

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

Hearing transcripts - 21 October 2010 - Morning session

1 Thursday, 21 October 2010

2 (10.00 am)

3 LADY JUSTICE HALLETT: Yes, Mr Keith?

4 MR KEITH: My Lady, I believe that Mr Coltart was in the
5 course of questioning Mr Baker, so may I invite you to
6 recall him to the witness-box?

7 LADY JUSTICE HALLETT: Do you have a microphone working,
8 Mr Coltart?

9 MR COLTART: I'm told that it is, thank you.

10 DETECTIVE INSPECTOR IAN BAKER (continued)

11 Questions by MR COLTART (continued)

12 MR COLTART: Detective Inspector, just one last question
13 from me, if we may. Can we have the typed version of
14 your log back up on the screen in front of us? It's
15 document BTP387 [BTP387-5].

16 If we go to the final page of that document, please,
17 and the entry at 19.00 hours -- do you have that,
18 Mr Baker?

19 A. Yes, it's missing from my version, but I've got a copy
20 in front of me.

21 Q. Whichever is more convenient for you. We can see that
22 it appears that, at 19.00 hours, at the end of that day,
23 you received a call from DI Griffiths --

24 A. Yes.

25 Q. -- asking if you could debrief the officers at Aldgate

1 and "feedback" is the entry which we have.

2 Did he explain, as far as you can recall, what he
3 meant by "feedback"?

4 A. What they asked is any intelligence or information that
5 might assist the enquiry that was going on behind the
6 scenes.

7 Q. What, so the investigation?

8 A. Essentially, yes.

9 Q. The criminal investigation?

10 A. As far as I was aware, yes.

11 Q. Did it mean at all, as far as you were aware, or as far
12 as you understood it, feedback on how things had gone
13 that day in terms of the evacuation process and so on?

14 A. It -- usually, that comes at a later date, as in
15 a structured debrief done by people who are better
16 trained than myself to conduct that sort of debrief.

17 Q. Did you, yourself, undergo such a process?

18 A. No.

19 Q. As far as you are aware, did any of the officers who
20 were with you on that day undergo such a process?

21 A. Are you talking about a structured debrief?

22 Q. Yes.

23 A. I don't know about the officers concerned, but I know
24 certainly some officers did go through it.

25 Q. Can we just look at the officers whom you did conduct

1 your debrief with, because they're named, aren't they,
2 in the next item on this log at 7.20 that evening?

3 A. Yes.

4 Q. You did conduct a debrief. It didn't include either
5 DC Silvestro or DI Munn, as far as we can tell. Is that
6 right?

7 A. That's right, yes.

8 Q. I'll come back to them in a minute, if I may. But can
9 we just look for a moment at briefly what was said
10 during the course of that debrief? It's the document
11 BTP386 [BTP386-1] is the typed notes of that debrief session.
12 In order to give some context to my next question,
13 perhaps we could just read out the first couple of items
14 on that note:

15 "Pete Lawrence:

16 "Arrived approx 09.05. Assisted unknown female
17 stairs, supplied drink."

18 Then he became your loggist, as we know.

19 "DI Simon Jones:

20 "Arrived approximately 1100, coordinated CCTV survey
21 in surrounding area", and so on.

22 It continues in similar vein in relation to each of
23 the officers. It sets out a factual narrative of the
24 actions which they undertook on that day.

25 During the course of that session, did any of the

1 officers express a view as to how matters had unfolded
2 on that day?

3 A. Not that I'm aware of, no.

4 Q. Did nobody make any mention of the difficulties which
5 they had experienced, for example, in relation to
6 telecommunications?

7 A. Not during the debrief as such, no.

8 Q. Well, at any other stage, did they mention to you
9 difficulties of that kind which they had experienced?

10 A. We all talked during the day about the phones not
11 being -- or not working.

12 Q. How did it handicap you? In your efforts to coordinate
13 matters at the top of the station, how are you,
14 yourself, handicapped by the inability of your phone to
15 operate?

16 A. I was unable to provide any sort of update to the
17 control room after the phones were inoperative, but by
18 the time -- I think we're talking around 10.00, 10.30,
19 the phone service was stopped, by that time the majority
20 of the resources we'd need to deal with it had arrived
21 anyway.

22 Q. When you say when the network or the services were
23 stopped, are you talking about the decision of the City
24 of London Police to invoke the bubble, the procedure
25 whereby they could stop calls being made, or are you

1 talking about the general congestion on the network?

2 A. It was a bit of both, because I think I said yesterday
3 by about 9.30 it was difficult to get a line to make --
4 you know, to make a phone call. I'm assuming that was
5 caused by the general demand on the system by everybody
6 using phones. But obviously, after 10.00, 10.30,
7 whenever it was, it became impossible.

8 Q. Because by 9.30, things were very far from being
9 resolved at Aldgate Tube station, weren't they?

10 A. There was still rescue going on on the train, as
11 I understand it.

12 Q. Let me read to you -- we don't have to go to it
13 necessarily, but let me read out to you an entry from
14 09.31 which we have on our time line, this is a call
15 made by Inspector Munn to BTP Control:

16 "From paramedics on the train at Aldgate, they
17 require urgently three more teams with carry-seats.
18 I repeat, three more paramedic teams with carry-seats.
19 And at the moment, I have three probations with me at
20 Aldgate, trackside by the trains, and could do with some
21 more officers. We are trying to detrain a full train at
22 the same time."

23 So were you handicapped -- I'm going to ask you
24 again, I'm afraid -- were you handicapped in any
25 significant way by the inability of your mobile phones

1 to operate at around that time?

2 A. I never received that message from Mr Munn.

3 Q. Let's just deal with Mr Munn and with Mr Silvestro, if
4 we may.

5 Do you recall now when you first had any discussion
6 with Mr Munn about the events of that day and how it had
7 gone?

8 A. I think I saw Mr Munn a number of times during that day.
9 He was very busy, I was very busy. We both had specific
10 tasks. We didn't talk about how we felt the day had
11 gone, really.

12 Q. For some significant period of time, you were the two
13 most senior British Transport Police officers on-site,
14 weren't you?

15 A. Yes.

16 Q. You were trying to coordinate matters upstairs in the
17 ticket hall and exit area, and he was in the tunnel.
18 There must have come a point, didn't there, Mr Baker,
19 when you got together at the end of the day when events
20 had calmed down and had a discussion about how your
21 respective roles had been fulfilled?

22 A. We didn't meet up at the end of the day. I stayed there
23 until 10.00 that night, I think, and got a train home.
24 He went off and dealt with cordon duties, as
25 I understand it. I don't know when he left that day.

1 Q. What about subsequently? I mean, even over a pint or
2 a cup of coffee in the canteen at some stage, have you
3 not had any opportunity to discuss with him how things
4 went?

5 A. The first time I spoke to him about this incident was
6 this Monday.

7 Q. What about DC Silvestro? You were sharing an office
8 with him at the time, weren't you?

9 A. Yes, we do.

10 Q. Right, well, what views did he express from his
11 experiences in the tunnel?

12 A. We've -- what went on for all of us are very personal
13 issues that we've all had to deal with in our own way.
14 Both me and Tony are quite similar, in that we haven't
15 really spoken about it.

16 Q. I fully understand that, can I say so, and also
17 I wouldn't want my questioning to be misunderstood.
18 There is no question about the bravery and the
19 commitment of all the BTP officers and all the other
20 police officers on that day. All right? But one of the
21 issues which my Lady is keen to explore in this inquest
22 is the extent to which the systems operated successfully
23 on that day.

24 Now, did DC Silvestro express any view to you about
25 frustrations he had encountered in that regard?

1 A. No.

2 LADY JUSTICE HALLETT: After DC Silvestro had gone off into
3 the tunnel, did you have any more communications with
4 him?

5 A. The first time I saw him -- and you'll have to forgive
6 me because I don't really know the exact time -- would
7 have been around 11.00 to 12.00ish. He came out of the
8 tunnel and he was clearly, clearly very shocked. We
9 went through some basic procedure, seizing his clothes,
10 and then I got an officer to take him home.

11 MR COLTART: I'm not sure I can take that any further. In
12 those circumstances, thank you, I have no further
13 questions.

14 LADY JUSTICE HALLETT: Mr Saunders?

15 Questions by MR SAUNDERS

16 MR SAUNDERS: Inspector Baker, can I go back, I think, to
17 the point where you're first aware something has
18 happened?

19 A. Yes.

20 Q. You hear the explosion and you immediately go down to
21 the platform?

22 A. Yes.

23 Q. So that we understand, when you talk about the initial
24 evacuation, you're talking about the Metropolitan Line
25 Tube, aren't you?

1 A. Yes.

2 Q. That's the one you've described hasn't quite made it all
3 the way on to the platform?

4 A. Yes.

5 Q. I think the phrase that is used by Underground and
6 both British Transport Police is detraining --

7 A. Yes.

8 Q. -- where people are taken off the train, and that's the
9 first thing that happens. So you've got a full train of
10 passengers having to come off at Aldgate. When is the
11 first that you realise people are coming out of the
12 tunnel?

13 A. The station has effectively been evacuated of all those
14 people who were on the train, as you say detrained.

15 Q. So that's the Metropolitan Line train?

16 A. Yes, and you've got the Circle -- I think, that was
17 the -- from memory, I think that's the only train that
18 was in the station. Everybody within the station on
19 that train is taken out, and then -- again, I can't be
20 exact on times -- a minute, a few minutes afterwards,
21 we're aware of other people within the station and,
22 having emptied the station, you instantly start
23 questioning where they've come from, why they're here,
24 what's going on, and it's very apparent that they've
25 come out of the tunnel.

1 Q. Like Mr Coltart, I want to make it very clear the
2 questions I'm asking are not critical of you, but it
3 would have been apparent, would it not, that they'd been
4 involved in a serious incident because of the state in
5 which they're coming off the line and on to the
6 platform?

7 A. Yes.

8 Q. I think you mentioned yesterday how they were covered in
9 either soot or dirt.

10 A. Yes.

11 Q. Were those initial passengers asked what they understood
12 had happened in the tunnel?

13 A. Yes.

14 Q. Doing your best now -- and I appreciate you may not have
15 a note of this but, if you do, I'm sure my Lady will
16 welcome you looking at it -- when was the first you were
17 aware that somebody was saying "We think there's been
18 a bomb"?

19 A. The first few people were talking about a big bang,
20 I knew there he had a been a big bang, I heard the
21 building shake -- I felt the building shake and I'd
22 heard it. What I didn't know is what had caused it.

23 There can be all manner of things that cause a big bang
24 and obviously part of my role, I suppose, is to find out
25 what's caused that issue, as it were.

1 The first few people -- I mean, I don't know if they
2 could hear properly, in fairness, a lot of them, they
3 were just -- weren't responding as you'd expect, as you
4 would in, like, a conversation with yourself and myself.

5 Q. So it was clear that a lot of people were in obvious
6 shock, and in your mind, would it have been this,
7 Mr Baker, that potentially a train has come off the
8 track?

9 A. Yes, I mean, it's -- my concerns really were some sort
10 of explosion or a derailment or a train accident, yes.

11 Q. I think we probably all understand, you have difficulty
12 in saying when you're first aware that it's an explosion
13 that's been reported?

14 A. Yes, I think it's a conversation I had with Bob --
15 Inspector Munn, who's been in and out of the tunnel
16 because he's involved in the rescue phase, and he said
17 "There's clear blast damage", and it all starts sinking
18 in.

19 Q. Right. Can I then move to a different topic and, again,
20 it's your assistance I'm after, Mr Baker. You've
21 already seen on the screen this morning the typed-up
22 note from Police Constable Stratton. He notes that,
23 having arrived at 9.15, he got a first aid kit. Again,
24 one of the matters her Ladyship will be considering is
25 first responders, what equipment they have available.

1 A. Yes.

2 Q. All right? Can I ask you this: Mr Stratton, was he an
3 Aldgate-based officer?

4 A. He was seconded to me on a temporary basis. He was,
5 I think, on some sort of recuperative duty, having been
6 off ill.

7 Q. But at the time, 7 July, he was based at Aldgate?

8 A. Yes.

9 Q. So when he refers to a first aid kit, he's talking about
10 one from Aldgate?

11 A. Yes.

12 Q. So that we get an understanding, is Aldgate one of the
13 major stations for the British Transport Police?

14 A. No, it's essentially a set of offices.

15 Q. When Mr Stratton refers to getting a first aid kit, can
16 you help us as to what that would have contained?

17 A. It's a standard first aid kit you'd find in any office
18 block, I assume, that would require to have under the
19 Health and Safety legislation, with a small array of
20 small bandages, plasters, eyewash, things like that.

21 Q. As you describe it, I think -- and we all understand --
22 it's an office-type first aid kit, rather than a major
23 incident one?

24 A. Yes.

25 Q. So equipment such as defibrillators, heart monitors,

1 that sort of thing, we're not talking of that, are we?

2 A. No.

3 MR SAUNDERS: Mr Baker, I have nothing else. Thank you very
4 much, sir.

5 LADY JUSTICE HALLETT: Ms Sheff?

6 Questions by MS SHEFF

7 MS SHEFF: Mr Baker, you were the most senior BTP officer at
8 Aldgate, and you were based at Aldgate?

9 A. Yes.

10 Q. Was that simply a matter of convenience, you weren't
11 just responsible for Aldgate station, but the offices
12 for BTP just happened to be there?

13 A. No, at the time, I had a dual responsibility. One of my
14 teams was based within Aldgate. The other team was
15 based at Central London police station. I used to come
16 to Aldgate in the morning because I come in from
17 Liverpool Street, I'd go there first, do some work
18 there, and then go over to Central London police station
19 in sort of mid-morning until the afternoon.

20 Q. Yes, but in terms of the jurisdiction that you cover,
21 are you responsible for stations other than Aldgate, it
22 just happens to be that one of your officers is based
23 there?

24 A. No.

25 Q. You're only responsible for Aldgate station, are you?

1 A. Yes.

2 Q. I see. You were getting information from public
3 transport systems all over London as you communicated
4 yourself with the control room, is that right?

5 A. No, not really.

6 Q. Was it a one-way traffic, you were feeding in the
7 information from Aldgate to them for them to assimilate,
8 but you weren't getting much feedback from them as to
9 the situation elsewhere?

10 A. Yes, I was on a mobile phone essentially, so my only
11 communication was via that mobile phone, if I had made
12 a call or received a call. I wasn't listening to
13 a radio broadcasting general information.

14 Q. When did you first become aware then of similar such
15 incidents at other locations?

16 A. Do you mind if I check on my log?

17 Q. Of course, please do.

18 A. I think my -- the first time I was aware was probably
19 around about 9.30, certainly DCI Shrubsole and the other
20 DIs arrived at the scene, initially to assist, but they
21 were immediately called away to go to other scenes.

22 They said "Look, this bomb has gone off elsewhere", or
23 "incidents", I can't remember their exact words, and
24 they had to be deployed to those other scenes.

25 Q. So it was through that face-to-face contact with the

1 other DCI Shrubsole that --

2 A. Yes, other officers.

3 Q. Other officers, that you became aware, and not through

4 any exchange through the emergency control room?

5 A. No.

6 Q. Does your jurisdiction extend to the -- the British

7 Transport Police generally, does it extend to the bus

8 service as well?

9 A. No, and I don't know the timing, that's covered by other

10 police forces.

11 Q. Right. But you would have had no connection with

12 anything going on on the buses at the time, then?

13 A. I mean, it's not a clear question, to be honest. If

14 there's an emergency, we'll deal with it how we see fit;

15 if it's in front of us, we have to deal with it, that's

16 part of our job.

17 Q. That's what I'm trying to get at. Any of the

18 information that you were giving or receiving, would any

19 of that have had an impact on the whole of the public

20 transport system generally including the buses?

21 A. I'm not quite --

22 Q. You declared a major incident.

23 A. Yes.

24 Q. What's the impact of that beyond your own station,

25 beyond Aldgate?

1 A. I mean, I was only declaring a major incident in
2 relation to what I knew at Aldgate.

3 Q. So you were leaving it to others to interpret whether
4 that impacted more widely?

5 A. I didn't even know of any other incidents at the time
6 I declared a major incident.

7 Q. What about when you were told by the other officers that
8 there had been other bombs or other explosions? What
9 would have been your responsibility then, in respect of
10 the transport system generally?

11 A. I'm not -- I'm really sort of struggling to answer that
12 question, in fairness. I'm sorry, I'm not trying to be
13 rude or anything.

14 Q. No. Are your responsibilities confined solely to what's
15 going on at your particular station or are you entitled
16 to have some input into, having declared a major
17 incident at Aldgate, what the effect of that is
18 generally on the public transport system?

19 A. If I was involved in a decision-making process for other
20 incidents, then perhaps, but here I was solely involved
21 in Aldgate.

22 Q. But aren't you part of that decision-making process
23 being the most senior officer at Aldgate and, therefore,
24 your views generally being taken seriously by the
25 emergency control room?

1 A. Forgive me, I'm struggling here with what you're --

2 Q. Aren't you part of the team reporting from one of the
3 major incidents, in that your views as to what's
4 happening in your area, coupled with what you now know
5 is going on at other locations -- doesn't that require
6 you to have some input as to what should be happening
7 overall?

8 A. I think there are limits on what one individual can do,
9 and I think for me to be making decisions about other
10 scenes -- well, potentially bomb scenes -- would have to
11 sit at a higher level to somebody who isn't personally
12 involved with that scene.

13 Q. In effect, what I'm asking you --

14 A. At a higher level or rank --

15 LADY JUSTICE HALLETT: Could you be more explicit Ms Sheff?
16 It would help me.

17 MS SHEFF: Certainly.

18 LADY JUSTICE HALLETT: What are you suggesting the Inspector
19 should have done?

20 MS SHEFF: Sorry, my Lady.

21 What I'm suggesting is, knowing what you knew by
22 9.30 am, shouldn't you have been suggesting from your
23 position as senior officer at Aldgate that there should
24 be some shutdown of the entire transport system?

25 By 9.30, you were aware of what had happened at

1 Aldgate and what had happened at other stations. And
2 the Tavistock bomb had not yet gone off.

3 A. Whilst I might suggest that, I don't think it would be
4 my decision to close down the whole of London.

5 Q. No, I'm not suggesting it was your sole decision, but
6 I am suggesting that, at your senior level, you could
7 have had some input into that decision having been
8 taken. Do you accept that?

9 A. All that -- all the information I had had been fed into
10 the control room. That is the central focal point in
11 multiple incidents.

12 Q. What I'm suggesting is: did it occur to you that perhaps
13 you could have gone a little further than that and made
14 your views clear as to the seriousness of the situation
15 at you saw it on the ground together with other
16 information received from other locations?

17 A. I think you're asking me to make a decision based on
18 other locations which I had no information about.

19 Q. Except that you'd been told of similar incidents.

20 A. Yes, I knew nothing of those incidents, though. Other
21 than the fact we'd been told there's reports of stations
22 being closed, power failures and all types of different
23 incidents all across London.

24 It's very, very difficult to make an operational
25 decision based on that when you've got absolute mayhem

1 in front of you and people are dying.

2 Q. Isn't that precisely the point, though, that there was
3 mayhem? People were dying, and wasn't it part of your
4 duties to avoid that situation spreading throughout the
5 transport system, if at all possible?

6 LADY JUSTICE HALLETT: Ms Sheff, I did indicate early on
7 that I want to be careful about when anybody did make
8 any criticisms, because I don't want criticisms being
9 published in the press if there's no foundation, and for
10 my part, at the moment, I am not sure you have a sound
11 foundation for suggesting to this officer that, by 9.30,
12 he should have suggested basically the entire transport
13 system, including the buses, should be shut down.

14 It may be you could make that suggestion to somebody
15 else, but I'm not sure you can make it to an officer
16 whose sole responsibility was Aldgate.

17 MS SHEFF: That may very well be right, my Lady, and
18 certainly I'm not suggesting -- and I apologise,
19 Mr Baker, if it came over as a suggestion that you had
20 the entire responsibility for that. I was solely
21 putting it on the basis that you had some input into it
22 on what you knew at that time, but I am very aware of
23 my Ladyship's comments and, indeed, the fact that this
24 is an issue which will be dealt with at a later stage by
25 more senior officers.

1 So I take that line of questioning no further at
2 this time.

3 I think, then, that's all that I have to ask you.

4 Yes, thank you very much, Mr Baker.

5 LADY JUSTICE HALLETT: Mr Coltart, yesterday, I, as it were,
6 stopped you in mid-flow because you were moving on to
7 other questions. I am concerned now that
8 Inspector Baker has an opportunity to deal with
9 questions at this stage, if you felt there were more for
10 him personally -- and I emphasise "for him
11 personally" -- I don't want an atmosphere to be in the
12 air until the early part of next year. I don't think
13 that's fair on Inspector Baker.

14 So if there are any questions that you want to ask
15 now that I stopped you from asking yesterday that are
16 appropriate for him, please do so.

17 MR COLTART: I'm grateful for that opportunity. I might
18 then just very briefly explore with him the issue which
19 I was going to raise which is personal to his
20 involvement, it's not a theoretical explanation of the
21 wider generic issue.

22 LADY JUSTICE HALLETT: If we could, please, focus on what
23 Inspector Baker was doing, his responsibilities and what
24 he could or couldn't do within his realm of
25 responsibility.

1 MR COLTART: Of course, thank you.

2 LADY JUSTICE HALLETT: Thank you.

3 Further questions by MR COLTART

4 MR COLTART: I wonder if we could return briefly to the log
5 that we were looking at which is BTP387.

6 I think that we were dealing with the issue of who
7 did have operational control, as it were, at Aldgate at
8 any given moment in time. You had told us that
9 initially, as far as you were concerned, it was you,
10 because you were the most senior officer on-site, and
11 then if we look at the log, at 09.34 we see that
12 Chief Inspector Pacey has arrived on scene and he
13 liaises with you. By definition, of course, he's more
14 senior to you?

15 A. Yes.

16 Q. So one might have thought, on the face of it -- and it
17 might well be right -- that he took over from you, but
18 can we just look at the next entry:

19 "DCI Shrubsole [so another senior
20 officer]/DI Kennedy/DI Bunyard on scene. DCI Shrubsole
21 instructs DI Baker to deal with scene at Aldgate."
22 Who was operationally in charge at Aldgate following
23 on that entry at 09.35?

24 A. That would have been Mr Pacey. I think what you have to
25 bear -- put it into the context of is my role is as an

1 investigator.

2 Q. Yes.

3 A. What Mr Shrubsole is talking about there is the scene,
4 the crime scene.

5 Q. I see, and as far as the evacuation process and the
6 emergency response is concerned --

7 A. I would be walking off from that and handing that
8 responsibility on to Mr Pacey.

9 Q. Right, so any questions that we might have about how
10 that operated thereafter at the scene should be directed
11 to him rather than to you?

12 A. Yes.

13 MR COLTART: Yes, thank you.

14 LADY JUSTICE HALLETT: Right, Mr Saunders, was there
15 anything that I, as it were, preempted or stopped you
16 from asking yesterday that you would now wish to
17 explore?

18 MR SAUNDERS: No, my Lady. I think I've covered the matters
19 that I had in mind, which was the protocol, and I think
20 the Inspector has answered that as best he can.

21 LADY JUSTICE HALLETT: Do we have any questions? Yes,
22 Ms Canby?

23 Questions by MS CANBY

24 MS CANBY: Inspector Baker, just a couple of questions on
25 behalf of Transport for London.

1 We're hearing evidence on Monday from
2 Celia Harrison, who was one of the station supervisors
3 at Aldgate. Do you know Celia?
4 A. I don't -- I can't remember anymore. I know there was
5 a lady manager who worked there who I understand to be
6 Celia Harrison, yes.
7 Q. She describes in her witness statement recalling
8 a plainclothes BTP officer running into the station and
9 he was wearing green shorts below his knees and carrying
10 a radio. Was that you?
11 A. No.
12 Q. Do you know who that was?
13 A. No, I mean, what sort of time of the day are we talking
14 here?
15 Q. She's talking almost instantly, so almost as soon as she
16 hears the bang and I assume you hear the bang, she then
17 notices this BTP officer.
18 A. Yes, I don't know. I mean, we're investigators,
19 generally we will wear trousers and a shirt.
20 Q. She then goes on to say that she spoke, some time
21 between 09.13 and 09.18, to that plainclothes policeman
22 and told him that medical aid was required on the track
23 immediately because people were dying. Can you recall
24 having a conversation to that effect with Celia?
25 A. No.

1 MS CANBY: Thank you very much.

2 LADY JUSTICE HALLETT: Yes, Ms Barton?

3 Questions by MS BARTON

4 MS BARTON: Thank you, my Lady. I just want to clarify the
5 situation regarding the telephones with you, if I can,
6 DI Baker.

7 You've said this morning that there came a stage
8 when it became very difficult to use the mobile
9 telephone, is that right?

10 A. Yes.

11 Q. That was initially because the system was overloaded,
12 wasn't it?

13 A. To my understanding. I mean, you'd have to talk to
14 Vodafone, but that's my view, yes.

15 Q. There came a point later on that morning when a decision
16 was made by a City of London police officer to turn off
17 the O2 network in the vicinity of Aldgate station. Is
18 that right?

19 A. Yes.

20 Q. You've said that you thought that that was about 10.30?

21 A. Yes, I'm only going from what I've seen on logs.

22 Q. Yes. Well, if I can help you with that, I think you may
23 be mistaken about that, DI Baker. I want to put
24 a chronology to you, if I may. My Lady, I'm using core
25 bundle section A starting at page A10, which on the

1 Lextranet system is [INQ10426-10].

2 This is a time line prepared by the Inquest team
3 from documents that are available. All right?

4 A. Okay.

5 Q. So that you know how it comes into being.

6 First of all, I want to establish this: that it was
7 just after 10.00 am that the tunnel and the train were
8 clear of casualties. Is that right?

9 A. Yes, that's to my understanding, yes.

10 Q. We can see from page A10, the last entry, at 10.25 am,
11 the last casualty from the bombed carriage,
12 Martine Wright, was taken from the scene to the
13 Royal London Hospital.

14 A. Yes.

15 Q. That accords approximately with your recollection, does
16 it?

17 A. Yes, yes.

18 Q. So by 10.30, we've got all the casualties away from the
19 scene?

20 A. Yes.

21 Q. It was in fact at 11.40, which we see halfway down
22 page 11, that the decision was made by a City of London
23 police officer to close down the O2 network. Does that
24 accord with your recollection of the chronology?

25 A. Yes, I mean, I obviously can't comment on when the

1 decision was made to lock the networks out, you know,
2 I wasn't there, I don't know.

3 Q. That comes from documentation that the Inquest team have
4 seen.

5 But certainly, so far as the chronology is
6 concerned, the decision to turn off the O2 network came
7 after the Aldgate scene had been completely cleared;
8 yes?

9 A. Yes.

10 Q. Thank you. And any problems with the mobile phone
11 system prior to that were another cause?

12 A. Yes.

13 MS BARTON: Thank you very much.

14 LADY JUSTICE HALLETT: Mr Gibbs -- sorry, Ms Simcock?

15 Questions by MS SIMCOCK

16 MS SIMCOCK: Inspector, you spoke to British Transport
17 Police Control asking for ambulances to attend Aldgate
18 station at about 08.57.42 am we've heard from the BTP
19 log. Is that right?

20 A. Yes.

21 Q. Were you aware of a previous call by British Transport
22 Police to the London Ambulance Service to attend
23 Liverpool Street station at about 08.51.59?

24 A. No, I wasn't.

25 MS SIMCOCK: Well, I won't ask you any more about that,

1 then. My Lady, for your note it's LAS document 565,
2 page 1; [LAS565-1].

3 LADY JUSTICE HALLETT: Thank you. Right, I think it is now
4 you, Mr Gibbs?

5 Questions by MR GIBBS

6 MR GIBBS: Thank you. Inspector, one of the lawyers has
7 suggested to you that at 9.30 you should have closed the
8 entire transport system in London. Can I ask you to
9 leave that suggestion on one side, just to ignore that?
10 But can we take all of the other questions that you've
11 been asked and tie them together and put them back in
12 order again.

13 You went into work that day at about 8.00?

14 A. Yes.

15 Q. And you were in the office which is just next door to
16 the Underground station at Aldgate?

17 A. It's actually part of it. It's above it.

18 Q. If we bring up [INQ10280-2], we'll see, I think, that it's
19 the large blank area on the bottom right-hand side of
20 that underneath where it says "Aldgate station", is that
21 right, is that where your office is?

22 A. Yes, that's part of it. It actually spreads out across
23 the whole of that building.

24 Q. Does it?

25 A. Yes.

1 Q. Okay. So you were sitting in the office upstairs or
2 downstairs?
3 A. I was upstairs.
4 Q. And you heard a bang and the building shook?
5 A. Yes.
6 Q. You wondered what that was?
7 A. Yes.
8 Q. So you came downstairs?
9 A. Yes.
10 Q. And out into the area we can see just above where the
11 red "entrance" sign is?
12 A. That's right, yes.
13 Q. So on the street side of the turnstiles?
14 A. Yes.
15 Q. Did you see staff there, station staff?
16 A. I really -- I can't be entirely sure where I saw the
17 staff. It was either within the booking hall area or on
18 the mezzanine stairs down to the mezzanine area.
19 But I certainly --
20 Q. Was there any recorded announcement going over the
21 tannoy system?
22 A. To my -- yes, I seem to remember the standard message
23 you get saying to evacuate the station, going out --
24 Q. Is that an alarm or a human voice?
25 A. It's a combination of both.

1 Q. In the office with you had been Constables Silvestro and
2 Burnell?

3 A. Yes.

4 Q. Did they come downstairs as well?

5 A. They did, yes.

6 Q. Did you all, or at least you and Silvestro go through
7 the turnstiles and on to the mezzanine level that we've
8 seen?

9 A. We all went -- yes, we all went through there and
10 started -- or certainly me and Alwyn started to
11 evacuate.

12 Q. Thank you. If we could go on, then, please, to
13 INQ10280-6, I think it is -- no, perhaps [INQ10280-5].
14 Did you then go down to the platform?

15 A. Yes, we did, yes.

16 Q. Was there a train which was in the process of being
17 evacuated?

18 A. Yes.

19 Q. We know later that you asked for uniformed officers.
20 What use are uniformed officers in an evacuation?

21 A. They're very useful indeed, in fairness. By our nature,
22 we're dressed in suits, people don't respond to us as
23 well as they would to uniformed officers.

24 Q. Were Constable Silvestro and Burnell also dressed in
25 plainclothes?

1 A. They were, yes, sir.

2 Q. How were you distinguishable from members of the public?

3 A. I wasn't at that time.

4 Q. We know that at -- we have it timed at 08.49.19 and we
5 may need to add two minutes or so on to that, but you
6 made your first call and you asked for uniformed
7 officers. The train on the platform, was it in an odd
8 position?

9 A. Yes, it was. I seem to remember the final carriage of
10 the train was still out in the tracks, as it were, it
11 hadn't pulled into the platform.

12 Q. What did you think that meant?

13 A. Something had caused it to stop short. I obviously
14 didn't know why. It could have been an emergency
15 relating to that train or something else.

16 Q. Three minutes after your first call, you make your
17 second call and you asked for the Fire Brigade and the
18 Emergency Response Unit to attend.

19 Had you seen any injured people at that stage?

20 A. I don't think I had, at that stage, no.

21 Q. You'd heard the bang?

22 A. Yes.

23 Q. Had you seen smoke at that stage?

24 A. I had, yes.

25 Q. That was why you asked for the Fire Brigade and for the

1 Emergency Response Unit. Then, do I understand it right
2 that you and Mr Silvestro went to different places; he,
3 after that, went down to the tunnel mouth and into the
4 tunnel, and you went with members of the public back up
5 to the concourse area?

6 A. That's right, yes.

7 Q. At some point between that and your next call, did
8 people start coming out of the tunnel?

9 A. They did, yes.

10 Q. Your third call is -- we've timed it -- 08.57, so it's
11 about five minutes after your second call, and in that
12 call you call the major incident?

13 A. Yes.

14 Q. Because of, am I right, the bang, the smoke and the
15 injuries you can see?

16 A. That's right, yes.

17 Q. You asked for ambulances?

18 A. Yes.

19 Q. During that call, which Mr Keith took you to, we see
20 that you describe there being three, four and then you
21 say possibly five walking wounded?

22 A. Yes.

23 Q. By the time of your fourth call, which is at 09.03,
24 there are 25 wounded people in the office and we know
25 that because you say so. Could we have [BTP167-51],

1 please?

2 Do you see in your first entry there where it says:

3 "Caller: ... I just wanna make sure we've got

4 enough, we're sufficient resources running ... we'll

5 call this a major incident all day. I've got about

6 25 wounded in the office at Aldgate."

7 And that's by 09.03 on our timing.

8 A. Yes.

9 Q. Then if we're just interested in, for instance, how long

10 it took people to come out of the tunnel after the

11 initial bang, may we just scroll down the page to your

12 entry, which begins:

13 "I don't know, I was sat in the office at

14 Aldgate ..."

15 Yes?

16 A. Yes.

17 Q. If we look at the last three lines of your entry there,

18 you say:

19 "... we came downstairs and then we could see sort

20 of smoke issuing at Aldgate on platform 2, then about

21 5 or 10 minutes later, walking wounded started coming

22 out of the tunnel."

23 Yes?

24 A. Yes, that's correct, yes.

25 Q. At about 09.07, we will hear that Inspector Munn and his

1 team from Stratford -- other BTP officers -- turned up
2 at Aldgate station. Does that sound about right?
3 A. It does, yes.
4 Q. Were they in uniform?
5 A. They were, sir, yes.
6 Q. Were they the uniform that you'd asked for?
7 A. Yes, but that wouldn't be enough on its own.
8 Q. That wouldn't have been enough?
9 A. No.
10 Q. I think a second team of uniform under Sergeant Barnes
11 also turned up?
12 A. They did, and further officers.
13 Q. And then further officers, and you were asked about the
14 debrief later, by -- BTP officers were turning up
15 throughout the day?
16 A. Yes.
17 Q. Being reassigned from other places and --
18 A. That's correct, yes.
19 Q. You debriefed at the end of the day merely those who
20 were present still with you at Aldgate at the end of the
21 day?
22 A. The only ones I debriefed were really within my crime
23 team, as it were. There were a huge number of other
24 officers there. I was about to stand down those
25 officers, so I debriefed them.

1 Q. The next call you made is one I think we haven't seen
2 yet. Could you go, please, to [BTP168-8]? It begins
3 right at the bottom of this page. It's at 09.11 as
4 we're timing it, it may be you need to add on a couple
5 of minutes:
6 " ... hello Guv ..."
7 Simon from MICC answers your call.
8 If we go to the next page [BTP168-9]:
9 "You all right there?
10 "Ambulance [says the controller] has been called to
11 your location."
12 And you say -- this was a question you were asked by
13 one of the other lawyers:
14 "We want numerous ambulances, we've got no
15 ambulances and lots of wounded."
16 The controller says:
17 "Yeah, well, it's been requested for them to send
18 more than one. We've also requested more uniform to you
19 at the moment."
20 Was it, do you remember, shortly after that that
21 ambulances did arrive?
22 A. I believe so, yes.
23 Q. Can we then next, taking it in time order, go to your
24 log which begins at 09.24, and that is at [BTP387-1].
25 Help us with some of these entries.

1 Perhaps we could just expand the top half and we can
2 read them more easily.
3 So it's 09.24 and someone is writing down, standing
4 beside you, your loggist?
5 A. Yes, he was in my company all the time.
6 Q. "Advised by COLP ..."
7 So that's City of London Police?
8 A. Yes.
9 Q. So they're on the scene, are they?
10 A. Yes, they are, yes.
11 Q. "Witnesses escorted over to bus station area."
12 Had you designated that as being a place to where
13 injured should be taken?
14 A. Yes, we were using -- that was like a multipurpose thing
15 for triage, receiving people. It was the obvious
16 choice, really.
17 Q. Yes. At 9.25:
18 "From Inspector Baker CBRN teams [need] to be
19 deployed in case [there is a] 'dirty bomb'."
20 In case this had been a dirty bomb or in case there
21 was to be a dirty bomb?
22 A. Both, to be honest.
23 Q. Same time, 9.25:
24 "Triage ... established ..."
25 There's an inspector from the City of London Police

1 there. He's the senior City of London policeman at that
2 time, is that right?
3 A. Yes, it is, yes.
4 Q. 9.26, you're liaising with the Metropolitan Police and
5 the inspectors from both the Met and City of London,
6 clearing the area. Why were you clearing the area?
7 A. As I said before, we had concerns about secondary
8 devices, we wanted to contain the crime scene. In order
9 to do that, we have to restrict people's access.
10 Q. We see a reference to Sergeant Barnes. Can we go to the
11 next entry:
12 "Request to Acting Sergeant Thomas to establish
13 inner and outer cordons."
14 What are you doing there and why?
15 A. We're putting in place a method to control the flow of
16 traffic or flow of people in and out of that area and
17 the wider area.
18 Q. Why are you doing that?
19 A. So we can establish control points and log everybody
20 going in and out.
21 Q. At 09.32, we have a City of London chief inspector?
22 A. Yes.
23 Q. Chief Inspector Fallows, it looks like --
24 A. Yes.
25 Q. -- who speaks to you about the command structure.

1 A. Yes.

2 Q. At 09.34, the second entry, we have

3 Chief Inspector Pacey, is he your chief inspector?

4 A. He's a uniform chief inspector who was in charge of that

5 policing area.

6 Q. Right. So by 09.34 we have chief inspectors from both

7 City of London and from the BTP on this scene?

8 A. Yes.

9 Q. Then we have a detective chief inspector at 09.35, and

10 are these the officers whom you described as later being

11 called away to other scenes?

12 A. Yes, I saw them for literally two, three seconds,

13 "Right, we've got to go" and they left.

14 Q. We see that Mr Shrubsole instructed you to deal with the

15 scene at Aldgate.

16 A. Yes.

17 Q. 09.45, your priority is to get all the casualties out.

18 A. Yes.

19 Q. Why?

20 A. Because, firstly, we wanted to save life and get

21 everybody out; secondly, we were very, very worried in

22 case there were other bombs.

23 Q. 09.52, at the bottom of that page, you're looking for

24 liaison with S013. Who are they?

25 A. They're the anti-terrorist squad.

1 Q. Over the page, please [BTP387-2], still 09.52, you're liaising with
2 a sergeant from City of London, and they advise you that
3 EXPO are on the scene. Who are EXPO?

4 A. I don't know which force they came from, they're either
5 City of London or Metropolitan Police, but they're
6 obviously a team with a certain experience in
7 explosives.

8 Q. Yes. The police call it EXPO, actually it's explosives,
9 isn't it, they're explosives officers?

10 A. That's right.

11 Q. At 09.57, there's a DCI from the Met and family
12 liaison -- "FLO" is family liaison officer coordinator,
13 is that right?

14 A. That's right, yes.

15 Q. So by 09.57, family liaison is being coordinated. Is
16 that in relation to those who have been injured?

17 A. Yes.

18 Q. I'm going to go on to 10.04, we see you liaising with
19 Chief Inspector Pacey about hospital arrangements.

20 A. Yes.

21 Q. Do you remember what that was?

22 A. I was concerned that we had a large number of people
23 going to hospitals. It's standard procedure that we
24 have somebody at the hospital to receive, get details
25 and deal with those people at hospital.

1 Q. 10.24, we see you liaising with Inspector Munn, and he's
2 asking for a 100-metre cordon and a one-hour standoff.

3 A. Yes.

4 Q. Do you remember when the standoff started?

5 A. It would have been at or around that time. As I say, at
6 10.30, I'm shown on the cordon and I distinctly remember
7 going there for the standoff.

8 Q. I think we will hear from him that all those who were
9 still alive had been removed from the scene by then.

10 A. Yes.

11 Q. 10.35, you enter a Silver meeting, so by shortly after
12 10.30, we have a Silver meeting taking place at the
13 scene?

14 A. Yes.

15 Q. You were asked yesterday about wearing special coloured
16 jackets.

17 A. Yes.

18 Q. Silver jackets and gold jackets and bronze jackets.
19 It's probably obvious, but when something very bad like
20 this happens, is it more important to be wearing the
21 right jacket or doing the right thing?

22 A. I'd very much -- I'd never put a jacket on over pulling
23 somebody out of the train.

24 Q. In the first minutes of an incident like this, one can
25 talk about Gold and Silver and Bronze, but does that

1 make much sense in the confusion of the first addressing
2 of the outrage?

3 A. Not really, no. I mean, you're really -- you're just
4 there to rescue people and save life, basically.

5 Q. You dish out the labels later, do you?

6 A. Yes.

7 Q. Constable Silvestro was in the tunnel and we'll hear
8 from him next week what he was doing. Did you try to
9 call him from your position at the top of the station?

10 A. Yes, I tried a number of times to call him on the mobile
11 phone, but I couldn't get through.

12 Q. Did you manage to get through to him?

13 A. No.

14 Q. Inspector Munn, when he arrived, we will hear, I think,
15 was going to the train and coming back and had other
16 officers who were doing the same.

17 Do you remember from whom you were receiving
18 information, which particular officers you were
19 receiving information from downstairs?

20 A. It's mostly from Mr Munn. I spoke to Mr Barnes at times
21 as well, Sergeant Barnes.

22 Q. Inspector, you were asked about whether you discussed
23 these events with other people afterwards. Some people
24 like to talk about terrible things and others tend to
25 keep them inside. What have you done?

1 A. I've just kept them.

2 MR GIBBS: Thank you.

3 LADY JUSTICE HALLETT: Thank you, Mr Gibbs.

4 Mr Taylor, do you have any questions of the
5 inspector?

6 Questions by MR TAYLOR

7 MR TAYLOR: I would like to refer you back to what you said
8 about the radios yesterday. I'm still trying to
9 understand -- I'd like to refer you back to what you
10 said yesterday about the radio communications.

11 At that time in July 2005, I believe you said that
12 you were working on the old UHF system.

13 A. The uniform officers did, yes.

14 Q. The uniform officers?

15 A. Yes.

16 Q. And you, being a plainclothes officer, had a mobile
17 phone?

18 A. Yes.

19 Q. Uniform officers, I think you said yesterday, were the
20 ones that went into the tunnels.

21 A. Yes.

22 Q. And you stayed at the end of the tunnel on the platform?

23 A. Yes.

24 Q. Just clarify something for me, please. Did those radios
25 actually work inside the tunnel?

1 A. They should do, yes. And it might assist me if I tell
2 you that Inspector Munn probably wasn't issued with
3 a UHF radio. He was from a different area.

4 Q. That's Inspector Munn?

5 A. Yes.

6 Q. What about the uniform officer that went in, I think his
7 name was Tony, was it?

8 A. Yes, he was a plainclothes officer.

9 Q. He was a plainclothes officer?

10 A. Yes.

11 Q. So what communication did you or were you receiving from
12 inside the tunnel?

13 A. Very little, only from people coming out of the tunnel
14 by face-to-face meetings.

15 Q. Okay. How long have you been a serving officer?

16 A. Around 18, 19 years.

17 Q. So you have a vast amount of experience. Have you ever
18 entered a tunnel yourself?

19 A. Yes.

20 Q. Then how are you -- are there any other forms of
21 communications inside the tunnel, landline or anything
22 like that?

23 A. If you go in especially equipped, you can use -- I think
24 the best way for me to answer that is I'm not sure, but
25 I think there are means. I don't have that technical

1 knowledge.

2 LADY JUSTICE HALLETT: As in there are means now or --

3 I think you want to focus on 2005, Mr Taylor.

4 MR TAYLOR: 2005 at the moment, my Lady.

5 A. There are a set of cables which run along the tunnel

6 wall, which could be used as a means of communication,

7 and I really am not an expert, so I don't want to sort

8 of tell you -- sort of misinform you.

9 Q. I understand that. It's quite possible that those
10 communication cables were damaged with the explosion.

11 A. They may well have been, yes.

12 Q. They may well have been.

13 A. Yes, sir.

14 Q. So how -- if you went into the tunnel on your own, how
15 would you be able to communicate with your control room
16 outside? Would you be left alone in the tunnel?

17 A. If I went personally, I'd ensure I'd got a means of
18 communication.

19 Q. So you wouldn't -- you'd have someone at the other end
20 on the platform?

21 A. Sorry, you'd have to -- I'm --

22 Q. You wouldn't go down the tunnel on your own. If you
23 went to an incident, you'd always have someone with you,
24 another officer with you?

25 A. Yes, I really would try and do that. Somebody with me

1 or go with a member of rail staff.

2 LADY JUSTICE HALLETT: When you said means of communication,
3 did you mean a person to act as a runner or did you mean
4 a means of communication, a radio?

5 A. Well, either/or, really. You know, you'd want some
6 means of communicating. Now, you know, Underground
7 tunnels are incredibly dangerous places.

8 MR TAYLOR: Yes, I'd agree. Now, since 2005, have the
9 communications problems changed?

10 A. I believe airwave radio now works underground. Again,
11 I'm not an expert within this area, because I don't
12 routinely use a radio, although I know the system has
13 been upgraded.

14 Q. So they've introduced a new system called airwave?

15 A. We had airwave at the time, I think, but at that time we
16 were still using radio to -- the UHF radio channel as
17 well. So officers essentially had two radios.

18 Q. How many channels on the old system radio? Was it just
19 one channel?

20 A. I think it was eight.

21 Q. Eight, and I know there's a facility for eight channels,
22 but were all those eight channels in use, or did you
23 just use one channel?

24 A. The first channel, channel 1, is like the main hailing
25 channel. We used channel 2 as a back-to-back, which had

1 a limited range, and we didn't use the other channels.

2 Q. Finally, the new airwave system, is that working?

3 A. I don't know, I don't use it routinely.

4 MR TAYLOR: Thank you.

5 LADY JUSTICE HALLETT: Thank you, Mr Taylor.

6 Mr Gibbs, was there anything -- I appreciate that
7 you were probably thinking you were coming to airwave
8 later on in the proceedings. Was there anything you
9 wanted to ask of this witness in relation to the
10 questions that Mr Taylor --

11 MR GIBBS: No, I was going to ask other witnesses who know
12 about airwave about airwave.

13 LADY JUSTICE HALLETT: Thank you very much.

14 Any other questions for Inspector Baker?

15 Inspector, that's all the questions. It may be that
16 we won't need to ask you to come back, so I hope that
17 will complete the evidence you have to give.

18 May I say this: that whatever criticisms may be made
19 of others, whatever criticisms may be made of the
20 system, on the evidence before me you have done
21 everything that could reasonably have been expected of
22 you and you did it promptly, so I hope that there won't
23 be any unfair reporting of a suggestion from counsel,
24 which, to my mind at the moment, has no foundation
25 whatsoever.

1 A. Thank you.

2 LADY JUSTICE HALLETT: Thank you.

3 Yes, Mr Keith?

4 MR KEITH: My Lady, Mr Hay would invite you to call the next
5 two witnesses.

6 MR HAY: My Lady, may I invite to you call Nicholas Boyce.

7 MR NICHOLAS BOYCE (sworn)

8 Questions by MR HAY

9 MR HAY: You're Nicholas Boyce?

10 A. Correct.

11 Q. Mr Boyce, you've provided a statement to the police
12 dated 20 July 2005 regarding your recollection of events
13 of 7 July?

14 A. That's right.

15 Q. At the time, you were working in Victoria?

16 A. Yes, correct.

17 Q. And you travelled in in the morning from Gidea Park to
18 Liverpool Street?

19 A. Yes, I did.

20 Q. Where you boarded the eastbound Circle Line train?

21 A. That's right.

22 Q. You entered the second carriage?

23 A. Yes.

24 Q. May we have up INQ8400 [INQ8400-1], please? If we could focus on
25 the second carriage from the top, please.

1 Mr Boyce, this is a plan of a train carriage and
2 I believe you've marked on that carriage various points.
3 Is that correct?
4 A. I don't remember marking -- yes, I think I did. "A"
5 would indicate where I was standing, correct.
6 Q. Just starting on the right-hand side, there's an arrow.
7 A. Yes.
8 Q. Does that indicate the direction of travel?
9 A. That's right, yes.
10 Q. You remember coming in through the first doors at the
11 front of the train?
12 A. Yes.
13 Q. Our understanding is that the platform at
14 Liverpool Street would be at the top of the carriage
15 rather than the bottom of the carriage, if I can put it
16 that way?
17 A. That's right, yes.
18 Q. So you went in through the first set of double doors and
19 then you walked across to the opposite set of doors. Is
20 that right?
21 A. That's right, yes.
22 Q. May we have up [INQ10280-8], please?
23 This is a 3-dimensional plan, the carriage done by
24 the Metropolitan Police based on the witness statements
25 they received. You're marked at number 39 just by

1 double doors D2.

2 A. Yes.

3 Q. So that's the correct position?

4 A. That's right, yes.

5 Q. Which way were you facing in the carriage?

6 A. I was facing with the direction of the train.

7 Q. Were you leaning against the perspex screen which would

8 have been behind you?

9 A. Yes, I was.

10 Q. If we could just go back to the previous diagram,

11 INQ8400 [INQ8400-1], and again, if we could just focus on the second

12 carriage, the second plan, you've also marked on that

13 diagram on the right-hand side "B" and "C", and "B"

14 I believe refers to an Asian lady you recollect seeing?

15 A. Yes.

16 Q. And "C" to a white male?

17 A. That's right.

18 Q. The train moved off from Liverpool Street, and I believe

19 you were listening to your iPod?

20 A. Yes, I was.

21 Q. And then the explosion occurred?

22 A. That's right, yes.

23 Q. Can you tell us what you recollect of the explosion

24 itself?

25 A. The first thing I recollect was darkness and a bright

1 white light and then I was thrown forward. There was
2 glass on the floor already which I didn't realise until
3 afterwards because I cut my hands on it.

4 And then, after that, the first thing I think I did
5 was I checked the back of my head to make sure it was
6 still all there and then I was aware of material in the
7 air, like a large, coppery -- I mean, it tasted like
8 copper.

9 Q. You mention you were thrown forward.

10 A. Yes.

11 Q. Do you know whether that was caused by either the force
12 of the explosion or the train coming to a halt or did
13 someone knock into you?

14 A. No one knocked into me. I assume it was the force of
15 the explosion.

16 Q. You mentioned there was material in the air. We've
17 heard other people say that the carriage filled with
18 smoke. Do you recollect that?

19 A. Yes, I mean, it was thick, so, yes, smoke would be
20 accurate, I'd say.

21 Q. Presumably the carriage was pitch black dark?

22 A. Yes, correct.

23 Q. Was there any lighting at all on inside the carriage?

24 A. No.

25 Q. Was there any lighting coming from outside the carriage

1 perhaps?

2 A. I don't recall whether there was -- I mean, I can't --
3 I don't think there was too much lights. I know the
4 distance we were from Aldgate station, so I don't think
5 there was too much lights, no.

6 Q. What you say in your statement to the police was that
7 you thought there had been a terrorist attack and that
8 also there was poisonous gas in the air.

9 A. Yes, I thought initially it was a bomb.

10 Q. Can I ask -- and you may not be able to answer this --
11 was there any particular reason why you excluded the
12 possibility that perhaps there had been a train crash or
13 there had been a power surge? Was there anything in
14 particular which made you think "bomb"?

15 A. Yes, it was the white light and the explosion, the force
16 of the explosion.

17 Q. At that point, presumably your concern was to try to get
18 off the train?

19 A. Yes, it was because, not that I was -- I was injured,
20 but I was quite -- I was concerned that -- whether there
21 would be another explosion or the material --
22 particularly the material in the air.

23 Q. If we can just go back to [INQ10280-8], I think one of the
24 things you did was to try and actually kick open the
25 doors which you'd got on to the train through?

1 A. No, not that I got on the train through, on that diagram
2 it would have been D2.

3 Q. So the doors which were directly behind you?
4 A. Yes, correct.

5 Q. Were you able to open them?
6 A. No, no, they were in, like, a V shape, so they had been
7 blown out slightly, but I tried to put my foot through
8 it and it didn't give, so ...

9 Q. Then you heard people saying that there were other doors
10 which you could exit from?
11 A. Yes, that's right.

12 Q. Do you recall which doors those were?
13 A. I think it was -- I think it was D5. I don't think it
14 was D3, the door that I entered the train through.

15 Q. If it helps, we've also heard evidence from other people
16 who left through doors D5.
17 A. Right.

18 Q. Does that fit with your recollection as well?
19 A. Yes, I don't remember there being an open door before
20 D5. I'm pretty sure it was D5, yes.

21 Q. Did you make your way over to door D5?
22 A. I did, yes.

23 Q. When you went over there, did you look to your left at
24 all, towards the rear of the carriage?
25 A. I don't remember doing that, no. No.

1 Q. In your statement, you refer to seeing a young lady who
2 was caught up in a pole.

3 A. Yes.

4 Q. A hand pole.

5 A. Right.

6 Q. Again, using where you left through D5, do you remember
7 roughly where that was?

8 A. Yes, I think it was 20 on that diagram, I think it was
9 20.

10 Q. Can you just describe to us what you saw?

11 A. Yes. I saw a young lady that was -- the glass had been
12 smashed on the partition and she was lying around the
13 pole, so her head was close -- quite close to the door.

14 Q. Was her -- when you say her head was close to the doors,
15 do you mean doors D6?

16 A. Yes, I do, yes.

17 Q. Was she facing you or away from you?

18 A. Away from me, yes.

19 Q. Are you able to say how old she was?

20 A. No, I'm not, sorry.

21 Q. Did you hear her say anything or verbalise at all?

22 A. No, I didn't, no.

23 Q. Did you gain the impression that she was alive or not?

24 A. I don't think she was breathing, but I didn't see any
25 blood around her. But as I said, it was fairly -- you

1 know, very dark.

2 Q. In your statement, you mention seeing another male with
3 her. Do you recollect seeing anyone supporting her or
4 holding her?

5 A. No, I don't.

6 Q. At that point, I think you then decided to leave through
7 doors D5?

8 A. Correct, yes.

9 Q. You got off, and did you make your way to the right
10 towards the front of the carriage?

11 A. Yes, I did, yes.

12 Q. How easy was it for you to walk between the side of the
13 tunnel wall and the train? Was there sufficient room
14 for to you do so?

15 A. Yes, there was, yes.

16 Q. I think eventually you made your way to where the
17 driver's cab was?

18 A. That's right.

19 Q. Did you see the driver there?

20 A. Yes, I did.

21 Q. Where was he? Was he in the cab or was he out on the
22 tracks?

23 A. I think he was in the cab.

24 Q. What was he doing?

25 A. He was on the radio and myself and another member of the

1 public -- I don't remember whether it was male or
2 female -- communicated to him that there were people
3 injured in the cab and he -- I heard him on the radio
4 communicating that there were injured people on -- in
5 the cab.

6 Q. You say he was using the radio.

7 A. Yes.

8 Q. Do you know -- again, do you know if he was using the
9 radio and it wasn't working and then he may have
10 switched to his mobile phone, or are you sure he was
11 using the radio?

12 A. I'm pretty sure it was the radio.

13 Q. Did he appear to be talking to someone?

14 A. Yes.

15 Q. What was he telling them?

16 A. He communicated that there were people injured. He also
17 communicated that there were people outside the carriage
18 on the tracks and that he wanted to make sure that the
19 tracks were off.

20 Q. I think you were particularly concerned about the girl
21 you had seen who was over the partition and caught up in
22 the pole.

23 A. Yes, I mean, I don't -- I'm not qualified to make
24 a judgment on her state of health, but, you know, she
25 didn't appear to be breathing.

1 Q. Did you manage to speak to the driver yourself?

2 A. Yes, I did.

3 Q. What did you say to him?

4 A. I asked him to radio for paramedics, as did someone
5 else.

6 Q. Not a criticism of you in any way, but I'm just
7 wondering if you told him what you thought was the cause
8 of the explosion?

9 A. No, I didn't.

10 Q. Do you know whether or not he relayed that message?
11 Were you there when he -- did he continue to talk on the
12 radio or the mobile phone?

13 A. Yes, he did. As I said, I'm pretty sure it was the
14 radio, and he then told us it was safe to proceed down
15 the track because the tracks were off.

16 Q. I think you continued to make your way down the tracks
17 towards Aldgate station.

18 A. That's right.

19 Q. When you were doing that, did you see any
20 London Underground staff on the tracks coming towards
21 you?

22 A. I actually don't recall that. No, sorry.

23 Q. When was the first time you recall seeing either
24 London Underground staff or any of the emergency
25 services?

1 A. I think there was a member of the Underground staff on
2 the platform when we came off the tracks on to the
3 platform and I definitely remember seeing staff on the
4 stairs and in the entrance of Aldgate station.

5 Q. Again, did you speak to them at any point?

6 A. Yes, I spoke to one of them who enquired about my
7 health.

8 Q. Did any of them ask you what had happened?

9 A. No, I don't think they did.

10 Q. Do you recall at any point telling them what had
11 happened?

12 A. Yes, I said there had been an explosion but apart from
13 that, no.

14 Q. The person you told there was an explosion, was it
15 a London Underground employee?

16 A. Yes, it was London Underground.

17 Q. In your statement you go on to say that you remember the
18 Fire Brigade and police arriving.

19 A. Yes.

20 Q. Did you speak to anyone from the Fire Brigade or the
21 police when they arrived?

22 A. I don't think I spoke to anyone from the Fire Brigade.
23 I did speak to someone from the police, yes.

24 Q. Did they ask you what had happened?

25 A. Yes, they did. They asked me what I thought had

1 happened, yes.

2 Q. What did you say?

3 A. I said I thought it was a bomb.

4 Q. Do you recall how long after you'd left the carriage you
5 told the police that information?

6 A. No, I don't.

7 Q. I think you then waited for about half an hour and then
8 a bus took you to the Royal London Hospital, is that
9 right?

10 A. Yes, that's the hospital in Whitechapel, yes.

11 MR HAY: I have no more questions for you, Mr Boyce, but
12 there may be some more questions.

13 LADY JUSTICE HALLETT: Mr Coltart?

14 MR COLTART: No, thank you.

15 LADY JUSTICE HALLETT: Mr Saunders?

16 Questions by MR SAUNDERS

17 MR SAUNDERS: Just two matters I'd like your assistance
18 with, please, Mr Boyce.

19 You've explained that when you got to the driver's
20 cab you were making the point of assistance being
21 required.

22 A. Yes.

23 Q. Doing your best now, from the time of the explosion to
24 the time you were relaying this to the driver, can you
25 help us as to how many minutes had passed?

1 A. I don't know. Between 5 and 10 perhaps.

2 Q. Thank you. You have explained to us, I think very
3 clearly, Mr Boyce, that you got the impression that the
4 driver was checking the rails to make sure they weren't
5 live.

6 A. Yes.

7 Q. I think also you got the impression he was seeking
8 assistance as well.

9 A. Yes.

10 Q. You then make your way towards the platform where you've
11 mentioned you see an Underground member of staff on the
12 platform there. Again, what sort of time are we now
13 talking about, so if it's -- whichever is easiest, from
14 the time you leave the driver to the platform or from
15 the time of the explosion?

16 A. From the time we left -- from the time of the explosion,
17 I think it was probably between 15 and 20 minutes at
18 least. I remember a significant amount of time waiting
19 for the tracks to be -- or for the driver to make sure
20 the tracks are off.

21 Q. Finally this: you've described the Fire Brigade and the
22 police arriving.

23 A. Yes.

24 Q. By now, you're upstairs and outside the station,
25 I understand?

1 A. That's right, just to the left of the main entrance at
2 Aldgate, yes.

3 Q. Have I understood your evidence as this: that it's to
4 those officers that are arriving you're making the
5 comment or observation that you thought it was a bomb?

6 A. That's right.

7 Q. So not to anybody inside the station; this is to those
8 arriving outside?

9 A. Outside, yes.

10 MR SAUNDERS: Thank you very much, Mr Boyce.

11 LADY JUSTICE HALLETT: Ms Sheff?

12 MS SHEFF: No, thank you.

13 LADY JUSTICE HALLETT: Just before I find out if anybody
14 else has any questions, can we go back to the moment
15 when you realised there had been an explosion? What did
16 you then do before you got off the carriage? In other
17 words, I'm trying to work out how long it would have
18 taken you to get to the driver's cab. Do you see what
19 I mean?

20 A. Right, okay.

21 LADY JUSTICE HALLETT: I appreciate how difficult it is
22 thinking back and estimating time.

23 A. Yes, it is, as you say, quite difficult, but after
24 pulling myself up off the floor, I think there was
25 probably 20 or 30 seconds before I realised that there

1 was a possibility of getting out of the doors to my
2 right-hand side. I tried the door, in fact I think
3 I kicked it several times, not just the once, but that
4 was probably another 20 or 30 seconds maybe.

5 And probably about a minute after that, I heard
6 someone say that there was a door that was accessible,
7 or you could get through.

8 LADY JUSTICE HALLETT: So you then have to climb down --

9 A. Yes, correct.

10 LADY JUSTICE HALLETT: -- as it were, quite a steep drop?

11 A. Yes, quite a drop, yes.

12 LADY JUSTICE HALLETT: Then you get to the driver's cab --

13 A. Yes.

14 LADY JUSTICE HALLETT: -- where you see he's obviously
15 trying to communicate with someone?

16 A. That's right.

17 LADY JUSTICE HALLETT: You then were asked by Mr Saunders
18 about the time between talking to the driver and seeing
19 a member of London Underground staff and you said you
20 had to wait a significant amount of time for the driver
21 to ensure the power was off.

22 A. Yes.

23 LADY JUSTICE HALLETT: Where did you wait?

24 A. Alongside the driver's carriage, I think there was about
25 three or four people in front of me, all in a line to

1 the left-hand side of the carriage.

2 LADY JUSTICE HALLETT: You all waited there --

3 A. Yes.

4 LADY JUSTICE HALLETT: -- for the go-ahead from the driver?

5 A. That's right, yes.

6 LADY JUSTICE HALLETT: That, you said, was quite a long

7 time?

8 A. It felt like a long time, yes. In reality, it may not

9 have been more than five -- between five and ten

10 minutes, but ...

11 LADY JUSTICE HALLETT: Would you have been, do you think,

12 amongst the first coming out of the tunnel?

13 A. Yes, yes.

14 LADY JUSTICE HALLETT: Does anybody else have any questions

15 for Mr Boyce? No?

16 Thank you very much, Mr Boyce. I am very sorry that

17 we had to ask you to relive the experiences of that day.

18 I suspect you may be one of those who has tried to put

19 it very much behind you, but it is enormously helpful to

20 us.

21 A. Thank you very much.

22 LADY JUSTICE HALLETT: So thank you.

23 A. Thanks.

24 LADY JUSTICE HALLETT: I'm sorry, Mr Taylor, did I ask

25 whether you wanted to ask any questions?

1 MR TAYLOR: No, thank you.

2 LADY JUSTICE HALLETT: Thank you. Thank you, Mr Boyce.

3 A. Thank you.

4 LADY JUSTICE HALLETT: Shall we take the break now, Mr Hay?

5 (11.20 am)

6 (A short break)

7 (11.35 am)

8 LADY JUSTICE HALLETT: Yes, Mr Hay?

9 MR HAY: My Lady, may I invite you to call Gerard McSherry,

10 please?

11 LADY JUSTICE HALLETT: Thank you.

12 MR GERARD McSHERRY (affirmed)

13 Questions by MR HAY

14 MR HAY: You're Gerard McSherry?

15 A. I am.

16 Q. And you provided a statement to the police dated

17 9 July 2005 regarding your recollection of events of

18 7 July?

19 A. That's correct.

20 Q. That statement itself was based on notes which you made

21 on 8 July?

22 A. Yes, that's correct.

23 Q. On 7 July, you travelled from Clacton to

24 Liverpool Street?

25 A. Yes, on the 7.04 train.

1 Q. When you got to Liverpool Street, you then boarded the
2 eastbound Circle Line train?
3 A. That's correct.
4 Q. Can we have up INQ8382 [INQ8382-1], please? Mr McSherry, this is
5 a plan which I believe you drew, is that correct?
6 A. I did, yes.
7 Q. That shows at the bottom of the page the platform at
8 Liverpool Street?
9 A. That's correct.
10 Q. You've marked there second or third carriage, but
11 I think we now know that you boarded the second
12 carriage?
13 A. I wasn't counting, at that stage, to be honest, but,
14 yes, it was the second carriage.
15 Q. There you've marked an X where it says "seats" and then
16 a dotted line which appears to be your route onto the
17 train?
18 A. That's correct, yes.
19 Q. It appears there that you've gone through the second set
20 of doors from the front of the train?
21 A. Second set from the front, yes.
22 Q. Then made your way over to a seat opposite --
23 A. Yes.
24 Q. -- which appears to be the fifth seat from the front of
25 the train?

1 A. From the front, yes.

2 Q. Can we go to [INQ10280-8]? Mr McSherry, just so that you
3 have your bearings, the carriage is now the other way
4 round.

5 A. Yes.

6 Q. There you're positioned number 33.

7 A. That's right.

8 Q. That's the correct position, is that right?

9 A. That's correct, yes.

10 Q. I think you were reading when the train moved off?

11 A. Yes, I was.

12 Q. And I think, to help you concentrate, you wear ear plugs
13 to drown out the noise around you?

14 A. I do.

15 Q. Then the explosion occurred.

16 A. Yes.

17 Q. Can you tell us what you recollect about the explosion
18 itself?

19 A. A sudden, sharp bang and a gust of wind to the left side
20 of my face, and the lights went out, the carriage
21 jolted, I think it sort of lifted off the tracks for
22 a moment, and the carriage filled with smoke.

23 Q. The force of the blast blew you forward, is that
24 correct?

25 A. I turned forward and fell almost on to the floor, facing

1 slightly towards the front of the carriage, so I was
2 kind of crouched down. I can't be sure whether it was
3 the jolt of the carriage stopping suddenly or the blast.

4 Q. You mentioned that the carriage filled with smoke.

5 A. It did.

6 Q. It was obviously dark.

7 A. Yes.

8 Q. Do you recall any lighting being on inside the carriage?

9 A. There was no lighting inside the carriage, but there was
10 a little light coming in from outside I became aware of
11 after a while. There were emergency or some kind of
12 lights along the tunnel wall, so there were little
13 shafts of light coming through the smoke in a few
14 places.

15 Q. I think you then became aware of noises coming from your
16 left from the rear of the carriage, is that correct?

17 A. There was a lot of screaming coming from the rear of the
18 carriage, yes.

19 Q. As the smoke began to clear, what occurred to you at
20 that point? What did you think had happened?

21 A. My very first thought was an explosion, and my thought
22 was "This is something we have been dreading", those
23 were the thoughts that went through my mind. I think
24 the blast on my face was the deciding factor in that.

25 Q. I think someone shouted that you should stay calm?

1 A. Yes, there were -- there was a lot of other noises
2 coming from the front end of the carriage. There was
3 a lot of banging and more organised noises, if I could
4 put it that way, people shouting to stay calm, to stay
5 still for a moment, we were advised to keep near the
6 floor to breathe while the smoke cleared.

7 Q. Did you get on to the floor at that point?

8 A. I was still crouched down for most of that time, in
9 fact, and I was very fearful of fire, I wasn't sure
10 whether this was turning into a fire event as well as an
11 explosion, if you see what I mean.

12 Q. You refer in your statement to one male making heroic
13 efforts to kick some doors open.

14 A. Yes.

15 Q. Using the plan on the screen in front of you, can you
16 say which doors those were?

17 A. They would be doors D2, I believe, and subsequently
18 I saw them bulging outwards in a kind of V shape. That
19 was passenger action rather than the explosion.

20 Q. I don't know whether you were just in court hearing
21 Mr Boyce give evidence.

22 A. Yes.

23 Q. But it appears that he was the person trying to kick
24 those doors open, and it appears that he didn't manage
25 to do so. Is that correct?

1 A. I spoke to somebody else, I spoke to somebody called
2 Colin, who I think made a fairly effective job of
3 kicking those doors open.

4 LADY JUSTICE HALLETT: If Mr Boyce said they were V shaped
5 when he started, you think somebody else had already had
6 a go at them?

7 A. I think he couldn't open them at that stage because they
8 were deformed, but I think somebody else had actually
9 really, really bashed at them and had opened a gap at
10 the floor, which was a possible exit point for some
11 people.

12 MR HAY: I think if we go back to INQ8382 [INQ8382-1], please, and then
13 on the left-hand side there we see "doors kicked out by
14 Colin"?

15 A. Yes, that's somebody I spoke to who was slightly to my
16 right in the -- further near the front of the carriage.

17 Q. I don't know if you know this, but I think we now know
18 that to be Colin Pettit, is that correct?

19 A. Indeed, yes.

20 Q. I think, understandably, you were quite disoriented and
21 confused?

22 A. Yes, and I did some dysfunctional things, like
23 I wandered into the front carriage, but then I came out
24 again and sat down where I had been. I felt safe there
25 for some reason.

1 Q. When you went into the front carriage, the first
2 carriage, were there still people inside?

3 A. I didn't see anybody in the front carriage at that stage
4 and the doors were all shut, so if anyone had left it,
5 they must have left from the front, from the driver's
6 cab.

7 Q. But as far as you were aware, there had been no
8 communication with you or anyone in your carriage to
9 leave through the first carriage and out of the driver's
10 cab?

11 A. In those first few moments, we were exploring what the
12 options were, I think.

13 Q. I think you then became aware of an injured lady to your
14 left. Is that correct?

15 A. Yes, I mean, actually, I did walk slightly down towards
16 that direction in the carriage, so I initially walked
17 into the first carriage and went back to my seat and,
18 after a moment or two, I got up and I walked towards the
19 back end of the carriage, and, yes, I became aware of
20 somebody across the next two seats. I've indicated them
21 there.

22 Q. Yes, you've written "injured woman twisted through glass
23 end panel"?

24 A. Yes.

25 Q. Was the woman facing you or did she have her back to

1 you?

2 A. She was lying, as I recall, on her back with her upper
3 part of her body on those two seats -- I've forgotten
4 your numbering in the other diagram, but it might be 20
5 and 18.

6 Q. Perhaps if we could just go back to INQ --

7 A. Yes, 20 and 18. Her head and shoulders were through the
8 space that would have been the glass panel, and that
9 struck me as so extraordinary that the glass was gone
10 and that there was a person pushed right through it. So
11 she was stretched partly along those two seats and there
12 was --

13 Q. Sorry, carry on.

14 A. I was going to say there was a woman kneeling on the
15 floor holding her head and shoulders. This woman was
16 dressed in a light coat. I have a feeling it was the
17 same person who had gone down the carriage a few moments
18 earlier, checking on people to see if they were
19 responsive.

20 Q. When you saw the woman cradling the lady who is back
21 through the perspex, did you gain an impression of
22 whether or not the lady was alive or not?

23 A. She certainly wasn't moving and the lady cradling her
24 asked me if I could help, and I couldn't.

25 Q. The lady who was cradling, do you know her name?

1 A. No.

2 Q. I think we now know her to be Gerardine Quaghebeur. She
3 was a doctor. Does that ring any bells with you?

4 A. I have heard about her, but I didn't have any contact
5 with her at that time.

6 Q. You were unable to help and, I think, did you then make
7 your way back towards the front of the carriage?

8 A. I went back towards the exact seat that I had been
9 previously sitting in and I sat there again. I don't
10 know what I was doing. I was trying to gather my
11 thoughts or something, but I just went back to the same
12 seat.

13 Q. I think you became aware that the window behind you was
14 broken. Is that correct?

15 A. Yes, the windows were completely out and all the rubber
16 sleeving was hanging down all over the seats and,
17 indeed, the air had cleared a lot by that time, the
18 smoke had been clearing out through these open windows.

19 Q. I think you thought about trying to escape through the
20 window.

21 A. I did, I climbed up -- well, I went up on the seat and
22 leaned out a little bit, but I didn't like the height of
23 the drop and so I went back and sat in the seat again.

24 Q. Is it at that point that you noticed Colin kicking open
25 the door and managing to open it at D2?

1 A. No, I had spoken to Colin a little bit earlier, because
2 I had made my first foray away from my seat up to that
3 front carriage and it was at that time I had encountered
4 him, and he had been working on those front doors and
5 there was a triangular space at the floor, which was
6 a possibility to get out, but I didn't like the drop
7 from that either, so I just kept going back to my seat.

8 Q. I think you weren't only concerned about the drop, but
9 you were also concerned that the rails may be live, is
10 that right?

11 A. There was some muttering amongst one or two other people
12 in the carriage, we didn't know what the situation was
13 about the rails, so if we stepped down, we didn't know
14 what we were -- we would be stepping on to.

15 Q. I think, after a period of time, you then became aware
16 of people with torches?

17 A. Yes.

18 Q. How long after -- I know it's difficult -- how long
19 after the explosion occurred was that?

20 A. I find it difficult to say that, but I can say that
21 I think I was out on the street by about 9.15, so it --
22 and it must have been about 9.10, when -- or around
23 about then, when I became aware of people outside the
24 carriage.

25 Q. What you said in your statement was that it was after

1 around 10 to 15 minutes that you saw the torch lights.

2 A. Yes.

3 Q. Does that seem about right to you?

4 A. It seems about right, yes, about 15 minutes, perhaps.

5 Q. The people with the torches, were they

6 London Underground employees or --

7 A. They were London Underground employees. I recall two of
8 them.

9 Q. Did they come into the carriage or not?

10 A. They called me, apparently they had been calling me for
11 some time, but I hadn't been responding, and I can't
12 remember whether somebody put their head through the --
13 they had managed to force a door open on that side, door
14 D4, I believe, had been pulled open by then, and they
15 managed to get my attention, and it may be whatever
16 mental state I was in or with the ear plugs, but I was
17 just completely unaware of them calling to me, but then,
18 when I did react, I got out.

19 Q. Presumably they helped you out of the carriage?

20 A. They helped me down on to the ground, yes.

21 Q. Did anyone accompany you along to Aldgate, or did you
22 make your own way?

23 A. I went -- well, I made my own way, but there were other
24 railway staff out, there was -- there were three or four
25 railway staff forming a kind of line between the front

1 of the train and the end of the Aldgate platform, and
2 they had torches.

3 Q. A sort of human chain, if you like?

4 A. Exactly, and we felt -- I felt like -- I was with one or
5 two other people, I felt we were being passed from one
6 to the other and instructed which way to step, which
7 side to keep of some rails, in fact, and --

8 Q. I think before proceeding all the way to Aldgate
9 station, you actually looked back?

10 A. Yes, my first look back, when I got out of the carriage,
11 I got out and I stopped and I looked along the whole
12 length of the carriage I had just been in. I could see
13 the back end was burst open with bits of metal hanging
14 out of it, and I could see the windows all burnt and
15 scorched along the back end of the carriage, and I could
16 see the bent open or half-open double doors at the front
17 where they'd been kicked into that V shape.

18 The front carriage was fine and intact and all the
19 other carriages I could just about see in this
20 underground tunnel lighting, they were all intact. So
21 it was just all the damage was localised to the back end
22 of the carriage I was in.

23 Q. Was there a stream of people walking from the rear of
24 the train towards Aldgate station at that point?

25 A. I didn't notice anybody at that point, so if they were,

1 they might have -- I don't know, they may have been
2 further back, but I didn't notice anybody else. There
3 was a few people around me who had been the last sort of
4 stragglers perhaps taken from that carriage, this second
5 carriage.

6 Q. When you looked back, did you notice anything at all on
7 the tracks?

8 A. No.

9 Q. You carried on to Aldgate station?

10 A. Yes.

11 Q. When you got to Aldgate station, was there anyone on the
12 platform?

13 A. There were one or two other railway staff on the
14 platform and they were basically motioning us to follow
15 a track, if you like, not to wander off and get us up
16 the stairs, up to the ticket area and the vestibule
17 area.

18 Q. Did any of those rail staff ask you what had happened?

19 A. I don't believe anyone spoke to me during that
20 particular time.

21 Q. When was the first time you became aware of any of the
22 emergency services?

23 A. Just at the entrance to Aldgate station, I believe
24 immediately after the ticket barriers, there was a group
25 of fire officers standing to the right-hand side, if

1 that makes sense, facing the street slightly to the
2 right, maybe five or six officers in uniform.

3 Q. What were they doing?

4 A. They were standing there as a group.

5 Q. Did any of them ask you what had happened?

6 A. No, no. I just walked through that entranceway and
7 there was other fire officers out on the pavement, they
8 seemed to be getting suited into various kinds of kit
9 with helmets and things.

10 Q. Then I think at about 10.00 you were taken on a double
11 decker bus to a hospital. Is that correct?

12 A. Yes, I was directed across to the bus area over there,
13 and somebody checked me out and I was put on a bus to
14 the hospital.

15 Q. Did you form an impression as to whether or not you were
16 one of the first people to make their way up to ground
17 level or not?

18 A. Oh, no, there were a number of people already out on the
19 pavement. When I first came out to the left, there were
20 a number of people sitting along the ground and people
21 with various injuries, bleeding legs and ears bleeding
22 as well. So I certainly wasn't the very first.

23 I was -- there might have been about 20 or maybe 30
24 people around on the pavement to the left of the
25 entranceway when I came out.

1 Q. I think you said that was at about 9.15. Is that --
2 A. About 9.15, I believe that was, yes.
3 MR HAY: Mr McSherry, thank you very much. I have no
4 further questions for you, but there may be some more.
5 LADY JUSTICE HALLETT: Mr Saunders?
6 MR SAUNDERS: No, thank you, my Lady.
7 LADY JUSTICE HALLETT: Ms Sheff?
8 MS SHEFF: No, thank you.
9 LADY JUSTICE HALLETT: Does anybody have any questions?
10 Mr Taylor, you don't?
11 It sounds as if nobody has any questions for you,
12 Mr McSherry, so thank you very much for coming. I'm
13 sorry we had to ask you to go through it all again.
14 I hope it wasn't too much of an ordeal for you.
15 A. Thank you very much.
16 LADY JUSTICE HALLETT: Thank you.
17 Yes, Mr Keith?
18 MR KEITH: My Lady, may I invite you to call Colin Pettit,
19 please?
20 MR COLIN ALEXANDER PETTIT (sworn)
21 Questions by MR KEITH
22 MR KEITH: Good morning.
23 A. Good morning.
24 Q. Could you give the court your full name, please?
25 A. Colin Alexander Pettit.

1 Q. Mr Pettit, it's quite hard to hear sometimes in this
2 courtroom, so -- that won't amplify your voice, I'm
3 afraid.

4 A. Won't it?

5 Q. If you can just keep your voice up, then the ladies and
6 gentlemen at the back of the court can hear you.

7 Mr Pettit, on Thursday, 7 July, we understand that
8 you travelled from your address in Hornchurch to
9 Gidea Park and then you took a train to Liverpool Street
10 mainline station?

11 A. That's right, yes.

12 Q. Did you, at Liverpool Street, then go into the
13 Underground and take a Circle Line via Aldgate?

14 A. That's right, yes, I did, yes.

15 Q. We understand that one or two trains passed.

16 A. Yes. I need to catch the Circle Line train to get to
17 Victoria station and a couple of, I think,
18 Metropolitan Lines, which don't go via Victoria station,
19 I had to let go by before that, so I was waiting for
20 about ten minutes at Liverpool Street station before
21 a Circle Line train turned up.

22 Q. Do you recall where you went in the train that you
23 boarded?

24 A. I got -- it was the second carriage, and I believe it
25 was the first set of double doors that I entered the

1 carriage on.

2 Q. Could we have on the screen [INQ8332-2], please, and
3 rotate it? At the bottom right-hand corner of that map,
4 you'll see, Mr Pettit, there's an arrow "direction of
5 travel", and the diagram shows the carriages from
6 various angles, but we can see on the third carriage
7 from the bottom, the third diagram from the bottom, that
8 you've put a cross or someone has put a cross on that
9 with the words "location of subject"?

10 A. Yes.

11 Q. From the location of that seat and from the arrow
12 showing the direction of travel, it would seem to
13 indicate that you were very near the front of the
14 carriage.

15 A. That's right, yes.

16 Q. Second seat from the end, in fact, on that plan.

17 A. Yes.

18 Q. Do you recall whether you walked across the carriage,
19 once you boarded it from the platform, to the other side
20 or whether you sat down immediately inside the doors
21 that you had entered through?

22 A. No, I went across. The doors I entered, I walked across
23 to the other side to sit in that seat.

24 Q. Could we have, please, [INQ10280-8]? Mr Pettit, this is
25 a diagram showing the possible positions of all the

1 passengers in the second carriage prepared by the police
2 based on the written witness statements that were made
3 available to the police.

4 On this diagram, your name is given a number, 42, we
5 can see that from the bottom right-hand corner where the
6 final column of names of passengers is set out.

7 On the diagram itself, you're given 42, which
8 appears to be the end seat. From your own map, that
9 would, therefore, seem to be wrong; you weren't in the
10 end seat, you were one seat from the end?

11 A. It's a bit fuzzy now, to be honest. I actually thought
12 I was on the end seat, but from where I -- today, my
13 opinion is I thought I was in seat number 43, but again
14 being a bit shell-shocked, et cetera --

15 Q. It's quite understandable.

16 A. -- I couldn't guarantee. Again, today, my view was
17 I always felt I was in seat number 43. I thought I was
18 on one of the end seats.

19 Q. Well, certainly this plan puts you nearside to the
20 platform at the end. Your original map put you the
21 other side of the carriage away from the platform on the
22 second seat from the end, and seat 43 would put you the
23 other side of the platform but at the end seat.

24 A. Yes.

25 Q. But it was in that area.

1 A. It was in that area, I can guarantee that much.

2 Q. We can agree. All right. Were most people seated?

3 A. Yes, I mean, to be honest, the train wasn't particularly

4 full for a typical sort of Thursday morning rush hour.

5 The majority of people were seated. I was quite

6 surprised myself to get a seat. Normally, when I try

7 and get on those, the Circle Line trains, I typically

8 stand, but there were seats available so I gladly took

9 one, but there were probably about four or five people

10 standing around, in that proximity who were standing

11 perhaps, so it wasn't particularly busy, the train.

12 Q. Did there then come a time when you heard a loud noise,

13 a bang of some kind?

14 A. Yes, I would say probably about 40 seconds into the

15 journey, so obviously, from departing from

16 Liverpool Street station, I'd say 30 or 40 seconds into

17 the journey there was -- well, a flash and an

18 exceptionally loud bang, a noise, you know, probably the

19 loudest noise I've ever heard in my life. So from that

20 point on, I felt there was -- it went very dark, the

21 train had come to a very sudden halt. There was a lot

22 of debris and sort of wind and sort of within the

23 carriage, I could feel debris, glass, bits flying

24 around. That sort of moment went on for, I don't know,

25 I'd say 3 or 4 seconds where it was just -- it was

1 a strange environment to be in, where, like I say,

2 everything had stopped, it was very dark and you could

3 just feel gusts of wind and debris flying everywhere.

4 Q. After the initial noise ceased and the train had come to

5 a halt, could you hear screaming from elsewhere in the

6 carriage?

7 A. I could hear a lot of screaming, yes.

8 Q. Was your immediate thought that the train had struck

9 another train?

10 A. Yes, I thought we'd struck another train and, to be

11 honest, when the impact took place, I was expecting --

12 because I was sat quite close to the front of the

13 carriage, I was expecting a sort of ripple or concertina

14 effect where I was expecting a sharp pain to come along

15 because I thought we were probably going to be quite

16 compressed within that area due to the carriages perhaps

17 striking each other.

18 Q. Your seat was relatively close to the set of doors --

19 A. Yes.

20 Q. -- which, we can see on the plan, if you were on the

21 other side of the carriage from the platform from which

22 you entered, would be double doors D2?

23 A. Yes.

24 Q. Through the darkness, could you see those doors?

25 A. Yes.

1 Q. Did you get out of your seat and try to force the doors
2 open to try to create something of a draught to help
3 with the smoke inside the carriage?

4 A. Yes, once again, once the initial explosion had
5 subsided, I could taste smoke in my mouth, and dust, and
6 my immediate fear was fire. So I saw the doors which --
7 D2 there and I saw that they'd actually been slightly
8 blown out, particularly the left-side door, so I stood
9 up. The windows had been blown out from them, but
10 I went straight over to them and with all my might tried
11 to -- I gripped the doors and started to try to force
12 them to try to get more of a gap at the bottom so that,
13 in the event that I wanted or we wanted to get out of
14 that carriage, we could.

15 Q. In the process of trying to open the doors, did you cut
16 one of your hands on the glass, the remains of the glass
17 in the window?

18 A. I'm afraid, yes. The windows were obviously blown out,
19 I'd gone straight over there and just gripped the doors
20 and started pushing them with my arms and hands and
21 trying to put my body weight into them, obviously the
22 glass had -- was -- there was -- well, glass fragments
23 still stuck within the window, so I cut my hand whilst
24 trying to sort of force those doors open.

25 Q. While you were trying to force the doors open, did

1 somebody suggest that, because of the smoke and the
2 debris, you might be better off trying to kick the doors
3 open from ground level by lying on your back?

4 A. Yes, there was a woman within the group, a white female,
5 probably about 40 years of age, I don't know her name,
6 but again, she was speaking a lot of sense during that
7 time, she was -- she initially said for everyone to
8 perhaps keep low because of the smoke within the
9 carriage, visibility was very poor and she was saying
10 keep low, obviously to try and avoid breathing in smoke.
11 She then as well -- she obviously realised what
12 I was trying to do in relation to the doors and
13 suggested perhaps that I keep kicking the doors whilst
14 staying low, so again, I was quite happy to accept that
15 advice and to try and kick those doors outwards, again
16 to ensure there was sufficient gap for an exit route.

17 Q. Did you happen ever to discover the name of the lady who
18 was speaking sense or whether she was medically
19 qualified in any way?

20 A. All I would say is I think she may have had some medical
21 training because later on in the carriage there was
22 a call, or a cry, for people who had medical training
23 from the rear of the carriage to assist and she was the
24 only one from the group, I am assuming, who had some
25 sort of medical training because she took the decision

1 to go down to the rear of the carriage to help out.

2 Q. Did there come a time when you ceased trying to kick the
3 doors open because you had created something of a gap
4 but not big enough to be able to get out, but at least
5 the air was circulating?

6 A. I felt there was a sufficient gap, you know, obviously
7 with a tight squeeze, I feel as if there was -- I got to
8 a point where I felt there was a sufficient gap for
9 people to slide down or to have a good go at it anyway.

10 Q. What did you do after that?

11 A. Then it seemed to be -- I think more calmness came
12 round, the smoke started to disperse a bit, so
13 visibility was slightly better, but still very poor.
14 Everyone was checking -- within our group there was
15 probably eight to ten people, I'd imagine, and we were
16 just checking to make sure everyone was okay, the lady
17 actually -- a gentleman gave me a handkerchief and that
18 lady tied it around my hand to stem the blood flow from
19 my hand.

20 Q. That was before she left to go down to the rear of the
21 carriage?

22 A. Before she left to go down there. At that stage, again,
23 it was just trying to assess what the situation was.
24 I couldn't see down to the rear end of the carriage at
25 this stage, it was still too dark.

1 A few of us went through and walked through to the
2 first carriage just to see what the situation was there.
3 Now, when I went through there, there were still people
4 in that carriage and there didn't seem to be any sort of
5 visible ways of exiting the train, because all the other
6 carriages, it appeared that the doors had jammed, they
7 weren't able to open them.

8 Q. How long did you spend in the first carriage?

9 A. Not very long at all. 15, 20 seconds or so.

10 Q. Why did you then go back to the second carriage?

11 A. I don't know, to be honest. I think, again, it was an
12 element of comfort, you know, you're more comfortable
13 with perhaps the environment you're in. Also, I knew
14 that there was a -- the ability to perhaps potentially
15 get off the train through that gap, if need be.

16 Q. Did there come a time, however, when you proceeded with
17 the group down towards the rear of the second carriage?

18 A. Yes, I mean, after some time -- it's tough to gauge how
19 long, but after a period of time, I noticed some people
20 were walking down to the rear of the carriage and
21 I heard that there was actually -- they were able to
22 actually jump off. As I say, prior to that, though,
23 because, again, I was very nervous about going on to the
24 tracks myself and I recall -- I think it was
25 a London Underground worker who had walked up with

1 a torch and walked by the train and said that it was
2 safe to go on to the tracks, so --

3 Q. Is that when you were in the second carriage or still in
4 the first?

5 A. It was in the second carriage, so at that stage, someone
6 had gone by and again given us comfort perhaps, or given
7 me comfort that potentially I could go on to the tracks.

8 Q. Did you see the person with the torch walk on or did he
9 stay adjacent to where you were in the second carriage
10 and --

11 A. I think he walked on.

12 Q. -- give you orders?

13 A. I'm not sure whether he was the driver of the train that
14 was already in Aldgate -- there was another train in
15 Aldgate -- or not. I'm not 100 per cent sure. I think
16 I recollect that someone told me they were, you know,
17 the driver of a -- of another train.

18 Q. From what you recollect of that person, were they
19 wearing London Underground staff clothes or not?

20 A. I believe so, but it was still very dark and it was very
21 difficult to ascertain whether they were. Although he
22 did, I believe, have the torch with him.

23 Q. After you saw the man with the torch go past, what did
24 you do?

25 A. Like I say, a number of people had already started to

1 then walk up to the back of the carriage and exit the
2 carriage because -- so I actually started to follow some
3 of them. So then the set of D4 doors and D3, to me they
4 still -- it wasn't -- they were still closed and there
5 wasn't sufficient room to exit those doors, but if you
6 then walked up to the double doors D5 and D6, they had
7 actually been blown out, so those doors were no -- or at
8 least D5 -- sorry, D6 set of doors, they were no longer
9 there. And there was two gentleman who were standing at
10 the bottom -- sorry, outside the carriage, but they were
11 assisting people to actually jump off the carriage.

12 Q. You went towards the area round those double doors which
13 had been blown off, D6?

14 A. That's right, yes.

15 Q. I want to ask you what you saw of the seat area or what
16 remained of the seat area on the other side of those
17 doors on our map seats now 12, 15, 18 and 20. Did you
18 see anybody sitting in those seats?

19 A. I mean, from what I -- it seems to go slightly against
20 what other people may have said, but I saw, again in
21 these seats 18 or 20 -- now, from my recollection --
22 again, I didn't see too much there, it was still --
23 visibility was still quite poor, but I saw a lady,
24 a blond-haired girl, probably 25 to 30 years' old --
25 30 years of age, semi-clothed, obviously had been sort

1 of -- because at this stage, just to go back, by the
2 time I got to that rear end, in my view, I'd realised it
3 wasn't a train crash, it was an explosion, and to me, it
4 had probably been a bomb. I could tell by, you know, by
5 the fact of the -- you could just see internally that,
6 you know, this wasn't a train crash, it was obviously --

7 Q. The shredded metal and debris?

8 A. Yes, shredded metal and debris, et cetera, the way that
9 people were as well, some people were, you know, at that
10 stage, I thought "This is a bomb explosion".

11 Again, I saw within seats 18 and 20 -- now, from
12 what I recollect was a gentleman sitting on seat 18 or
13 20, and then with a lady -- and again, I didn't see him
14 moving, and I saw a lady, the blond-haired girl, across
15 his lap, but her back on his sort of lap and her arms
16 flailing down towards the floor. In my opinion, again,
17 she was -- well, in my opinion, she was dead. I also
18 then, slightly further down the carriage, I could make
19 out a couple of other people sitting there, and I could
20 see people working around them, so I think obviously
21 there was people there at this stage giving them some
22 sort of medical treatment.

23 Q. Could you tell whether the people who were helping were
24 other passengers or members of the emergency services?

25 A. I think they were other passengers.

1 Q. Let me go back, if I may, for a moment, to the lady whom
2 you saw lying in the seat area.

3 Did you see anybody else seated in those seat areas
4 between you and the man whom you recall sitting in that
5 seat and in whose lap the lady was lying?

6 A. You mean walking up to there?

7 Q. Yes.

8 A. I saw nobody, so from when I walked from doors D2 up
9 until doors D6, I didn't see anyone else sitting there.

10 Q. You didn't see, for example, another lady sitting in the
11 seat around seat 20 between you and the man whom you saw
12 sitting in the seat?

13 A. I don't recall that, no.

14 Q. If you do not recall, you must say so, of course.

15 The lady whom you have described for us as lying
16 there in those seats, in the lap of the man, can you
17 tell us any more, please, about her? Can you tell us
18 anything about her clothes, if you remember anything
19 about her clothes?

20 A. Not particularly. I mean, all I remember was that
21 quite -- from what I recall, you could see her bra, so
22 her underwear was still on, but pretty much the majority
23 of her clothes had been blown off.

24 Q. Can you say anything about her build or --

25 A. I'd say small to medium.

1 Q. Small to medium?

2 A. So she was quite a slim girl, from memory.

3 Q. Do you remember seeing a pole, one of the handrails,
4 that one can hold on to normally when travelling in
5 a Tube carriage, anywhere near that lady whom you
6 described?

7 A. No.

8 Q. Did you see anybody else lying in the floor area in
9 front of the seats around the male sitting motionless in
10 the seat?

11 A. To be honest, no. But I was -- all I'd say is I can't
12 say my focus was particularly sort of aimed down there.
13 My focus at this stage then was other people were
14 getting off the train, I was following them, so again,
15 I didn't spend a great deal of time looking down that
16 area.

17 Q. I quite understand. Did you then proceed to leave the
18 train by those double doors?

19 A. I did, yes.

20 Q. Did somebody help you out?

21 A. Again, I believe there was two gentlemen who were sort
22 of helping other travellers exit those doors.

23 Q. Once outside, was it a little easier to see?

24 A. Yes, there was -- it was -- obviously, because there was
25 less smoke, the tunnel was quite wide within that area,

1 plus also there was some sort of tunnel lighting, it
2 wasn't particularly bright lighting, but --

3 Q. There were lights down the side of the tunnel on the
4 wall?

5 A. The visibility was far improved from inside the
6 carriage.

7 Q. I want to ask you about what you saw outside the
8 carriage on the track because there was a track adjacent
9 to the carriage, was there not?

10 A. There was, yes.

11 Q. As you were walking down the track towards the station,
12 did you see three people on the track?

13 A. Yes. I started to actually walk up towards -- back
14 towards Liverpool Street, so I was walking up --

15 Q. Were there not people going the other way?

16 A. I didn't see many people around at this stage. I mean,
17 I think I saw a couple of passengers around, but that
18 was it, there wasn't many people walking around.

19 No one else at this stage had been able I think from
20 any other carriages to get off the train and, again,
21 I remember the London Underground worker vaguely, but
22 otherwise I didn't see that many people walking around.

23 I'd imagine that the people who had exited the carriage
24 had already started to walk perhaps towards Aldgate.

25 Q. Did nobody say to you, "Please go this way towards the

1 nearby platform" and try to prevent you from walking off
2 in the opposite direction?
3 A. No, there was just no one around.
4 Q. All right. Could we have on the screen, please,
5 [INQ10280-10]? Mr Pettit, towards the right-hand side,
6 you can see from the arrows, is Aldgate and
7 Aldgate East -- in fact, the tracks diverge at some
8 point off the page -- and Liverpool Street to the left.
9 And you'll see there the six carriages from the bombed
10 Aldgate train.
11 Don't worry about the red location, that is, in
12 fact, an estimate of where the second carriage was at
13 the moment of the bomb before the train had finally come
14 to a stop.
15 A. Okay.
16 Q. But you came out of the second carriage in its final
17 position, where it had stopped, towards the right on
18 that plan, and you moved, therefore, to the left,
19 towards Liverpool Street.
20 A. That's right.
21 Q. In fact, I suppose, as you came out of the carriage,
22 you'd have turned right.
23 A. It was to my right.
24 Q. It's left on the plan but right as you came out. Can
25 you tell us, please, if you can recall, the positions of

1 the people whom you saw on the track? Try to ignore the
2 writing. I appreciate it might influence you, but if
3 you can do it from memory, I would be obliged.

4 A. From memory, looking at that, again I had started to
5 walk up, so it was beyond the second carriage, I was up
6 now parallel to the third carriage, and it was
7 probably -- in my opinion, it was probably about halfway
8 up the third carriage, then I started to come across --
9 I found three people on the trackside.

10 Q. Tell us, please, if you can, what you remember of the
11 first person whom you saw?

12 A. That was a coloured lady who -- she was about 40,
13 45 years' old, medium to large build, I'd say,
14 I actually had -- I was speaking to her, she had --
15 well, she had obviously been blown out of the train, she
16 was wedged between the line, and she was in great pain,
17 she kept saying to me how her back was very -- you know,
18 particularly -- well, was painful, her legs were in
19 quite a bad state, her right leg had some bad sort of
20 wounds to them, her left leg was quite badly cut up as
21 well.

22 She was desperate for assistance.

23 Q. Did she tell you her name or something of --

24 A. Well --

25 Q. -- her personal circumstances?

1 A. -- yes, I asked her name, because I spent some time with
2 her, and her name was Thelma. I think later on I've
3 actually seen her on television subsequently, I think
4 her name was Thelma --

5 Q. Stober?

6 A. -- Stober, that's right and she lost part of her right
7 leg.

8 Q. Was she lying down on the track or was she sitting up?

9 A. No, she was lying down. She was -- like I say, she was
10 in quite a bad way.

11 Q. Did you stop and speak to her at that stage, or did you
12 then move around and see a second person?

13 A. I think I was systematically going through each
14 individual because I was the only one around that area
15 at the time.

16 Q. Who was second person that you saw?

17 A. I don't know his name. He was sitting upright. He was
18 just wearing his boxer shorts, all his other clothes had
19 been blown off. Quite a stocky fellow, probably about
20 35, 40 years' old. Couldn't get a word out of him. He
21 was in complete shock, unsurprisingly. But again, he
22 didn't seem to have any sort of wounds to him. He was
23 just covered in soot and dirt, clothes ripped off him,
24 and, you know, was just sitting there, you know, staring
25 into space.

1 Q. Did you try to speak to him?

2 A. I did try to speak to him, tried to ask him if he was
3 okay, tried to speak to him and he was just -- he was
4 unresponsive.

5 Q. Was he in the close vicinity of the first person, the
6 lady --

7 A. Yes, they were very close together, so Thelma, again, it
8 was probably between the three of them, probably ten
9 feet or so.

10 Q. Now, the third person, was that person near the other
11 two?

12 A. He was quite close to the other two.

13 Q. What can you remember of that person, please?

14 A. Just, again, he was a white male, couldn't say how old
15 he was, he was laying face down again, so a lot of his
16 clothes blown off him. I tried to get a pulse from his
17 arm and -- sorry, from his --

18 LADY JUSTICE HALLETT: Take your time. Have a drink of
19 water.

20 A. So I tried to get a pulse on him, but couldn't find
21 a pulse on his neck or on his hands, or on his arms. He
22 appeared dead. But other than that, I didn't touch or
23 move him again.

24 MR KEITH: Can I ask you how it was that you came to try to
25 take his pulse? Was it that you attempted to speak to

1 him as you had to the other persons whom you had found
2 in that area and then, there was no response, you then
3 proceeded to take his pulse to see whether he was alive
4 or dead?

5 A. Yes, I mean, like I say, I was systematically going to
6 each person just seeing what their condition was. Like
7 I say, the first two were alive, one was -- the second
8 guy was obviously conscious but unresponsive, Thelma was
9 very alive, she was -- you know, she was quite vocal,
10 and this guy, whoever he was, like I say, was face down,
11 couldn't get a pulse, wasn't moving, appeared, in my
12 opinion, to be dead.

13 Q. Can you give us any estimate as to how long you stayed
14 in that particular area?

15 A. Some time -- I mean, I was moving around a bit, I did
16 stay with Thelma, but I think within the third carriage
17 as well, there was a lady or a girl -- the doors in the
18 third carriage, I don't know which set of doors it was,
19 but they were sort of three or four inches ajar -- you
20 know, open, and she was obviously -- she was in a very
21 distressed state, she was actually on the carriage.

22 Q. Trying to get out?

23 A. She was desperate to get out, and she seemed, for
24 whatever reason -- she obviously saw me walking around
25 outside, and she just kept sort of screaming for me to

1 come over and so I went over to her and she was just,
2 again, begging for me to get her out of that carriage.

3 Q. Did you pick up, I think, an iron bar to see whether you
4 could jemmy the door open?

5 A. Yes, I made a completely futile attempt of trying to
6 open those doors up. I found an iron bar to the side of
7 the track, tried to put that in the gap, there was just
8 no way I could get any leverage to move those doors.

9 Q. When you realised that you were unable to open the
10 doors, did you tell the girl to move away and to try to
11 go down the train?

12 A. Yes, I think at that stage the London Underground
13 workers was around there. Again, I think he was trying
14 to -- again, he was saying, or he told me to say, to
15 sort of move the passengers back towards the rear of the
16 train so they could get off the train. So the advice
17 was to -- for those passengers to move along the train
18 to the rear.

19 Q. After that moment, did you go back to the three people
20 whom you had initially seen on the track?

21 A. I did, yes, and I was actually --

22 Q. Did somebody else come up to you at that stage?

23 A. Yes, I was actually joined by a guy, a white male,
24 25 years' old or so, medium build. Never got his name,
25 or he may have told me his name but I can't remember it.

1 I think he was on the train, but I have no idea how he
2 got off. I don't think he was an in our carriage,
3 though, because he -- you know, he had no soot or smoke
4 or his clothes weren't affected by the blast, which
5 I think, everyone within the carriage, they were
6 affected by that.

7 So he was staying with the gentleman who was sitting
8 upright, but not speaking, and I was spending my time
9 then with Thelma telling her all the time -- she was
10 screaming to me that, you know, she was dying, she was
11 in a lot of pain, her back was killing her, she was
12 getting cold, so I put my jacket over her because
13 I think she was going into shock.

14 So he was staying with the gentleman, I was staying
15 with her, just trying to talk to her and reassure her
16 and saying people would be here to help her any moment
17 now.

18 Q. From the witness statement that you gave to the police,
19 now a very long time ago -- in fact it's dated
20 17 July 2005 -- you say that, at this stage, once this
21 other gentleman had appeared, who might have been
22 a passenger, that "We tried to get a pulse on the guy
23 lying face down but could not find one".

24 So may I ask you, when the other passenger arrived,
25 did you try to take the pulse of the gentleman on the

1 ground again, or was that the only time, in fact, that
2 you took or tried to take his pulse?
3 A. It's difficult to -- I think we tried a couple of times.
4 I think I tried a couple of times, because, again, I'm
5 no expert at trying to take a pulse, so -- I think
6 I think there were a couple of occasions then
7 subsequently that we tried perhaps to get a pulse, but,
8 again, I can't be 100 per cent sure, to be honest.
9 Q. I quite understand. Did that passenger stay there, or
10 did he move away?
11 A. No, he stayed with me.
12 Q. He stayed with you. During this time, did you ask
13 people coming past whether they could help?
14 A. Yes, what happened then subsequently was, again, no
15 emergency services arrived, there was no help coming
16 down the platform, but I believe they were starting to
17 evacuate all the passengers from the train, through the
18 rear, and what they were then doing was actually a whole
19 line of passengers were just then walking along the
20 tunnel, so the wall furthest away from the train towards
21 Aldgate.
22 Again, at this stage, Thelma was still, again, in
23 a bad -- well, saying she was, you know, in a very bad
24 condition, and saying she was still getting very cold.
25 So I was asking, as people were filtering past -- again,

1 there was hundreds of people going by -- I was asking
2 whether anyone had any medical training, but ...

3 Q. Nobody stopped?

4 A. Nobody stood up. Again, I don't know, but nobody sort
5 of put their hands up and said "Yes", but I did then ask
6 someone if they could give me a coat because she was
7 getting very cold, and a young guy sort of, a young,
8 white sort of male, 25 or so, he gave me his trenchcoat
9 and I went back to her and put that over her as well.

10 Q. What about the gentleman who had been initially sitting
11 up but dazed and unable to respond to you and whose
12 clothes had been blown off? Did anybody give him
13 anything to wear to keep him warm or to cover him?

14 A. Not -- I really can't recall, to be honest. It may well
15 be that perhaps something was put on him. I can't
16 recall.

17 Q. In your witness statement to the police, you said that
18 it was around this time -- about 25 to 30 minutes after
19 the incident -- that firemen started to arrive in the
20 tunnel. Now, we appreciate time had no real meaning.
21 It must have been extremely hard to assess how much time
22 had elapsed. But certainly, when you made that
23 statement, did that seem to you to be the right sort of
24 time?

25 A. I would say, yes, there was -- it was probably about

1 30 -- I'd say, yes, 30 minutes or so, and it wasn't so
2 much the firemen, I remember they had just started to
3 come down, a few firemen, but it was a guy, I thought he
4 was a London Underground worker, and again, I think his
5 name was Tony, who -- he sort of came up to us, or to me
6 and sort of said, "Look, you know" -- everyone had been
7 evacuated off the train, I think, by that stage, he
8 said -- "I think you've done enough. Just, you know,
9 get yourself out of here", and at that stage I think, as
10 I started with the other chap to walk down the tunnel,
11 it -- that's when I started to realise, you know, there
12 was fire crew coming down, you know, the tunnel.

13 Q. Do you recall expressly whether or not Tony was wearing
14 a Fire Brigade uniform or whether there was something
15 about him --

16 A. He wasn't, no, he was in plainclothes --

17 Q. -- that made you think emergency --

18 A. -- I actually thought he may have been
19 a London Underground worker, but I did hear someone
20 earlier say a guy Tony, who was a plainclothes officer,
21 so whether or not he was that gentleman, I don't know.

22 Q. He took over the care, did he, of Thelma?

23 A. Of Thelma, yes.

24 Q. Before you left, did you see anybody take over the care
25 of the gentleman who had been stunned by the explosion?

1 A. Yes, because it was at that stage then, like I say,
2 basically the Fire Brigade were just starting to sort of
3 come up the tunnel and actually a couple of them I think
4 picked him up and just -- actually, as we were walking
5 down the tunnel, me and that gentleman, we were passed
6 by two fire officers who were carrying that guy out
7 themselves, just sort of by hand.

8 Q. There is some evidence to suggest that, when they tried
9 to carry him out of the tunnel, the firemen themselves
10 fell over because of the treacherous terrain through
11 which they were walking. Do you recall that?

12 A. I never saw that.

13 Q. You didn't see that. You walked towards Aldgate station
14 at that stage --

15 A. That's right.

16 Q. -- presumably and, when you got to Aldgate, you walked
17 up on to the platform via a ramp?

18 A. That's right.

19 Q. No doubt you saw there on the platform and on the steps
20 leading up to the ground level a number of police
21 officers and Underground staff and members of the
22 emergency services?

23 A. Yes.

24 Q. At ground level, did you discover that you had, of
25 course, a cut to your hand and, I think, cuts and

1 bruises and no doubt damage from smoke inhalation?

2 A. Yes, it was my hearing as well. Like I say, my hearing
3 was very poor at that stage. I could hardly hear
4 a thing.

5 Q. Were you asked to give your details to the police?

6 A. Yes, I gave my details to the police and then I got on
7 to a bus which then took me -- well, and a number of
8 other people, to the London Hospital at Whitechapel.

9 MR KEITH: Mr Pettit, thank you very much. Will you stay
10 there? There may be some further questions for you.

11 MR COLTART: No, thank you.

12 LADY JUSTICE HALLETT: Mr Saunders?

13 Questions by MR SAUNDERS

14 MR SAUNDERS: Mr Pettit, can I take you back? You're coming
15 down the carriage. You've been into the first carriage,
16 you've come back into the second, and you're making your
17 way towards D6, the doors.

18 A. Okay, yes.

19 Q. So our plan -- thank you. And it's where you describe
20 seeing the gentleman, you think in seat number 18, with
21 somebody across him, draped over him.

22 A. Yes.

23 Q. Can I just understand this: as you're coming up the
24 carriage, D6 is on your left --

25 A. Yes.

1 Q. -- and your intention is to go through that door?

2 A. Yes.

3 Q. So would it be fair that you're obviously not
4 concentrating on what's happening at seats 20, 18, 15
5 and 12?

6 A. Yes. As I said, my focus wasn't particularly sort of
7 channelled to looking down the carriage. So it was more
8 of a sort of a in the corner of my eye-type view that
9 I had that.

10 Q. You've already mentioned that you've heard other
11 evidence. Her Ladyship has already heard evidence that
12 in seat 20 there was a lady, Crystal Main. Next to her,
13 her dance partner, Bruce Lait, was in seat 18. Mr Lait
14 gave evidence a couple of days ago.

15 We believed that there were two ladies, that there
16 was one on Crystal Main, that was Carrie Taylor who was
17 leaning across her, and Carrie's head was towards the
18 doors of D6 and that next to them then was Bruce Lait in
19 seat 18 with Fiona Stevenson across his legs facing in
20 a similar direction.

21 Now, you've described the gentleman who I'm taking
22 to be Bruce Lait as being motionless. Mr Lait told us
23 that he, in fact, did lose consciousness, he thought for
24 about five minutes. Can you help me with this: from the
25 time of the explosion to when you're next at the

1 vicinity of D6, can you help with how long must have
2 passed?
3 A. I would say five to ten minutes.
4 Q. Because that encompasses you getting your senses
5 together, the efforts you've made on D2, the doors.
6 You've gone into carriage 1 and back. You've had the
7 treatment to your finger, which I think required
8 stitches as well, before then the decision is to go
9 further up the carriage to get out through D6.
10 A. Yes.
11 Q. So you think it's about a ten-minute --
12 five-to-ten-minute period?
13 A. I would say so, yes.
14 Q. You described the man as motionless, I think as if you
15 thought he was himself dead?
16 A. Yes, to be honest, I thought probably both of those
17 people were dead.
18 Q. I'm not criticising you in any way, Mr Pettit, and
19 I think you've explained why, through the corner of your
20 eye, you may have seen what you did, why you may not
21 have seen other people in that vicinity. But it's at
22 that time you get out and then go on to the track and
23 you've told us what you did in respect of other people
24 that you found there.
25 Can I then come through, please, to the time where

1 you have been asked -- and again, you've quite
2 helpfully, if I may say so, described somebody you
3 thought was underground but, having heard the evidence
4 from Inspector Baker, you think it may be his colleague,
5 who we understand is Detective Constable Silvestro. But
6 he's the Tony, he's the first person you see.

7 A. He wasn't the first person I saw. Like I say, the first
8 person I saw, I think, unless it was Tony, I thought it
9 was the driver of another train, but there was someone
10 there who initially said about -- there was another
11 person, you know, who said about the tracks were safe to
12 go on. Whether or not that was the same person,
13 I couldn't tell you.

14 Q. That's what I wanted to ask you. You can't tell whether
15 it's one and the same?

16 A. No.

17 Q. It's just been pointed out to me that there is another
18 Tony as well, so it may not be Mr Silvestro, so I don't
19 want to mislead you or anybody else, but there is
20 somebody else who has the same first name.

21 A. Yes.

22 Q. All right? But you think that it's then about
23 30 minutes before you see emergency service personnel?

24 A. I would say probably, yes, at least that time, I'd say.

25 Q. Again, in fairness to you, Mr Pettit, in your statement,

1 which was ten days after you gave a similar period of
2 time, you said 25 to 30 minutes.

3 A. Yes.

4 MR SAUNDERS: Mr Pettit, many thanks.

5 LADY JUSTICE HALLETT: Ms Sheff? Does anybody else have any
6 questions for Mr Pettit? Mr Taylor?

7 MR TAYLOR: No.

8 LADY JUSTICE HALLETT: That's all, then, Mr Pettit. Thank
9 you very much. I'm sorry we had to distress you by
10 asking you to relive the scenes of that day, but I am
11 sure that the survivors on the track will always be very
12 grateful to you for your stopping and staying with them
13 to offer them the comfort and assistance that you could.
14 And you obviously gave those doors your best effort.
15 Thank you very much.

16 Yes, Mr Keith?

17 MR KEITH: My Lady, that concludes the witnesses for this
18 morning. We have four witnesses to call this afternoon
19 and the short directions hearing at 4.00.

20 LADY JUSTICE HALLETT: Do we have any statements we could
21 read now?

22 MR KEITH: I'm sorry, no.

23 LADY JUSTICE HALLETT: Right. As far as the witnesses this
24 afternoon are concerned, are they likely to take us to
25 4.00 pm or should we be warning people that the

1 directions hearing might be a little earlier than 4.00?

2 MR KEITH: Judging by the shortness of additional
3 examination this morning, we might stop a little bit
4 before 4.00. Although there are four witnesses, they
5 are all fairly short, relatively speaking, to the
6 witnesses whom they succeed.

7 LADY JUSTICE HALLETT: Perhaps if we can get a message to
8 the people involved to say we hope to start the
9 directions hearing at, perhaps, 3.30?

10 MR KEITH: By all means.

11 MR SAUNDERS: Can I just add one matter, my Lady?

12 LADY JUSTICE HALLETT: Yes, Mr Saunders?

13 MR SAUNDERS: Yesterday, we mentioned obviously the timing.

14 May I just, on behalf of the families that I represent,
15 make two observations really?

16 They obviously have the very helpful timetable your
17 staff have put together and there are particular
18 witnesses that they have made every effort to come and
19 hear and I know, from having spoken to them these last
20 few days, it is helping them to hear that evidence being
21 given.

22 But, of course, for the families they are steeling
23 themselves for what is very distressing evidence for
24 them to hear and they made the point to me as well that
25 they imagine exactly the same for the witnesses. We

1 have just seen Mr Pettit.

2 So although it may look as if we are losing a little
3 time, your Ladyship knows that we have a timetable
4 itself, but it is most helpful to the families and, I am
5 sure, for those survivors who are giving evidence, who
6 will obviously have to consider in advance the emotional
7 trauma they're going to go through.

8 So from their points of view, may I say we are very
9 grateful for the time. Although the breaks then occur,
10 it gives us, as counsel, an opportunity to speak with
11 the families and to have those moments, not in a formal
12 conference, but to be able to discuss both the evidence
13 that has just taken place and also that which is to
14 come. So we are very grateful for this timetable, as
15 are the families.

16 LADY JUSTICE HALLETT: Thank you, Mr Saunders. That is why
17 you haven't heard the kind of complaints that I might
18 make if I was sitting in a different jurisdiction. I do
19 understand the importance that we stick to the timetable
20 because it is so important to the families, as you say.

21 MR SAUNDERS: I thought it was helpful for others to know.
22 I know your Ladyship knows full well what goes on. But
23 for others, in case anybody ever made any suggestion
24 otherwise, I thought it appropriate to say that now.

25 LADY JUSTICE HALLETT: That is extremely kind of you. Thank

1 you very much. Very well, if there is nothing else we
2 can do, 2.00, please.
3 (12.38 pm)
4 (The short adjournment)
5
6