. Me and the doctor pulled
18 Emma out from under the wheels and placed her on to
19 a table. She was screaming and was in a lot of pain.

20 "Some other people joined us and we carried Emma on
21 a table into a courtyard in the BMA. Whilst we were in
22 there, police were telling people to get inside, as
23 there was going to be another explosion, that they were
24 going to do a controlled explosion. This was about
25 20 minutes after the first one. I did not hear the

1 second explosion.

2 "Someone asked me to go over to a male who needed
3 help. I went over to a guy who looked Asian or Iraqi.
4 He was about 22 years' old and looked about 5' 10" but
5 he was lying down. He told me his name was Prav and
6 that he was from Ilford. I think he had been on the bus
7 but I don't know for sure. He had bad burns on his
8 legs, which were all black, and had injuries to his
9 groin area. Skin was falling off his face and he had
10 trouble breathing. Prav also had glass in his eyes and
11 he couldn't see and I was trying to get the glass out.
12 Prav had been graded as a priority 2. When I was with
13 Emma, she had been graded as a priority 1. I stayed
14 with Prav for about an hour. Eventually, an ambulance
15 arrived and Prav was taken to UCL Hospital.

16 "After that, I left and walked through to
17 Cartwright Gardens and walked home. I noticed there was
18 a bruise to my head and my right eye was bloodshot.
19 When I got out of my cab, just after the explosion,
20 I walked around the back of the cab. I saw a female
21 lying on the ground. She was Asian. I knew she was
22 dead as she had bits missing. This is all I can tell
23 you about her."

24 My Lady, that we believe to be Shahara Islam.
25 My Lady, the remainder of Mr Kelman's first

1 statement deals with the exhibits to the statement and
2 the clothes he was wearing on the day.

3 My Lady, there is a further, more recent statement
4 from Mr Kelman, which is very short. It's dated
5 11 October 2010.

6 I should say that he had given one statement between
7 those two which simply dealt with his property and
8 I won't read it out. The statement dated 11 October of
9 last year reads as follows:

10 "Further to my two previous statements, I would like
11 to add the following. On Thursday, 7 October 2010,
12 I was spoken to by DC Cousin from the
13 Metropolitan Police Counter-terrorism Command. I was
14 asked if I had moved my taxi cab following the bus
15 explosion at Tavistock Square.

16 "As I mentioned in my previous statement, after the
17 explosion, I tried to open the driver's door, but it
18 would not work. The windows did, so I climbed out of
19 the cab via the front passenger window. I left the
20 vehicle keys in the ignition. The engine was still
21 running. At no time whilst I was at the scene did
22 I re-enter the taxi cab and move it, nor did I see
23 anyone else move it. After assisting others as detailed
24 in my previous statement, I walked home. After about 4
25 to 5 weeks later, I went to a police compound and

1 collected my cab."
2 That concludes the second statement of Mr Kelman,
3 my Lady.
4 My Lady, finally, as far as Tavistock Square is
5 concerned, I'll read, if I may, the statement of
6 Walter Haydon, dated 24 September 2005. As I mentioned,
7 he was the passenger in Mr Kelman's cab.
8 Statement of MR WALTER HAYDON read
9 "This statement is made regarding the London
10 bombings and, in particular, the bus explosion in
11 Tavistock Square, where my wife and I were travelling
12 past the bus in a taxi when the explosion occurred.
13 "I am married to Colette, who is French, and we live
14 on the outskirts of London. Colette works locally and
15 I work in the City for a reinsurance company and use the
16 overground and underground train to commute to work.
17 "On 7 July 2005, my wife and I left home at
18 approximately 8.00 am travelling to Liverpool Street.
19 My wife was then going to travel on from
20 Liverpool Street to meet a prospective client and I
21 would have gone to work in [his firm's offices] off
22 Bishopsgate. We caught the train from Willesden
23 junction to Euston and walked to Euston Square where we
24 caught a Metropolitan Line train, I think towards
25 Liverpool Street. At about 8.40, we were held up just

1 before the Barbican station on the Tube, initially with
2 no information, but subsequently we were advised it was
3 because of a power surge. After about 15 minutes, the
4 train advanced to Barbican and we were detrained.

5 "From Barbican, we started to walk towards
6 Liverpool Street station, but near the entrance to
7 Smithfield market found a taxi and requested him to take
8 us on to Liverpool Street.

9 "I was sitting in the back behind the driver and my
10 wife was next to me. Shortly after that, however, the
11 driver advised us that he'd heard on the radio that all
12 the streets around Liverpool Street were blocked and he
13 was unable to get near it. Accordingly, we decided to
14 return to Euston in order that my wife could return home
15 and to her work, allowing me to then try to get back
16 into the City, either in the taxi or by some other
17 fashion.

18 "The taxi was travelling through Tavistock Square
19 heading north towards Euston when the bomb on the bus
20 went off. We were pretty much alongside the bus, albeit
21 travelling in the opposite direction. I felt the
22 pressure more than hearing the bomb, although very
23 shortly afterwards I also heard a tremendous noise of
24 debris falling on the taxi and the surrounding area.
25 This may have been because the windows to the taxi were

1 closed and, of course, the bomb was inside the bus, but
2 I felt it more than heard it. That was my impression,
3 and for a split second at least I thought it was
4 scaffolding falling off from a building rather than
5 a bomb.

6 "We came to a halt very quickly and the driver told
7 us that, in his words, 'They have bombed the bus', and
8 we all tried to get out. However, the doors would not
9 open. The driver got out and attempted to open the door
10 from the outside for us, but it still wouldn't open. My
11 wife climbed out of the window, assisted by the taxi
12 driver and myself, and then she and the driver seemed to
13 disappear. I then climbed out of the window with some
14 difficulty and went to find my wife, who, by this stage,
15 was surrounded by three or four women who had been on
16 the bus and escaped.

17 "They were looking a mess and covered with debris
18 and bits off all sorts of things, splattered blood,
19 glass, et cetera, and were in a state of deep shock or
20 hysteria and having difficulty in hearing. She
21 attempted to calm them down, telling them help would
22 arrive shortly and reassuring them that they were
23 basically okay. At this point, I remember thinking
24 about our bags, which contained our telephones,
25 et cetera, and turned around to see where they were.

1 I was looking at the bus for the first time and also the
2 road around the bus. There was at least one dead girl
3 on the road at that time and there were clearly other
4 bits of victims hanging around at the back of the bus as
5 well as lots of splattered mess all over the floor.
6 "I don't recall at that point there were people on
7 top of the bus. However, I didn't exactly look for
8 long, as it was at this point that I was approached by
9 a young woman who was screaming in French asking for
10 help and that she didn't speak English. I took her with
11 us because my wife is French and she joined our small
12 group, sat on the side of the square for a few minutes,
13 and then decided there was no point in staying and
14 headed towards UCL Hospital. Our group comprised
15 a Filipino lady, a black woman, a French girl and
16 I think two other women, but as we were going towards
17 the hospital, various people came and assisted us and
18 gradually took all but the French lady off our hands.
19 We proceeded to the University College Hospital where
20 the French lady was admitted with my wife who was
21 supporting her.
22 "After about an hour, they were discharged and we
23 took the French lady home. Initially, we started
24 walking towards where she lived in Camden, but very
25 quickly I found another taxi and we were able to take

1 her home in that and, when we were sure she was okay, we
2 continued in the same taxi to our home."

3 My Lady, the remainder of the statement gives
4 a little more detail about the French lady in question
5 and their own injuries.

6 My Lady, that concludes the Tavistock Square
7 witnesses for today. You will recall there were two
8 statements left over from the King's Cross scene. If
9 it's convenient, I propose to read those now.

10 LADY JUSTICE HALLETT: Certainly.

11 MR ANDREW O'CONNOR: The two statements in question are the
12 statements of Paul Chippington and Peter Sanders.

13 LADY JUSTICE HALLETT: Don't worry, you read, Mr O'Connor,
14 I don't think I need to find it, I'm sure I can catch
15 up.

16 MR ANDREW O'CONNOR: My Lady, there's a file here which
17 I know has the two statements in.

18 LADY JUSTICE HALLETT: Thank you.

19 MR ANDREW O'CONNOR: My Lady, I'll read first the statement
20 of Paul Chippington dated 31 August 2005. He was the
21 duty station manager at King's Cross main line.

22 Statement of MR PAUL CHIPPINGTON read

23 I am a duty station manager at King's Cross mainline
24 station, London, N1. I have held this position for
25 approximately two years now. Prior to my current

1 employment, I have worked in the security industry for
2 all my adult life. I have many employment experiences
3 including being in the Navy, Royal Fleet Auxiliary MOD
4 for twenty years, where I reached the position of chief
5 petty officer. I have experienced active service in
6 both the Falklands and Gulf War in 1991. During this
7 time, I underwent most aspects of security training,
8 from counter-terrorism to qualifying to nuclear,
9 biological, chemical defence officer.

10 "My current duties are to assist in managing one of
11 Network Rail's busiest and highest profile assets, which
12 is at present under extensive redevelopment,
13 implementing and managing every aspect of Transac, DTI
14 and HMRI requirements, managing security personnel,
15 auditing of security arrangements, liaising with the
16 emergency services, risk assessment management of
17 employment staff and contractors visiting the station,
18 monitoring of contractors, method statements and work
19 notices to ensure safe methods of works, CCTV management
20 and ensuring that data protection and local procedures
21 are enforced, ensuring that railway bylaws and current
22 legislation security updates are briefed to all staff
23 with a view to crime reduction.

24 "In addition to the above duties, I am also the
25 maintenance manager at King's Cross and responsible for

1 the day-to-day running of every aspect of maintenance,
2 both reactive and proactive, to ensure that contractors
3 carry out works as to method statements. I ensure
4 security staff are trained in fire panel and associated
5 fire procedures.

6 "As a chief petty officer, I had responsibilities to
7 train personnel in all aspects of warfare, firefighting,
8 advanced first aid and battle triage. My professional
9 qualifications include, or have included, first aid,
10 firefighting, small arms, defibrillation, station
11 incident officer, train dispatch monitoring, accident
12 investigation and risk assessment course.

13 "I work a shift pattern which includes early and
14 late starts, including, at times, weekend cover. At the
15 commencement of each shift and throughout the time of
16 the shift I cover, I begin a duty station manager's log.
17 The log is comprehensive in content and covers all
18 issues that affect the running of the station. It will
19 detail a brief overview of weather and issues such as
20 staffing problems and maintenance problems.

21 "On Thursday, 7 July 2005, I commenced a shift at
22 King's Cross station which began at 7.00 in the morning.
23 I commenced my usual station manager's log at this time
24 which details the day's events and my involvement in the
25 same. At 8.55, I received a call from Alan Thomas,

1 a GNER supervisor, to say that he had been made aware of
2 reports coming in detailing an incident at
3 Liverpool Street Underground station. Following receipt
4 of this report, I called Network Rail control for
5 clarification of the above. At 09.07 hours, I received
6 reports of an explosion at King's Cross Underground.
7 "Following receipt of this report, I called for
8 category 2 searches of all areas affecting the station.
9 I called ..."

10 LADY JUSTICE HALLETT: I'm sorry to interrupt you,
11 Mr O'Connor, when he says "I received reports", do
12 I take it that's from Network Control?

13 MR ANDREW O'CONNOR: My Lady, it's not entirely clear from
14 his statement. It may be that the log is of more
15 assistance.

16 LADY JUSTICE HALLETT: He refers to it later on, about
17 receiving reports.

18 MR ANDREW O'CONNOR: He does. My Lady, the log again simply
19 states report of explosion at King's Cross Underground.
20 I'm afraid it's difficult to take it any further. It
21 could have been from Network Rail, but it doesn't seem
22 that it certainly was.

23 LADY JUSTICE HALLETT: If it's possible to find out, I would
24 like to know, because I want to know who it was who
25 plainly knew there had been an explosion by 09.07 and

1 09.20.

2 MR ANDREW O'CONNOR: My Lady, we will make some further
3 enquiries on that point.

4 LADY JUSTICE HALLETT: Thank you. Sorry, I interrupted you.

5 MR ANDREW O'CONNOR: My Lady, of course. He stated:

6 "I called for the assistance of Alan Cassan, who at
7 that time was a spare duty station manager, to act as my
8 number 2. At 09.20 hours I was within the public area
9 of the station when I received confirmation of an
10 explosion on the Piccadilly Tube line. At 09.29 hours,
11 I called the safety services to evacuate the station,
12 which, some two or so minutes later, was completed. At
13 09.40 hours, it was fully confirmed that all services,
14 both to and from the King's Cross station, were now
15 blocked, and I had designated the ticket office area as
16 a casualty reception.

17 "Following this designation, mass casualties began
18 to appear at the ticket office area, as a result of
19 which the concourse area was now being utilised for this
20 purpose also. The casualties I saw at this time had all
21 differing types of injuries which were too numerous to
22 list. I began to ensure that provisions such as first
23 aid equipment and drinks were ordered for the casualties
24 arriving in this area. Also, I called for all available
25 wheelchairs and other forms of passenger evacuation

1 equipment to be made available at this time.

2 "I began to become aware of other major incidents
3 being reported all over the London Underground and
4 attempted to use my mobile phone in order to update
5 route control, finding that mobile phone lines had been
6 jammed. At 10.00, I facilitated the forced entry into
7 Swatch, a small retail unit located on the main
8 concourse which sells watches, in order to confirm the
9 area was clear of secondary devices. I had in my mind
10 at the time the events of the bombing of the Madrid
11 transport system.

12 "At 10.03 hours with the casualty situation
13 worsening, I instructed that buses in the area of
14 York Way, immediately outside the station, should be
15 commandeered for casualties deemed to be the walking
16 wounded. This classification of the injured persons was
17 being conducted by the London Ambulance Service who were
18 now in attendance.

19 "At 10.30 hours, I attended a meeting with
20 Gold Commander Peter Armstrong-Cribb, which was held at
21 the British Transport Police office within the
22 King's Cross station complex in order to detail actions
23 taken to date and plan ahead for any future events.

24 "During the course of this meeting, requests were
25 made from the Fire Brigade for additional lighting

1 facilities and stretchers to be made available to the
2 forecourt area. I made a request of the Milk Dock, this
3 being a local name given to the work site entrance
4 located in the National Car Park walkway, for the
5 lighting needs to be met. A further meeting was
6 scheduled for 11.30 between Gold and Silver Command at
7 this time.

8 "At the termination of this first meeting,
9 I returned to the forecourt area and commenced to assist
10 in triage. Whilst doing so, the flying doctor certified
11 a female casualty being treated in the area as dead.
12 I cannot identify this female."

13 My Lady, that would have been Samantha Badham.

14 "I proceeded to the concourse area where I again
15 continued with triage duties. At 10.50, reports began
16 to reach me that up to 20 persons were dead on the
17 Underground and a request was made to me by
18 Metropolitan Police officers that a mortuary be
19 established. This request was facilitated at the
20 barrier line and deceased persons were taken to this
21 area which was cordoned off by British Transport Police
22 officers.

23 "At 11.30, a further meeting between Gold and
24 Silver Command was commenced, during which it was
25 confirmed that York Way, Euston Road and St Pancras Road

1 were now secured. It was also established that the
2 West Yard of the station was available as a helicopter
3 landing site.

4 "Whilst dealing with parked cars in this area, in
5 order to secure sites for relevant needs, it became
6 necessary to break into a British Transport Police van
7 (the registration number for which I cannot give at this
8 time) in order to move it. Additionally, a KLC
9 contractor's vehicle [he provides the registration
10 number] was also broken into to remove this vehicle from
11 the site. Following these actions, the area was
12 designated as being available for the emergency
13 services.

14 "At 11.45, I had a meeting with the train operating
15 companies to formalise the way forward for services to
16 resume in order to provide some form of services to
17 passengers. At 11.54, the block was lifted for
18 northbound services only to facilitate trains to travel
19 upline for subsequent services. My attention at this
20 time was also turned to staffing issues, my concerns
21 being that staff were able both to get home and arrive
22 for work and that employees present were not traumatised
23 by the events occurring.

24 "At the next Gold and Silver Commanders' meeting
25 held at 12.30 it was established that no more injured

1 persons were now present at the scene and only those
2 persons certified as dead remained. No additional
3 bodies were in the designated mortuary. The main
4 concourse and ticket office areas were now declared as
5 a scene of crime area and were taped off and manned by
6 British Transport Police officers.

7 "The next meeting we had at 14.15 was to establish
8 that our priority would now be resuming some form of
9 service to passengers. Discussions were held at this
10 time between WAGN, GNER, the Metropolitan Police and
11 myself, and it was decided at this time to move
12 passengers via Judd Street down St Pancras Road using
13 the West Yard as a passenger staging area.

14 "Service was in fact reopened at the station at
15 16.30 with the first train departing at 16.45.
16 A shuttle service run by WAGN to Welwyn Garden City.
17 The concourse remained cordoned off at this time and
18 passengers were entering via the St Pancras Road
19 entrance. As a Silver Commander on the day of the
20 bombing incidents at King's Cross station, I had
21 a number of feelings and emotions to deal with. I would
22 say, however, my overriding feelings being that of
23 trying to gain some form of control of the situations as
24 quickly and calmly as possible. Of the injuries
25 I witnessed, I would describe them as every type of

1 blast injury from amputees to burns, severe blood loss
2 and death, but although witnessing these injuries again,
3 my feeling turned to ensuring that swift triage centres
4 were established and the mortuary area was screened from
5 public view."

6 The remainder of the statement deals with his log
7 and the clothing he was wearing on that day.

8 My Lady, the final statement is a shorter statement
9 of Peter Sanders dated 10 May 2006.

10 Statement of MR PETER SANDERS read

11 "I am employed by London Underground Limited as
12 a group station manager and I am based at King's Cross.
13 I am responsible for the King's Cross group, which
14 includes King's Cross, Barbican and Farringdon stations.
15 On the morning of Thursday, 7 July 2005, I was having
16 a cup of tea in a cafe close to King's Cross station.
17 At about 8.40 am, I received a text message informing me
18 that there had been a power surge at King's Cross.
19 I immediately went to the station control room together
20 with duty station manager Ken Leach. We met Simon Cook,
21 who was the duty station manager on duty at the station.
22 I was informed that number 5 and number 6 escalators had
23 stopped. These are the escalators leading to and from
24 the Piccadilly Line. I could see from the CCTV monitors
25 that there appeared to be a haze in the vicinity of the

1 Piccadilly Line platform. I had a gut feeling that
2 there was something seriously wrong. I appointed
3 Ken Leach as Silver control and Simon Cook as Bronze
4 control. I went to the escalators and met Lee Merrit,
5 who is a station assistant who was trying to restart the
6 escalators. I helped him and restarted the escalators.
7 "I went down to the Piccadilly Line concourse.
8 I was aware that passengers were coming from both
9 platforms 5 and 6. I could see that these passengers
10 had blackened faces. Some had torn clothes and, after
11 a while, some of these passengers had facial injuries.
12 I went on to the westbound platform where I saw a BTP
13 inspector, Steve Mingay. Passengers were beginning to
14 emerge from the tunnel. I contacted our Silver control
15 and ensured that the power to the track was switched
16 off. It was not clear at first what had happened, and
17 I believe it was probably another ten minutes or so when
18 somebody, I don't know who, reported that there had
19 possibly been an explosion on the train. I recall
20 a heavily pregnant woman coming out of the tunnel. She
21 was in a very distressed state. I helped her onto the
22 platform and up to the control room. I called all
23 available first aiders together and briefed them,
24 requesting that they obtain details of any injured
25 passengers they passed. I arranged for water and first

1 aid equipment to be made available.

2 "I went back to the platform, helping passengers to
3 get from the track to the platform. As passengers were
4 coming onto both the west and eastbound platforms, it
5 was clear to me that the affected train was in the
6 vicinity of the crossover, which is about 400 metres
7 inside the tunnel. This crossover connects the east and
8 westbound tracks and, just before that, there was
9 another tunnel heading to Euston.

10 "I was concerned that passengers may take a wrong
11 turning and I organised a chain of staff to lead them to
12 safety. I was aware that Simon Cook and station
13 assistant Imran Chaudhury had gone down to the train.

14 "By about 9.15, I requested more first aid equipment
15 be obtained. At about this time, the Fire Brigade began
16 to arrive. Once the walking wounded had been cleared,
17 I went to the train, which was stationary in the
18 westbound tunnel, west of the crossover. Just before
19 reaching the train, I could see the body of a male lying
20 on the track. He was clearly dead. I boarded the
21 train, which was in darkness. I moved towards the front
22 of the train. The air was thick with dust. I was aware
23 that there were members of Underground staff and
24 Fire Brigade on the train.

25 "When I reached what I think was the second car from

1 the front of the train, I could see a number of injured
2 passengers sitting on the seats. I could see some of
3 the train windows were broken. I recall one of the
4 passengers had an injured eye, another severe head
5 injuries. There was a black man who had severe injuries
6 to his left leg where his calf was missing. I spoke to
7 this man, reassuring him. I assisted this man back to
8 the platform. By this time, ambulance staff had
9 arrived. I recall having to move between the train and
10 the platform because my radio wouldn't work on the
11 train.

12 "I organised the opening of the train doors and
13 arranged for lighting to be set up. I recall going into
14 what I thought was the front car. I could see a door
15 had been blown off and the other one was hanging loose.
16 I assisted in removing this door. There were lots of
17 bodies lying on the floor and seats. Some people had
18 their clothes blown off. It appeared that most of these
19 people were dead. Firemen and Underground staff were
20 helping those passengers who were injured. I assisted
21 with taking injured passengers from the train to the
22 medical personnel who had set up triage.

23 "Once the last of the injured had been removed from
24 the train, I was advised that the train was a crime
25 scene and went to the operations room. I remained on

1 duty for the rest of the day and during the night,
2 assisting police and contractors who were working on the
3 scene."

4 LADY JUSTICE HALLETT: Thank you very much.

5 MR ANDREW O'CONNOR: My Lady, I'm told that Kingsley Napley
6 still don't yet have any instructions from the Russell
7 family, so perhaps we can return to the subject of that
8 photo first thing tomorrow morning?

9 LADY JUSTICE HALLETT: Well, with our apologies to the
10 members of the media and the press who would have liked
11 an answer this afternoon, I won't be leaving the
12 building for a while, so if there is any news, I'm happy
13 to return to this issue later. So if I could be kept
14 informed if there is anything. I think I have to leave
15 at about 4.30 to go to a meeting.

16 MR ANDREW O'CONNOR: My Lady, yes.

17 LADY JUSTICE HALLETT: Thank you very much.

18 (3.15 pm)

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

20