

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

Hearing transcripts - 18 October 2010 - Morning session

1 Monday, 18 October 2010

2 (10.00 am)

3 LADY JUSTICE HALLETT: Yes, Mr Keith?

4 MR KEITH: Good morning, my Lady. My Lady, before we
5 commence the evidence in relation to the Aldgate bomb,
6 may I read out, please, three witness statements which
7 were on the schedule to be read out on Thursday but whom
8 we did not reach.

9 The first one is that of Paul Cass and it is
10 a witness statement dated 25 November 2005. As with all
11 the statements, it is preceded by a declaration of truth
12 and is subject to your direction on rule 37.

13 Statement of MR PAUL CASS read

14 "I am employed as an analyst working for
15 Torex Retail Limited based at Drake House Crescent,
16 Sheffield. The company is a retail store systems
17 provider. We provide electronic point of sales
18 assistance to retail outlets in which we collect and
19 store sales data from the tills at such outlets. I have
20 been asked by DS Rooksby to provide records of sale
21 transactions conducted at WH Smith branch based at
22 King's Cross railway station for 7 July 2005. I have
23 accessed the records for this branch and reproduced them
24 on to a floppy disk and included all tills for that
25 store on that date.

1 "Each file on the disk is dated 8 July. That is the
2 date that the store ran the end-of-day process in which
3 the information was transferred to Tourex Retail
4 Limited. I am aware that on the 7th the store was
5 evacuated and 8 July would have been the first
6 opportunity to run an end-of-day report. There are
7 seven tills at the King's Cross branch and they each
8 have a number running 11, 12, 13, 14, 15, 18 and 19
9 which identifies them on our records.

10 "I have been also asked to identify a transaction
11 where a pack of batteries was purchased on the till at
12 12, till 12, at shortly after 9.00 am that day. I have
13 examined the records and can say that, at 8.59 am,
14 a sales transaction took place where a customer
15 purchased a Duracell Plus 9-volt at £4.49. £5 was paid
16 and 51 pence change given. This is the only sale of
17 batteries from around this time that I can see on this
18 particular till.

19 "The record from the till is in our system at
20 1.03.09 ..."

21 Please, at page 2, the highlighted segment in the
22 middle of the page "07.07.05, 08.59, Duracell Plus
23 9-volt, cash payment" and the till number is the top
24 right-hand corner, 12. That was the till number to
25 which that reference relates.

1 LADY JUSTICE HALLETT: That page is to be exhibited, is it,
2 Mr Keith?

3 MR KEITH: My Lady, yes. That is the only part of that
4 exhibit that is relevant.

5 LADY JUSTICE HALLETT: Thank you.

6 MR KEITH: My Lady, I don't propose to read out the witness
7 statement from Diwas Poudel, because although that
8 witness was on the read list for last week, it
9 essentially duplicates the evidence that I have already
10 read out.

11 The next witness, please, is that of John Porter,
12 whose statement again I will read. It contains the
13 usual declaration. His statement is dated 26 July 2005.

14 Statements of MR JOHN PORTER read

15 "I am employed by London Underground Limited as
16 a power control room manager. The power control room
17 controls and operates the power system network which
18 supplies the London Underground system. The power
19 control room consists of seven control desks, each of
20 which takes responsibility for the power distribution
21 relevant for various parts of the underground system.

22 "On 7 July 2005, the bombing incidents caused
23 problems on three separate parts of the system. The
24 first problem was dealt with by the eastern control
25 desk."

1 My Lady, at this point, I propose to read out
2 a supplementary witness statement from Mr Porter, in
3 which he describes the events on the eastern power desk
4 in greater detail. It is a statement dated
5 29 September 2010:
6 "When the device on the train between
7 Liverpool Street and Aldgate stations exploded, it
8 damaged three power assets, an 11-kilovolt feeder cable
9 number 642", which is the feeder cable to which I made
10 reference in my opening "running along the tunnel wall
11 and its associated pilot cable, pilot number 62, and
12 a signal main cable between Moorgate and Tower Hill
13 which provided the power for the signal supplies between
14 Moorgate and Aldgate.
15 "The danger to the number 642 feeder cable caused
16 the 11-kilovolt electrical feeder to trip at Moorgate
17 substation at 08.48.40. This in turn caused the
18 22-kilovolt coupling transformers, which supply the
19 Mansell Street distribution network, to trip at
20 08.49.02. This caused widespread power disruption to
21 a significant area of the London Underground network."
22 I think we will be able to see the extent of that
23 disruption on our exhibit TfL00000653, page 1, please.
24 Now, we don't, I'm afraid, have this in colour on
25 the screen, but my Lady will see a hatched marking on

1 the right-hand side of the screen and, if I read out the
2 rest of his statement, hopefully the separate areas will
3 become plain.

4 "The whole of the East London Line lost power, which
5 affected nine stations in total from Shoreditch to New
6 Cross."

7 The East London Line can be seen there.

8 "This was due to the temporary loss of the following
9 power assets."

10 He then reads out a number of different power assets
11 which I won't trouble my Ladyship with.

12 "There was a complete cessation of traction current
13 and signal supplies to the entire East London Line which
14 caused all trains to stall with only battery-powered
15 lighting. There was also a cessation of all lifts and
16 escalator supplies in the affected stations on the
17 East London Line and emergency lighting only was
18 available.

19 "Next, the District and Circle Lines were affected
20 from Bow Road westward to Embankment. This was due to
21 the temporary loss of the following power assets."

22 Then he lists a number of separate compressors and
23 power assets, which I won't read out.

24 "There was no traction or signalling supply
25 available on this section of the District and Circle

1 Lines which caused all trains in this area to stall with
2 only battery-powered lighting. There was also
3 a cessation of all lifts and escalator supplies in the
4 affected stations and emergency lighting only was
5 available. Whilst Embankment station lighting and
6 escalator supplies were unaffected, there was, however,
7 no traction current supply as far as Embankment station.
8 "Also, the Hammersmith & City Line lost power
9 between Moorgate and Aldgate stations. There was
10 a cessation of traction and signalling supplies between
11 Moorgate and Aldgate stations, which caused all trains
12 in this area to stall with only battery-powered
13 lighting. There was also a cessation of all lifts and
14 escalator supplies in the affected stations and
15 emergency lighting only was available.
16 "The Northern Line suffered from the loss of
17 escalator and non-emergency lighting supplies at Angel
18 station" which we can see in the top left-hand corner of
19 the screen, "and also the loss of escalator supplies at
20 Monument station. All supplies from Old Street
21 substation, which serves the Northern Line, were lost,
22 but traction and signalling supplies were maintained by
23 adjacent substations which were not supplied by the
24 Mansell Street distribution switch house.
25 "The northern part of the Victoria and Piccadilly

1 lines were affected by the loss of compressors at
2 Coburg Street, Holloway Road, Northumberland Road depot,
3 Wood Green and Cockfosters. The compressors tripped as
4 a consequence of a voltage suppression detected by their
5 protection devices, but this problem was rectified
6 before any trains stalled.

7 "The staff at the power control room implemented our
8 recovery procedures which are designed to enable fast
9 and safe restoration of supplies. The supplies at
10 Mansell Street distribution switch house were restored
11 at 08.53. This would have immediately provided full
12 lighting capacity. Lift and escalator supplies have to
13 be reset locally by station staff following such events.
14 Traction and signal supplies were available at 09.02,
15 but the traction sections which had been discharged with
16 the emergency TT system [the tunnel telephone system]
17 were not recharged at this time as the line controller
18 had not yet established a cause."

19 Returning to his first statement of 26 July 2005:
20 "Once the TT system has been operated, the power
21 control room operator will only restore supply on
22 instruction of the line controller. It was subsequently
23 found that the problem lay between Moorgate and Aldgate
24 substations which remained off supply to allow further
25 investigation. Aldgate East station is fed by these

1 substations. At 08.49.43 a TT [telephone tunnel] call
2 was received in the control room of the Metropolitan
3 desk. It was subsequently found that the problem lay
4 between Baker Street and Bouverie Place.

5 "I should also say something about the telephone
6 tunnel system by way of evidence.

7 "Briefly, the TT system is a failsafe system which
8 trips the supply and breakers to the direct current
9 section of the track whenever the TT system is operated
10 by short-circuiting the 50-volt supply. East tunnel has
11 two copper wires running along the full length which are
12 4 inches apart. When these wires are pinched together
13 or short-circuited, this causes the cessation of the
14 direct current traction current.

15 "The line controller initially reported to the power
16 control room that a train had hit the tunnel wall at
17 Edgware. Edgware Road station lies between these two
18 substations. At 08.49.52, a telephone tunnel call was
19 received in the control room on the Victoria Line desk.
20 It was subsequently found that the problem lay between
21 Holloway Road and Russell Square substations.

22 Russell Square and King's Cross are fed by these
23 substations. I had explained that a daily report is
24 made by the daily control room manager where unusual
25 events for the day are logged and distributed to

1 interested parties on the London Underground. I have
2 today been shown by the police a copy of the daily
3 report ..."

4 My Lady, that was the report that we looked at in
5 the course of my opening last week.

6 "... and would explain that the times referred to
7 are approximate times recorded by the power control
8 operation in the handwritten logs. The times I have
9 referred to are the actual times extracted from the
10 power system computerised event logs.

11 "In summary, the times recorded by the power control
12 room are 08.49 in respect of Aldgate East, 08.49.43 in
13 respect of Edgware Road and 08.49.52 in respect of
14 King's Cross/Russell Square."

15 The last statement, my Lady, is that of Paul Naylor,
16 a statement dated 14 July 2005. He is likewise
17 a London Underground employee.

18 Statements of MR PAUL NAYLOR read

19 "I am employed by London Underground as a programme
20 manager for real-time information. We provide
21 information to customers and staff using the
22 London Underground system. Part of my responsibility is
23 the trackernet system. Trackernet takes data from the
24 London Underground signal control system and turns it
25 into a graphical view displayed on trackernet. This

1 shows where trains are at a certain time and place. The
2 lines that are included in this system are the Victoria,
3 Bakerloo, Northern and Jubilee. Only parts of the
4 Metropolitan, Circle, Hammersmith & City, District and
5 Piccadilly lines are monitored by the trackernet
6 system."

7 My Lady, I pause there simply to emphasise, of
8 course, that this statement was taken in July of 2005.

9 "What trackernet does is take data from the
10 signalling system and presents it on a screen to any
11 user on our corporate IT system. Basically, anyone can
12 see where any train is at any time, but on different
13 lines, only certain amounts of information are
14 available. Some lines show train numbers together with
15 destination. Others show either train number or
16 destination. On the Bakerloo, Victoria and
17 Northern Lines, destination and train number are
18 displayed. On the Metropolitan, Hammersmith & City and
19 Circle Lines only train numbers are displayed. On the
20 Jubilee Line, one part is train numbers and the other
21 destination only.

22 "Because there are a number of steps in this
23 process, there is a time delay in the information being
24 presented on the system. Therefore, trackernet
25 presentation of data and the time it records could be up

1 to 30 seconds after the event occurred. In respect of
2 train 204, prior to 08.49 trackernet records a number of
3 events sent by the Metropolitan Line signalling system
4 that showed the progress of train 204 towards its last
5 recorded position east of Liverpool Street.

6 "Trackernet records the time it received these
7 events, but this, as I mentioned, could be up to
8 30 seconds later."

9 My Lady, we don't have, in fact, a trackernet image
10 for the eastbound Circle Line train, but in respect of
11 train 216, its last movement was timed at approximately
12 08.49.46 and we have a trackernet image for that train.
13 Could we have, please, INQ00008450, page 2, and rotate
14 and if you could enlarge the top left-hand portion of
15 the screen, please?

16 "In respect of 216, its last movement is timed by
17 trackernet approximately 08.49.46."

18 We can see that is the time given in the bottom line
19 of the grey box on the left-hand side of the screen.

20 Then in respect of the Piccadilly Line train:

21 "In respect of train 331, this is a Piccadilly Line
22 train and is not part of the trackernet system.

23 "Trackernet generally presents a real-time view,
24 however, certain users are able to replay events from
25 previous days."

1 My Lady, that concludes the evidence in relation to
2 the travel to London section of the inquests.
3 May I now turn, please, to Aldgate. My Lady, as you
4 directed earlier in the year, the evidence in relation
5 to Aldgate will commence with the reading out of
6 statements provided by members of the bereaved families.
7 My Lady, of the witness statements that I now
8 propose to read, I will read six. In relation to the
9 seventh witness statement, that of Mr Taylor, in
10 relation to Harry Taylor, Mr Taylor will give live
11 evidence orally from the witness-box.
12 My Lady, the first statement I intend to read is
13 that of Denise Baisden, who is the mother of
14 Lee Patrick Baisden. She states as follows.
15 Statement of MRS DENISE BAISDEN read
16 "I write this statement on behalf of my family and
17 Paul Groman and I say as follows ..."
18 Her statement is dated 20 September 2000.
19 "Lee Patrick Baisden was born on 23 September 1970.
20 He was born at Upney Hospital and weighed 8 pounds
21 and 7 ounces. Lee was our only child and his father,
22 Patrick Baisden, and I were enormously proud of our only
23 son.
24 "When Lee reached school age, he attended
25 Grafton Road Junior School and it was here that he was

1 given the nickname 'Bazza', which was a nickname that
2 stuck throughout his life.

3 "Once finishing junior school, he attended
4 Robert Clack Secondary School in Dagenham.

5 "Lee always had a love of music. As a child, he was
6 bought a plastic record player which was his favourite
7 toy. He loved to sing along to Yellow Submarine and
8 Pinky and Perky, which used to make us laugh enormously.
9 Music was always a large part of his life, even as Lee
10 grew up. He attended concerts on a regular basis and it
11 was something that filled a large amount of his time.

12 "Lee also had a love for animals. At school, he
13 used to say that he wanted to be a vet. However, when
14 he realised how many exams were involved, he was
15 suddenly put off the idea. It did not, however, stop
16 him from keeping a large number of animals throughout
17 his childhood. These included a hamster, rabbit and
18 dog. Dogs were his particular favourite and he had
19 a real love for beagles.

20 "During school, like many other students of Lee's
21 age, he worked as a Saturday boy at Woolworths. This
22 gave him a new-found independence and, of course, gave
23 him a taste of what it was like to work and earn money.

24 "On leaving school, Lee was never workshy. He got
25 a job with Barking & Dagenham Council and he began to

1 attend college, where he worked extremely hard and was
2 able to pass his accountancy exams.

3 "Once he had completed these exams, he applied for
4 a job at Bromley Council and was successful in this
5 role.

6 "After many years of working at Bromley Council, his
7 next job was at Dairy Crest as an accountant and a few
8 years later, he moved on to the head office of the
9 London Fire Brigade.

10 "Lee was a brave person and did not have any strong
11 political beliefs. He was bright and could have
12 achieved so much in his life. He planned to get married
13 to his partner, Paul Groman and he enjoyed life to the
14 full. One of his favourite things to do was to go on
15 holiday and he would get very excited at the prospect of
16 getting to the airport, knowing the holiday was in
17 store. He also had a love for reading and he could get
18 through a book in no time at all, often reading two or
19 three books in one week.

20 "Lee was one of a kind. He was loyal, sensitive,
21 trustworthy and caring. We will remember him as
22 a fun-loving man who could be stubborn at times. Lee
23 was somebody who never liked to be the centre of
24 attention and would always shy away from having his
25 photograph taken, but this was one of his endearing

1 qualities. Over the years, Lee's love and commitment to
2 his family never faltered. After the death of his
3 father, Patrick Baisden, in 1992, he took over as man of
4 the house from a young age and shouldered the
5 responsibilities that were involved. I have suffered
6 from multiple sclerosis for a number of years and Lee
7 assisted me no end with all manner of tasks. His love
8 and support made life so much easier for me and I miss
9 his companionship.

10 "He will be greatly missed by all and his loss has
11 left a massive hole in all of our lives."

12 My Lady, the next witness statement is that of
13 Roberto Ciaccia. His statement is dated
14 20 September 2010.

15 Statement of MR ROBERTO CIACCIA read

16 "I, Roberto Ciaccia, father of Benedetta Ciaccia,
17 write this statement on behalf of my family and I say as
18 follows:

19 "Benedetta Ciaccia was a beautiful, sweet, Italian
20 girl who greatly loved life. Benedetta was born on
21 15 December 1974 at 11.40 am in Rome. She was brought
22 up by her loving and devoted parents, Nella and Roberto,
23 along with her younger sisters, Roberta and Julia. She
24 grew up as a straightforward and friendly child loved by
25 everyone, including her classmates and teachers.

1 Although very young, she quickly showed a strong
2 interest in travelling and foreign languages, so after
3 completing her schooling, she decided to read modern
4 languages at the Sapienza University of Rome.
5 Unexpectedly failing her first exam, she dropped out of
6 her course and, like many other young students, packed
7 her bags and moved to England to learn the language and
8 start a new life at the age of 19.
9 "She chose Gravesend in Kent as her new home. She
10 began to attend English classes in the morning while she
11 would spend her afternoons babysitting two little girls
12 as an au pair. At first, she would ring her family in
13 tears, but her commitment and motivation fed her with
14 incredible strength and helped her achieve her targets.
15 "The following year, Benedetta enrolled in
16 a language course and subsequently gained four
17 University of Cambridge certificates and, with an
18 understanding of the importance of computer literacy,
19 she also decided to attend evening computer classes.
20 "In 1999, she got a job at the Financial Times and,
21 after approximately two years, she was employed as
22 a business analyst for Penguin Groups and finally moving
23 on to the Pearson Group.
24 "Benedetta was a strong and talented young woman who
25 managed to combine a life of work and studies. On

1 3 July 2005, she took her final exam at Birkbeck College
2 where she had been reading IT for the previous three
3 years. Sadly, she never got to know the outcome of that
4 exam, nor was she ever told of her academic achievements
5 which saw her gaining a foundation degree in IT on
6 6 July 2005.

7 "To commemorate her life, Birkbeck and Pearson have
8 established a monetary fund aimed at providing financial
9 support to students in need. Benedetta was only 30 and
10 full of hope for her future. She had been living in
11 England for ten years and her professional and academic
12 dreams were fulfilled. All she wished for was to have
13 a family of her own with many children, which she dearly
14 loved. This dream was about to come true. On
15 11 September 2005, she would have got married. Her
16 family were looking forward to this. But the time
17 stopped at 8.50 am on 7 July 2005 when Benedetta, just
18 like any other day, had left her home in Norwich to
19 catch the 6.30 train into Liverpool Street and then
20 carried on her journey on the Circle line towards
21 Aldgate.

22 "What a cruel irony that such madness has ended the
23 life of our Benedetta who was so dedicated to the
24 service of others. She had a noble spirit and sought to
25 love everybody irrespective of race, colour or creed.

1 Most beautiful Betta, we have treasured memories that we
2 keep in our thoughts and within our hearts. Through
3 these memories, we can feel you near us with that
4 splendid smile of yours."

5 My Lady, Mr Ciaccia has also exhibited three poems
6 written by people who have been moved by the tragic
7 events to remember her in verse. I don't propose to
8 read them out, but they can be seen on the screen now at
9 INQ00010156.

10 LADY JUSTICE HALLETT: So the media understand, will they be
11 published on the website, Mr Keith?

12 MR KEITH: My Lady, it was not proposed to publish these on
13 the website, but we'll no doubt consider the
14 representations on this as with any others that will be
15 received this afternoon.

16 Not the statement, please, but the poem at page 3,
17 INQ00010156. We can see there the first poem,
18 "Benedetta, an angel in heaven".

19 The second poem, please, on the following page, "The
20 End" by Maria Gabriella D'Angelo, and the last poem
21 commences on that page by Sergio Di Giacomo.

22 MS SHEFF: My Lady, I wonder if I may interrupt very briefly
23 at this point just to say that I represent the family of
24 Benedetta Ciaccia? I had understood from her parents,
25 particularly her father, Roberto, that it was intended

1 that these poems would become a public document. I have
2 some difficulty obtaining instructions because of the
3 language barrier. We had to arrange an interpreter at
4 very short notice. I will make enquiries to see if that
5 can be confirmed before the legal argument this
6 afternoon, but there is nothing currently in my
7 instructions to suggest that those should not be more
8 widely published.

9 LADY JUSTICE HALLETT: I see Mr Smith is nodding his head,
10 Ms Sheff.

11 MR KEITH: My Lady, it may be the mistake was mine. I had
12 understood that they were not to be shown, but I see
13 from Mr Smith that, in fact, that was mistaken, they are
14 to be released.

15 The pause or the hesitation that I displayed is in
16 deference, of course, to the feelings of the families
17 and I didn't wish anything to be published until the
18 position was entirely clear, but of course, if there is
19 no objection, then those documents, like all other
20 documents that are relevant, will be made available.

21 LADY JUSTICE HALLETT: Thank you.

22 MS SHEFF: Can I say I'm very grateful for Mr Keith's
23 courtesy and sensitivity.

24 LADY JUSTICE HALLETT: Thank you.

25 MR KEITH: My Lady, in relation to Richard Ellery, I intend

1 to read out a statement from Mr Martin Smith who has
2 prepared the relevant information and compiled a witness
3 statement in relation to Mr Ellery.

4 Statement of MR MARTIN SMITH read

5 It reads as follows:

6 "I, Martin Smith, say as follows. I am a partner of
7 Field Fisher Waterhouse and was appointed by the right
8 honourable Lady Justice Hallett DBE to act as Solicitor
9 to these Inquests.

10 "On 21 June 2010, I wrote a letter to Adam Chapman,
11 partner at Kingsley Napley solicitors. Mr Chapman and
12 his firm represent, among others, Mr Trevor Ellery in
13 these inquests. Mr Trevor Ellery is the father of
14 Richard Ellery who died on 7 July 2005 in the Aldgate
15 bombing.

16 "In my letter to Mr Chapman, I said that
17 Dame Heather was planning to call evidence dealing with
18 the personal background of each of the 52 deceased at
19 the inquest hearing. Dame Heather hoped that this would
20 help set the context and ensure that the proceedings
21 gave an appropriate focus to each of those who died as
22 individuals.

23 "I asked that if Mr Chapman's clients wished to
24 provide fresh statements to set out the personal
25 background of their family member who died in the

1 bombings on 7 July 2005, that he contact me with a view
2 to doing so before 31 July.

3 "On 13 October, I received an email from Mr Chapman
4 in which he indicated that Mr Ellery was content for
5 evidence previously provided to be relied upon for these
6 purposes.

7 "Mr Ellery previously gave a statement to the
8 Metropolitan Police on 8 July 2005. I refer to this
9 statement below as his police statement.

10 "In addition, Mr Ellery wrote a letter to
11 Mrs Sher Duff, the coroner's officer at St Pancras
12 Coroners' Court, dated 22 September 2005. I refer to
13 this letter in my statement as Mr Ellery's letter.

14 "Friends of Mr Ellery also gave statements to the
15 police. The first of these is from
16 Thomas Matthew Stopani. This statement I refer to as
17 Mr Stopani's police statement, and the second is from
18 Justin David Sadler-Knight and I refer to this as
19 Mr Sadler-Knight's police statement. Both are dated
20 19 November 2005.

21 "Finally, I have read the short obituary of
22 Mr Ellery published on the BBC News website to which
23 I shall refer as the BBC obituary.

24 "I summarise pertinent aspects of these documents to
25 ensure that some personal information about

1 Richard Ellery is adduced in evidence during his
2 inquest.

3 "In relation to the first document, the statement
4 from Mr Ellery, in his letter, Mr Ellery said that he
5 and his wife Beverley had three sons. Richard was the
6 eldest and was born in Southampton on 19 April 1984.
7 Richard had two younger brothers, Tim, who was aged 19
8 in 2005, and Michael, who was aged 13.

9 "Mr Ellery stated that Richard had spent all his
10 life in Southampton living with his parents until just
11 a few months before 7 July 2005.

12 "Richard had been educated at Wordsworth Infant
13 School, Shirley Juniors, Bellemoor Boys and
14 Taunton College. He left school aged 18 and tried
15 various forms of employment, including retail at
16 Waitrose, John Lewis and Curry's, office work for
17 a mortgage company and building work. Richard was keen
18 on qualifying as a plasterer and did a lot of work in
19 the family home when it was improved in 2003.

20 "Mr Ellery explained that Richard moved to Ipswich
21 in March 2005 to share a house with two friends,
22 Tom Stopani and Justin Sadler-Knight. He found
23 employment shortly after moving to Ipswich for Jessops,
24 the chain of camera shops. In his police statement,
25 Mr Ellery said that Richard had only worked for

1 a company for a couple of months and had just been
2 swapped over from part-time to full-time work.
3 "The BBC obituary records that Jessops closed all
4 its 280 stores for the national two minutes' silence in
5 memory of those killed in the London bombings that was
6 observed on 14 July 2005.
7 "In his police statement, Mr Stopani said that he
8 became friends with Richard when he attended
9 Taunton College and was aged 17. They had become close
10 friends and stayed in touch after Mr Stopani moved to
11 Ipswich in August of 2003.
12 "Mr Stopani originally shared his house in Ipswich
13 with some other flatmates, but in time they moved out
14 and Mr Stopani asked Richard to come and stay at his
15 place. Mr Stopani described Richard as always being
16 a footloose and fancyfree type of guy. Other than his
17 family, he had no real ties in Southampton, having had
18 several temporary jobs and no steady girlfriend at the
19 time. He therefore moved to Ipswich to share
20 Mr Stopani's house in March 2005.
21 "In his statement, Mr Stopani continued by
22 explaining that Richard was set to go to Jessops store
23 in Kensington, London, on 7 July. He remembered Richard
24 saying that he had to be there for 10.00 am and so
25 intended to get up at about 6.00 in the morning.

1 "However, true to form, he did not, in fact, get up
2 until about 6.30 am which meant a rush to get him to the
3 station. Mr Stopani drove him there and Richard rushed
4 into the station to get the train.

5 "In his police statement, Mr Sadler-Knight explained
6 how he also knew Richard and Mr Stopani. All three had
7 been students at Taunton College. Mr Sadler-Knight also
8 moved into Mr Stopani's address in Ipswich. He said
9 that Richard really enjoyed his job at Jessops and
10 regularly came home telling the others about various
11 gadgets that were coming out.

12 "The three men lived and socialised together and
13 were very good mates. The last time that he had seen
14 Richard was on 6 July at home. Richard was his normal
15 self, a funny, lively guy who was genuine and looking
16 forward to his course in London the following day.

17 "In his letter, Mr Trevor Ellery said that Richard,
18 who was 21 at the time of his death, had grown into
19 a confident and very sociable man. He enjoyed going out
20 with his friends and having a good time, often well into
21 the small hours. In moving to Ipswich and starting
22 a new career, Richard had been beginning a new and very
23 positive phase in his life that made it all the harder
24 that this was snatched away from him on 7 July.

25 "In his police statement, Mr Stopani described

1 Richard as such a nice guy, he was laid back and
2 easygoing, he always seemed to be able to make sense out
3 of things that did not make sense to Mr Stopani himself
4 or others. He had a great sense of humour and was
5 quick-witted. The only time that he was grumpy was in
6 the morning. Mr Stopani also said that Richard was mad
7 about music. He had a saying that he didn't like to
8 listen to music, he liked to hear it. Richard also had
9 a knack of making you feel better just by talking to
10 him. You would go to him with a moan or a gripe and
11 come away feeling so much better, but Richard would just
12 say he had done nothing."

13 My Lady, that is the evidence in relation to
14 Richard Ellery, the background evidence. I now turn,
15 please, to Richard Gray in relation to whom there is
16 a further statement from Mr Smith.

17 "On 21 June 2010, I wrote a letter to Louise Gray,
18 widow of Richard Gray, who died on 7 July 2005 in the
19 Aldgate bombing. In my letter, I said that Dame Heather
20 was planning to call evidence dealing with the personal
21 background of each of the 52 deceased at the inquest
22 hearing. Dame Heather hoped that this would help to set
23 the context and ensure the proceedings gave an
24 appropriate focus to each of those who died as
25 individuals.

1 "I asked that if she wished to provide a fresh
2 statement to set out her husband's personal background,
3 that she contact me with a view to doing so before
4 31 July.

5 "On 3 August I wrote again to Mrs Gray. In my
6 letter I said that I had not received a response and, if
7 I did not hear from her by Tuesday, 17 August, I would
8 assume that she did not wish to provide background
9 evidence of this nature.

10 "I have not received a reply to that letter, but
11 Mrs Gray has previously given some information about her
12 husband to the Metropolitan Police and to Mrs Sher Duff
13 [of whom we heard a moment ago]. Mrs Gray's statement
14 to the police is dated 25 July 2005. I refer to this
15 document as her police statement.

16 "Mrs Gray also wrote a letter to Mrs Duff on
17 23 September providing some information about her
18 husband. I refer to this in my statement as Mrs Gray's
19 letter.

20 "Finally, I have read the short obituary of Mr Gray
21 published on the BBC News website to which I shall refer
22 as the BBC obituary.

23 "I summarise pertinent aspects of Mrs Gray's police
24 statement, her letter and the BBC obituary to ensure
25 that some personal information about Mr Gray is adduced

1 in evidence during his inquest.

2 "In her letter, Mrs Gray stated that her husband,
3 Richard Martin Gray, was born on 31 May 1964 in
4 Bradford on Avon. His parents were Maureen Full and
5 Martyn Full and he was known as Richard Full until he
6 was aged 4 or 5 years. After that time, he took on his
7 stepfather's surname, Gray, although he was never
8 formally adopted by him. Mr Gray had one full brother,
9 Matthew, and two half brothers, Donald and Ian.

10 "In her police statement, Mrs Gray said that she met
11 her husband in 1987 at the Chequers Hotel in Ipswich.
12 Richard lived there with his parents who owned and ran
13 the hotel. Mrs Gray was 15 at the time she met Richard
14 at the hotel where she had a part-time job serving
15 breakfasts. They moved in together the following year
16 and were married on 30 March 1991 at the Ipswich
17 Registry Office.

18 "Mr and Mrs Gray subsequently had two children, Adam
19 and Ruby. Mrs Gray continued that Richard qualified in
20 1988 as a chartered accountant specialising in tax. He
21 worked full-time as a tax manager at a company called
22 FW Smith Riches & Company which was based at Pall Mall
23 in London. He had worked for this company for
24 approximately five years and would commute to work from
25 Ipswich every day during the week.

1 "The BBC obituary quoted from a statement concerning
2 Mr Gray that had been released by
3 FW Smith Riches & Company after his death and it reads
4 as follows.

5 "He was both well-liked and well thought of by
6 partners and staff alike, hard working, conscientious
7 and always ready to stop whatever he was doing and help
8 out. Richard has always made a lot of time for the
9 clients, happy to talk to them about all sorts of
10 concerns as well as their financial offers, and the
11 statement went on to record that many of Mr Gray's
12 clients had contacted the company to express their
13 sympathy.

14 "In her police statement, Mrs Gray stated that there
15 was nothing out of the ordinary about her husband's
16 routine on 7 July 2005. She got up in the morning at
17 7.00 am, and he would have got up an hour earlier at
18 6.00 am, as he always did, before watching the news on
19 television for an hour. Richard left home at 07.15 am,
20 dressed for work and carrying his briefcase. This was
21 the last time Mrs Gray saw her husband alive.

22 "Mrs Gray described her husband as fun-loving, kind
23 and generous, an ordinary family man. He was a regular
24 hockey player for Ipswich & East Suffolk Hockey Club and
25 he had played hockey for nearly twenty years. He was

1 fit and healthy when he died, aged 41.

2 "The BBC obituary stated that Mr Gray had been

3 a founder member of his hockey club in 1986 and that

4 thereafter he had enjoyed close friendships with many

5 others who enjoyed his sport. It stated that, as

6 a member of the club's third or fourth XI teams, Mr Gray

7 was regarded as a pacey mid-field or forward with an eye

8 for goal. The obituary quoted one leading member of the

9 club saying: 'Richard was a gentleman of modest

10 disposition, charm, courtesy and subtle humour and above

11 all he was a family man'."

12 My Lady, I now turn to Anne Moffat.

13 Statement of MR CHRISTOPHER MOFFAT read

14 This statement is from Christopher Moffat and it

15 reads as follows:

16 "I am the brother of Anne Moffat who died on

17 7 July 2005 in the bombing on the Tube at Aldgate.

18 I make this statement following a request from the

19 Solicitor to the Inquests to provide background about

20 Anne's life.

21 "Anne was born on Christmas Day 1956 in Lanark,

22 Scotland. We are a relatively small and close-knit

23 family and Anne was a very special Christmas gift to all

24 who knew her.

25 "The candle may be gone, but the light still

1 lingers. You never really appreciate the light emitted
2 by a candle in a darkened room until the candle is
3 extinguished. This sums up Anne, as she shed so much
4 light on so many other people's lives.

5 "As a child, Anne lived in Carnwath in Scotland.
6 She was the middle child. Her parents were Thomas and
7 Anne Moffat, both of whom have passed away. I am the
8 youngest brother and Thomas is the eldest. Our other
9 brother, Peter, died when he was only 12 months' old.

10 "The family left Scotland when Anne was about
11 8 years' old. Even at such a tender age, Anne still
12 made an impression, not least with her friends from the
13 village, who wrote to the family after the events of
14 7 July 2005. We then spent six months in Golders Green
15 London due to our father's employment as a greengrocer
16 for the Co-Op. We later moved on to Old Harlow where we
17 stayed with our cousins before the family found a house
18 which became the family home.

19 "From our mother's side of the family, we had
20 13 cousins in total. Anne and I would meet up with our
21 cousins once a year or so. Anne was more proactive in
22 keeping up the family ties. She struck up a good
23 relationship with one of our cousins, Kathleen, who was
24 of a similar age and still lived in London. Anne also
25 maintained regular contact with another cousin, Gerard,

1 who lived in Hertfordshire. Anne navigated her way
2 through school without too many problems. First at
3 St Albans Roman Catholic school and then St Mark's
4 school in Harlow. Along the way, she picked up one of
5 her many friends for life in Mary, Mary was one of the
6 first people Anne met at her first day at St Albans
7 Roman Catholic school and their friendship lasted
8 a lifetime.

9 "Anne took A levels in English and art before moving
10 on to Harlow Technical College for a year's foundation
11 course in art. During this time, she remained living at
12 home and, by the time she completed her A levels,
13 a career in the artistic world was beckoning her.

14 "In 1976, Anne began a three-year course in stage
15 and exhibition design at Anlaby Road College of Art in
16 Hull. Anne lived in Hull during this time and at one
17 stage in a condemned house and only returned home to
18 Old Harlow in the holiday period.

19 "It was at college that she met many of her closest
20 friends, including Dianne. After completing the design
21 course in the summer of 1979, Anne moved back to
22 Old Harlow with Dianne in tow. For approximately eight
23 months, Dianne became a lodger in the family home and
24 part of the family, like so many of Anne's friends.

25 "Work was difficult to find in the exhibition design

1 field. Anne spent a little time in the British Museum
2 and then, in around 1981 or 1982, she went to work for
3 the Girl Guides' Association beginning her time there as
4 a graphic designer.

5 "Anne worked for the Girl Guides for over twenty
6 years and progressed through the organisation to become
7 the head of marketing and communications. After meeting
8 many of her colleagues, we know that she was held in
9 very high regard and thought of very fondly within the
10 organisation.

11 "Anne struck up many friendships through the Guides
12 and, when one of her close friends moved to France, Anne
13 visited her on a couple of occasions. With Anne, the
14 Guides knew they were on to a good thing and never let
15 her leave, although that was on her list of things to do
16 because of the travelling, but there was always
17 something else to complete before she felt she could
18 move on.

19 "Anne and Dianne moved to London in around 1980 and
20 shared flats with many others who became life-long
21 friends. Clapham, Balham and surrounds were all
22 honoured with their presence until Dianne eventually
23 married and moved on, leaving Anne to find a new place
24 to stay.

25 "It was then in the late 1980s that she met Monique

1 and the two shared flats and then a mortgage. Later,
2 Anne and Mon had moved north of the river and settled in
3 Fairmead Road until, in 1996, Monique moved out to marry
4 her husband.

5 "Anne also maintained regular contact with a group
6 of girls from Harlow and once a month or so they would
7 meet at one of their houses for a girls' night.

8 "In 1996, Anne moved back to the family home, partly
9 for convenience but also to look after our ailing
10 mother. When she died, in 2002, Anne threw herself
11 wholeheartedly into revamping the family home to bring
12 it into the 21st Century.

13 "Anne was a fairly private person. She was
14 dedicated to professionalism at work and spent many
15 additional hours away from the office working with
16 volunteers at either Girl Guiding events and weekends or
17 working during the evenings.

18 "The Girl Guides work took up much of her time and
19 outside of work Anne loved the arts, in particular
20 architecture and sculpture. She enjoyed gardening as a
21 hobby and loved gardens in general. She was well-read
22 and would often read a book and go out socialising.

23 "She was a strong-minded and determined person, but
24 had a close network of friends. Everyone who ever knew
25 Anne respected her qualities of honesty and integrity.

1 She would always put others ahead of herself showing her
2 caring and giving nature.
3 "It was on her way to work from Old Harlow to the
4 Girl Guides' Association in London that she was caught
5 up in the tragic events that we now refer to as 7 July.
6 In her handbag was a booklet, 'Make Poverty History'.
7 This gives you an idea of Anne's commitment to helping
8 making a better future for others."
9 My Lady, the last statement that I propose to read
10 relates to Fiona Stevenson.
11 Statement of MR IVAN and MRS EMER STEVENSON read
12 This is a witness statement from Ivan and
13 Emer Stevenson and in their statement, they say as
14 follows:
15 "We are the parents of Fiona Georgina Stevenson who
16 died on 7 July 2005 in the bombing on the Tube at
17 Aldgate. We make this statement following a request
18 from the solicitor to the inquests to provide background
19 about Fiona's life.
20 "Fiona was born in Cheshire on 22 June 1976, the
21 elder daughter of an Irish mother and a Scottish father.
22 She lived the first six years of her life in the village
23 of Goostrey near Knutsford with her younger sister,
24 Andrea. She was a very extrovert baby and young child,
25 extremely sociable and, even at a young age, had a wide

1 circle of friends and interests.

2 "Fiona started school in 1980 at Yorston Lodge

3 School in Knutsford and in 1982 the family moved to

4 Bournemouth. She then moved to Little Baddowe in Essex

5 in 1986 where she grew up. She spent five happy years

6 at New Hall School in Boreham and later at

7 King Edward VI Grammar School in Chelmsford for

8 A levels. From the age of 14, when she did a work

9 experience placement with a local firm of solicitors,

10 Fiona wanted to be a lawyer. She always had a great

11 sense of morality and was passionate about human rights.

12 Her life-long ambition was to work for the UN.

13 "After A levels in 1994, Fiona went on to

14 Sussex University where she gained her law degree.

15 Fiona took a gap year before she did the legal practice

16 course, working in London for several organisations

17 including the Medical Defence Union and in Paris for

18 PricewaterhouseCoopers. On completing the legal

19 practice course in 1999, she joined Galbraith Branley in

20 Finchley as a trainee solicitor and qualified as

21 a solicitor in 2001.

22 "Fiona worked mainly as a criminal solicitor but

23 also represented clients in Mental Health Tribunals. As

24 a newly qualified solicitor, she felt great pride in

25 preparing a judicial review and subsequent successful

1 appeal in the Court of Appeal.

2 "In 2003, Fiona moved to Reynolds Dawson, a firm of
3 solicitors just off the Strand. She was a duty
4 solicitor both at court and the police station. As well
5 as being a criminal practitioner, she became involved in
6 the main areas of expertise of the firm: fraud,
7 extradition and regulatory work.

8 "Fiona thrived on the challenges of criminal law,
9 particularly in representing clients in court. She was
10 cherished and respected among colleagues for her
11 professionalism, conscientiousness, care and compassion.

12 "In February 2005, Fiona took a four-month unpaid
13 sabbatical with Challenges Worldwide in Belize. She was
14 advising the government on the establishment of
15 appropriate practices within the criminal justice system
16 as it carried a new childcare policy. Whilst there, in
17 addition to training staff, she developed a staff
18 training manual that is now used by staff in childcare
19 judicial proceedings.

20 "Fiona was very sociable. She loved being with
21 people and had a wide and varied circle of friends. It
22 was not unusual for Fiona to attend two or three social
23 events during the evening.

24 "On the last Saturday of June 2005, Fiona went to
25 birthday celebration drinks, then changed into a ball

1 gown and went to the Criminal Lawyers' Association
2 annual ball and, at the end of that, changed into casual
3 clothes to go to another birthday celebration. She did
4 not want to miss out on anything or let friends down.
5 "So many of her friends said how energetic, vibrant
6 and caring she was and a true, generous friend. Never
7 one to bear a grudge, she always extended the hand of
8 friendship. She supported friends when they needed it
9 and was understanding.
10 "One friend commented on her infectious laugh and
11 how she was always positive and bright. Even with
12 a busy work life, she had an amazing capacity to keep in
13 contact with so many of her friends and family, always
14 seemed to know what they were doing.
15 "Fiona enjoyed many varieties of music and dance and
16 was a good piano player. Different art form and
17 cultures interested her and she was beginning to access
18 and enjoy the many cultural experiences on offer in
19 London.
20 "While she loved being with people, she was also
21 happy with her own company too. She read widely and
22 also played golf, finding it relaxing after a busy job
23 and social life.
24 "Fiona loved visiting new places and countries. She
25 worked in Paris during two summers and it had a special

1 place in her heart. Whilst in Belize, she fulfilled one
2 of her ambitions by gaining diving qualifications and
3 she was especially proud to have done a dive in a blue
4 hole. She also completed the 180-mile long Ruta Maya
5 four-day kayak race.

6 "On arriving back in the United Kingdom in May 2005,
7 she announced that her next project was to climb
8 Mount Kilimanjaro. She had a wonderful zest for life.

9 As far as she was concerned, life was not a dress
10 rehearsal, and she was determined to live it to the
11 full. She packed more into her short life than many
12 people do who live three times longer.

13 "She was refreshed and energised from her sabbatical
14 and had so many ideas and plans for a professional
15 career. She was interested in gaining higher court
16 rights and also expressed a desire to do a Masters in
17 Human Rights.

18 "She returned from Belize on 24 May 2005 and, just
19 under two weeks before she was killed in the London
20 bombings, she moved into a flat in the Barbican in
21 London. She was delighted to be there and one of her
22 reasons for choosing the location was its proximity to
23 Liverpool Street station for coming home. Her last
24 contact with the family was on the evening of 6 July.
25 She was happy and contented, full of optimism for the

1 future and was looking forward to coming home a couple
2 of days later at the weekend.
3 "Then, on the following day, when there was no
4 response from her mobile, the family heard the
5 heart-stopping words from Colin, one of the partners in
6 Reynolds Dawson. 'We have a problem. Fiona didn't get
7 to court today', and the world for her family and
8 friends stopped and changed forever.
9 "Fiona's tragic loss is immeasurable to her family,
10 friends and colleagues. She is so greatly missed and
11 irreplaceable and words cannot express the continued
12 loss."
13 My Lady, may I now, please, call John Taylor.
14 LADY JUSTICE HALLETT: Mr Taylor, please come forward.
15 MR JOHN TAYLOR (affirmed)
16 LADY JUSTICE HALLETT: Mr Taylor, thank you for coming to
17 tell us about your precious daughter. If you want to
18 break at any time, just take your time, I think you know
19 you have my heartfelt sympathy as do all the bereaved
20 families.
21 A. Thank you, madam.
22 LADY JUSTICE HALLETT: If you'd like to give your name,
23 please, just for the record.
24 A. My name is John Frederick Taylor and I made a statement
25 on July 30, 2010.

1 Can I stand?

2 LADY JUSTICE HALLETT: I think the reason they've asked you
3 to sit down, Mr Taylor, is because of the recording
4 system.

5 MR KEITH: My Lady, that's right. For those who are
6 watching Mr Taylor, and watching these proceedings, the
7 camera will only focus on the witness, if he or she is
8 seated, I'm afraid.

9 LADY JUSTICE HALLETT: Is that all right?

10 A. Yes, fine, yes.

11 I am the father of Carrie Louise Taylor, who died on
12 7 July 2005 in the bombings on the Tube at Aldgate.

13 I make this statement following a request from the
14 Solicitor to the Inquest to provide background about
15 Carrie's life.

16 Carrie was born in Sidcup, Kent, on 28 May 1981.

17 Carrie had an older brother, Simon, but she was our
18 youngest child and our only daughter. In 1985, we moved
19 to Billericay in Essex and, although this is where
20 Carrie grew up and went to school, she would always take
21 umbrage if anyone called her an Essex girl.

22 My wife, June, and I, with Carrie and Simon, were
23 a very close family who would do almost everything
24 together.

25 When Carrie was younger, she was introverted. She

1 started to come out of her character when she was about
2 15 and became involved in drama. This was her main
3 hobby and the love of her life.
4 She took the lead role in a school play and we went
5 on family trips to the theatre together.
6 Carrie particularly loved the Russian plays,
7 something we could never grasp, as easy as Carrie, so
8 Carrie would have to buy us sweets to keep us quiet
9 during the play.
10 Until she was 18, Carrie studied at Mayflower High
11 School in Billericay. She took A levels in history,
12 sociology and theatre studies. She then went on to
13 university at Royal Holloway where she pursued her
14 passion and study for her degree in drama and theatre
15 studies. She graduated in 2002 with a 2 and a 1. At
16 her first year at university, Carrie lived in halls of
17 residence but would return home every weekend. For her
18 second and third year, she moved into a house with
19 friends but still made the trip home around the M25
20 every weekend.
21 At university, Carrie had friends from a variety of
22 backgrounds and it was a mark of her temperament that
23 she did not have any prejudice and always found the best
24 in people. Her housemates invariably appointed Carrie
25 as the speaker if there were any problems in the house.

1 She was loving and caring and would never hear a bad
2 word about anyone. It was Carrie's dream to work in the
3 arts and this was something that we always encouraged.
4 She was only decided to study at Royal Holloway after
5 trawling through the internet and finding out that it
6 excelled in drama.

7 For one of her final year at university projects,
8 Carrie directed an Agatha Christie play, a project that
9 broke the mould, as she chose, contrary to the
10 tradition, first- and second-year students for the
11 entire cast.

12 After she died, one of the cast wrote to us to say
13 that the opportunity Carrie gave him in the play enabled
14 him to pursue his ambition to become an actor.

15 Carrie began working part-time for the Royal
16 Shakespeare Company when she was still at university.
17 She would work two or three nights a week and I would
18 regularly collect her from Billericay train station
19 after midnight. She later worked as the front of the
20 house for the new Shakespearean company and the English
21 National Opera, the ENO. Carrie worked at the ENO
22 before she died and there is a plaque in her memory in
23 the foyer. As a family, we enjoyed spending time with
24 each other. We would go to the cinema and pop concerts
25 together and I remember once dragging Carrie to

1 a Bon Jovi concert that she loved. Carrie also loved
2 reading, particularly Harry Potter books.
3 She raced her brother Simon to see who could finish
4 one of the books first and they were both competing to
5 guess which character was the Half-Blood Prince,
6 a competition she never got to finish.
7 We went on annual holidays together to the
8 United States. Carrie loved these trips and just the
9 chance to get away. We would normally visit Florida and
10 sometimes June and Carrie would have girly holidays in
11 places like Toronto and New York.
12 Carrie had an active social life but was always
13 focused on paying off her student debts and becoming
14 independent.
15 As to be expected, we did not know everything about
16 Carrie. She was a normal 24-year-old who worked hard
17 and enjoyed life. This was made clear when, at the
18 memorial for Carrie in 2006, some of her friends told us
19 that Carrie was also known as the 'Queen of Cocktails'.
20 In future, Carrie's ambition was not to work in the
21 creative side of the arts, but behind the scenes rather
22 than in front of the camera. She applied for a job at
23 the Donmar Warehouse and was only just pipped to the
24 post at the final stations.
25 Carrie was practical and found other ways to pursue

1 her dream. From January 2005, she worked as a finance
2 officer with the Royal Society of Arts and was
3 responsible for allocating fellowships and grants.
4 Initially, she was in a temporary position and, on
5 4 July 2005, she was, much to her joy, appointed to this
6 post permanently. She believed that she was moving in
7 the right direction and it was devastating that she had
8 only just started to reap the benefits of all her hard
9 work when she died so tragically on 7 July 2005.

10 LADY JUSTICE HALLETT: Mr Taylor, that must have been
11 extraordinarily difficult. Thank you. I think we'll
12 take our break earlier so that you and your wife can
13 comfort each other before we carry on.

14 I'll return at 11.15.

15 (11.00 am)

16 (A short break)

17 (11.15 am)

18 MR KEITH: Michael Henning please, my Lady.

19 MR MICHAEL HENNING (affirmed)

20 Questions by MR KEITH

21 MR KEITH: Are you Michael Henning?

22 A. I am indeed.

23 Q. Mr Henning, I know that you have given two statements to
24 the police, one dated 7 July 2005 and one dated 1 August
25 2005.

1 A. That's right.

2 Q. Do you remember that process?

3 A. I do indeed, yes.

4 Q. You've obviously had a chance to refresh your memory
5 from those statements before you came into court. Do
6 you have an independent recollection other than based on
7 those witness statements, or is your memory now
8 conditioned by that material?

9 A. I have a very clear memory, it feels very real, it feels
10 like yesterday, and the narrative of my statement,
11 although one is more detailed than the other, has always
12 remained consistent and, for good or bad, on the day of
13 discharge from the hospital, the London -- the
14 Royal London is a sprawling old Victorian hospital --
15 I was led to where the other survivors were, but in the
16 process walked into the media pack that day and gave
17 interview after interview, it seemed, and my narrative
18 has always been the same and, indeed, I had some help
19 for Post-traumatic Stress Disorder which involved me
20 going through the day as a recording several times, and
21 whilst I know other people's memory can be fragmented by
22 such events, it was always surprisingly consistent.

23 Q. All right. As we'll come to in due course, you were
24 able, in fact, to give evidence to the London Assembly
25 on 23 March 2006 and you gave a very detailed account of

1 your recollection then as well.

2 A. That's right.

3 Q. All right.

4 On that morning, you were making your way to

5 Tower Hill, were you not?

6 A. That's right.

7 Q. In order to get there, you changed, I think, at

8 Liverpool Street onto the Circle Line and you got there

9 about 8.45, and the time was relevant because you were

10 intending to attend a course for which presumably you

11 had to be on time?

12 A. That's right, yes.

13 Q. You got off the Hammersmith & City Line and then you

14 waited for a Circle Line train. Which carriage do you

15 recollect taking?

16 A. I remember clearly -- I always travelled on the second

17 carriage of the Hammersmith & City Line either from

18 Latimer Road or Ladbrooke Grove, and I got off the second

19 carriage of the Hammersmith & City Line and I think

20 I always used to travel towards the front of that

21 carriage and I walked down a little bit. The

22 Circle Line train came in and I walked towards the rear

23 of the second carriage and obviously it was extremely

24 busy, lots of people coming off.

25 I waited and waited and could see the last few

1 people coming off, which would normally mean there's
2 lots of space, but, for whatever reason, I changed and
3 entered the front doors of the third carriage.

4 Q. Is that why you told the London Assembly that you
5 considered yourself a deeply lucky person?

6 A. I stood in the third carriage where Tanweer was
7 standing, or within a couple of feet of where Tanweer
8 was standing, so I know I wouldn't have been here.

9 Q. Did you, in fact, tell the police that you did
10 recollect -- and you had an image in your mind to this
11 effect -- a male standing inside the rear set of doors
12 in that second carriage?

13 A. I do indeed, and it puts a shiver through me to remember
14 that. However, I couldn't say with great detail his
15 features, et cetera. It's more those soft focus of the
16 people that you normally see on the Tube and haven't
17 paid attention to.

18 Q. Could we have, please, on the screen INQ00008352,
19 page 2? Did you prepare, in fact, a sketch map for the
20 police showing the rear of the second carriage towards
21 the top of the page, towards the front of the train,
22 towards the front, and the platform side which you
23 boarded, and then the third carriage, and you went on,
24 and do the two crosses indicate respectively the person
25 whom you thought you might have seen as being

1 significant in the second carriage and then your place
2 in the third carriage?

3 A. Indeed. The cross circled is obviously where
4 I perceived Tanweer to be.

5 Q. You obviously didn't know him to be Tanweer then. Did
6 you tell the police that you saw a man you described as
7 an Asian man wearing some sort of white or cream
8 light-coloured clothing in any event?

9 A. That's what I recall, yes.

10 Q. Can you recall any more about the person that you saw in
11 outline as you boarded the train?

12 A. I would be hesitant to say more because of all the
13 subsequent information I've seen.

14 Q. Of course. Do you recall whether he was carrying
15 anything, the person that you recall seeing?

16 A. I remember him holding something, but how he was
17 carrying it, again, it would be wrong of me to try and
18 put detail on that.

19 Q. Quite so. When you went into the third carriage, did
20 you take a seat or were you standing?

21 A. I was going two stops, so I just stood and had my hand
22 on the central rail.

23 Q. There then came the fateful explosion. Do you have
24 a recollection of the explosion itself?

25 A. It feels completely real to me now as we speak. I can

1 feel the right-hand side of my face because I was
2 standing right on to the explosion, my right side on to
3 the explosion, I can feel it tense up now, I can feel
4 heat. It is extremely real. One moment you had the
5 sense of reality as you knew it, your everyday Tube
6 travel, and the next it's all changed. You're trying
7 to -- I remember the questions in my head, "What is
8 this, what is this?" as I'm being twisted and thrown
9 down to the ground, and then I realised it was a bomb,
10 and it's strange the thoughts that go through your mind
11 but I think it was one of obviously complete British
12 understatement, "Oh, this isn't good".

13 Q. Do you recall any noise at that moment?

14 A. I didn't hear a bang. All I can describe it as is an
15 intense rushing sound. From those that sail, if you're
16 out on a very gusty day and the wind hits you very hard,
17 straight on, it is that intensity probably times 20.

18 Q. You were blown to the ground by the force of the
19 explosion in the adjacent carriage, of course, only
20 a matter of feet away from you, because you're at the
21 front of the third carriage. You, I think, put your
22 right hand to the right side of your face and your right
23 side had been exposed to the bomb, and you found blood
24 I think on your hand, is that right?

25 A. That's right, yes.

1 Q. Was it completely dark?

2 A. Initially, I remember being on the ground and it was
3 completely dark, and I remember thinking that I must be
4 dead. However, I do recall that I was staring out even,
5 like, in a cartoon way, your eyes out on stalks just
6 trying to see a sign of something that you could see,
7 but in those initial stages it was too dark. And that's
8 when I felt the blood and realised that, perhaps, okay.

9 Q. In your statement to the police, your second statement
10 to the police, you told them that the lights came on at
11 some stage and initially you described it as an eerie
12 silence. Do you recall whether those lights were on all
13 the time and, if so, whether they were from the tunnel
14 by way of emergency lighting, or some sort of light
15 source in the carriage, or can you not say?

16 A. I believe they were from the tunnel. That's my
17 recollection, and they came on probably only a matter of
18 seconds after that eerie silence, but everything in that
19 process seemed to stretch out.

20 Q. Of course. Did the appearance of the lights appear to
21 you to be the lights themselves or could that have had
22 something to do with the clearance of the smoke and the
23 debris that was awash in the carriage at that stage?

24 A. This -- you couldn't see the smoke until the lights came
25 on. It was that pitch black. You'd gone from light,

1 you'd gone from the flash of the explosion, to complete
2 darkness, and it was only when the lights came on that
3 you could see the smoke as well.

4 Q. You had plainly been cut. You knew it was a bomb. Was
5 there silence in the carriage or confusion at that
6 stage?

7 A. You mentioned the eerie silence which always seems a bit
8 of a cliché, but there was that initial silence.
9 I think when the lights came on, or about that time,
10 then there was lots of panicked screaming from our
11 carriage, and a few of us were still getting up --
12 trying to get up from the ground. A few of us told
13 people to calm down, perhaps in rather more forceful
14 language than that, but to calm down, which they did,
15 with great respect to them, they did very quickly, and
16 I obviously respect people listening to this who lost
17 people, but obviously I have to tell the truth that
18 those screams -- we could then hear the screams of those
19 who were seriously injured in the next carriage.

20 Q. Did you, I think, nominate someone to take charge or
21 take control or to speak for you?

22 A. At some stage, I was told to sit down because there was
23 a few of us that were very bloodied and injured, and it
24 was just -- I felt I was going to pass out any moment,
25 but there were a few voices started to talk to try to

1 take leadership and there was a girl opposite me, just
2 because she was closest to me, I think, I don't think
3 I could say she was making any more sense than the
4 others, but I said that just one person should speak and
5 she did and did a good job.

6 Q. Next to you, was there a lady whom you subsequently
7 discovered was called Mel -- we'll hear from her in due
8 course -- Melanie O'Dell?

9 A. That's right, yes.

10 Q. She also sat down on the seat next to you --

11 A. Yes, yes.

12 Q. -- around this time. Did a number of passengers try to
13 take the doors off the hinges of the carriage? Did they
14 try to get out from the side of the carriage on to the
15 track?

16 A. I remember, whilst sitting there, I think maybe this
17 girl who I had spoken to, who had been speaking, decided
18 she would try to get the doors open with another girl
19 and, at that stage, I believe there was
20 a London Underground man outside the carriage trying to
21 get the doors open from there. They moved them no more
22 than an inch or so and I remember I would have helped
23 myself, but I thought at that stage I was going to go
24 any minute from the blood loss.

25 I remember saying again probably in very direct

1 language to three big strapping lads who were standing
2 opposite aren't they going to help, but they were too
3 clearly shocked to know that anyone was talking to them
4 let alone help to try to get these doors open.

5 Q. The man from London Underground, how could you tell that
6 he was a London Underground employee?

7 A. From the -- what I would describe as the red/orange
8 reflective jacket.

9 Q. Could you see from which direction he came from? Did he
10 come from the right as you looked out through the side
11 windows of carriage 3 or from the left?

12 A. I believe from the left.

13 Q. Do you recall any sort of message being relayed over the
14 tannoy system or of any kind of communication from
15 a driver or anybody else at this stage?

16 A. There was no communication via tannoy, whether the
17 driver outside the doors had tried to communicate with
18 the girls, I don't know.

19 Q. Whilst you sat in that seat, were you able to see
20 through the remains of the connecting doors between your
21 carriage and the carriage next door?

22 A. Whilst I sat there and we seemed to sit there for ages,
23 I could bear it no longer, it wasn't out of a ghoulish
24 intent, it was an intent to help and just confirm what
25 my senses had told me and what I'd heard. I got up and

1 stood and looked through the twisted windows to see the
2 darkness and I could see people moving slowly and in
3 pain.

4 The intervening door was at its angle, but because
5 I thought I'd lost a lot of blood, I felt too weak to
6 try to move it. I did think about trying to crawl
7 through those windows, but I didn't. I just thought
8 that would slice me up, the twisted metal, to get
9 through.

10 I don't want to go into too much detail what I saw,
11 because I know the police reports have detailed such
12 things, but it's a very difficult image to hold.

13 Q. Did you, Mr Henning, see where the man in the high
14 visibility jacket went?

15 A. I think he went further down the train when they'd given
16 up hope of opening those doors.

17 Q. So he walked on down the track. Did there come a time
18 when you -- a message was received in your carriage, or
19 the word spread that you should make your way down
20 through carriage 4, 5 and 6 and out the rear of the
21 train?

22 A. I can't say where the message came from, but someone
23 said "We're going to evacuate" or words to that effect,
24 "We're going to evacuate off the back of the train", and
25 someone said the injured must go first and, being there

1 was two other gentleman who had been very bloodied in
2 the face and they came with me and I don't know if it
3 was a male or another girl started saying "Let the
4 injured through".

5 Q. The lady, Mel, was one of the persons who accompanied
6 you to the rear of the train?

7 A. I believe so, yes. And whoever the girl was stopped
8 saying it, so I started saying it for the other guys to
9 let the injured through, and everyone was extremely
10 polite. They'd started making their way down towards
11 the back in the next carriages, but I'd say "Let the
12 injured through" and they would immediately step to the
13 side before looking round and then they looked round and
14 the shock and horror on their faces, I thought the
15 injuries were even worse than I'd expected, but they got
16 out of the way and let us through.

17 Q. I appreciate it's very difficult to say, but can you
18 give us any estimate of the amount of time that you
19 remained in the third carriage before the message was
20 received to the effect that you should try to make your
21 way to the rear of the train where presumably staff were
22 waiting to help you disembark?

23 A. I remember we sat there for an age. I remember I got up
24 and I stood and I looked through to the second carriage
25 for what seemed an age. However, we'll no doubt come to

1 it, but I only looked at my watch because I thought so
2 much time had passed, to have it confirmed when I was
3 later out on the tunnel, but at that stage I wouldn't --
4 it wouldn't -- I don't think it would be fair of me to
5 say how long it was before the evacuation happened, but
6 we did -- but I can say that we did sit there for a long
7 time, and I can say that Mel, bless her, she even got
8 her compact mirror out to show me my injuries weren't
9 perhaps quite as severe as I was expecting them to be.

10 Q. In your first statement to the police, you hazarded the
11 estimate of around 25 minutes and I think in your
12 evidence to the London Assembly you were broader, you
13 said 10 minutes or so plus. Do we take it from those
14 two estimates that it was very difficult to estimate,
15 indeed, the time that you must have remained in the
16 carriage?

17 A. The 25 minutes comes from when I was in the tunnel,
18 I had thought I couldn't work out why the rescue
19 services weren't there and I looked at my watch and it
20 said quarter past 9 and there was another five or ten
21 minutes to walk out to Aldgate station. That was
22 outside.

23 Q. Is that when you were on the platform or walking down
24 the tunnel towards the platform?

25 A. Walking down the tunnel, and before we'd got back to the

1 bombed carriage and what was to greet people who had no
2 idea, lots of people in the subsequent carriages. The
3 only things that I can say that happened on our carriage
4 while we sat there and waited were quite mundane things,
5 quite mundane discussions, and I remember one chap said
6 he'd lost his glasses and in the blast I think people's
7 glasses had been blown off and I remember there was lots
8 and lots of glass on the floor from the explosion,
9 looking down and I found -- I think I found two pairs
10 before I found his, and I gave him his glasses, one lens
11 had been blown out and there was a little bit left in
12 there cracked and I apologised that there was only one
13 lens and he said "At least I can see out of one eye",
14 and it was those sort of things that were happening. So
15 we -- I would envisage we were in there a while.

16 Q. When you passed down through the carriages towards the
17 rear of the train, can you help us with whether or not
18 the occupants of those carriages had by then, by and
19 large, been evacuated or were you the first out of the
20 rear of the train or the last?

21 A. We certainly weren't the first out of the rear of the
22 train. I think, as soon as we knew to evacuate from the
23 back of the train, people had started making progress.
24 I remember people walking in that direction. As I said,
25 when I said "Let the injured through", because it was

1 a slow progress --

2 Q. There were people still standing either side of you as
3 you walked down. Right.

4 A. They would get out of my way and, indeed, people have
5 come up to me since and said that I had spoken to them
6 and they said they had no idea there had been a bomb or
7 injuries or anything of the sort.

8 Q. So may we presume that some people may have come off the
9 rear of the train, but certainly there were
10 a substantial number of people from the other carriages
11 still standing in those carriages --

12 A. Yes.

13 Q. -- and, therefore, able to see you walk through?

14 A. I overtook them.

15 Q. When you reached the rear of the train, there were, no
16 doubt, members of London Underground staff helping you
17 to get down from the driver's cab at the rear of the
18 train?

19 A. They used the door immediately at the end of the train
20 and there was a door to the right near to the tunnel
21 wall. I was directed to the right, and I remember
22 looking down and I had to ask the driver to put my foot
23 on the next step down because I couldn't see, I hadn't
24 realised at that time that my right eye had been cut and
25 it had abrasions and seeing in the low light, some of

1 the detail was difficult.

2 Q. You took pains in your evidence to the London Assembly
3 to praise the drivers -- or you certainly understood
4 them to be drivers -- but certainly the gentlemen who
5 were present at the rear of the train helping passengers
6 off the cab, off the driver's cab.

7 A. The London Underground staff were absolutely brilliant.
8 I sat opposite the driver of the train, an oncoming
9 train, I think, was a Metropolitan Line train that was
10 leaving Aldgate, I sat opposite him when we had tea and
11 biscuits in, I guess, true British fashion at the
12 hospital, and he was clearly very, very shocked and
13 I believe he was perhaps the gentleman who was trying to
14 open the doors at the end of our carriage, the sliding
15 doors, and by then I knew what he had been standing
16 amongst, the bodies on the track. So I have tremendous
17 respect for what they did. They could have gone off and
18 saved themselves, but they acted in the best interests
19 of everyone.

20 Q. Could we have please on the screen INQ00010280, page 6?
21 We can see there, Mr Henning, a schematic diagram
22 showing the location of the six carriages and their
23 position vis-a-vis Aldgate. You therefore walked
24 towards the rear of the train. The train had obviously
25 moved on from the point of the explosion.

1 Whilst inside the carriages 3, 4, 5, 6, you plainly
2 couldn't see what was outside, but at the end of the
3 train you therefore came out of the cab, as you have
4 described, on the right-hand side but walked round the
5 rear of the cab and back up the other track, turned to
6 the left and up the other track and doubled back on
7 yourself and walked to Aldgate past the shattered
8 carriage number 2 but before that the point where the
9 explosion had occurred.

10 A. That's right.

11 Q. Did you, Mr Henning, when you walked past the point of
12 the explosion, see a number of bodies lying on the
13 tracks?

14 A. As we approached at the third carriage we could see --
15 I saw three bodies, one of which -- I thought it may
16 have been the electric current still on -- was still --
17 just his head was just moving very, very slightly. They
18 didn't have any -- they only had their underwear on and
19 their skin was greyed.

20 Q. Can you tell us, please, Mr Henning -- I appreciate how
21 difficult it is -- whether you can say whether it was
22 just one person, one of the persons moving, or whether
23 there were any more of those bodies moving?

24 A. I only saw on the tracks just that one person whose head
25 was slightly moving.

1 Q. You did not approach them directly?

2 A. No.

3 Q. Did you see anybody else he offering them any sort of
4 assistance, anybody kneeling down and trying to look
5 after them?

6 A. Not at that stage, no.

7 Q. All right. It presumably took some time to walk back up
8 the track, because of the debris, the dark, the
9 difficulty of walking over the sleepers and because of
10 the bleeding face and the cut to your right eye.

11 A. Yes.

12 Q. Did you, however, meet some policemen inside the tunnel?

13 A. I did. That was -- well, as I approached, we could see
14 the platforms, the Aldgate platforms, and if I could
15 just put it into context the timing that we walked up,
16 Mel had been a great support to me and she had sandals
17 on and she had glass in her foot and she asked me to
18 look and, again, I couldn't work out why I couldn't see
19 such fine detail in that dim light, so I grabbed
20 a gentleman who was walking by very roughly and dragged
21 him and asked him to help get the glass out and, great
22 on him, he said in a very polite voice "Of course
23 I can", so I remember we stopped or he stopped, I think
24 I then carried on, and I have also been told subsequent
25 by Jennifer Bell that she started to have a panic attack

1 when she saw the carnage that was on the track and, of
2 course, there was a lot of debris as well and I said
3 "Take my hand and follow me out", so there was lots of
4 things that happened on that way, but the biggest thing
5 I remember on the walk up was stopping by the bombed
6 carriage which had its doors blown out at the end and
7 I believe it's Liz Kenworthy who was holding
8 Martine Wright's head and all the body dynamic and
9 position looked so wrong, and it seemed that -- I think
10 Liz was just staring in general at the people going by,
11 but I stared at her face what seemed an eternity, but
12 I have never, ever, seen such a forlorn look, such
13 a desperate look, and it was at that point, because
14 I was thinking about going to go on to the carriage,
15 which I know some brave people did, but I decided that
16 I was going to go and get help. I was quite calm, but
17 I could feel the anger rising in me because we had no
18 help apart from the London Underground people at that
19 stage and I knew from Liz's look that we needed
20 professional people down there.

21 So I --

22 Q. I'm sorry to pause you there, Mr Henning. Can you tell
23 us which part of carriage 2 were you looking into when
24 you saw the lady that we now know -- indeed you're quite
25 right -- Elizabeth Kenworthy, holding the head of a lady

1 who we also now know to be Martine Wright?

2 A. She was --

3 Q. Is it the end doors or the middle doors?

4 A. It was the end of the second carriage, it was the next
5 set of doors, so it was the end double doors which had
6 been blown out.

7 Q. Right, so the one nearest the point of the explosion in
8 fact?

9 A. So Liz would have been directly in line, albeit on the
10 near side of the train from where Tanweer was standing,
11 per my diagram.

12 Q. Could you see anybody else inside that part of
13 carriage 2 offering anything by way of assistance or
14 help other than, at that stage, Elizabeth Kenworthy?

15 A. I could only see Elizabeth at that stage, and that's
16 just such a powerful image I can just see her face in my
17 mind.

18 Q. In the tunnel, did you see three policemen jogging down
19 the track towards you just after, as you say, your anger
20 had risen?

21 A. I could see the lights of Aldgate station, I could see
22 the fire service on the platform, and there was these
23 three policemen just gently jogging down, which
24 I thought was wrong at the time but was exactly the
25 right thing to do, because it was very dark and it

1 wasn't flat under foot and they could -- it was better
2 they got there even at that pace, but I remember saying
3 "Where's the rest of you?" and the middle officer, the
4 older officer said "Don't worry about that", and
5 I must -- I remember I just filled with anger and rage
6 and I half turned to go after him, which sounds
7 absolutely pathetic now, but I stopped myself because
8 I realised that in a couple of minutes he would know the
9 full extent of what was down there.

10 Q. You reached the platform and, as you got to the
11 platform, did you then see a group of firemen on the
12 platform?

13 A. I did.

14 Q. I want to ask you about that moment, if I may.

15 Can you recall whether they were kitted up with
16 equipment, moving around, or standing still?

17 A. They were standing still. They had equipment on the
18 floor. I don't know if there was eight, ten of them,
19 but they were in a sort of oval shape, some with their
20 back to the survivors that were walking past, and I went
21 up to them and asked them why weren't they down there,
22 there was people dying down there, which, after I had
23 seen Liz's face, I knew was my job to go and challenge
24 them. I knew I looked a mess from all the blood and
25 cuts and everything, but they'd seen a lot worse, I'm

1 sure, but they wouldn't look at me, there may have been
2 a couple of glances, but looking back, it was one of
3 embarrassment, they were embarrassed that they were not
4 allowed to go down and help.

5 Q. Just pause there. You hadn't, of course, spoken to them
6 before. You didn't know what protocols governed their
7 actions?

8 A. No.

9 Q. And, of course, you didn't know, indeed, what they were
10 there to do at all.

11 A. No.

12 Q. We cannot therefore presume that they were permitted to
13 help or not permitted to help. You simply saw them
14 there. Is that right?

15 A. I used the word "permitted" from what I found out
16 subsequently, which is --

17 Q. I want to try to focus, if you can, on what you remember
18 at the time, because that, of course, is why you're here
19 to help us.

20 A. Of course.

21 Q. But there were obviously a number of them?

22 A. There was a number of them.

23 Q. After you spoke to them, did anybody reply?

24 A. There was no reply.

25 Q. There was no reply. Did you see a second group of

1 firemen in fact?

2 A. I did, and I went up to them, they were just a little
3 bit further along the platform and I said exactly the
4 same to them, why weren't they down there, there was
5 people dying and, again, they wouldn't look at me, they
6 just looked down and, again, I'd say they were
7 embarrassed.

8 Q. In your statement to the police, you said that one of
9 them had responded by way of telling you that there was
10 a risk of a secondary explosion. Do you recall that?

11 A. After the second group didn't respond -- and I've got to
12 say this to be fair -- I looked round at the first group
13 and they appeared to be kitting up and going down to the
14 Tube, going down the platform, they were starting to put
15 stuff on their backs, I don't know if I'd embarrassed or
16 provoked them or they'd had an order through, but the
17 order certainly hadn't come through to the second group.
18 So I think they took it on their own initiative. But
19 I went up the stairs, and the stairs come up from two
20 different platforms and join --

21 Q. Could you pause there? Let us please have on the screen
22 INQ00010280, page 3.

23 Do you recognise that as being the lower level of
24 Aldgate station with the platforms on the left and the
25 right, platforms 1, 2, 3, 4?

1 A. That's right.

2 Q. The steps going up to a mezzanine level --

3 A. That's it.

4 Q. -- and the ticket office at the top where the street

5 level is and the British Transport Police office on the

6 outside?

7 A. Indeed.

8 Q. So where did you see the third group of firemen?

9 A. They were on the -- what you described as the mezzanine

10 level, which is shown, I presume, by ticket information

11 boards on the screen, just up the first flight and to

12 the left.

13 Q. Did they say anything to you?

14 A. I said exactly the same to them and, again, the senior

15 men, the more experienced men, wouldn't respond to me,

16 but there was one young fireman -- I suppose you get to

17 an age where they all start to look young anyway, the

18 old cliché, but I think it was his -- no disrespect to

19 him, I think it was a brilliant attitude and he

20 shouldn't be judged wrongly -- he was actually excited,

21 I think this was his big first shout, he didn't know

22 what was down there, he didn't know what had happened or

23 what he was going to find, certainly, but he was quite

24 excited and he replied and engaged me and he said they

25 were worried about a second explosion.

1 And I replied to him that that was all very well,
2 but make sure his senior officers were told that there
3 were people dying down there.

4 Q. Was there anybody with you at this stage? You have
5 spoken of the two men who went to the back of the
6 carriage with you, the back of the train, and also the
7 lady you subsequently ascertained was Jennifer Bell in
8 the carriage and also Melanie O'Dell, who I've
9 mentioned. Were any of those people present with you
10 when you spoke to the fireman?

11 A. That I don't know. I was just so focused on what
12 I thought was my job to do then and that was to
13 challenge the emergency services there to tell them that
14 there was people dying down there.

15 Q. Is it possible that Melanie O'Dell was with you at that
16 moment or can you not say?

17 A. I couldn't say.

18 Q. Mr Henning, is it right that in your evidence to the
19 London Assembly you were at pains, having described
20 those three meetings or the three conversations and the
21 response of the young fireman at the end of that
22 encounter with the third group, that you didn't wish
23 your to be taken as construed as criticism of them.
24 Your impression was that they were endeavouring to do
25 their best but they had to follow the procedures that

1 you presumed applied to their actions?

2 A. Or subsequently found out rather than presumed, would
3 probably be more accurate. In my defence -- and I hope
4 they didn't take offence by me challenging them -- I was
5 apparently firm but calm, which is usually my style, and
6 polite. What I saw on the day, when the emergency
7 services were allowed to do their job, they did it
8 fantastically well, and perhaps something we'll come to.
9 If any of those firemen who were held back by their
10 protocols were asked to volunteer to go down and say
11 there may be a secondary explosion, I would imagine all,
12 or nearly all of them, would have gone down without
13 hesitation. That's why they were embarrassed.

14 Q. Again, do we take it that you've done a certain amount
15 of research afterwards, you've referred to the roles of
16 the emergency services generally and the job that they
17 have done, and no doubt you've --

18 A. Well --

19 Q. -- explored a little further what they did do?

20 A. I have and I leave it to you to direct me as to where
21 you want to go, but I will mention that on the memorial
22 service at St Paul's, purely by chance I sat next to the
23 first senior fire officer that was at Aldgate and I know
24 Aldgate, that area, well, and the nearest fire station
25 is literally a stone's throw away, and he told me, and

1 I don't think with any exaggeration or bravado, that he
2 was there within five minutes of the explosion and had
3 assessed the situation.

4 He then told me that there was various protocols
5 they had to follow.

6 Q. All right. Can you assist us with the time at which you
7 reached the firemen on platform? You had a watch on,
8 because you've made a reference to it. Do you know what
9 time roughly it was when you reached the fireman on the
10 platform?

11 A. I looked at my watch and it said quarter past 9, and
12 that was before we got back to the bombed carriage.

13 Q. So somewhere between the rear of the train and carriage
14 number 2?

15 A. Yes, because I just couldn't -- I jut thought this
16 wasn't -- "Why aren't people here? Why are we just
17 streaming out by ourselves?" and I remember I thought --
18 I don't know why I looked at my watch, and it said
19 quarter past 9.

20 Q. Did you look at your watch again on the platform?

21 A. I didn't, no.

22 Q. When you were on the platform and when you were
23 ascending the stairs that we've seen on page 3 of
24 INQ00010280, could you see any other members of the
25 emergency services arriving or were the only people that

1 you saw the Fire Brigade?

2 A. I only saw firemen, to be honest. When we got to the
3 ticket hall, we tried to keep over to the left, as the
4 walking survivors and the wounded, et cetera, as there
5 was further firemen coming in via the barriers and
6 I remember how they were struggling to lift up their
7 heavy equipment over the barriers, and it was only when
8 I got to the entrance that we saw the paramedics who,
9 again, had done a brilliant job.

10 Q. You described to the London Assembly, did you not, how,
11 when you reached ground level, there was an extremely
12 good system concerning the giving out of priority badges
13 for the purposes of triage and the receipt of medical
14 assistance and everybody was quite superb in the way in
15 which they pulled together and looked after everybody
16 streaming out of the platforms?

17 A. Yes, yes, as I said, and I will emphasise it's almost
18 like to criticise something the emergency services do
19 is, like, you're some sort of pariah for questioning it
20 and you can't say anything, but I would emphasise that
21 there's no criticism to the emergency services
22 whatsoever. When they were allowed to do their job,
23 they did it absolutely brilliantly. There was
24 confusion, they had problems with communication, we know
25 that, but individually, they were very brave, very

1 professional.

2 Q. In your evidence, did you observe that, if there was
3 anything missing from their response in addition to what
4 you described or if there was anything missing in
5 relation to the systems governing how everybody should
6 have reacted to the explosion of the bomb in the second
7 carriage, it was an absence of a simple, quick,
8 straightforward directional communication to the
9 passengers to get out of the train and get them up to
10 ground level and presumably to get medical attention to
11 those who were unable to walk?

12 A. Absolutely, and my -- I understand, if I can just think
13 about the Fire Brigade's protocol which -- I know the
14 best is they have to protect their men and I wouldn't
15 want to send any of my staff to injury or death, but
16 I thought, for the people that sat on the carriages, if
17 there had have been a second device, why leave 500
18 people just sitting there to take the full brunt of
19 that? A loudhailer from a distance would have that
20 evacuation going quickly.

21 Why I always come back to saying asking for
22 volunteers is because there was people that may have
23 survived if they'd got urgent medical response there and
24 then. I know I met the doctor from an interview the
25 very next day at Tavistock Square who was talking about

1 the bomb blast to the -- one of the American networks,
2 and he said they made a mistake, they bombed the bus
3 outside a building full of doctors and he said "Because
4 we were there straightaway, we saved lives. The death
5 toll would have been much higher". I can't say at
6 Aldgate, but my view is, even if those who were too
7 severely wounded to ever survive, some of them died in
8 agony for 20, 30, 40 minutes and at least they should
9 have had the dignity of having some morphine or
10 something of that nature.

11 Q. These are issues, of course, that her Ladyship will
12 spend many weeks and months looking at.

13 You were able, when you reached the platform level,
14 to phone your girlfriend. Melanie O'Dell, the lady who
15 accompanied you out, lent you her phone or she made the
16 call for you, and I think you were then treated, a large
17 amount of glass was taken out of your face and your arm,
18 your right-hand side, and you described to the police
19 how you were extremely shaken and nervous as a result,
20 understandably, of the terrible events inside the
21 tunnel, and off work for a while. But you rallied and
22 you gave evidence subsequently to the London Assembly in
23 the same way that you have told us?

24 A. Yes, that's right.

25 MR KEITH: Mr Henning, thank you very much. Will you stay

1 there, please? There may be some further questions for
2 you.

3 LADY JUSTICE HALLETT: Yes, Mr Coltart?

4 Questions by MR COLTART

5 MR COLTART: Mr Henning, you can't recall, can you, the name
6 of the doctor who was speaking to the television network
7 the following day about the Tavistock bombing?

8 A. I have a record, I think someone videoed it or a DVD
9 from the network, and I have it in my big box of 7/7
10 stuff, so I can find his name.

11 Q. Would you have any objection communicating that
12 information to Mr Smith perhaps by email or however else
13 it's deemed appropriate when you've had an opportunity
14 to check your records in relation to that?

15 A. Of course, of course.

16 Q. I'm grateful. Just one short matter, please, if I may,
17 and that's your dealings with the paramedics once you
18 had exited the train station.

19 LADY JUSTICE HALLETT: Is your microphone on?

20 Could we summarise what you've asked Mr Henning?

21 MR COLTART: I could swap places with Mr Keith, if that's
22 convenient.

23 Shall I just briefly summarise the issues?

24 LADY JUSTICE HALLETT: If you, could Mr Coltart, thank you.

25 MR COLTART: I've asked Mr Henning if he could recall the

1 name of the doctor he describes speaking to the American
2 network about the bomb at Tavistock Square and he's
3 answered that he thinks he may have that information
4 contained within his records at home and, if he can find
5 it, he's kindly agreed to convey that information to
6 Mr Smith, for which I've said I'm grateful.

7 Then Mr Henning, I just want to deal briefly with
8 one topic, which is your treatment by the paramedics
9 once you had exited the station.

10 Am I right in thinking that, when you came out of
11 the station, you, along with others, were assessed in
12 a triage process by the London Ambulance Service?

13 A. Yes, that's right.

14 Q. Are you able to estimate -- and of course it's
15 impossible to be precise about this -- but are you able
16 to estimate how many paramedics there were at that stage
17 in and around the entrance to the Tube station?

18 A. As to an exact number, I know there were some paramedics
19 near the entrance and I was triaged by a gentleman
20 standing on the pavement, at which point I had started
21 to begin to weave and wobble a little bit, and that's
22 the point where Mel kindly spoke to my girlfriend, but
23 he got me to sit down on a window ledge, but soon after
24 that, we were escorted or told to go across the road to
25 the bus station, which is, of course, opposite.

1 I can tell you that on board the double decker bus
2 there was a lady paramedic who had been assigned to that
3 bus. I can also tell you there were others there
4 because one of the gentleman that came out with me, all
5 under his own steam in the main, I thought he'd been
6 caught full in the blast with glass, but in fact his
7 head had been whipped and smacked a pole and he had
8 a very -- it turned out to be a very serious head
9 injury, and he started to -- I could see him from where
10 I was sitting and he started to come in and out of
11 consciousness, and I tackled -- asked the paramedic to
12 come and look at him, I told him he would be all right,
13 we'd look after him.
14 She did, and I think she then went off probably to
15 get an ambulance, but he started to come in and out of
16 consciousness quicker, I looked out the window and I saw
17 what I presumed was a Silver or Gold or whatever, but an
18 ambulance man with his regalia, and he probably had,
19 I would say, half a dozen deputies around him
20 coordinating what they did because I went out and barged
21 through them and grabbed hold of his shoulder and spoke
22 to him very firmly that there was this chap who needed
23 to be in an ambulance straight away and, give him his
24 due, he nodded to his deputies, who then got this guy
25 who apparently had to be put in a coma for five days

1 because his head injury was severe, so I know there was
2 several around at that stage.

3 Q. Thank you. Were you able to convey, either to that
4 gentleman from the London Ambulance Service or to the
5 paramedic who had treated you directly, the same
6 information you had conveyed to the Fire Brigade as you
7 came up the stairs and along the platform about the
8 severity of the condition of people left on the
9 carriage?

10 A. I don't think I -- I can't recall. I know he was
11 shocked by my injuries, but I don't think anyone had
12 ever grabbed him like that to convey a message to him
13 but I don't remember specifically telling the paramedics
14 about the injuries or -- it was just the fireman.

15 Q. At that stage, you were one of a number of people who
16 appeared to be in a triage process undertaken in the
17 hallway and outside the Tube station.

18 Again, are you able to estimate roughly how many
19 people might have been involved in the process at that
20 stage, or is it impossible now to say?

21 A. That I can't say, but the bus was full and I believe
22 there was more than one bus that left for the
23 Royal London at about 10.00. It seemed much longer, and
24 a local GP even come and attended the -- our bus as
25 well. But there was quite a few, and I do remember, by

1 this stage, I was on the bus, there was quite a few
2 ambulances I could see there. There was a lot of
3 emergency vehicles, a lot of activity.

4 MR COLTART: Thank you very much. I have no further
5 questions for you.

6 LADY JUSTICE HALLETT: Thank you.

7 Does anybody else -- yes, Mr Saunders?

8 Questions by MR SAUNDERS

9 MR SAUNDERS: Mr Henning, I just want to go back to one
10 piece of the evidence you gave where you explained that
11 if, in fact, medical assistance had got there earlier,
12 your thought is that it may have made a difference.

13 I simply want to make sure I have understood that.

14 Do you, yourself, or did you at the time, have
15 medical experience?

16 A. Only from a first aid point of view.

17 Q. So is the situation that it's what you learnt later has
18 governed what you've said about that?

19 A. I could imagine that what has come to me later has
20 governed that, but also the common sense that, in
21 emergency situations, there's a reason why there's blue
22 lights and sirens on emergency vehicles and I know how
23 critical it is. I've even spoken to a doctor who said
24 that, with immediate medical response, perhaps
25 10 per cent of people would have survived. But my --

1 obviously, I wanted everyone to survive, but I think, if
2 you are dying in agony for half an hour, you deserve
3 some sort of dignity and some sort of pain relief.

4 MR SAUNDERS: Thank you very much indeed, Mr Henning.

5 LADY JUSTICE HALLETT: Does anybody else have any questions?

6 MS BARTON: My Lady, if I may.

7 LADY JUSTICE HALLETT: Of course.

8 Questions by MS BARTON

9 MS BARTON: Just one issue I'd like to deal with, please.

10 You told us you evacuated the train by walking through
11 the train to the back and getting out through the cab at
12 the back?

13 A. That's right, yes.

14 Q. There are two doors in that cab, is that right? One in
15 the middle, right at the back, and one to the right-hand
16 side?

17 A. Those were the ones that I know were used. Whether
18 there was a third door, I don't know.

19 Q. Thank you. As far as you can recall, was there a person
20 standing at each of those doors to assist people down at
21 the time you got off?

22 A. There was. There was certainly, I believe, probably our
23 driver who helped me off at a side door.

24 Q. Can I deal with that? The person -- you got off at the
25 right-hand door, yes?

1 A. Next to the wall, yes.

2 Q. When you got off, was there a person standing there in
3 a fluorescent yellow jacket?

4 A. It wasn't yellow. From my memory, it was the red of the
5 London Underground.

6 Q. Right, because I'm going to suggest that your memory may
7 be slightly faulty there, and the person in the
8 London Underground jacket -- the orangey colour -- was
9 standing at the door in the middle at the back and that
10 the person who was standing and helped you down from the
11 train had a fluorescent yellow jacket on. Might that be
12 right?

13 A. I seem to have a strong recollection of a red -- the
14 red/orange.

15 Q. Very well. But you were helped down from that
16 right-hand door and I think we're going to hear --
17 that's the reason I'm putting this to you -- that the
18 person standing at that right-hand door was a PC Aveling
19 of City Police rather than a London Underground person.
20 But you can't help us with that?

21 A. No, I'm afraid I can't.

22 Q. So far as you're concerned, when you were assisted down,
23 was the person who was assisting down facing you?

24 A. They were facing -- yes, they would have been facing --
25 they were facing up the train.

1 Q. So you weren't looking at the back of them? You were
2 looking at the front of them?

3 A. Yes, I was, yes.

4 Q. Thank you very much. But as I said, just to be --
5 I don't know if it helps you or not, but I hadn't
6 realised at that time, but in that dim light, the cuts
7 to my eyes, of course I was looking down with my right
8 eye in prevalence to try to find the step, and that's
9 when I had difficulty finding the step, and whoever it
10 was -- and, if it was the PC, I thank him very much, or
11 the driver, I thank him very much -- but they helped me
12 get my footing and get me out.

13 MS BARTON: Thank you, Mr Henning.

14 LADY JUSTICE HALLETT: Does anybody else have any questions?
15 Mr and Mrs Taylor, anybody else who's unrepresented,
16 I don't know if there are any matters that you wish to
17 pursue?

18 Thank you very much. Mr Henning, obviously you've
19 been through a huge amount. I do hope that coming here
20 to tell us about it doesn't put back your recovery. If
21 anything occurs to you, as a survivor, that you think is
22 a line that I should be pursuing, and that there are
23 questions I should be asking, I think you have
24 Mr Smith's details, please feel free to let him know if
25 anything else occurs to you.

1 A. You've probably pre-empted, I think I may be out of
2 words now, but perhaps if I could write to you, via
3 Mr Smith, because I have strong feelings about the
4 protocol and I would like to offer my assistance to the
5 authorities in achieving perhaps something that's
6 better, because if I can just finish on the example and
7 in protection of the London Fire Brigade in particular,
8 because I challenged them, is this question of
9 volunteers. My grandfather led a rescue team in the
10 Blitz. They didn't wait until the bombers had left.
11 They were out, they didn't worry about unexploded bombs.
12 They would go in even if the building was on fire.
13 I know there's many great ladies who serve in the
14 fire service, but I can't speak on their motivation, but
15 as a man, I know that many of the London Fire Brigade
16 take risks, they take big risks, but they take managed
17 risks and they assess risks and they are very brave, but
18 they wanted to go down irrespective of whether there's
19 a secondary device, and I will include it in my letter.
20 One thing that did occur to me: did they have specific
21 knowledge that there was a secondary device, was it
22 going to be on the train? The survivors streamed past
23 the firemen on the platform with bags, if there had been
24 a fifth bomber, like on the failed attempts on the
25 21 July, would they have detonated it there? We've seen

1 in Iraq that secondary devices can happen at evacuation
2 points and at hospitals. Did they have really specific
3 intelligence there was devices, secondary devices on the
4 train?

5 LADY JUSTICE HALLETT: So you want me to consider whether or
6 not any protocols are having a disproportionate effect
7 on the response of the emergency services, is that the
8 line you'd like me to investigate?

9 A. That's the essence, but I feel that probably I've
10 stumbled over my words a bit and I will put it down in
11 a letter to you, if that's okay, but to that extent,
12 I do know -- I have found out subsequently that
13 I know -- and it's probably for the paramedics and the
14 police -- those that were held back from helping had to
15 actually have -- some of them actually had to have
16 counselling to get over those feelings of guilt.

17 LADY JUSTICE HALLETT: Very well. When I ruled against the
18 survivors being interested parties, I made it absolutely
19 plain that, if there were areas that survivors felt that
20 I should pursue or questions I should ask, then I would
21 do so, so please feel free to send an email to Mr Smith
22 or to write to him, whichever you prefer, or ring him
23 and I will consider pursuing those matters.

24 But don't feel you've stumbled over your words,
25 Mr Henning, because to my mind you certainly didn't.

1 A. Thank you.

2 LADY JUSTICE HALLETT: Thank you very much.

3 MR KEITH: My Lady, John Gray, please.

4 MR JOHN GRAY (sworn)

5 Questions by MR KEITH

6 MR KEITH: Is your name John Gray?

7 A. It is.

8 Q. Mr Gray, on Thursday, 7 July you were travelling I think

9 from Ilford to Liverpool Street where you got

10 a Circle Line train towards Earl's Court?

11 A. That's correct.

12 Q. You went into the ill-fated second carriage, did you

13 not?

14 A. I did.

15 Q. Did you go into that carriage because it seemed to you

16 it was a little less full than the third carriage which,

17 alternatively, you might have entered?

18 A. I did have a habit of getting in either the first

19 carriage or the second carriage, so it was out of habit

20 more so.

21 Q. Did you sit down when you got on to the second carriage

22 or did you remain standing?

23 A. I sat down.

24 Q. You, I think, prepared some notes a few weeks after

25 7 July on 22 July. Could we please have INQ00009781,

1 please, page 2 on the screen.

2 We can see there in the middle of the page your

3 diagram showing the second carriage and "me" --

4 A. Yes.

5 Q. -- which seems to indicate that you were seated one seat

6 from the end of the carriage.

7 Could you then, please, look at INQ00008369, page 2?

8 Were you also asked by the police to complete -- if you

9 could rotate it please, there we go -- and to go to the

10 bottom diagram, a standard diagram showing the outline

11 of the second carriage and the seats, and do we see that

12 you've put a cross next to the second seat from the end

13 on the far right-hand side alongside your name,

14 John Gray?

15 A. Which would be opposite the original diagram, the

16 seating, would it?

17 Q. For these purposes, I was just concerned to establish

18 that you were in the second seat.

19 A. I was in the second seat from the end, yes.

20 Q. If we looked at this plan, the platform side is, in

21 fact, on the upper side?

22 A. Is it where the wall is?

23 Q. Yes.

24 A. Right. So I would be opposite.

25 Q. Well, on this diagram, imagine that the platform of

1 Liverpool Street is on the upper side, so according to
2 this diagram, you walked on to the Tube to the far side
3 of the carriage and sat down.
4 A. I went into that carriage, it's actually seat number 2
5 if that wall is actually the platform.
6 Q. Sorry, which wall?
7 A. The wall at the top.
8 Q. Oh, at the top. Yes, so you walked to the other side of
9 the carriage?
10 A. I have walked through this door and sat in number 2.
11 Q. Through double door D1?
12 A. Yes, sorry, that would be my confusion when the diagram
13 was shown to me.
14 LADY JUSTICE HALLETT: I think we need to establish,
15 Mr Keith. You have said now I think more than once,
16 Mr Gray, seat number 2, you say, and you're pointing --
17 Mr Saunders, who can see where you're pointing, says
18 you're pointing at seat number 2?
19 A. If that is the platform door, then that is where I sat,
20 number 2.
21 LADY JUSTICE HALLETT: Can we make sure you've absolutely
22 got your bearings. You can see the direction of travel
23 arrow?
24 A. Oh, right, yes. At the bottom?
25 LADY JUSTICE HALLETT: Yes.

1 A. Yes, sorry. Yes, it's definitely number 2.

2 LADY JUSTICE HALLETT: You can see where you marked yourself
3 first time?

4 A. I have, yes, that's incorrect.

5 LADY JUSTICE HALLETT: Don't worry, confusion is easy to do.
6 So you're entirely confident that instead of 31, you
7 should have marked seat 2?

8 A. Number 2.

9 LADY JUSTICE HALLETT: Does that seem to accord --

10 MR KEITH: It does. Thank you, my Lady, that's extremely
11 helpful. My Lady, may I just say, for everybody's
12 benefit, it is for that reason, amongst others, that one
13 must exercise, as I said last week, a certain degree of
14 caution when looking at the carriage map which, for our
15 notes, is on page 8 of this exhibit.

16 Could we bring up, please, page 8? It's
17 INQ00010280-008 -- it's INQ00010280-008.

18 According to this diagram, Mr Gray is placed in what
19 is in fact, on this plan, seat 43, which would put him
20 erroneously, therefore, at the far end of the carriage
21 on the right-hand corner of the diagram, on the wrong
22 side of the carriage as well because it would also show
23 him away from double door D1 and, my Lady, as I said
24 last week with a number of the witnesses, because it's
25 so difficult to say with certainty where everybody is,

1 one has to approach this plan with a certain degree of
2 caution. That plan does not, therefore, reflect
3 properly where you were seated, Mr Gray, does it,
4 because this wrongly puts you -- if you could see your
5 name right at the bottom right-hand corner at number 43,
6 John Gray, it would seem to put you at the end of the
7 carriage on the bottom side, but that's not right at
8 all?

9 A. No.

10 Q. Right. There was an explosion, Mr Gray, wasn't there?

11 A. Yes.

12 Q. Did it seem to you that it occurred really moments after
13 you had boarded the train and sat down?

14 A. Yes, I'd literally just sat down in that seat, pulled
15 out my paper, the train took off and it just happened.

16 Q. Can you describe for us, please, the noise that you
17 recall?

18 A. It was like a crunching noise, it was as if something
19 was trying to be pushed through something it didn't
20 actually fit because the train started shaking
21 violently.

22 Q. Do you remember what happened to the windows in the
23 carriage?

24 A. Yes, I mean, a number of them exploded and it was flying
25 around like bullets.

1 Q. Do you recall soot or smoke --

2 A. Yes.

3 Q. -- filling the carriage?

4 A. Yes, I remember looking to my -- what would have been my
5 right and it travelling down the train. I mean, it was
6 very, very, very quick, but I definitely saw it
7 travelling towards.

8 Q. Can you remember whether it went dark or not?

9 A. It went pitch black.

10 Q. How long did that state of pitch darkness last?

11 A. Well, it -- there was pure panic, so it did seem -- it
12 seemed like a lifetime, if I'm honest.

13 Q. Did you have a watch on?

14 A. I can't remember and, if I did, I wouldn't have been
15 able to see it. We had our mobile phones on, and the
16 light there, you couldn't see it.

17 Q. So it was so dark that you were unable to even see the
18 screen?

19 A. You could see the faded glow of your phone.

20 Q. Was your first instinct that the train had crashed or
21 hit something?

22 A. Well, before the actual soot arrived, I wasn't
23 absolutely panicking too much, because I thought we've
24 actually just taken off and, yes, it shaked violently,
25 but I thought, if we had collided with something, it

1 couldn't be that much damage.

2 Q. But your views changed when the carriage began to fill
3 with soot?

4 A. Yes.

5 Q. What did you fear then?

6 A. I thought I was going to die. All I could hear was
7 people screaming. Round the area that I was, you could
8 feel people bumping into each other, running around,
9 yes, I thought that was it, to be honest.

10 Q. Did there come a time when people around you started to
11 try to get out of the carriage?

12 A. I remember a lady saying -- telling everyone to calm
13 down and everyone repeating that, and saying "Let's calm
14 down, calm down", and I could hear a guy -- I mean,
15 I could hear glass continuing to break, and when the
16 soot actually did subside, there was a man standing at
17 the carriage door where it was all buckled and he had
18 massive cuts on his hand where he'd actually been
19 pulling out bits of the window.

20 Q. When you say where it was buckled, do you mean further
21 up the carriage?

22 A. There was a buckled door right next to where we were.

23 Q. So the end door of the carriage?

24 A. Yes.

25 Q. Where you were, that was the door from -- because you

1 were at the front of the carriage, that was presumably
2 the door from carriage 2 to carriage 1?
3 A. No, not the door. The door -- where I would be sitting,
4 the door opposite, that would be into the tunnel --
5 Q. One of the side doors?
6 A. -- the side door.
7 Q. D1, in fact, as we saw on the plan. You may not recall.
8 A. Yes.
9 Q. All right. Did you see a number of passengers trying to
10 open doors in the length of the carriage?
11 A. It was a long time before we could actually really see
12 anything. It was only when things started to settle.
13 I couldn't really see too much further down into the, if
14 you like, carriage number 3, but we could hear obviously
15 people screaming and still panic happening.
16 Q. It may be very difficult to answer, but can you give us
17 some estimate of the time that elapsed while the soot
18 began to clear and while you could then get an
19 appreciation of your surroundings and where you were?
20 A. Like I say, it seemed a long time. I would say five,
21 ten minutes. It seemed longer at the time.
22 Q. When the soot had settled a little, you could see there
23 was carnage --
24 A. It was like something out of a film.
25 Q. -- everywhere. Did you try to see whether or not the

1 driver was all right?

2 A. Later, at a later date, we did, when everyone stopped
3 panicking, because I remember I actually thought I had
4 sussed out the side door that backed on to the inside of
5 the tunnel. I remember feeling joy thinking "I've
6 opened the window" and it was literally the wall was
7 there and I was thinking -- you know, so we'd literally
8 a few people went into the following carriage which
9 would have been carriage number 1.

10 Q. Towards the front of the train?

11 A. Yes.

12 Q. What were the conditions like in carriage 1?

13 A. Not as bad as carriage 2, but there was bits and pieces
14 blown around. There was a hole, which I presume is the
15 service hatch, of some sort in the floor that had been
16 blown off.

17 Q. Did you provide a piece of clothing to somebody who was
18 cut?

19 A. I read my statement. That's actually something I done
20 on the bus.

21 Q. Ah, right. In your witness statement you describe
22 someone in the first carriage wearing a business suit
23 whom you gave your T-shirt. But that wasn't then, that
24 was later?

25 A. Yes, later.

1 Q. All right. When you went through the first carriage,
2 did you go all the way to the front of the train?
3 A. Not all the way to the front. Just in far enough,
4 because literally there was a hole in the floor.
5 Q. You didn't go past the hole, therefore, is that --
6 A. Round the side of it, because there was -- it was like
7 a hatch.
8 Q. Did you see the driver?
9 A. I think -- we saw someone there. We presumed it was
10 a driver.
11 Q. Where was that?
12 A. That was in the first carriage, a guy wearing blue.
13 Q. Inside the carriage or at the end of the carriage?
14 A. Not in the end carriage, where the actual driver sits.
15 Actually in the carriage.
16 Q. Carriage 1?
17 A. Carriage 1.
18 Q. Did you then go back to the second carriage?
19 A. Yes.
20 Q. What did you do when you returned?
21 A. Along with many others, we were absolutely -- you know,
22 we were all in shock, don't know what to do, standing
23 around. As I say, there were a number of people
24 actually injured, and we were in two minds whether to
25 jump off the train, but at the same time we weren't

1 aware whether maybe the tracks were still alive. So we
2 stayed put.

3 Q. Did you receive any information from the man in blue,
4 whom you presumed to be the driver, as to whether or not
5 you could leave the train?

6 A. No. I didn't actually speak to the guy in blue.

7 Q. Did you see anybody else speak to him?

8 A. Yes, there was a couple of people. It is a bit hazy,
9 the whole -- that whole ...

10 Q. Did there come a time, then, when you were asked to
11 leave the carriage?

12 A. Not that I recall, to be honest.

13 Q. How did it come about that you were able to get out of
14 the second carriage and leave the train?

15 A. I presume it was a man that worked for the Underground,
16 he actually turned up at the door that we -- me and
17 another guy were trying to wedge open, that was
18 impossible. This -- I can't remember whether that door
19 was actually wedged open and we got off or we actually
20 walked down the front. I have to admit there are bits
21 that are hazy.

22 Q. I quite understand. You can't say whether or not you
23 managed to get down on to the track through the side of
24 the carriage or whether you left by the front --

25 A. That I can't recall.

1 Q. -- the first carriage?

2 A. I think we hear so many different reports from different
3 people. Sometimes it does blur what --

4 Q. You were able to tell the police, though, in your
5 witness statement that the process by which passengers
6 left the train -- whether it would be by the front
7 carriage or by the side doors -- was very orderly, as it
8 seemed to you?

9 A. Yes.

10 Q. So people were very calm --

11 A. Yes.

12 Q. -- and very controlled in extremely difficult and
13 unpleasant circumstances?

14 A. Yes, I think at that stage we weren't aware that
15 obviously it was a bomb.

16 Q. Did you go down to the end of your carriage 2 at any
17 stage?

18 A. The very end? Not right to the -- you mean that backs
19 on to the third one?

20 Q. Yes.

21 A. I didn't go right up there, no.

22 Q. You didn't, therefore, look to see what was --

23 A. I could see things that were going on in there.

24 Q. Could you see anybody moving around?

25 A. People moving around, a lot -- lots of screaming.

1 Q. Do you recall how you came to be at ground level at
2 Aldgate? Do you remember walking --
3 A. I remember --
4 Q. -- up the platforms and then up the stairs --
5 A. Yes.
6 Q. -- and out on to ground level?
7 A. Yes.
8 Q. Do you recall whether there were members of the
9 emergency services there by the time that you exited?
10 A. I don't recall. I remember everyone sitting outside the
11 station and I remember the firemen being there at least
12 pretty -- within minutes, but I don't remember anyone
13 really, like, showing any attention when we got up
14 there, if I'm honest.
15 Q. In your police statement, you said that the Fire Brigade
16 were already there and you recall seeing ambulances?
17 A. I remember seeing the ambulances.
18 Q. You remember seeing ambulances?
19 A. Like I said, things are hazy now.
20 Q. I quite understand. Do you recall whether or not
21 members of the Fire Brigade or London Ambulance Service
22 staff had been able to get down to the platforms or,
23 indeed, to the tunnel when you came out?
24 A. I don't remember noticing anyone on the platform, if I'm
25 honest.

1 Q. All right. You came out at ground level and there came
2 a time, did there, when paramedics and members of the
3 emergency services started giving oxygen to people who
4 needed it --

5 A. Yes.

6 Q. -- and giving attention to the injured amongst you?

7 A. Yes.

8 Q. Did you take a bus to the hospital?

9 A. I got on the bus and I was -- because all I really had
10 was I had glass in my head and a cut on my hand and,
11 when I had recently made it to ground level, I had
12 managed to get a phone line and ring my parents and
13 I just wanted to see my parents and I'd arranged to meet
14 them, firstly, at Liverpool Street, but since things
15 unrolled, it became clear that Liverpool Street wasn't
16 accessible. So when -- I was on the bus for quite
17 a while, and I asked and I begged them to let me off
18 because there were a lot of people a lot worse off than
19 myself. Like I said, all I had was a cut and some cuts
20 in my head.

21 Q. I've asked you about the London Fire Brigade and the
22 London Ambulance Service, and you recall the ambulances
23 at ground level. Do you recall any police officers on
24 the platform or in the tunnel at all?

25 A. No.

1 Q. Anybody wearing police uniform?

2 A. No.

3 Q. All right. Finally, may I ask you this: when you left
4 the carriage, did you gain the impression that you were
5 amongst the first of the passengers to leave or the
6 middle of the process or towards the end of that
7 process?

8 A. I think at the beginning, really, because the guy that
9 actually turned up to help us out then went on to the
10 next carriage.

11 Q. So you remember that person turning up to help you?

12 A. Yes.

13 Q. Because you say the "next carriage", do we take it from
14 that that you must have exited from the side of the
15 carriage rather than going down through the driver's
16 door?

17 A. I really, really can't remember.

18 Q. But remembering that man --

19 A. I do remember that man.

20 Q. -- where was he when he helped you?

21 A. Yes, he helped us down, but I remember walking along the
22 train and looking back and looking at the destruction
23 and obviously the guy was in a hurry to get to the next
24 lot.

25 MR KEITH: All right. Mr Gray, thank you very much indeed.

1 Will you stay there? There may be some further
2 questions for you.

3 LADY JUSTICE HALLETT: Ms Barton, any questions?

4 MS BARTON: No thank you, my Lady.

5 LADY JUSTICE HALLETT: Does anybody who's unrepresented have
6 any questions for Mr Gray?

7 Mr Gray, I'm grateful to you, too, for coming along.
8 It looks as if those are all the questions we have and
9 I hope it hasn't been too stressful for you reliving the
10 events of that day.

11 A. Okay, thank you.

12 LADY JUSTICE HALLETT: Thank you very much.

13 MR KEITH: My Lady, may I now read, please, the witness
14 statements from four witnesses. Monica Omescu,
15 Camilla Kingsland, Christine McDougall and
16 Michael Stamp.

17 LADY JUSTICE HALLETT: Thank you.

18 MR KEITH: Monica Omescu in her statement dated 13 July 2005
19 says as follows, and her statement is preceded in the
20 usual way by the declaration of truth.
21 Statement of MS MONICA OMESCU read
22 "I was at Dagenham train station at approximately
23 8.10/8.15. It was raining heavily. The fast train
24 which stops at Stratford and one other stop came after
25 two minutes. This train took me to Liverpool Street

1 station.

2 "From here, I got on the Circle Line which, after
3 about six or seven stops, would take me to my
4 destination in the Temple. It was about 8.35 when I got
5 to the barriers at the underground at Liverpool Street
6 station. I was on the platform at 8.40.

7 "The train display said that the Circle Line would
8 be two minutes. I remember thinking that I would still
9 make it on time to work. The train was coming from my
10 right-hand side and I got on one of the carriages near
11 the front, either the first or the second. I am not
12 sure and I do not travel by underground much. It was
13 busy, but I was able to get a seat. I am not sure where
14 I sat. The front of the train was on my left and I sat
15 on the same side of the train as the doors where I got
16 on next to a glass partition."

17 My Lady, may we have on the screen, please,

18 INQ00010280, page 8?

19 The assessment of the evidence prior to it being
20 heard of course in court was that Monica Omescu was
21 in -- was possibly in seat 40, which we can see at the
22 top right-hand corner of the carriage as we see it on
23 the screen, but, as my Lady can see, there is some doubt
24 about where exactly she sat and, indeed, two names have
25 been placed there adjacent to that number to reflect

1 that:

2 "I was not looking around much that morning and

3 I did not notice anyone around me. I think someone was

4 sitting on my right, but I do not know at all if I was

5 in the front or back of my carriage. The train moved

6 and was travelling not too fast towards Aldgate. I then

7 heard a very big explosion. It came from my right, but

8 I had time to cover my head with my right arm before all

9 the glass and fragments started to fly. I was surprised

10 later that I had time to do this. I felt enormous

11 pressure in my right ear, which I now know is

12 a perforated ear drum. This pressure went to my head

13 and made my other senses feel numb. I do not remember

14 hearing very much around me apart from some crackling of

15 electrical cables which I thought was what the explosion

16 was. Then the train went dark whilst everything started

17 flying.

18 "All the windows of the train were gone, only the

19 frames were left. Smoke was above me. I was sitting

20 down. I could not see anybody around me. I do not know

21 how long I had to wait before I could get out of the

22 carriage. It could have been anything from three

23 seconds to three minutes. I was in so much pressure

24 from the ringing with my ear that everything else seemed

25 unreal. I later realised that I got hit by something

1 sharp on my right knee which also tore my shirt. I did
2 not even feel this at the time. I could see shadows of
3 people only jumping through the door and windows frames
4 on to the rails. I followed them and jumped out. It
5 was quite easy to jump out, and then I could hear
6 a voice saying 'Keep walking' and the faraway voice said
7 to walk on the rails. I did not have to walk far to get
8 to Aldgate station. It was close and then I saw the
9 lights and only then could I see people around me.
10 "I still did not realise what had happened and was
11 thinking I was glad I had picked up my umbrella, as it
12 was expensive and was going to get work. We all walked
13 out of Aldgate underground. Just before the exit at
14 ground level was a waiting room that people sat in.
15 I was in there for a long time. Police came to clean my
16 wound on my knee. There was a tall Englishman sitting
17 opposite who looked in complete shock. He was aged in
18 his 40s, close to grey hair. I saw him later in A&E as
19 well and he still looked very shocked. We were all
20 given water. I wanted to smoke a cigarette outside and
21 I think some officials thought I wanted to get on the
22 bus. It was all very confusing. I then got on a bus as
23 someone told me to. It was a really long wait before we
24 moved, but after a very long trip, as the police had to
25 keep getting out to stop traffic, I ended up at

1 Royal London Hospital.

2 "An Indian-looking man, organiser, asked if I wanted
3 to use his mobile and people kept taking my details.
4 The staff at Royal London were excellent. I began to
5 shake when I got to hospital and felt weak. They used
6 a wheelchair to get me from the bus into the hospital,
7 as I could lose a lot of blood from the knee injury.
8 I had worn thick, warm clothing that day because of the
9 weather and I think this helped me receive less
10 injuries. I was at hospital for the late afternoon.
11 They glued my knee injury, took X-rays to see if I had
12 glass inside. They looked at my right ear and offered
13 my antibiotics for my ear. The ambulance minibus took
14 me and other people home near my area."

15 The second statement is that of Camilla Kingsland
16 dated 10 September 2005.

17 Statement of MS CAMILLA KINGSLAND read

18 "At approximately 8.45 on Thursday, 7 July,
19 I boarded a Circle Line Tube train at Liverpool Street
20 station intending to travel to St James's Park station.
21 I was travelling alone that day and boarded the second
22 from front carriage of the train. I sat on the left
23 side of the carriage on the front set of four seats from
24 the front."

25 Could we have INQ00010280, please, page 8? And

1 I think number 34 towards the right-hand side of the top
2 level of the diagram is that seat which has been
3 provisionally given to Camilla Kingsland:
4 "I recall that I sat between two men. One to my
5 right had dark hair and one to my left I believe had
6 grey hair. I can also recall that the carriage wasn't
7 particularly busy and getting a seat was not a problem.
8 Having taken my seat, I started doing my makeup. I was
9 concentrating on that and so was not really aware of
10 anyone else in the carriage. The train pulled out of
11 Liverpool Street station to continue its journey.
12 I recall I had finished putting my makeup on when
13 suddenly there was a massive bang. All the lights went
14 out and the train crashed to a halt. I would estimate
15 this happened within three minutes of the train leaving
16 Liverpool Street station. My immediate thoughts were
17 that there had been a bomb explosion, but as time went
18 by, I began to think there had been a train crash. My
19 carriage immediately filled with smoke and dust. It was
20 pitch black. The force of the train stopping knocked me
21 over to one side, although I did not fall from my seat.
22 I think the man with the dark hair grabbed me to stop
23 me. I did not feel heat or blast, just the massive
24 bang. I had never heard anything like it. I thought
25 I was going to die.

1 "People inside the carriage started panicking,
2 including myself. I was thinking that the smoke was
3 fire smoke and so at one point dropped on to all fours
4 to try to breathe better. The carriage remained
5 completely black and I remember a man, I think the
6 grey-haired man who had been sitting next to me earlier,
7 had a small key-ring-type torch which he used. People
8 were trying to break windows and open doors to get out
9 of the carriage. I could also hear moaning and the
10 sounds of people in pain and distress coming from the
11 rear of the carriage.

12 "It became apparent that the windows in our carriage
13 had all actually been smashed, I assume by the blast.
14 The dust and the smoke began to clear and, as it did,
15 the light and visibility began to improve.

16 "I can remember walking from our carriage through
17 into the carriage in front of ours, although I can't
18 remember how I did this. The carriage was completely
19 empty of people and seemed to be intact insomuch as the
20 windows and doors weren't smashed. It was also still
21 full of dust and smoke, more so than the other carriage
22 so I decided to return to where I had been and stay put.

23 "I went back into the second carriage. When I went
24 back into the second carriage, I became aware of some of
25 the injured people. The injuries were more severe

1 towards the rear of the carriage. I am haunted by some
2 of the people I saw.

3 "I can particularly remember seeing a man sitting in
4 a seat, his trousers had partially gone and he was just
5 still, I don't know whether he died. There was also
6 a woman who I could hear saying she couldn't move and
7 a man telling her that she shouldn't try to move.

8 I recall this man had his head popping through the
9 window in the door on the end of the carriage and he did
10 not seem to be injured. I assumed that the bomb had
11 exploded at the front of the third carriage because of
12 the damage to the rear end of my carriage and also to
13 the passengers in that area, and so I could not
14 understand at the time how this man came to be
15 uninjured. People had started to jump from the carriage
16 through the shattered windows on both sides and
17 I remember looking from the carriage and seeing the
18 lights from Aldgate platform and thinking I was going to
19 survive.

20 "After about ten to fifteen minutes, I can recall
21 someone saying there was a way out of the carriage.

22 I think some persons, either London Underground staff or
23 emergency services staff had come on to the carriage.

24 I was directed towards the rear of the carriage and was
25 helped down on to the tracks via some doors which were

1 no longer there. I do not know whether the doors had
2 been blown off by the blast or they had been removed by
3 the rescuers. It was as I left the train that I had to
4 walk past some of the severely injured people. I must
5 have blocked a lot of what I saw from my mind but I am
6 still haunted by what I recall seeing and what happened.
7 Having left the carriage, I walked along the tracks to
8 Aldgate platform, which thankfully meant I didn't have
9 to walk past the third carriage, which is where I was
10 assuming that the bomb had exploded and where the
11 severely injured victims would be.

12 "Once on the Aldgate platform I was ushered into
13 a room together with other people. There was lots of
14 crying and people with blood on them. We were told by
15 the police that we would need to provide our details,
16 but I could not find anyone to give them to.

17 "Whilst I do not feel I have been traumatised by
18 this event, I am haunted by some of the images I saw and
19 I have been affected by the thoughts that I left people
20 behind in the dark. I feel very, very lucky to have
21 been able to walk away from this event."

22 My Lady, the next statement is that of
23 Christine McDougall dated 7 July 2005. If we could have
24 INQ00010280, page 8, please.

25 Christine McDougall is number 19 on this plan.

1 There we are, there's the cursor next to number 19. So
2 very much closer in fact to the site of the bomb.
3 Statement of MS CHRISTINE McDOUGALL read
4 "On Thursday, 7 July, I had got on a Circle Line
5 Tube train at Liverpool Street station heading in the
6 direction of Tower Hill. I got on. I managed to find
7 a seat closest to the Liverpool Street platform entering
8 by the double doors and sitting next to these doors on
9 the left-hand side as I entered. The train then went in
10 the direction of Aldgate. All the seats were full and
11 I started to read my book.
12 "Suddenly a big bang occurred and it all went black
13 and the Tube was filled with glass coming from the
14 windows and black stuff started to fill the air and fall
15 all over us. This started to clear and I could start to
16 make out the lady sitting next to me. The blast
17 appeared to have come from the carriage I was sitting
18 in, as my right ear, I could not hear out of it
19 properly. I could also see damage to the carriage with
20 all the windows and the glass broken. The double doors
21 to the right of me were broken and flat to the inside of
22 the Tube. I could then see the red paint on the outside
23 of the doors facing me on the floor. I then got to the
24 double doors and managed to slide out of this location
25 with the help of someone standing on the track and two

1 men in the carriage assisting us out. When I got on to
2 the track, people were pointing in the direction of
3 Aldgate Tube station.

4 "I started to walk this way. As I reached the end
5 of the Tube, the Tube driver, which I recognised due to
6 seeing him drive the Tube into Liverpool Street,
7 gathered us together and walked us along the tunnel to
8 the platform at Aldgate Tube station. Following this,
9 I was put on a bus and taken to the Royal London
10 Whitechapel Hospital."

11 My Lady, she prepared a second statement but I don't
12 think that the second statement adds to the sum of
13 knowledge concerning the events in the carriage.

14 My Lady, Michael Stamp finally, please. He prepared
15 a statement dated 14 July 2005.

16 Statement of MR MICHAEL STAMP read

17 "I live in Manchester and, on Thursday, 7 July,
18 I travelled to London for a two-day trip to work for
19 a client in their offices located close to the Royal
20 Mint Court offices. I left my home in Manchester.

21 I drove to Stockport train station and boarded a Virgin
22 train service and arrived at Euston at around 8.25.

23 "At about 8.35, I boarded an eastbound Circle Line
24 train at Euston Square."

25 He says, my Lady, it was the third carriage from the

1 front:

2 "I got on to the carriage by the second set of doors
3 from the front. I had no specific reason for choosing
4 these doors. The train was moderately crowded. All the
5 seats were occupied and there were people standing in
6 all the door area. I stood in about the middle of the
7 door area at the second set of doors close to where
8 I had boarded the carriage."

9 My Lady, if we could have up, please, on the screen,
10 INQ00008322, page 2, he in fact prepares a plan which he
11 calls "third carriage from front of the train" but we
12 can see from his plan that the source of explosion was,
13 as we can see on the right-hand side of the screen, away
14 from where he was standing at point A and, therefore, it
15 may be deduced from his own plan that he was, in fact,
16 in the second carriage and not the third carriage as he
17 stated in his statement.

18 "At about 8.49 am the train arrived at
19 Liverpool Street. Several people got off. I believe
20 they exited from all the doors in my carriage and
21 I think that fewer people boarded the carriage. I am
22 unsure of the exact number of people who got on and got
23 off, except to say that the carriage seemed less full.

24 "I moved to the left side of doors leaning back
25 against the partition. I was now facing the rear of the

1 carriage. My exact position is shown on the diagram
2 attached, which will be explained as I exhibit the
3 drawing at the end of this statement. I noticed
4 a young, oriental lady sitting midway down the
5 right-hand side seats between the second and third set
6 of doors. After the incident, I saw the oriental lady
7 with fairly severe lacerations and torn trousers.
8 I think there was a man with several shopping bags also
9 in the area. I did not see any unusual activity on the
10 carriage.

11 "At about 8.50, the train left Liverpool Street
12 station and I remember looking at my watch. All the
13 seats to the carriage were occupied and full. A few
14 people were standing in the second and the third door
15 areas as best I can remember. I cannot remember if
16 there was anyone standing in the fourth door area at the
17 end of the carriage.

18 "At about 8.51, the train was moving fairly slowly.
19 I would estimate at about 10 miles an hour, travelling
20 between Liverpool Street and Aldgate Tube stations. All
21 of a sudden, there was a loud bang. All the lights in
22 the train went out immediately and the train came to an
23 abrupt halt. It was very dark. The only light came
24 from a few lamps on the tunnel walls. The explosion had
25 come from the front of me at the rear of my carriage.

1 All the windows in the carriage were blown out and the
2 carriage was filled with a dense dust. A young lady who
3 was about 20 years' old who had been sitting behind me
4 was in distress, so I reassured her that there was no
5 fire and that we would get out safely. I put my head
6 out of a right-hand side door window which had been
7 blown out. I could see the train was on a curve and all
8 I could see from end to end was that the train was in
9 a tunnel which was gloomy. All the other carriages
10 appeared to be intact. Our carriage had the doors
11 pushed out a few inches and I think the right-hand door
12 was blown out further than the others. I tried to open
13 the left-hand side set of doors but I could not make
14 much progress, so I moved to the rear thinking that the
15 explosion would have caused more danger and the doors
16 might be easier to remove.

17 "Other passengers followed. A passenger had a small
18 flashlight but we could not see much. The rear third of
19 the carriage looked very badly smashed up, but it was
20 very difficult, almost impossible, to see any detail
21 owing to the dust and very poor light. There was
22 nothing practical to be done but to get out and leave it
23 to the professionals.

24 "I have been asked to describe in more detail about
25 the loud bang and what happened thereafter in more

1 detail. The loud bang was a very short, sharp bang.
2 I did not see any light or flash because I may have been
3 momentarily looking out of the carriage towards the
4 tunnel wall. At the same time, I also felt a pressure
5 wave hit me, almost like an instantaneous blast of wind
6 and then nothing. The train stopped within a few
7 seconds which unsteadied me, but did not knock me to the
8 floor. I also smelt what appeared to have been an
9 electrical fire, but there was no fire, just dust.
10 I could taste the dust immediately, thought that
11 electrical equipment had exploded under the carriage and
12 that there was a fault on the train.
13 "My movement inside the carriage was as follows.
14 I have indicated these positions on the map. A shows
15 where I was standing facing the rear of the carriage.
16 B is where I moved to look out of the carriage and get
17 some fresh air. C is the point I moved to after looking
18 out of the train because I thought it would be safer to
19 try to get out because, when I was at B, I could see
20 other tracks and thought another train might appear.
21 At C I tried to force open the doors. I thought then,
22 as I opened the door, I tried to slide it open from the
23 broken window of the door. It opened slightly but
24 I soon realised that I was not going to get it open.
25 I was thinking that it would be easier to get out of the

1 carriage by moving closer to the blast area.

2 "I was conscious there were people moving around me.

3 I then moved along the carriage to D moving towards the

4 blast area of the carriage. People were jostling around

5 me, but no one was panicking, and I could hear no sound

6 coming from our carriage. But I was later aware of

7 noises and screaming coming from carriages around ours."

8 My Lady, the witness then proceeds to describe

9 a number of people in the carriage and I don't believe

10 that that evidence will assist in our understanding of

11 the events. I'll pick it up a little later in the

12 narrative.

13 "I was helped out of the carriage by the bloke who

14 was outside and I noticed that I stood on an orange

15 surface and thought it strange that there was no debris

16 on the surface. I now believe that this may have been

17 part of the door which had been removed to let us off

18 the carriage.

19 "Thinking back as to how the door had been removed,

20 I have come to the conclusion that the passenger who was

21 outside the carriage, the bloke who was helping everyone

22 out, may have unseated one of the third set of doors and

23 laid it on the floor. Once outside the carriage,

24 I guided a few people along the tunnel. As we walked

25 along the track, a 40-year-old lady looked in distress,

1 who was initially in front of me, and in order to calm
2 her I said 'It's okay, you can't get electrocuted'. As
3 we got to the platform, I held open the gate to allow
4 people behind me to pass before I got up. I was amongst
5 the first 20 or so people to get to the station. The
6 emergency services were beginning to arrive. At about
7 9.00 am, the more badly injured people who had walked
8 out were being treated on the pavement. The rest of us
9 were moved into the British Transport Police office next
10 to the Aldgate underground station."

11 My Lady, the witness produces a set of notes.

12 Please could we have INQ00009816, page 3.

13 If we can see towards the bottom of the page, if you
14 would be good enough to enlarge it, we can see there the
15 time line, 09.00:

16 "The more badly injured people who had walked out
17 were treated on the pavement."

18 The witness has given there the time at which the
19 injured exited from the station on to the platform,
20 which is the same time that he believes the emergency
21 services began to arrive.

22 LADY JUSTICE HALLETT: What's happening about this document,
23 Mr Keith? Again, the media may wish to know.

24 MR KEITH: My Lady, the practice that has been adopted
25 following your direction is that documents are

1 exhibited, unless there is any specific objection to the
2 contrary.

3 LADY JUSTICE HALLETT: But this isn't a document that's
4 actually being exhibited. You've merely referred to
5 a passage from it.

6 MR KEITH: My Lady, I have. It is one of the points that
7 will no doubt be argued later this afternoon, but we are
8 of the view, we hope appropriately, that there was
9 nothing in this document that might give rise to any
10 objection and, therefore, it may stand with the other
11 documents that you've directed be released.

12 There is a difficult issue to resolve as to whether,
13 with the electronic presentation of evidence system,
14 reference to a document incorporates by virtue of the
15 appearance of the whole document on the screen the rest
16 of the document to which I've made no reference at all.
17 There is certainly an argument that, if I have made no
18 reference to it, then it falls outside the documentary
19 record of these proceedings and, therefore, is not
20 evidence at all, not relevant, admissible and may not be
21 produced. But rather than, I think, delve into that
22 rather difficult issue, may we leave it on the basis
23 that this document will be produced in the absence of
24 objection and my Lady may be asked to rule on the wider
25 point of principle later today?

1 LADY JUSTICE HALLETT: I only mention it because there are
2 references -- certainly on this page, there is
3 a reference to a young lady and I just wanted to check
4 that, before anything was published, we all knew where
5 we stood. I think the media need to take it that, until
6 I have ruled again, unless a document appears on the
7 public website, they need to be cautious as to what they
8 publish.

9 MR KEITH: My Lady, it may be that the position will become
10 clearer when we hear the full scope of the submissions
11 later this afternoon.

12 LADY JUSTICE HALLETT: Thank you very much.

13 MR KEITH: My Lady, the witness concludes by giving evidence
14 as to how he can be sure of the time. He says:

15 "I have been asked how I can approximate times as to
16 where I was. This is because I am very punctual and
17 I had completed the journey I was travelling a number of
18 times. I had a meeting in London. I also kept
19 a constant check on my watch throughout the journey."

20 My Lady, the remainder of the statement I don't
21 think adds anything to the sum of knowledge.

22 LADY JUSTICE HALLETT: Just so that the media understand,
23 I wasn't intending to say that the media needed to be
24 cautious about publishing anything you have read out.
25 That obviously is plainly on the transcript and part of

1 the record.

2 MR KEITH: My Lady, yes.

3 LADY JUSTICE HALLETT: I just meant, in relation to
4 documents appearing on the screen, they need to be
5 cautious until I've had a chance to rule on it.

6 MR KEITH: My Lady, yes. My Lady, that concludes the
7 evidence scheduled to be heard or read this morning. If
8 that's a convenient moment.

9 LADY JUSTICE HALLETT: Certainly. I'll just ask Mr Smith
10 what time he would like me to return this afternoon.

11 2.00, please.

12 (12.50 pm)

13 (The short adjournment)

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