



## Reports from operational staff attending terrorist incidents on Thursday, 7 July 2005

Name: Michael J Ellis

Watch: Blue

Pay no.

Base station: Holloway

Standby station (if applicable): N/A

Appliance which you crewed: A311 Holloway PL

Role on that appliance: Incident Commander at Tavistock Square.

A brief summary of what you did, and when, at the incident: (This must include approximate times.)

On the 07/07/05 I was the OIC of Holloway Blue Watch riding the PL. Roll call was taken as normal and the Watch was detailed accordingly. I was made aware that a major incident had been made at Aldgate station shortly after 09:00 Hrs. I instructed the watch to ensure that the appliances and equipment had been checked and that sufficient water for the crews was available for the crews. The monitoring station in the Watch Room had been turned on and was being monitored. At 09:05 Hrs a teleprinter message was sent out to all stations informing us that outside duties had been cancelled. I was now aware that something was occurring possibly of a large nature.

At 09:30 Hrs the Pump (A312) received a call to an AFA, at   
 Then At 09:30 Hrs the Pump Ladder (A311) Received a call to a Flooding at   
 The pump had finished the call to the AFA and had returned to the station and was now status one. The pump ladder that I was riding had just finished dealing with the flooding and booked status six and was mobile back to the station.

At 09:49 Hrs the Pump (A312) and PL (A311 by RT) and Soho HP (A244) were ordered to Suspected Explosion, Tavistock Square, Bloomsbury, incident Number (136397051). The PL that that I was riding managed to catch up with the Pump on route to Tavistock Square, due to heavy traffic the driver of my appliance FF McDermott decided to take a different route to the pump in order to split the attendance he felt that he knew a quicker way to the incident and this would be beneficial. I asked control who the other appliances attending this incident were and if an RVP point had been set up. I was informed that Soho's HP was also attending and that no RVP point had been appointed. At this stage I now knew that I was attending a new / fresh incident.

It became apparent that the HP was already in attendance and that we had arrived shortly afterwards. I could see the Bus in front of us in Upper Woburn Place and it was apparent that an explosion had taken place on the Bus. I had arrived before the Pump and immediately instructed my crew to turn the appliance round facing away from the Bus and re-position the appliance further up the street implementing bomb procedure. I could see the Pump across the traffic lights trying to maneuver through the traffic to where we were. I contacted LFF Drew on the Hand Held Radio and explained that I wanted there appliance also turned around and re-positioned the same as our Pump Ladder. I was concerned that at this stage we did not know if the bus was safe or if there were any secondary devices or the nature of the incident. I primary concern was the safety of my Watch. I instructed LFF Drew to remain with the crew from the P and PL and I would approach the Bus on my own to make an assessment of the scene.

I started to walk towards the Bus unaware of what to expect I soon became aware that this was a very serious incident and that multiple casualties were involved. I could see the crew from Soho's HP at work on the Bus. I made myself known to the Crew Commander of the HP Kevin Hume (45855 X). I was immediately aware that the situation was very serious to say the least. The LFF and Driver FF Ford (45551 M) had carried out multiple rescues before my arrival using the blown out windows of the bus as make shift stretchers. I carried out my hand over from the nearside of the bus talking to LFF Hume who was at this time still assisting with the removal of casualties from the lower rear deck and was standing on the remains of the bus assisted by FF Ford. I assisted with the removal of one male onto a white foldable table who had his right lower leg blown off and