

J7 Response to the Provisional Index of Factual Issues – Provisional Index of Factual Issues – Issue 1

The Deceased

1. *Background / personal evidence regarding the 52 deceased; their movements on 7 July 2005 prior to the explosions.*

Given the magnitude and severity of the events that occurred on 7th July 2005, the sheer number of people affected by the events, and the volume of media reports regarding the same, it is understandable that some confusion about specifics may occur. However, there are two individuals listed as having died at Edgware Road who should not have been involved at all, according to the official narrative of events. This raises the serious issue of information released by the Metropolitan Police Service that directly contradicts the information published by the Home Office.

J7 has uncovered serious and deeply concerning anomalies that merit detailed investigation.

By 10:20 on the morning of 7th July 2005, the Metropolitan Police Service were reporting details of the explosion at Edgware Road and issued the following press release at 18:30¹:

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

Three trains are believed to have been involved.

This information was also given by DAC Paddick at a 15:30 press conference earlier on the day of 7th July:

At **09.17** there was an explosion on a train **coming into Edgware Road** underground station approximately 100 yards into the tunnel. The explosion took place on a train and **blew through a wall onto another train** on an adjoining platform. There were five fatalities and others injured in this incident. **Three trains** are believed to have been involved.²

The time of this explosion is then changed from 09:17 on 9th July 2005 to “within 50

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

2 London Police 07.07.05 -
<http://web.archive.org/web/20050711074721/http://www.britemb.org.il/News/met070705.html>

seconds" of 08:50.

Another change in the story involved this train leaving Edgware Road station, rather than as was originally stated by the MPS, a train coming in to Edgware Road station. J7 research has uncovered that not only is the time and position of the train in the MPS statements incorrect, there was in fact no tunnel wall for a hole to be blown through, nor was any train on an adjoining platform damaged in this blast.³

Why then did the Metropolitan police claim that a hole was blown through a tunnel wall onto a train in the platform at Edgware Road and that three trains were affected by this explosion?

Although there was a train passing the affected Circle Line train 216, Hammersmith & City line train 207, a response to a FOI request states that, "No fatalities or injuries were recorded on the Hammersmith & City line train."⁴ Given the huge discrepancy in the Metropolitan Police's assessment of the scene, one can only wonder where and how this erroneous information, if indeed that is what it is, originated. However, the original Metropolitan Police statements would go some way in explaining the strange anomalies in the deaths of two young people whom it is claimed died on board the Circle Line train 206.

It is reported that 22 year old **David Foulkes** was due to meet a work colleague at Edgware Road Station and had travelled on the underground from Euston. If the initial account of the Metropolitan Police claiming the affected train was *going in to* Edgware Road station was correct, this account would make sense. However, as the story has changed to a train *leaving* Edgware Road Station, there is no rational explanation for why Mr Foulke's would be aboard a train leaving the very station at which he was due to alight in order to meet a work colleague.

One other young victim alleged to have died on Circle Line train 206 was **Jenny Nicholson**. As noted in the newspaper article cited below, her tube carriage was going in the opposite direction to the affected train as she travelled between Paddington Station and her place of work in Tottenham Court Road. She had last been heard of from Paddington station a couple of minutes before the blast.

Miss Nicholson, 24, was killed in the Edgware Road suicide blast on Thursday. **Her tube carriage was going in the opposite direction to the train in which the bomber was travelling.**⁵

Also, the Guardian reported⁶ that the explosion had occurred on the Eastbound Circle

3 The Mysterious Case Of The Non-Existent Train Time: 3 Trains at Edgware Road? * UPDATED * - <http://bridgetdunnes.blogspot.com/2006/05/3-trains-at-edgware-road-updated.html>

4 Ibid.

5 Faces that tell a tale of tragedy, Camden New Journal - http://www.camdennewjournal.co.uk/071405/cn071405_03.htm

6 Vicar who cannot forgive tube bombers quits pulpit | UK news | The Guardian -

Line:

Jenny Nicholson, who was 24, was killed by the suicide bomber Mohammed Sidique Khan on the eastbound Circle line service she had boarded at Paddington station. She had phoned her boyfriend, James White, minutes earlier.

When J7 contacted the Guardian to point out the conflicting reports, they suggested we contact the Metropolitan Police with the details and submit our findings to the coroner⁷, the former we have done, and the latter we are doing with this submission to the inquests.

TfL have confirmed that there were no injuries or fatalities on the Hammersmith & City Line train 207 as it passed the affected Circle Line train 216. Once again, if the information given out by the Metropolitan Police on the day of 7th July 2005 was in fact correct, Ms Nicholson's death could be reasonably explained, especially as this eye-witness describes what appears to be an incident on Edgware Road platform itself:

I was in Edgware Road train station, waiting for my friend. There was a big explosion. I was lucky to escape from that blast. I became faint and a police officer woke me up by putting water on my face. When I woke up I saw a very deadly scene which I will never forget in my life. The platform was full of blood, people were screaming and shouting to get off the platform.
Bindesh, London, England⁸

Another possible scenario that could have resulted in this confusion is analysed in our submission to the inquest regarding the Victim Removal, Body Holding Areas, Temporary Mortuary, Victim Identification.

NUMBER 30 BUS VICTIMS

A number of anomalies exist among the journeys of the deceased on the bus. Initial reports of the bus explosion, the only above-ground incident location and therefore the only incident site with full access to the scene available, stated that two people had died. This was later increased in turn to 12, 13 and eventually 14 deaths aboard the bus, including Hussain. A margin of error is to be expected, but how did such a huge discrepancy in the number of initially and latterly reported deceased occur? Doctors, paramedics, emergency services and even staff from the British Transport Police were on site immediately the incident occurred, and according to Sgt Graham Cross of the Metropolitan Police, when interviewed by Thomas Ikimi, the cousin of number 30 bus

<http://www.guardian.co.uk/uk/2006/mar/07/religion.july7>

7 July 7th People's Independent Inquiry Forum -> The Guardian & Jenny Nicholson -

<http://z13.invisionfree.com/julyseventh/index.php?showtopic=299&st=0&#entry8404172>

8 BBC NEWS | Have Your Say | London explosions: Your accounts -

http://news.bbc.co.uk/1/hi/talking_point/4659237.stm

victim Anthony Fatayi Williams, the area was being cordoned off some time prior to the explosion taking place.

One of the nonsensical journeys is that of **William Wise**, who is described in this Guardian⁹ account as following the same route and routine to work for ten years:

William Wise followed the same routine on the way to work every day for ten years. After leaving home shortly before 8am, the IT specialist would take the tube to Liverpool Street where he would join the early morning regulars at Leonidas Belgian chocolate shop for a double espresso at 8.30am. After half an hour quietly listening to others holding forth he would make the short walk to the offices.

He and many other bus victims, if they had indeed been evacuated from Euston, would ordinarily have required the 205 bus service to reach their destinations in Old Street, not the number 30. It is perhaps worth noting at this stage that Old Street was originally listed as one of the scenes of an explosion¹⁰. We know that another diverted bus, a number 205, was running at the time of the incident that morning as there it is pictured in front of the affected number 30 bus, CCTV has been released from inside this 205 bus, and there are many eye-witness accounts from the 205.



Other victims aboard the number 30 bus that would actually have required the 205 bus to continue the journeys it was reported they were undertaking to get to their places of work in Old Street:

- **Anthony Fatayi-Williams**, intended destination Old Street.
- **Jamie Gordon**, intended destination Old Street (Gordon's partner of 7 years, Yvonne Nash, repeatedly called the Casualty Bureau, only to be told that the file on Mr Gordon had been lost¹¹. Ms Nash, who worked for the mobile phone company,

9 Obituary: William Wise | UK news | The Guardian - <http://www.guardian.co.uk/uk/2005/aug/13/july7.uksecurity8>

10 BBC NEWS | UK | Timeline of the 7 July attacks - <http://news.bbc.co.uk/1/hi/uk/5032756.stm>

11 CNN.com - Transcripts - <http://transcripts.cnn.com/TRANSCRIPTS/0507/08/acd.01.html>

Orange, managed to locate Mr Gordon's phone and "found the handset lying in the road"¹² the following day. This report, if true, leads to serious and urgent questions about the manner in which the number 30 bus scene was managed and how evidence was collected and secured at this and other locations. Indeed, even the then Home Secretary, Charles Clarke, was moved to apologise personally to Miss Nash, "People are trying to help desperately and I am very sorry indeed for the situation Yvonne Nash is experiencing."¹³)

- **Shahara Akhter Islam**, intended destination Old Street
- **Neetu Jain**, intended destination Old Street.
- **Shyanuja Parathasangary**, intended destination Old Street
- **Philip Stuart Russell**, intended destination Moorgate (another of the originally reported blast locations¹⁴) and an area not served by the number 30 bus.
- **Gladys Wundowa**, a UCL staff member, also required a number 205 bus to travel to a meeting. Mr Wundowa had no idea where his wife was at this time, and it later transpired that she had "emerged from the wreckage but died 25 minutes later from her injuries, being attended to on the pavement by paramedics"¹⁵. UCL announced the death of Ms Wundowa on July 11th, two days before the Identity Commission named her, and later retracted this statement¹⁶.

In the confusion, University College London pre-empted any official statement and confirmed that one of its employees was among those killed, prompting widespread media coverage - only to retract its statement later in the day. Emmanuel Wundowa told the Guardian yesterday that the first he heard that his wife Gladys, a cleaner, had been identified as among the dead was on television.

"The police have not identified my wife," he said. "What the heck is going on? The BBC and Sky News are saying that Gladys is dead but no one has told me that. It's not what the police told me, they have not identified her. "I have been sitting down here and nobody is telling me anything. If they have got some information that is of benefit to me, why don't they pass it on to me? We are in pieces here. We are still waiting for news of Gladys. People are going on air and telling the whole world that she is dead and she hasn't even been identified."

Later University College corrected its earlier release and apologised. "Mrs Gladys Wundowa, a cleaner at UCL since 1989, is confirmed missing," it said. "UCL very much regrets having been the inadvertent cause of reports earlier regarding Mrs

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

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

13 Desperate Search For Missing Worker | Home | Sky News - <http://news.sky.com/skynews/Home/Sky-News-Archive/Article/200806413382620>

14 J7: The London Bombings Dossier, by David Minahan - Index 07 - Moorgate Station - <http://www.julyseventh.co.uk/J7-london-bombings-dossier/dossier07-moorgate-station.html#7>

15 BBC NEWS | UK | 'Trying not to harbour hatred' - <http://news.bbc.co.uk/1/hi/uk/5130044.stm>

16 Families feel pain of name delay | UK news | The Guardian - <http://www.guardian.co.uk/uk/2005/jul/12/july7.politics1>

Wundowa ... This misunderstanding came about as a result of mistaken belief here at UCL that the family had been notified by the police."

Why does it appear that the police notified Ms Wundowa's employer before her own family? How did this happen two days before she was formally identified by the Identification Commission?

SURVIVORS ON THE NUMBER 30 BUS HAVING FIRST BEEN INVOLVED IN UNDERGROUND INCIDENTS

Louise Barry, who was evacuated from Edgware Road station after the incident there and found herself aboard the number 30 bus¹⁷, despite the number 30 bus not taking in Edgware Road as part of its usual route.

Similarly, Angela Griffiths left Edgware Road station after the explosion¹⁸ and took the number 30 bus although in her case, the 205 would have been the better option.

Where did MS Barry and Ms Griffiths board the number 30 bus?

PRESS RELEASE RE BUS TIMES

The bus started its journey at Marble Arch at 9 o'clock. By five past nine it was in Gloucester Place, and at ten past nine in the Marylebone Road. By 9.30am it was in the Euston Road near the junction with Gower Street, heading East. The closure of Kings Cross Station, because of the attack on the Underground, meant that the bus had to be diverted from its normal route, to travel south into Woburn Place.

MIRIAM HYMAN

J7 wishes to echo and support the concerns raised by the parents and bereaved relatives of Miriam Hyman about her presence on the number 30 bus.

Miriam Hyman, 32, called her father from outside Kings Cross station at 9.45am on Thursday morning and said she was fine, but her family has not heard from her since.¹⁹

Miriam Hyman's father, John, was reported in the Independent²⁰ as saying:

The only other possibility, apart from a road accident, is if she was on the bus that was blown up. The reason we think that is unlikely is because it wouldn't make sense for her to take that route. And I was speaking to her about that time and her office phoned her at about 10am, which was about 10 minutes after the explosion to say 'don't come in'.

17 The Healing Foundation : Ambassadors' Stories : Ms Louise Barry - <http://www.thehealingfoundation.org/textonly/louisebarry.htm>

18 BBC NEWS | UK | Bus passenger cheated death twice - <http://news.bbc.co.uk/1/hi/uk/4669793.stm>

19 Search for Miriam | www.somethingjewish.co.uk - 11th July 2005 -

http://www.somethingjewish.co.uk/articles/1523_search_for_miriam.htm

20 'The worst bit is the waiting. Whatever you do just doesn't seem to be enough' - The Independent, Sunday, 10 July 2005 - <http://www.independent.co.uk/news/uk/this-britain/the-worst-bit-is-the-waiting-whatever-you-do-just-doesnt-seem-to-be-enough-498277.html>

On 10th July 2005 the Observer reported that “Police have put a tracking device on Miriam's phone so that if it is activated they will be able to find her.”²¹ Photographic evidence from the scene of the number 30 bus explosion would appear to show a clearly identifiable Miriam Hyman. How is it possible that it could take three days of investigation and a “tracking device on Miriam's phone” to determine her whereabouts?

How did Miriam Hyman end up on the number 30 bus? How have the concerns of Miriam Hyman's relatives been addressed?

PICADILLY LINE VICTIMS

Monika Suchoka

Initial accounts of Monika Suchoka said she had phoned her place of work in West Kensington on the morning of 7th July 2005, to say that she had travelled on a 91 bus to Caledonian Road with the intention of catching the tube from there, but the station was closed. “The last contact she had with anyone was at 0840 BST, when she sent a text message to a colleague²² to say she was having problems on the Northern Line and would get a bus.”²³ Her flatmate tried calling her at 09:20 and believes that she may have boarded the number 30 bus.²⁴

Has the possibility been considered that during the processing of victims, serious confusions have led to factual inaccuracies about the locations at which the deceased came about their deaths? As demonstrated above, many of the bus victims had no need to be aboard this bus and this would lend support to this notion, particularly given that many of the victims were headed towards Old Street and Moorgate, both locations at which it was claimed blasts had occurred.

STATION CLOSURES AND DISRUPTION BEFORE THE INCIDENTS

Richard Jones, who was widely interviewed and reported to have seen Hasib Hussain, claims he was told at 08:30 that the tube he intended to catch had been suspended owing to a “power surge”. An article about Richard Jones' story, published in the Glasgow Sunday Mail on 10 July 2005, included a timeline detailing Jones' journey that morning. The original source for this article is offline, however the timeline included in the article stated:

21 Behind the smiling faces, a grim quest for truth | UK news | The Observer, 10th July 2005 - <http://www.guardian.co.uk/uk/2005/jul/10/july7.uksecurity4>

22 Missing Person - London Bombing - <http://web.archive.org/web/20050711014942/http://www.rjb.za.net/archives/2005/07/08/missing-person-london/>

23 BBC NEWS | UK | Obituary: Monika Suchocka - <http://news.bbc.co.uk/1/hi/england/london/4741215.stm>

24 A piercing scream ... then their lives were shattered - page 2 | Evening Standard; London (UK) Newspaper - http://findarticles.com/p/articles/mi_8010/is_20050712/ai_n40037050/pg_2/

7.30am: Richard catches train from Bracknell to Waterloo.

8.30am: He is told Tube he plans to catch is suspended due to a 'power surge'.

8.35am: He catches an alternative Tube which takes him to Euston.

Richard Jones is not the only person who appears to have been advised that a 'power surge' had affected the underground sometime before the time at which the official story holds that explosions occurred underground. Another person is a young woman who was interviewed outside King's Cross station on the fourth anniversary of 7/7 and who still carries the ticket she purchased on the day of 7 July 2005 at 08:32.²⁵

WOMAN: I was travelling from Holborn tube station to catch the 9 o'clock train from King's Cross. As I got on ... I was going down the tube tunnel at Holborn. It was really, really quiet and they were saying there was a power surge and for people to go back up from the platform and then to go back on to catch a bus or something or other. But I had a heavy suitcase, was a bit late. I thought, oh well, I'll just go down anyway. Went down and caught the tube and looked around and there was one other girl was there and the tube that went through was empty.

INTERVIEWER: What time was that?

WOMAN: Well, **shortly after 8.32, about 8.40**, or so. I arrived here and then there was a load of commotion. My train left early but I caught the train. And that's when the people were coming through saying there'd been an explosion. **And I did actually send through a witness statement to the police, but nothing came of it. They never even acknowledged it.**

Why were power surges being reported as early as 8.30?

We know that there had been severe disruptions on the London Underground that morning, and some of these are documented in J7's incident analysis articles.²⁶

25 YouTube - 7/7 2005 WITNESS Holborn station 'power surge' at 8:32am twenty minutes before bomb explosions. - <http://www.youtube.com/watch?v=RaYKPrR6Q80>

26 J7 Incident Analysis: King's Cross / Russell Square - Reported problems and closures on the London Underground - <http://www.julyseventh.co.uk/7-7-kings-cross-russell-square.html#undergroundproblems>