PREM 19/2896

MT.

Q1103

CONFIDENTIAL FILING.

FIRE AT KING'S CROSS UNDERGROUND STATION 18, NOVEMBER 1987.

DISASTERS.

NOVEMBER 1987.

In attached folder "Fennell Report - Investigation into Kings Cross Disaster"

Referred to	Date	Referred to	Date	Referred to	Date	Referred to	Date
~~20-11~~							
~~23.11.87~~							
~~27.11.87~~							
~~9.12.87~~							
~~15.12.87~~							
~~2.6.88~~							
~~31-10-88~~							
~~2.11.88~~							
~~4.11.88~~							
~~9-11-88~~							
~~10.11.88~~							
31.7.89							

PREM 19/2896

~~2620~~

Published Papers

The following published paper enclosed on this file has been removed and destroyed. Copies may be found elsewhere in The National Archives.

Cmnd 499 Investigation into King's Cross Underground Fire (Fennell Report)
HMSO, 10 November 1988

Signed CMWayland Date 6 September 2016

PREM Records Team

CONFIDENTIAL

FILE SLHBIP

bc June Drewer

10 DOWNING STREET

LONDON SW1A 2AA

From the Private Secretary

31 July 1989

LONDON REGIONAL TRANSPORT: SIR KEITH BRIGHT

The Prime Minister was grateful for your Secretary of State's minute of 26 July, and is content for him to proceed on the basis proposed.

I am copying this letter to Michael Saunders (Law Officer's Department), Carys Evans (Chief Secretary's Office) and Trevor Woolley (Cabinet Office).

PAUL GRAY

Neil Hoyle, Esq.,
Department of Transport

CONFIDENTIAL

cc Tim Allen

Prime Minister

Prime Minister
Content for Mr. Parkinson to proceed as in paras. 3+4.?

M/cs mb

Prime Minister

LONDON REGIONAL TRANSPORT: SIR KEITH BRIGHT

Rec 6
28/7

1. My predecessor minuted you on 4 November last year about securing the resignations of Sir Keith Bright and Dr Ridley before publication of the report on the King's Cross fire. In accepting Sir Keith's resignation, he followed the Attorney General's advice and did so without prejudice to such rights as Sir Keith might be advised that he had.

2. Following Sir Keith's departure from LRT, his solicitors have submitted a number of claims for compensation. The latest, which takes account of his employment from the end of March with Electrocomponents, is for some £140,000 net (£210,000 gross). In the light of this claim, advice was sought from the Attorney General on three points - the extent of liability, what would be a reasonable offer and what tactics should be employed.

3. On the matter of liability, an underlying assumption of the Attorney General's advice is that if Sir Keith went to court to claim damages for wrongful dismissal, he would to some degree be successful. As to a reasonable offer, the Attorney General's advice is that Sir Keith Bright's claim rests on a number of challengeable points: and that up to £40,000 net (£46,667 gross) is all that should be offered in full and final settlement. On tactics, the intention is to start with an offer of £30,000 net and to be prepared to go up to £40,000 net (£46,667 gross) if necessary in order to secure a settlement. If the solicitors are not prepared to settle at this figure, the position will have been reached where a reasonable offer has been made and refused. The Attorney General advises that it would be for Sir Keith to sue if he wanted more.

4. If the stage is reached when an offer is accepted, we shall need to consider carefully the presentation of the settlement. This will depend on the figure agreed.

5. John Major agreed the proposals outlined above while he was Chief Secretary. Subject to any views you may have, I now propose to proceed in this way.

/ 6. I am copying this minute to Patrick Mayhew, Norman Lamont and Sir Robin Butler.

C.P.

CECIL PARKINSON

26 July 1989

EPU

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

My ref C/PSO/12719/88

Your ref JW/N/76

The Rt Hon Norman Fowler MP
Secretary of State for Employment
Department of Employment
Caxton House
Tothill Street
London
SW1H 9NF

Dear Norman

23 NOV 1988

KING'S CROSS FIRE

Thank you for your letter about Mr Fennell's recommendations affecting the Railway Inspectorate.

A recruitment campaign for new Railway Employment Inspectors recently took place and I hope that the Inspectorate will be restored to full strength early in the New Year.

In my statement to the House of Commons on 10 November I said that the Inspectorate will need further strengthening for the tasks identified by Mr Fennell. The Chief Inspecting Officer has been directed to carry out an urgent review and put forward the case for additional resources. I hope that this will be ready early in the New Year and it will be necessary for us to consider, if the case is properly made out, how the additional costs should fall between my Department and the Health and Safety Commission. I shall see that you are fully involved in these discussions.

As for the idea of a unified passenger safety inspectorate, Mr Fennell's report does not go into detail about the benefits that this might bring. I shall be thinking about this, and have noted the HSC's interest.

I am copying this letter to the Prime Minister, Douglas Hurd, Nigel Lawson, Kenneth Clarke, Malcolm Rifkind, Patrick Mayhew, Sir Robin Butler and Dr Cullen.

Yours,

Paul

PAUL CHANNON

DISASTERS: King Cross
NOV 87

King's Cross Fire (Fennell Report)

4.9 pm

The Secretary of State for Transport (Mr. Paul Channon): With permission, Mr. Speaker, I should like to make a further statement about the disastrous fire at King's Cross underground station on 18 November 1987. I am publishing today as a Command Paper the report by Mr. Desmond Fennell QC on his investigation under the Regulation of Railways Act 1889 into the causes and circumstances of this terrible disaster. The House will join me in renewing on this occasion our expressions of condolence to the bereaved and sympathy and best wishes to the injured.

The House will also join in paying tribute to the many people in the emergency services, the staff of London Underground, the public, and the doctors and nurses who showed courage and dedication and gave help in this disaster. I repeat in particular Mr. Fennell's words that a large number of members of the London fire brigade behaved with conspicuous courage and devotion to duty. He particularly mentions station officer Townsley, who died a hero's death, and also the great courage shown by police constable Hanson of the British Transport police, which must have enabled many people to escape with their lives.

Mr. Fennell has concluded that the fire was started by a discarded match falling into accumulated grease and debris on the track of the escalator, and that it accelerated up the trench of the escalator until it burst into the booking hall causing the deaths of 31 people.

Mr. Fennell has made 157 recommendations. He regards 33 of these as most important and a further 59 as important. Action is of course already under way on many of them. Many of the recommendations require specific action by London Underground Ltd. to prevent a recurrence. They do, of course, include the most urgent removal of wooden panelling from escalators. I have asked London Regional Transport to have all these recommendations dealt with promptly. Considerable amounts will have to be spent. The plans announced by my right hon. Friend the Chancellor of the Exchequer on 1 November already provide in full for all the proposals already put to me for spending on underground safety totalling £266 million over the next three years.

The investigation has shown major shortcomings requiring a new approach to safety management and fire prevention in the underground and specific safety audits by London Regional Transport. I am calling on both bodies to put urgently into effect new arrangements recommended by Mr. Fennell.

An enhanced approach is also required from the Railway Inspectorate and I have discussed Mr. Fennell's recommendations with the chairman of the Health and Safety Commission. I have every reason to expect that the present recruiting campaign will bring the inspectorate fully up to complement by the end of January. It will need to be further strengthened for the tasks that Mr. Fennell identifies, including the use of the powers of the Health and Safety at Work etc. Act 1974 to enforce measures needed for the safety of passengers on the Underground and, I must add, on other railways. The chief inspecting officer of railways is now organising a special investigation of London Underground with support from the Health

and Safety Executive. It will examine the safety management systems and monitor the implementation of planned safety measures, and will be completed in March.

The lessons of this report go wider than London Underground and London Regional Transport. I have today written to the chairman of the British Railways Board inviting the board to consider the lessons of Mr. Fennell's report for the management and audit of safety. Letters are also being sent to the chairman of the passenger transport authorities in Tyne and Wear and in Strathclyde.

My right hon. Friend the Home Secretary will shortly bring forward regulations under section 12 of the Fire Precautions Act 1971 to require specific measures at Underground stations. This is the speediest means to introduce enforceable standards without uncertainty. The railway operators and fire authorities will be consulted on them. My right hon. Friend is commissioning special studies of the best methods to control the spread of smoke. These present difficult technical problems.

There are also lessons for the emergency services. Copies of the report are being sent to the London fire brigade and London ambulance service. I shall be considering its implications for the British Transport police, and my right hon. Friends concerned will be considering its implications for the emergency services for which they have responsibilities.

I have to deal with two particular matters. As regards the costs of representation at the investigation, after taking into account the special circumstances of this case, I am accepting in full Mr. Fennell's recommendations.

Secondly, on the position of individuals, following the fire, Sir Keith Bright offered to resign as chairman and chief executive of London Regional Transport. I asked him to stay during a difficult period, and he did. He has asked me again to accept his resignation, and I have now done so. Dr. Tony Ridley is a member of the board of London Regional Transport, and the chairman and chief executive of London Underground Ltd. He also has given me his resignation, which I have accepted. I shall make fresh appointments in due course, and meanwhile Sir Neil Shields, who is a member of the board of London Regional Transport, has at my request agreed to take on the chairmanship.

I conclude by expressing to Mr. Fennell and his assessors my warm thanks for a very full and thorough investigation. We must all ensure that the lessons of this tragedy are fully learnt and fully applied. The Government will play their full part to ensure that they are followed up as quickly and as vigorously as possible.

Mr. John Prescott (Kingston upon Hull, East): On behalf of the Opposition, may I express our condolences to the bereaved and join in the tributes to the bravery shown by the people in our emergency services during this terrible tragedy. I congratulate Mr. Fennell on his report and recommendations. The inquiry was limited by the terms of reference laid down by the Secretary of State and that prevented a fuller examination of the real causes of this tragedy. Those causes included the climate created in London Underground Ltd. by the obsession with reducing costs through the continuous reduction of manpower and resources affecting safety, and the need for the responsibility for Underground safety to be transferred to the independent Health and Safety Commission.

Clearly one would like to have had the report for the three weeks that it has been available to the Secretary of

PRIME MINISTER

PARLIAMENTARY AFFAIRS - KINGS CROSS ANNOUNCEMENT

You have already agreed that Mr. Channon should tell Cabinet tomorrow of his plan to make a statement in the afternoon. The attached Department of Transport letter summarises the position reached on the individuals. The resignation of Sir Keith Bright and his replacement by Sir Neil Shields is settled. It is also settled that Dr. Ridley will go, but a final decision on the manner of his departure will not be reached until tomorrow morning; the most likely outcome is still that he will offer to resign, but the alternative possibilities of him insisting on being asked to resign or even being sacked are not yet ruled out. It is also not yet clear whether Mr. Channon will be in a position tomorrow afternoon to announce Ridley's replacement, on an interim basis, by Marsh.

Mr. Channon is not planning to offer to circulate to the full Cabinet his statement. But I have asked him to have copies available in case you or others press for this.

Regs.

Paul Gray

9 November 1988

DG2DAV

CONFIDENTIAL

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

My ref:

Your ref:

9 NOV 1988

Paul Gray Esq
Private Secretary
10 Downing Street
LONDON
SW1A 2AA

Dear Paul

FENNELL REPORT ON THE KING'S CROSS FIRE

As you know, my Secretary of State tomorrow morning intends to inform Cabinet about the statement which he proposes to make in the House that afternoon, on Mr Fennell's report of his Investigation into the King's Cross fire.

On 8 November, I circulated a draft of the statement and have received helpful comments from several sources.

The attached, which takes account of those comments, is likely to be the final version. It deals, at paragraph 15, with changes at the top of LRT and LUL which follow from the report. The paragraph reflects matters agreed with those mentioned therein, subject to the comment about Dr Ridley. He has not decided yet on the way in which he would go. The final text of the paragraph will be consistent with Dr Ridley's decision, which my Secretary of State should know before Cabinet.

I am copying this letter and attachment to Carys Evans at the Chief Secretary's office, Michael Saunders at the Attorney General's office, Alison Smith at the Lord President's office, Murdo Maclean at the Chief Whip's office and Trevor Woolley at Cabinet Office.

Yours Roy

R J GRIFFINS
Private Secretary

CONFIDENTIAL

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DRAFT STATEMENT ON FENNELL REPORT

DRAFT OF 9 NOVEMBER 1988

1. With permission, Mr Speaker, I should like to make a further statement about the disastrous fire at King's Cross Underground Station on 18 November 1987.

2. I am publishing today as a Command Paper the report by Mr Desmond Fennell QC on his investigation under the Regulation of Railways Act into the causes and circumstances of this terrible disaster.

3. The House will join me in renewing on this occasion our expressions of condolence to the bereaved and sympathy and best wishes to the injured.

4. The House will also join in paying tribute to the many people, in the emergency services, the staff of London Underground, the public, and doctors and nurses who showed courage and dedication and gave help in this disaster. I quote in particular Mr Fennell's words that a large number of members of the London Fire Brigade behaved with conspicuous courage and devotion to duty. He particularly mentions Station Officer Townsley, who died a hero's death, and also the great courage shown by PC Hanson of the British Transport Police, which must have enabled many to escape with their lives.

5. Mr Fennell has concluded that the fire was started by a discarded match falling into accumulated grease and debris on the track of the escalator, and that it accelerated up the trench of the escalator until it burst into the booking hall causing the deaths of 31 people.

6. Mr Fennel has made 157 recommendations. He regards 33 of these as most important, and a further 59 as important. Action is of course already under way on many of them.

7. Many of the recommendations require specific action by London Underground Ltd. to prevent a recurrence. They do of course include the most urgent removal of wooden panelling from escalators. I have asked London Regional Transport to have all these recommendations dealt with promptly and to give me a report. Considerable amounts will have to be spent. The plans announced by my Right Honourable Friend the Chancellor of the Exchequer on 1 November already provide in full for all the proposals already put to me for spending on Underground safety totalling £266m over the next three years.

8. The investigation has shown major shortcomings, requiring a new approach to safety management and fire prevention in the Underground, and specific safety audits by London Regional Transport. I am calling on both bodies to put urgently into effect new arrangements as recommended by Mr Fennell.

9. An enhanced approach is also required from the Railway Inspectorate and I have discussed Mr Fennell's recommendations with the Chairman of the Health and Safety Commission. I have every reason to expect that the present recruiting campaign will bring the Inspectorate fully up to complement by the end of January. It will need to be further strengthened for the tasks that Mr Fennell identifies, including the use of the powers of the Health and Safety at Work Act to enforce measures needed for the safety of passengers on the Underground - and I must add, on other railways. The Chief Inspecting Officer of Railways is now organising a special investigation of the London Underground with support from the Health and Safety Executive. It will examine the safety management systems and monitor the implementation of planned safety measures, and will be completed in March.

10. The lessons of this report go wider than London Underground and London Regional Transport. I have today written to the Chairman of the British Railways Board inviting the Board to consider the lessons of Mr Fennell's report for the management and audit of safety; and letters are also being sent to the Chairmen of the Passenger Transport Authorities in Tyne and Wear and in Strathclyde.

11. My Right Honourable Friend the Home Secretary will shortly bring forward regulations under section 12 of the Fire Precautions Act 1971 to require specific measures at underground stations. This is the speediest means to introduce enforceable standards without uncertainty. The railway operators and fire authorities will be consulted on them. My Right Honourable

Friend is commissioning special studies of the best methods to control spread of smoke. These present difficult technical problems.

12. There are also lessons for the emergency services. Copies of the report are being sent to the London Fire Brigade and London Ambulance Service. I shall be considering its implications for the British Transport Police, and my Right Honourable Friends concerned will be considering its implications for the emergency services for which they have responsibilities.

13. I have to deal with two particular matters.

14. As regards the costs of representation at the Investigation, after taking into account the special circumstances of this case, I am accepting in full Mr Fennell's recommendations.

15. Secondly, the position of individuals. Following the fire, Sir Keith Bright offered to resign as Chairman and Chief Executive of London Regional Transport. But I asked him to stay during a difficult period, and he did. He has asked me again to accept his resignation, and I have now done so. Dr Tony Ridley is a member of of the Board of London Regional Transport, and the Chairman and Chief Executive of London Underground Ltd. He also has given me his resignation, which I have accepted. I shall make fresh appointments in due course, and meanwhile Sir Neil Shields, who is a member of the Board of London Regional Transport, has at my request agreed to take on the Chairmanship.

16. I conclude by expressing to Mr Fennell and his assessors my warm thanks for a very full and thorough Investigation. We must all ensure that the lessons of this tragedy are fully learnt and fully applied. The Government will play its full part to ensure that they are followed up as quickly and as vigorously as possible.

cst.ps/6ce9.11

CONFIDENTIAL

CEPU

NBPM
PRCG
10/11

Treasury Chambers, Parliament Street, SW1P 3AG

Roy Griffins Esq
Private Secretary to the
Secretary of State for Transport
Department of Transport
2 Marsham Street
London
SW1P 3EB

9 November 1988

Dear Roy

FENNEL REPORT - STATEMENT AND LEGAL COSTS

The Chief Secretary has seen the draft statement attached to your letter of 8 November and also your Secretary of State's letter of today on legal costs.

On the legal costs of the paint firm Prodorite, the Chief Secretary does not agree that the fact that Mr Fennell clearly recommended they should be paid is itself a sufficient reason for paying. Your Secretary of State has discretion and he is not bound to apply civil litigation principles in deciding whether to make a payment from public funds. Nevertheless, the Chief Secretary is willing to agree to payment in full in view of Mr Channon's new proposal that all the cost should be fully recovered from LRT who were responsible for their being incurred. This meets the Chief Secretary's main concern that action taken to meet costs in the Fennell Inquiry must be fully justified and ringfenced. This is important in protecting the position of departments who may be faced with similar recommendations in later inquiries and which, if the circumstances were different, they may not want to pay.

The Chief Secretary is grateful for the amendment to paragraph 12 to make clear that special circumstances applied in this case and he is otherwise content with the statement. He would like Treasury officials to be kept closely in touch with the costs of implementing the safety measures and with any proposals for additional staff in the Railway inspectorate. If proposals were to emerge for net expenditure on safety higher than the £266 million provision agreed in the IFR discussions, the Chief Secretary would expect the extra costs to be offset by savings elsewhere in LRT's agreed programme.

CONFIDENTIAL

I am copying this letter to Paul Gray and to the Private Secretaries to the Chancellor, the Home Secretary, the Secretary of State for Employment, the Attorney General and Sir Robin Butler.

Yours ever

Carys

CARYS EVANS
Private Secretary

DISASTERS: Kings X NOV '87

CC PU.

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

My ref

Your ref

CONFIDENTIAL

Rt Hon John Major MP
Chief Secretary to the Treasury
Treasury Chambers
Parliament Street
LONDON
SW1

NBPM

PLC
9/11

Dear John,

-9 NOV 1988

KINGS CROSS FIRE: LEGAL COSTS

Thank you for your letter of 8 November.

I am grateful for your agreement that the legal costs of the families represented at the Investigation, and the recommended share of the costs of the Unions, should be met.

But I am afraid I cannot accept your view that, in agreeing to cover the costs of Prodorite, I should withhold payment to the extent that they may have been covered by their insurers. I simply do not think this would be defensible in the light of the very clear recommendation Mr Fennell has made. Apart from the authority this will carry by itself, there is a close parallel with a general principle which applies in civil litigation that the support of insurers has no bearing on an Order for Costs.

I do however take your point that it would be better if these particular costs could be seen to be borne by LRT. I propose to meet this by reducing the grant payable to them in 1989/90 by the appropriate amount, currently estimated at £426,000.

I am also prepared to amend paragraph 12 of the Statement in line with your wish to make it clear that special circumstances applied in this case. The paragraph in question would read:

"As regards the costs of representation at the Investigation, after taking into account the special circumstances of this case, I am accepting in full Mr Fennell's recommendations."

I hope we can now agree on this matter.

I am copying this letter to recipients of yours.

Yours,

Paul

PAUL CHANNON

DISASTERS: wings & hue pov '87

cc PU.

SCOTTISH OFFICE
WHITEHALL, LONDON SW1A 2AU

NBPM
AMC
9/11

The Rt Hon Paul Channon MP
Secretary of State for Transport
Department of Transport
2 Marsham Street
LONDON
SW1P 3EB

9 November 1988

Dear Paul,

KINGS CROSS FIRE

file with PG

I have seen your minute of 27 October to the Prime Minister about the Fennell Report.

I am content with the line which you propose to take in making a statement on the report on the King's Cross fire. I note that this has implications for the Glasgow Underground and that the report will be drawn to the attention of Strathclyde Passenger Transport Executive. I would propose to write to Strathclyde at the same time emphasising this message in view of my overall responsibility for both the underground and the fire services in Scotland.

I am sending copies of this letter to the Prime Minister, the Chancellor, Douglas Hurd, Norman Fowler, Kenneth Clarke, Patrick Mayhew, John Major and Sir Robin Butler.

Yours ever,

Malcolm

MALCOLM RIFKIND

ICH314G1

DISASTERS: kings x Nov '87.

CONFIDENTIAL

JW/N/76

Caxton House Tothill Street London SW1H 9NF

Telephone Direct Line 01-273 5803
Switchboard 01-273 3000 Telex 915564
GTN Code 273 Facsimile 01-273 5124

The Rt Hon Paul Channon MP
Secretary of State for Transport
Department of Transport
2 Marsham Street
LONDON SW1P 3EB

KINGS CROSS FIRE

I have seen your minute of 27 October to the Prime Minister concerning the Fennell report and also your letter to Dr Cullen at the Health and Safety Commission.

Mr Fennell has recommended that the Railway Inspectorate be brought up to establishment and that they be more vigorous in enforcing the Health and Safety at Work etc Act for public safety. For London Underground this will mean only a small increase in their number but you, rightly, say that Mr Fennell's recommendations will have to be considered more widely. My interest of course is that under the terms of an Agency Agreement the Railway Inspectorate are remunerated by the HSC and they in turn are funded by my Department. I should therefore wish to be fully involved in discussions about additional resources.

The report also calls for a review as to whether the Railway Inspectorate and other inspectorates should be merged into a Passenger Safety Inspectorate. If you do decide to proceed with a review, I would like to be involved in that also, given the HSC's role.

I am copying this letter to the Prime Minister, Douglas Hurd, Nigel Lawson, Kenneth Clarke, Malcolm Rifkind, Patrick Mayhew, Sir Robin Butler and Dr Cullen.

NORMAN FOWLER

CONFIDENTIAL

DISASTERS: Kung X Fire Nov 87.

CONFIDENTIAL

cc PU

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

My ref:
Your ref:

Prime Minister
Seems to cover the main points — content. P

Paul Gray Esq
Private Secretary
10 Downing Street
LONDON
SW1A 2AA

(Mr. Channon is still pursuing the discussion on page 13).

8 NOV 1988

PRC6
8/11

Dear Paul

FENNELL REPORT - STATEMENT

I enclose a draft of a statement which my Secretary of State proposes to make to the House on publication of the Fennell report. subject to any final points from colleagues. He sees no reason why he should not be in a position to make the statement on the afternoon of Thursday 10 November. I should be grateful if you would tell me as soon as possible whether the Prime Minister is content.

I am sending copies of this letter to the Private Secretaries to the Chancellor of the Exchequer, the Home Secretary, the Secretary of State for Employment, the Secretary of State for Health, the Secretary of State for Scotland, the Lord President of the Council, the Lord Privy Seal, the Attorney General, the Chief Whip in both Houses and Sir Robin Butler.

Yours Roy

R J GRIFFINS
Private Secretary

CONFIDENTIAL

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DRAFT STATEMENT ON FENNELL REPORT

DRAFT OF 7 NOVEMBER 1988

1. With permission, Mr Speaker, I should like to make a further statement about the disastrous fire at King's Cross Underground Station on 18 November 1987.

2. I am publishing today as a Command Paper the report by Mr Desmond Fennell QC on his investigation under the Regulation of Railways Act into the causes and circumstances of this terrible disaster. I must express to him and to his assessors my warm thanks for a very full and thorough investigation.

3. Mr Fennell has concluded that the fire was started by a discarded match falling into accumulated grease and debris on the track of the escalator, and that it was propagated up the trench of the escalator until it burst into the booking hall causing the deaths of 31 people.

4. Mr Fennell has made 158 recommendations. He regards 33 as most important, and a further 59 as important. Action is of course already under way on many of them. I have to tell the House the action the Government is taking now.

5. Many of the recommendations require specific action by London Underground Ltd to prevent a recurrence. They do of

course include the most urgent removal of wooden panelling from escalators. I have asked London Regional Transport to have all these dealt with promptly and to give me a report. Considerable amounts will have to be spent. The plans announced by my Right Honourable Friend the Chancellor of the Exchequer on 1 November already provide in full for all the proposals already put to me for spending on Underground safety totalling £266m over the next three years.

6. The investigation has shown major shortcomings, requiring a new approach to safety management and fire prevention in the Underground, and specific safety audits by London Regional Transport. I am calling on both bodies to put urgently into effect new arrangements as recommended by Mr Fennell.

7. An enhanced approach is also required from the Railway Inspectorate and I have discussed Mr Fennell's recommendations with the Chairman of the Health and Safety Commission. I have every reason to expect that the present recruiting campaign will soon bring the Inspectorate fully up to complement. It will need to be further strengthened for the tasks that Mr Fennell identifies, including the use of the powers of the Health and Safety at Work Act to enforce measures needed for the safety of passengers on the Underground - and I must add, on other railways. The Chief Inspecting Officer of Railways is now

organising a special investigation of the London Underground, with support from the Health and Safety Executive. It will examine the safety management systems and monitor the implementation of planned safety measures, and will be completed by next March.

8. The lessons of this report go wider than London Underground and London Regional Transport. I have today written to the Chairman of the British Railways Board inviting the Board to consider the lessons of Mr Fennell's report for the management and audit of safety; and letters are also being sent to the Chairmen of the Passenger Transport Authorities in Tyne and Wear and in Strathclyde.

9. My Right Honourable Friend the Home Secretary will shortly bring forward regulations under section 12 of the Fire Precautions Act 1971 to require specific measures at underground stations. This is the speediest means to introduce enforceable standards without uncertainty. The railway operators and fire authorities will be consulted on them. My Right Honourable Friend is commissioning special studies of the best methods to control spread of smoke. These present difficult technical problems.

10. There are also lessons for the emergency services. Copies of the report are being sent to the London Fire Brigade and

London Ambulance Service, and my Right Honourable Friends concerned will be discussing the implications of the report with Fire and Ambulance Authorities in the rest of the country.

11. I have to deal with two particular matters.

12. I accept in full Mr Fennell's recommendations as to the payment of costs of representation at the investigation.

13. [Position of LRT and LUL Boards]

14. The House will join in paying tribute to the many people, in the emergency services, the staff of London Underground, the public, and doctors and nurses who showed courage and dedication and gave help in this disaster. I quote in particular Mr Fennell's words that a large number of members of the London Fire Brigade behaved with conspicuous courage and devotion to duty. He particularly mentions Station Officer Townsley, who died a hero's death, and also the great courage shown by PC Hanson of the British Transport Police, which must have enabled many to escape with their lives.

15. The House will join me in renewing our expressions of condolence to the bereaved and sympathy and best wishes to the injured. We must all ensure that the lessons of this tragedy are fully learnt and fully applied. The Government will play its full part to ensure that they are followed up as quickly and as vigorously as possible.

cst.ps/6jm8.11

CONFIDENTIAL

cc P/U

MBFM

RFU

9/11

Treasury Chambers, Parliament Street, SW1P 3AG

Rt Hon Paul Channon MP
Secretary of State for Transport
Department of Transport
2 Marsham Street
London
SW1P 3EB

8 November 1988

Dear Secretary of State

KINGS CROSS FIRE: LEGAL COSTS

You wish to accept in full Mr Fennell's recommendations for paying certain legal costs out of public funds.

In my letter of 2 November I said that I accepted that, in line with precedents, the full legal costs of the families represented at the hearing should be met. But I said that we should wait for further advice before deciding whether to accept the recommendations for paying some of the costs of the trade unions and all of the costs of the paint firm, Prodorite. Clearly we must ensure that the decisions taken for the costs in the Fennell Inquiry do not form an unsatisfactory and expensive precedent for Departments dealing with similar recommendations in later Inquiries.

I understand that in previous cases the Government has refused to pay to trade unions the legal costs of general representations on behalf of their membership as a whole. But there are precedents for payments from public funds (eg, following the Aberfan and Flixborough Inquiries) to unions where individual members were at risk from criticism from an Inquiry and who would otherwise would have had to seek legal representation.

In the present case I understand that your legal adviser and the Treasury Solicitor consider that individual NUR members were at risk of criticism and so the payment, as recommended, to their union of one third of their legal costs would be in line with precedent. Although the position seems far less clear for the three other unions concerned, I am nevertheless prepared to agree to payment of the recommended share of their legal costs. This is on the basis that the costs of ASLEF and of the Fire Brigades'

DISASTERS: King's Cross Fire, NOV 87.

CONFIDENTIAL

Union are to be considered together and that ASLEF at least was representing the interest of a member who was particularly at risk. It would be difficult and invidious for the Government to defend different treatment for these individual unions, and the payment of £500 towards the cost of the TSSA appears to be de minimus.

So far as we are aware, governments have in the past consistently refused to meet the costs of commercial companies, not least because they would normally be covered by insurance. Nevertheless, in the present case I think that a payment to Prodorite could be ringfenced by the argument that an exception is justified because a public sector body, LRT, brought adverse publicity on a commercial company. This effectively compelled Prodorite to defend itself in the Inquiry which found that the allegations against it had no substance. In these circumstances I agree that you should meet the legal costs of Prodorite provided that the payments are confined to those costs not covered by the company's insurance. I understand that their total legal costs are about £426,000 of which only £66,000 should fall directly on Prodorite rather than their insurers. To reinforce the presentation of this decision as exceptional I think you should ensure that the costs your Department pays are effectively recovered from LRT who were responsible for bringing them about.

My agreement to the payment of these legal costs, including those of the families, is of course on the firm understanding that you will find the necessary provision either from your existing departmental programme or from within LRT's external financing limit.

I am copying this letter to the Prime Minister, the Chancellor, Douglas Hurd, Norman Fowler, Patrick Mayhew and Sir Robin Butler.

Yours sincerely

Carys Evans

JOHN MAJOR

(approved by the Chief Secretary and signed in his absence)

CONFIDENTIAL

cc PUS

QUEEN ANNE'S GATE LONDON SWIH 9AT

4 November 1988

Dear Secretary of State

NBPM
PRCC
4/11

KING'S CROSS FIRE

at flop

I have seen your minute of 27 October to the Prime Minister and the report of the investigation into the King's Cross fire. Mr Fennell makes many valuable recommendations for improved safety on the underground railway system. The key issue for me is how the new fire safety standards should be enforced. It is clear that the present order under the Fire Precautions Act 1971, which was intended to catch larger places of work, is ambiguous in its application to underground stations. It is also inappropriate (because it depends on the number of persons employed) to places where large numbers of members of the public are at risk. There are two avenues open to me: to require all, or all high risk, underground stations to have fire certificates, or to make regulations under section 12 of the Act. It is clear to me that in the short term at least, regulations provide the speediest means of introducing enforceable standards. Regulations would permit the enforcement of most if not all of the fire safety measures recommended in Mr Fennell's report. In some cases we may wish to expand on these.

The important positive aspect of regulations are that they will impose centrally determined uniform standards over all those underground railway stations to which they are applied. This would give much less discretion to the Fire Authority than the fire certification process but we think this is right at the present time. Our technical advice is that traditional fire precautions measures usually required in conventional buildings before a fire certificate can be granted (smoke doors, shutters, etc) may not only fail to work in the underground environment but could cause added congestion and danger. This clearly needs to be tested and as you will know, officials have already embarked on discussions to try to see how these problems can be overcome by means of an urgent programme of investigation and research. I

/do not think

The Rt Hon Paul Channon, MP
Secretary of State for Transport

CONFIDENTIAL

do not think that we would be justified in permitting London Underground Ltd to be asked to undertake additional structural work, perhaps costing many hundreds of millions of pounds, until we can be sure that it will be effective.

I am satisfied that the proposed regulations can be presented as a positive response to the Fennell recommendations.

I am sending copies of this letter to the recipients of your minute.

Yours sincerely

Catherine Bunnings

Approved by the Home Secretary
and signed in his absence.

DISASTERS: Wings X NOV '87

cst.ps/2jm2.11

CONFIDENTIAL

cc PU

Treasury Chambers, Parliament Street, SW1P 3AG

The Rt Hon Paul Channon MP
Secretary of State for Transport
Department of Transport
2 Marsham Street
London
SW1P 3EB

NBPM

PRCO
UU.

2 **November 1988**

Dear Secretary of State

KINGS CROSS FIRE

I have seen your minute of 27 October to the Prime Minister about the Fennell Report.

Subject to the points below, and to seeing your draft statement, I am content with the general line you propose to take.

I should imagine that in dealing with questions on your statement you will want to take the opportunity to point out that Mr Fennell found no evidence of inadequacy of funding available to finance safety expenditure or that reductions in staff numbers contributed directly to the disaster (Chapter 19, paragraphs 3 and 6).

I am sure that, in line with precedents, the full legal costs of the families represented at the hearing should be met from public funds. But I understand that the precedents are far less clear on payments to the trade unions and to the paint firm concerned, and that the Treasury Solicitor is discussing this with your legal advisers. I think we must therefore wait for further advice before deciding whether to pay these costs.

I am copying this letter to the Prime Minister, the Chancellor, Douglas Hurd, Norman Fowler, Kenneth Clarke, Malcolm Rifkind, Patrick Mayhew, and Sir Robin Butler.

Yours sincerely

Carys Evans

JOHN MAJOR
(Approved by the Chief Secretary and signed in his absence)

DISASTERS: Kuiasx Nov 87

CONFIDENTIAL

File KHO
LO4 AW 0.

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

31 October 1988

KINGS CROSS FIRE

The Prime Minister was grateful for your Secretary of State's minute of 27 October. She is content for your Secretary of State to proceed on the basis proposed.

I am copying this letter to the Private Secretaries to the Chancellor of the Exchequer, the Home Secretary, Secretary of State for Employment, Secretary of State for Health, Secretary of State for Scotland, the Attorney General and Sir Robin Butler.

PAUL GRAY

Roy Griffins, Esq.,
Department of Transport.

CONFIDENTIAL

1a-b

PRIME MINISTER

KINGS CROSS FIRE

The Fennell Report into the Kings Cross Fire is now available. The papers attached are:

Flag A
A minute from Paul Channon, circulated to all Ministers with a direct interest, summarising the main points.

Flag B
A further minute from Paul Channon, on a more restricted circulation, setting out his conclusions on the position of senior LRT personnel. He concludes that both Sir Keith Bright (Chairman of LRT) and Dr. Tony Ridley (Chairman of London Underground) have to go. He does not think it necessary to make other changes in the Board of LRT.

Flag C
A very helpful note by Richard Wilson picking out some key points in the Report. I agree with him that the Report points the finger pretty clearly at the senior management of London Underground, and that criticisms of Government are more muted.

Flag D
The Fennell Report itself - a very impressive document.

You will want to consider whether you are content with Mr. Channon's main conclusions:

1. That LRT and London Underground should be told to implement in full the many recommendations.

2. That a more rigorous approach is needed in DTp's own Railways Inspectorate.

3. That the question of certification of underground

5

stations under the Fire Precautions Act 1971 should be addressed.

4. That the recommendations about paying costs out of public funds should be accepted.

5. That Sir Keith Bright and Dr. Ridley should be removed as proposed, but no other changes made in the Board of LRT.

6. That a statement should be made in the week beginning 7 November.

As regards the position of Bright and Ridley, Mr. Channon argues that he must seek to secure their removal before his statement, at minimum cost in terms of compensation. This seems right, but the key priority must be to achieve action before the statement; if that requires paying a little more compensation than he might ideally wish, so be it.

The question will arise when the Report is published whether anyone in Government should also have to carry responsibility. Had the Report given a clear indication that lack of Government funding was a problem, this could have been a very serious question. But, as Richard Wilson points out, there are clear statements in the Report that funding was not a problem.

Content to authorise Mr. Channon to proceed on the lines he suggests subject to stressing the importance of resolving the Bright/Ridley position before his statement and to urgent consideration of the new appointments?

for CG

PG

28 October, 1988.

Yes please MT

CONFIDENTIAL

P 03254

From: R T J Wilson
28 October 1988

MR GRAY

cc Sir Robin Butler
Mr Monger

KING'S CROSS FIRE

1. I have read very quickly the Inspector's report on the King's Cross underground fire. It is, as you would expect, a thorough and detailed document which needs careful study. But you may find it helpful to have a first impression of the main points.

2. First, the Inspector comes to clear and categorical conclusions about how the fire started, and why there was a flash-over. These are set out succinctly in the executive summary, Chapter 1. The running tracks of the escalator should have been cleaned and lubricated properly. They were not. There was an accumulation of grease and detritus on the tracks which constituted a seed bed for a fire and a match fell into that bed. The bed ignited and the grease on the running tracks began to melt. What was initially a modest escalator fire was then transformed into a flash-over by a "trench effect", as explained in paragraph 8 of chapter 1.

3. Second, the report gradually builds up, in its cool, legal way, a very damaging portrait of London Underground as an organisation. So far as the fire itself was concerned, London Underground operating staff had not been adequately trained; there was no plan for evacuation of the station; communications equipment was poor or not used; and there was no supervision (paragraph 2, chapter 10). More generally, the organisation had an inward-looking approach which led to a dangerous, blinkered self-sufficiency which included a general unwillingness to take advice or accept criticism from outside bodies (paragraph 9, chapter 4). There is an accumulation of throw-away comments and anecdotes through the report which cumulatively is damning. For instance:

2/10

9/4

i. it is likely that there was nobody who had a nationally recognised qualification at King's Cross Station on 18 November, when they were responsible for perhaps £40 million worth of assets and a quarter of a million passengers (paragraph 7, chapter 4);

ii. there was no up-to-date or complete management chart (paragraph 4, chapter 5);

iii. staff who should have been on duty were taking an extended meal-break which, because of "sloppy supervision over a long period of time" had become an accepted habit (paragraphs 15 and 16 of Chapter 10); and

15-16/10

iv. during evacuation of the station two women, one of whom later died, attempted to use a passenger enquiry point which had been out of service for some time but carried no indication to passengers that it was not working (paragraph 15, chapter 16).

4. Third, the report points the finger pretty clearly at the senior management of London Underground. It says unequivocally that what happened on the night of 18 November was not the fault "of those in humble places" (paragraph 2, chapter 15). But the Inspector says that in his judgment Dr Ridley was correct to say that London Underground at its highest level might not have given as high a priortiy to passenger safety as it should have done (paragraph 16, chapter 1). Mr Fennell says that the disaster was foreseeable (paragraph 14, chapter 1). He believes that the management of London Underground were "fundamentally in error" in their view that fires were inevitable on the oldest and most extensive underground system in the world" (paragraph 12, chapter 1). This is a point which he comes back to time and time again through the report (see, for instance, paragraphs 12 and 13 of chapter 4, paragraph 4 of chapter 10, paragraph 18 of chapter 13, and paragraph 1 of chapter 21). He says it is important that changes in the staffing arrangements which he proposes should be seen to be accompanied by improvements in the quality of management at all levels (paragraph 11, chapter 15). He refers critically more than once to the attitude of London Underground management in insisting that a fire should never be referred to as a fire but by the euphemism "smouldering".

5. So far as individuals are concerned, Dr Ridley's name crops up regularly through the report. You may in particular wish to look at paragraph 16 of chapter 1 and paragraphs 12 and 13 of chapter 4. There are a number of other places where criticism of senior management must include Dr Ridley b y implication: for instance paragraph 8 of chapter 13 which says that there was not sufficient interest at the highest level in earlier internal inquiries into fires.

6. Next, moving up the chain of command, London Regional Transport and its chairman, Sir Keith Bright, are criticised for taking a mistaken view of their responsibilities. Sir Keith, says the report, was in error in believing that he was entitled to rely on London Underground as the operators to discharge the statutory duty of London Regional Transport (paragraph 11 of chapter 1 and paragraph 2 of chapter 14).

8. Finally, there are the implications for Government. The main points seem to be as follows:

i. Funding. There is a very clear statement that "there is no evidence that the overall level of subsidy available to London Regional Transport was inadequate to finance necessary safety-related spending and maintain safety standards" (paragraph 3, chapter 19). The Inspector accepts "that if funds were needed funds were available" (ibid);

ii. Fire Certification. The Inspector concludes that King's Cross Underground Station should be the subject of fire certification, although he also accepts that the law is uncertain. But he also goes on to say that he is troubled by the fact that both London Underground and the Department of Transport behaved as though the Fire Precautions Act was irrelevant (paragraph 11, chapter 17);

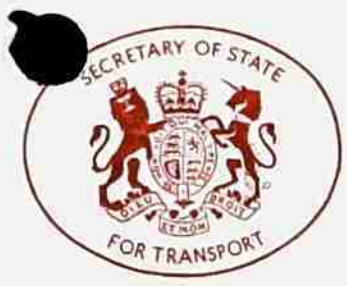
iii. The Role of the Railway Inspectorate. The Inspector also concludes that the Railway Inspectorate was mistaken in its interpretation of its responsibilities under the Health and Safety at Work Act (paragraph 25, chapter 1 and paragraph 4, chapter 18). He also concludes that its relationship with London Underground was too informal (paragraph 14, chapter 18). Mr Fennell says that "a more vigorous use of enforcement powers would probably have alerted London Underground senior management sooner";

iv. Objective. There is a hint of criticism in the tail end of paragraph 6, chapter 3, which brings out the absence of any specific reference to safety in the Secretary of State's objectives for LRT and London Underground;

v. Openness. There is a small point of praise for the Government in paragraph 22 of chapter 19;

vi. Emergency Planning. The Inspector makes a rather generalised recommendation about c o-ordinating information on disasters and providing a focal point for sharing experience and knowledge in Government in paragraph 32 of chapter 19. We shall need to decide what line to take on this.

R T J WILSON



DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

My ref:

Your ref:

27 OCT 1988

Paul Gray Esq
Private Secretary
10 Downing Street
LONDON
SW1A 2AA

Receipt signed by PG and distributed 28/10

Dear Paul

KING'S CROSS FIRE

As promised in the minute dated today from my Secretary of State to the Prime Minister, I enclose a numbered copy of the Report by Mr Desmond Fennell QC on his investigation into the disaster last November at King's Cross underground station.

I am also sending numbered copies of the report to Philip Mawer (Home Secretary's Office), Alex Allan (Chancellor's Office), Clive Norris (Employment), Andrew McKeon (Health), David Crawley (Scottish Office), Michael Saunders (Attorney General's Office) and Trevor Woolley (Cabinet Office). I would be grateful if you and they signed and returned to me the enclosed receipts for your and their respective copies.

Yours
Roy

R J GRIFFINS
Private Secretary

CONFIDENTIAL

PRIME MINISTER

KING'S CROSS FIRE

1. I have received the report by Mr Desmond Fennell on his investigation into the disaster last November at King's Cross Underground Station. My Private Secretary is sending a copy to yours. The report has been sent for printing and I aim to be ready to publish it as a Command Paper, and to make a statement, by 10 November.

2. Until King's Cross, the Underground had an exceptionally safe record. But this report reveals a very disturbing picture of managerial short-comings. Vigorous action is required. I propose to call on London Regional Transport and London Underground Ltd to implement in full the many recommendations addressed to them both as to steps to prevent a recurrence of this kind of fire, and more generally to introduce and apply vigorously the new arrangements for management and audit of safety that Mr Fennell recommends. I cannot at this early stage say exactly what the additional costs may be. However John Major and I have already agreed to provide in full in this year's settlement for all the proposals included in LRT's bid for safety provision on the Underground, at a total cost of £266 million over the next three years. At a first reading this appears substantially to cover the field of Mr Fennell's proposals.

3. A more rigorous and less informal approach is needed by my own Railways Inspectorate and this is the task of the new Chief Inspecting Officer who was brought in, from the Health and Safety Executive, earlier this year. Their relationship to the Fire services needs to be more clearly defined. I am consulting the Executive on Mr Fennell's proposal that the enforcement powers of the Health and Safety at Work Act 1974 should be applied to passenger safety. I believe this step to be right. It cannot of

course be confined to the Underground, but must extend to all railways, and some additional resources will be needed in the Inspectorate. The Chief Inspecting Officer will be launching a special investigation of the safety management systems within the Underground.

4. Douglas Hurd is already considering, with the help of my Department, the question of certification of Underground stations under the Fire Precautions Act 1971, and a proposal as a more immediate step to make regulations under Section 12 of the Act to require specific measures at Underground stations. It will be desirable for me to cover this matter in my statement, in the terms that Douglas Hurd would wish.

5. There are also recommendations in relation to the fire service and ambulance service. It will of course be for the Ministers concerned to decide how to pursue these with their respective services, and I should be grateful for colleagues' views. On the day of publication I propose to draw the report to the attention of the Railways Board, and of the authorities responsible for the Tyne and Wear Metro and the Glasgow Underground; there are important lessons for safety management and audit on all railways.

6. Mr Fennell's references to individuals do not in themselves appear to call specifically for disciplinary action in any case, but it may be desirable to make arrangements for the relevant passages of the report to be shown to the individuals concerned on the day of publication by their employers. I am sending you a separate minute about the Boards of LRT and LUL.

7. Mr Fennell makes some recommendations about paying costs out of public funds, including part of the costs of the trade unions who were represented at the investigation. I propose that his

recommendations on costs should be accepted in full; on such a sensitive report it seems undesirable to be seen to overrule Mr Fennell.

8. I would like to put to you and circulate to colleagues on Monday, 7 November the draft of the statement I clearly must make on publication of the report. It would be helpful to know by early next week whether you or colleagues see any difficulty about the line I am proposing or about the proposal to publish by 10 November; I will agree with Douglas Hurd and Kenneth Clarke in the course of next week the terms in which I would refer to their particular responsibilities.

9. I am sending copies of this to Douglas Hurd, Nigel Lawson, Norman Fowler, Kenneth Clarke, Malcolm Rifkind, Patrick Mayhew and Sir Robin Butler. My Private Secretary will be sending copies of Mr Fennell's report. It is of course important that we should do everything we can to avoid any premature disclosures of the contents of the report.

PC

PAUL CHANNON

27 OCT 1988

PRIME MINISTER

One of the main stories in the Evening Standard this afternoon is about the Kings Cross inquiry where Sir Keith Bright has claimed that he handed in his resignation "as a matter of honour" but that this was turned down by Paul Channon. I understand from Mr. Channon's office that Sir Keith is not being entirely open in his remarks. In fact what happened is that several weeks after the disaster when the Evening Standard ran a short campaign calling for his resignation, he then sent an envelope to the Secretary of State containing a letter dated several weeks earlier which offered his resignation. In the circumstances Mr. Channon did not feel able to accept this. Had it been a serious offer made immediately after the disaster he would of course have consulted you first.

PAB

PAB

2 June, 1988.

JD72

File SUBJECT cc MASTER OPS CERCO PC OA

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL NO. T238/87

10 DOWNING STREET

LONDON SW1A 2AA

THE PRIME MINISTER

22 December 1987

Dear Prime Minister,

I was most grateful for your kind message of sympathy following the disastrous fire at Kings Cross Station in which so many people lost their lives and were injured. Your concern is very much appreciated, and I shall pass on your condolences to the bereaved families.

Yours sincerely

Margaret Thatcher

The Right Honourable Paias Wingti, C.M.G., M.P.

OA

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MDHOAN 4980

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T235A/87

SUBJECT cc
master
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UNCLASSIFIED
FM FCO
TO IMMEDIATE MASERU
TELNO 97
OF 151530Z DECEMBER 87

MESSAGE FOR GENERAL LEKHANYA

1. GENERAL LEKHANYA SENT A MESSAGE OF SYMPATHY TO THE PRIME MINISTER ON THE OCCASION OF THE KING'S CROSS FIRE. GRATEFUL IF YOU COULD CONVEY THE FOLLOWING REPLY TO THE GENERAL:-

BEGINS:
I WAS MOST GRATEFUL FOR YOUR KIND AND THOUGHTFUL MESSAGE OF SYMPATHY FOLLOWING THE TERRIBLE FIRE AT KING'S CROSS UNDERGROUND IN WHICH SO MANY PEOPLE LOST THEIR LIVES AND WERE INJURED.

I SHALL ENSURE THAT YOUR CONDOLENCES ARE PASSED ON TO THE BEREAVED AND INJURED.
ENDS.

2. FOR YOUR OWN INFORMATION. THE REPLY HAS BEEN DELAYED AS THE PAPERS WERE MISLAID IN THE FCO.

HOWE

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DISTRIBUTION 24

MAIN 24

LIMITED
SAFD
PS

PS/MRS CHALKER

NNNN

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. .....

MESSAGE FROM THE PRIME MINISTER TO MONSIEUR JACQUES DELORS

I was most grateful to the members of the Commission for their thoughtfulness in expressing their sympathy for the terrible fire at Kings Cross underground station with such loss of life and many injuries. Their support at this time of distress is much appreciated.

(Never sent as tel.)
Faxed to M. Delors in Brussels.

010

cc BG

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 3434

Mike Eland Esq
Private Secretary to
The Lord President of the Council
Privy Council Office
68 Whitehall
LONDON SW1A 2AT

9.12.'87.

nbpm

Dear Mike,

FORMAL INVESTIGATIONS AND POSSIBLE PROSECUTIONS

At the end of his report to the Cabinet on 19 November on the fire at King's Cross Underground Station, my Secretary of State was invited, in consultation with the Lord Chancellor and the Attorney-General, to provide colleagues with a form of words on the relationship between an Inquiry and possible prosecutions.

The line agreed between the Law Officers' Department and the lawyers advising this Department, which has the concurrence of the Crown Prosecution Service, is:-

> "The holding of an investigation would not in itself prejudice the functions of the prosecuting authorities to prosecute an offence if there is sufficient evidence and the public interest so requires. One factor to be considered will be whether a fair trial can be held in these circumstances."

It was also agreed that if a supplementary question was asked, whether immunities would be given to witnesses appearing before the investigation, the line to take would be:-

> "That would be a matter for the prosecuting authorities."

The Lord Chancellor has been consulted and is content with this.

I am copying this letter to the Private Secretaries of other members of Cabinet, to Michael Saunders in the Attorney General's Department, to Murdo Maclean and Rhodri Walters and to Trevor Woolley.

Yours,
Jon.

J CUNLIFFE
Private Secretary

SUBJECT cc MASTER OPS

UNCLASSIFIED

017132
MDLOAN 5187

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T224A/87

UNCLASSIFIED
FM FCO
TO ROUTINE LILONGWE
TELNO 253
OF 020935Z DEC 87

MESSAGE OF CONDOLENCE FROM PRESIDENT BANDA TO THE PRIME MINISTER ABOUT THE KING'S CROSS FIRE

1. PLEASE PASS THE FOLLOWING MESSAGE TO PRESIDENT BANDA FROM THE PRIME MINISTER:

BEGINS: THANK YOU FOR YOUR KIND AND THOUGHTFUL MESSAGE OF SYMPATHY FOLLOWING THE TERRIBLE FIRE AT KING'S CROSS UNDERGROUND STATION. YOUR CONDOLENCES ARE MUCH APPRECIATED AND I SHALL ENSURE THAT THEY ARE PASSED ON TO THE BEREAVED AND INJURED. ENDS.

2. THERE WILL BE NO SIGNED ORIGINAL.

HOWE

YYYY

DISTRIBUTION 23

MAIN 23

LIMITED
CAFD
PS

PS/MRS CHALKER

NNNN

THE MINISTER'S
PERSONAL MESSAGE
SERIAL No. T223C/87
Subject cc Master Ops.

UNCLASSIFIED

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MDHOAN 3966

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UNCLASSIFIED
FM FCO
TO IMMEDIATE WARSAW
TELNO 412
OF 301200Z NOVEMBER 87

RECEIVED IN REGISTRY NO. 47 - 2 DEC 1987		
DESK OFFICER		REGISTRY
INDEX	PA	Action Taken

TOP COPY
Q DIST ?

KINGS CROSS FIRE

1. THE PRIME MINISTER HAS RECEIVED A MESSAGE OF SYMPATHY CONCERNING THE FIRE AT KINGS CROSS UNDERGROUND STATION FROM THE CHAIRMAN OF THE COUNCIL OF MINISTERS, ZBIGNIEW MESSNER.

2. WOULD YOU PLEASE PASS ON THE FOLLOWING REPLY AS SOON AS POSSIBLE:

MESSAGE FROM THE PRIME MINISTER TO THE CHAIRMAN OF THE COUNCIL OF MINISTERS OF POLAND

QUOTE THANK YOU FOR YOUR KIND MESSAGE FOLLOWING THE TERRIBLE FIRE AT KINGS CROSS UNDERGROUND STATION. YOUR SYMPATHY AND THAT OF THE POLISH PEOPLE IS MUCH APPRECIATED. UNQUOTE.

HOWE

YYYY

DISTRIBUTION 21

MAIN 21

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007457
MDLIAN 3072

Seen by PM.

UNCLASSIFIED
FM MOSCOW
TO PRIORITY FCO
TELNO 1705
OF 301350Z NOVEMBER 87

YOUR TELNO 1205: MESSAGES ABOUT KING'S CROSS FIRE

1. WE DELIVERED THE PRIME MINISTER'S REPLY TO GORBACHEV TO THE MFA ON 27 NOVEMBER. IT WAS PRINTED ON THE FRONT PAGES OF IZVESTIA (28 NOVEMBER) AND PRAVDA (29 NOVEMBER) WITH THE SAME PROMINENCE AS THE ORIGINAL CONDOLENCES.

CARTLEDGE

YYYY

DISTRIBUTION 2

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PS/NUMBER 10 DOWNING STREET

SOVIET

NNNN

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T222E/87 RESTRICTED

Subject cc OPS
MASTER.

RECEIVED IN REGISTRY
27 NOV 1987
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INDEX | PA | Action Taken
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MDHOAN 3825

TOP COPY
Q. DIST ? No

RESTRICTED
FM FCO
TO FLASH HARARE
TELNO 349
OF 271130Z NOV 87

ZIMBABWE: ACKNOWLEDGEMENT OF CONDOLENCE MESSAGE

1. AS YOU KNOW MR MUGABE SENT THE PRIME MINISTER A CONDOLENCE MESSAGE ON THE KINGS CROSS TRAGEDY THROUGH THE HIGH COMMISSION HERE (COPY BY BAG).

2. GRATEFUL YOU DELIVER THE FOLLOWING RESPONSE FROM THE PRIME MINISTER TO MR MUGABE
QUOTE I WAS TOUCHED TO RECEIVE YOUR KIND AND SYMPATHETIC MESSAGE ON THE KINGS CROSS FIRE.
THANK YOU FOR WRITING AS YOU DID AND FOR PASSING ON THE CONDOLENCES OF THE PEOPLE OF ZIMBABWE. YOUR THOUGHTS ARE WARMLY APPRECIATED UNQUOTE.

3. WHEN DELIVERING THE REPLY YOU SHOULD SAY THAT IT WAS SENT BEFORE NEWS BROKE HERE OF THE BULAWAYO MASSACRE AND THAT YOU ARE SURE THAT THE PRIME MINISTER WOULD WISH YOU TO EXPRESS HER SYMPATHY TO THE GOVERNMENT AND TO THE FAMILIES OF THOSE WHO HAVE DIED IN THIS DREADFUL ATTACK.

HOWE
YYYY

DISTRIBUTION 55

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NEWS DEPT
PROTOCOL DEPT
CONSULAR DEPT

PS
PS/MRS CHALKER
MR MUNRO
MR FAIRWEATHER

NNNN

SUBJECT cMASTER
OPS.

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL NO. T222P/87

RESTRICTED

003541
MDHOAN 3871

RESTRICTED
FM FCO
TO IMMEDIATE BEIRUT
TELNO 509
OF 271600Z NOVEMBER 87

KING'S CROSS UNDERGROUND STATION FIRE: MESSAGES

1. THE PRIME MINISTER HAS RECEIVED THE FOLLOWING MESSAGE FROM PRESIDENT GEMAYEL:

BEGINS:

THE TRAGIC ACCIDENT WHICH OCCURREQ AT KING'S CROSS HAS DEEPLY SHOCKED ME. THE LOSS OF MANY INNOCENT LIVES AS A RESULT WAS PARTICULARLY SADDENING.

MAY I EXPRESS, ON MY BEHALF, AND ON THAT OF THE GOVERNMENT AND PEOPLE OF LEBANON, MY SINCEREST CONDOLENCES AND DEEPEST SYMPATHIES FOR THE FAMILIES OF ALL THOSE WHO HAVE SO TRAGICALLY DIED.

ENDS

2. PLEASE CONVEY THE FOLLOWING REPLY FROM THE PRIME MINISTER:

BEGINS:

I WAS MOST GRATEFUL FOR YOUR KIND AND THOUGHTFUL MESSAGE OF SYMPATHY FOLLOWING THE TERRIBLE FIRE AT KING'S CROSS IN WHICH SO MANY PEOPLE LOST THEIR LIVES OR WERE INJURED. IT WAS GOOD OF YOU TO SEND CONDOLENCES AND I SHALL ENSURE THAT THEY ARE PASSED ON TO THE BEREAVED AND THE INJURED.
MARGARET THATCHER

ENDS

HOWE

YYYY

SUBJECT cc MASTER
OPS

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T222C/87

RESTRICTED

003541
MDHOAN 3871

RESTRICTED
FM FCO
TO IMMEDIATE BEIRUT
TELNO 509
OF 271600Z NOVEMBER 87

KING'S CROSS UNDERGROUND STATION FIRE: MESSAGES

1. THE PRIME MINISTER HAS RECEIVED THE FOLLOWING MESSAGE FROM PRESIDENT GEMAYEL:

BEGINS:

THE TRAGIC ACCIDENT WHICH OCCURREQ AT KING'S CROSS HAS DEEPLY SHOCKED ME. THE LOSS OF MANY INNOCENT LIVES AS A RESULT WAS PARTICULARLY SADDENING.

MAY I EXPRESS, ON MY BEHALF, AND ON THAT OF THE GOVERNMENT AND PEOPLE OF LEBANON, MY SINCEREST CONDOLENCES AND DEEPEST SYMPATHIES FOR THE FAMILIES OF ALL THOSE WHO HAVE SO TRAGICALLY DIED.

ENDS

2. PLEASE CONVEY THE FOLLOWING REPLY FROM THE PRIME MINISTER:

BEGINS:

I WAS MOST GRATEFUL FOR YOUR KIND AND THOUGHTFUL MESSAGE OF SYMPATHY FOLLOWING THE TERRIBLE FIRE AT KING'S CROSS IN WHICH SO MANY PEOPLE LOST THEIR LIVES OR WERE INJURED. IT WAS GOOD OF YOU TO SEND CONDOLENCES AND I SHALL ENSURE THAT THEY ARE PASSED ON TO THE BEREAVED AND THE INJURED.
MARGARET THATCHER

ENDS

HOWE

YYYY

003541
MDHOAN 3871

DISTRIBUTION 42

MAIN 42

LIMITED
NENAD
NEWS DEPT
PROTOCOL DEPT
PS

PS/MRS CHALKER
PS/MR MELLOR
MR MUNRO
SIR D MIERS

NNNN

SUBJECT cc MASTER OPS.

PRIME MINISTER'S PERSONAL MESSAGE SERIAL No. T222B/87

UNCLASSIFIED

004227
MDHOAN 3906

UNCLASSIFIED
FM FCO
TO IMMEDIATE SOFIA
TELNO 157
OF 272100Z NOVEMBER 87

KINGS CROSS UNDERGROUND FIRE
1. THE PRIME MINISTER HAS RECEIVED (VIA THE BULGARIAN EMBASSY) THE FOLLOWING MESSAGE FROM PRESIDENT ZHIVKOV:
BEGINS PLEASE ACCEPT, ON BEHALF OF THE BULGARIAN PEOPLE AND ON MY OWN BEHALF, OUR DEEPEST CONDOLENCES ON THE OCCASION OF THE GRAVE ACCIDENT ON THE LONDON UNDERGROUND, HAVING CAUSED MANY HUMAN CASUALTIES AND CONSIDERABLE MATERIAL DAMAGES. PLEASE GIVE OUR CORDIAL SYMPATHIES TO THE FAMILIES OF THOSE WHO PERISHED AND WHO SUFFERED FROM IT. ENDS
2. PLEASE PASS THE FOLLOWING REPLY FROM THE PRIME MINISTER TO PRESIDENT ZHIVKOV:
BEGINS THANK YOU FOR YOUR THOUGHTFUL MESSAGE OF SYMPATHY FOLLOWING THE FIRE AT KINGS CROSS UNDERGROUND STATION. I AM GRATEFUL FOR YOUR CONDOLENCES, AND WILL PASS THEM ON TO THE FAMILIES OF THOSE AFFECTED BY THE ACCIDENT. ENDS
3. THERE WILL BE NO (NO) SIGNED ORIGINAL.

HOWE
YYYY

DISTRIBUTION 22

MAIN 22

LIMITED
EED

PS
MR RATFORD

NNNN

File

cc

27 November 1987

Thank you for your two letters of 26 November conveying messages of sympathy for the recent King's Cross fire from the President of Botswana and President Zhivkov, together with draft replies. The replies may issue.

(C. D. POWELL)

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

file

cc DoT

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary 26 November 1987

outstanding T. message

The Prime Minister has received messages of sympathy concerning the King's Cross fire from the Chairman of the Council of Ministers of Poland and the President of Lebanon.

I enclose draft replies and should be grateful if they could be despatched.

C D POWELL

Lyn Parker, Esq.,
Foreign and Commonwealth Office

MESSAGE FROM THE PRIME MINISTER TO THE PRESIDENT OF LEBANON

I was most grateful for your kind and thoughtful message of sympathy following the terrible fire at King's Cross in which so many people lost their lives or were injured. It was good of you to send condolences and I shall ensure that they are passed on to the bereaved and the injured.

MESSAGE FROM THE PRIME MINISTER TO THE CHAIRMAN OF THE COUNCIL OF MINISTERS OF POLAND

Thank you for your kind message following the terrible fire at King's Cross underground station. Your sympathy and that of the Polish people is much appreciated.

MCPC

Foreign and Commonwealth Office

London SW1A 2AH

26 November 1987

Dear Charles,

/ The Bulgarian Ambassador has sent us the enclosed message dated 23/11/87 addressed to the Prime Minister by President Zhivkov, about the accident at King's Cross underground station.

/ I attach a draft reply.

Yours ever,

Lyn Parker

(L Parker)
Private Secretary

C D Powell Esq
PS/No 10 Downing Street

DSR 11 (Revised Sept 85)

DRAFT: minute/letter/teleletter/despatch/note

TYPE: Draft/Final 1 +

FROM:
Prime Minister

DEPARTMENT: TEL. NO:

BUILDING: ROOM NO:

Reference

Your Reference

SECURITY CLASSIFICATION

Top Secret
Secret
Confidential
Restricted
Unclassified

PRIVACY MARKING

..... In Confidence

CAVEAT .....

Enclosures flag(s) .....

TO:

His Excellency
Mr Todor Zhivkov
President of the State
Council of the People's
Republic of Bulgaria
SOFIA

Copies to:

SUBJECT:

Thank you for your thoughtful message of sympathy following the fire at King's Cross underground station. I am grateful for your condolences, and will pass them on to the families of those affected by the accident.

20

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T221E/87 UNCLASSIFIED

TOP COPY
Q DIST ?

JSL 020/1

004474
MDLOAN 4801

Subject cc OPS
MASTER.

UNCLASSIFIED
FM FCO
TO ROUTINE GABORONE
TELNO 135
OF 261700Z NOVEMBER 87

1. GRATEFUL IF YOU WOULD PASS THE FOLLOWING REPLY TO PRESIDENT MASIRE'S MESSAGE TO THE PRIME MINISTER:

BEGINS:
I AM MOST GRATEFUL FOR YOUR KIND MESSAGE OF CONDOLENCE FOLLOWING THE RECENT FIRE AT KINGS CROSS UNDERGROUND STATION. I AM TOUCHED THAT YOUR THOUGHTS WERE WITH THE BEREAVED FAMILIES.

ENDS.

HOWE

YYYY

DISTRIBUTION 25

MAIN 15

LIMITED SAFD

ADDITIONAL 10

PS/NO

NNNN

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T221D/87

Subject cc OPS
MASTER

UNCLASSIFIED

000141
MDHOAN 3752

UNCLASSIFIED
FM FCO
TO IMMEDIATE MOSCOW
TELNO 1205
OF 261635Z NOVEMBER 87

TOP COPY
& DIST

PRIME MINISTER'S REPLY TO MR GORBACHEV'S MESSAGE ABOUT THE KING'S CROSS FIRE

1. THE PRIME MINISTER HAS AGREED THE TEXT OF HER REPLY TO MR GORBACHEV'S MESSAGE ABOUT THE KINGS CROSS FIRE.

2. PLEASE DELIVER THE FOLLOWING REPLY TO THE MESSAGE AS SOON AS POSSIBLE: QUOTE ON BEHALF OF ALL THOSE WHO SUFFERED BEREAVENMENT OR INJURY AS A RESULT OF THE TERRIBLE FIRE AT KING'S CROSS UNDERGROUND STATION. PLEASE ACCEPT MY THANKS FOR YOUR MESSAGE OF CONDOLENCE. THE CONCERN OF THE SOVIET PEOPLE AND LEADERSHIP FOR THOSE SUFFERING AS A RESULT OF THE TRAGEDY HAS BEEN MUCH APPRECIATED IN THIS COUNTRY UNQUOTE.

HOWE

YYYY

DISTRIBUTION 16

MAIN 16

LIMITED
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PS/10 D ST

NNNN

cc PC

Foreign and Commonwealth Office

London SW1A 2AH

26 November 1987

Dear Charles,

Message of Sympathy from the President of Botswana

Our High Commissioner at Gaborone has forwarded a message of sympathy and condolence from President Masire dated 23.11.87 to the Prime Minister about the fire at King's Cross underground station: please see Gaborone telegram number 222, attached.

The Prime Minister may wish to respond. I accordingly enclose a draft telegram incorporating a message of thanks.

Yours ever,

Lyn Parker

(L Parker)
Private Secretary

C D Powell Esq
PS/No 10 Downing Street

OUT TELEGRAM

Classification	Caveat	Precedence
UNCLASSIFIED		ROUTINE

ZCZC	1	ZCZC
TC	2	UNCLASSIFIED
CAVEAT	3	
FM	4	FM FCO
TO	5	TO ROUTINE GABORONE
TELNO	6	TELNO
OF	7	OF 261700Z NOVEMBER 87
AND TO	8	
	9	YOUR TELNO 222: KINGS CROSS DISASTER
	10	
	11	1. GRATEFUL IF YOU WOULD PASS THE FOLLOWING REPLY TO
	12	PRESIDENT MASIRE'S MESSAGE TO THE PRIME MINISTER:
	13	
	14	BEGINS:
	15	I AM MOST GRATEFUL FOR YOUR KIND MESSAGE OF CONDOLENCE FOLLOWING
	16	THE RECENT FIRE AT KINGS CROSS UNDERGROUND STATION. I AM
	17	TOUCHED THAT YOUR THOUGHTS WERE WITH THE BEREAVED FAMILIES.
	18	~~WE GREATLY APPRECIATE THE SUPPORT AND GOODWILL OF OUR FRIENDS~~
	19	~~ABROAD AT THIS DIFFICULT TIME.~~
	20	
	21	ENDS.
	22	
	23	HOWE
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MAIN
ADDITIONAL
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		Catchword: MAIN	
File number	Dept SAFD	Drafted by (Block capitals) L ALLIOTT	Telephone no 2548
Authorised for despatch by:	Initials	Date/time	
For COD use only	Comcen reference	Telegram number	Processed by

YFB6

7/86 27081 Dd8422797 50m 1/87 3656

OUT TELEGRAM (CONT)

	Classification	Caveat	Precedence
	UNCLASSIFIED		ROUTINE

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2 MAIN
3 LIMITED
4 ADDITIONAL
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For distribution order see Page

Catchword:

1/87 27081 Dd8422887 50m 5/87 3656

010

cc/PC

No. HBr 11-192/87

CDP
2.

The Embassy of the Polish People's Republic presents its compliments to the Protocol Department of the Foreign and Commonwealth Office and has the honour to request that the enclosed message from Mr. Zbigniew Messner, Chairman of the Council of Ministers of the Polish People's Republic, be transmitted to the Prime Minister, the Rt. Hon. Margaret Hilda Thatcher, MP.

The Embassy of the Polish People's Republic avails itself of this opportunity to renew to the Protocol Department of the Foreign and Commonwealth Office the assurance of its highest consideration.

AMBASADA POLSKA W LONDYNIE 352

London, 25th November, 1987.

Enc. 1.

(UNOFFICIAL TRANSLATION)

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T221E/87.

Her Excellency The Rt. Hon.
Margaret Hilda Thatcher, MP,
Prime Minister of the United Kingdom of
Great Britain and Northern Ireland.

Subject cc Master
Ops.

Please accept my deepest sympathy in connection with the tragic accident which occurred in the London underground. This tragedy which cost so many casualties has moved the whole Polish nation.

Zbigniew Messner
Chairman of the Council of
Ministers of the Polish
People's Republic

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

25 November 1987

BF for copy!

I enclose a copy of a message from President Banda to the Prime Minister about the King's Cross fire, together with a reply.

I am copying this letter and enclosure to Jenny McCusker (Department of Transport).

Charles Powell

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

Please pass the following message to President Banda from the Prime Minister:

"Thank you for your kind and thoughtful message of sympathy following the terrible fire at King's Cross underground station. Your condolences are much appreciated and I shall ensure that they are passed on to the bereaved and injured."

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

25 November 1987

Thank you for your letter of 25 November enclosing a draft reply to Mr Mugabe's message of condolence about the King's Cross fire. I should be grateful if this could be despatched.

Charles Powell

Lyn Parker Esq
Foreign and Commonwealth Office.

cc PK

Foreign and Commonwealth Office

London SW1A 2AH

25 November 1987

Dear Charles,

attached

We received on 23 November the enclosed message of condolence from Mr Mugabe to the Prime Minister over the Kings Cross tragedy.

I enclose a suggested reply from the Prime Minister.

Yours ever,

Lyn Parker

(L Parker)
Private Secretary

C D Powell Esq
10 Downing Street

Disasters: Kursk
Nov 87

DS[illegible]1 (Revised Sept 85)

DRAFT: minute/letter/teleletter/despatch/note

TYPE: Draft/Final 1 +

FROM:
The Rt Hon Margaret Thatcher MP

DEPARTMENT: TEL. NO:

BUILDING: ROOM NO:

Reference

Your Reference

SECURITY CLASSIFICATION

Top Secret
Secret
Confidential
Restricted
Unclassified

PRIVACY MARKING

..... In Confidence

CAVEAT .....

Enclosures flag(s) .....

TO:

The Hon R Mugabe
Prime Minister of Zimbabwe

Copies to:

SUBJECT:

I was touched to receive your kind and sympathetic message on the Kings Cross fire.

Thank you for writing as you did and for passing on the condolences of the people of Zimbabwe. Your thoughts are warmly appreciated.

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

25 November 1987

Thank you for your letter of 25 November enclosing a draft reply from the Prime Minister to Mr Gorbachev's message about the King's Cross fire. I should be grateful if this could be despatched.

Charles Powell

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T221C/87
Subject cc Master Ops.

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RECEIVED: NO 10
27 NOV 1987
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RESTRICTED
PA | ACTION
NP | 7

Tx 2 (103)

174502
MDHOAN 3658

TOP COPY
Q DIST 7
No. P/A

RESTRICTED
FM FCO
TO IMMEDIATE TUNIS
TELNO 174
OF 251230Z NOVEMBER 87

KING'S CROSS UNDERGROUND STATION FIRE: MESSAGES

(101)

1. THE PRIME MINISTER HAS RECEIVED THE FOLLOWING MESSAGE FROM MR HEDI BACCOUCHE:
BEGINS:
QUOTE. IT IS WITH DEEP EMOTION THAT I LEARNT THE NEWS OF THE TRAGIC FIRE AT KING'S CROSS UNDERGROUND STATION.

I WOULD LIKE IN THIS SAD CIRCUMSTANCE, TO EXPRESS TO YOU ALL MY SYMPATHY AND TO ASK YOU TO TRANSMIT TO THE FAMILIES OF THE VICTIMS MY SINCERE CONDOLENCES. UNQUOTE.
ENDS.

2. PLEASE CONVEY THE FOLLOWING REPLY FROM THE PRIME MINISTER:
BEGINS:
I WAS MOST TOUCHED TO RECEIVE YOUR KIND MESSAGE OF SYMPATHY ABOUT THE TERRIBLE FIRE AT KING'S CROSS UNDERGROUND STATION WHICH LED TO THE LOSS OF SO MANY LIVES. I SHALL CERTAINLY CONVEY YOUR SYMPATHY TO THE BEREAVED AND INJURED.

WITH BEST WISHES,
ENDS.

3. WE ARE INFORMING THE TUNISIAN EMBASSY OF THE TEXT OF MRS THATCHER'S REPLY.

HOWE

YYYY

DISTRIBUTION 27

MAIN 27

LIMITED
NENAD
NEWS DEPT

NNNN

PS/MR MELLOR
MR MUNRO
SIR D MIERS

Foreign and Commonwealth Office

London SW1A 2AH

25 November 1987

Dear Charles,

Thank you for your letter of 19 November enclosing the text of Mr Gorbachev's message to the Prime Minister expressing sympathy on the loss of life in the London underground fire.

As requested, I enclose a draft reply from the Prime Minister. If you agree, we shall ask the post to deliver it. The Prime Minister will probably also wish to say something about this when she meets Mr Gorbachev on 7 December. Because of the need to preserve the confidentiality of the meeting on 7 December I am not copying this letter to the Department of Transport.

Yours ever,

(L Parker)
Private Secretary

C D Powell Esq
10 Downing Street

DS[illegible]1 (Revised Sept 85)

DRAFT: minute/letter/teleletter/despatch/note

TYPE: Draft/Final 1 +

FROM: Prime Minister

DEPARTMENT: TEL. NO:

BUILDING: ROOM NO:

Reference

Your Reference

SECURITY CLASSIFICATION

Top Secret
Secret
Confidential
Restricted
Unclassified

PRIVACY MARKING

..... In Confidence

CAVEAT .....

Enclosures flag(s) .....

TO: Mr M S Gorbachev, General Secretary of the Central Committee of the Communist Party of the Soviet Union

Copies to:

SUBJECT:

On behalf of all those who suffered bereavement or injury as a result of the terrible fire at King's Cross Underground Station please accept my thanks for your message of condolence. The concern of the Soviet people and leadership for those suffering as a result of the tragedy has been much appreciated in this country.

Margaret Thatcher

Prime Minister

FILE
DA

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

25 November 1987

KING'S CROSS: CAMDEN MEMORIAL FUND

I confirm that the Prime Minister is content with the proposal in Roy Griffins letter of 24 November for a Government contribution of £250,000 to the Memorial Fund. As explained on the telephone we are also content for the announcement to be made by your Secretary of State.

A copy of this letter goes to Moira Wallace (HM Treasury).

(P.A. BEARPARK)

Miss Jenny McCusker,
Department of Transport.

SUBJECT cc MASTER
OPS

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T220A/87

NNNN

24 NOV 1987/0910

ZCZC CLM8799 MWA912 PG572 TLX 41E

GBXX CY NIBE 089

LILONGWEMALAWI TLXD 89/87 23 1345 PAGEXTP

ETAT

RT. HONOURABLE MRS MARGARET THATCHER

PRIME MINISTGER OF GREAT BRITAIN

NO P DOWNING STREET

LONDON SW1

I HAVE LEARNT WITH DEEP SORROW OF THE UNTIMELY DEATH OF 30 PEOPLE AND OTHERS INJURED IN A FIRE ACCIDENT WHICH OCCURED LAST WEDNESDAY ITH NOVEMBER OIU

THE GOVERNMENT AND PEOPLE OF THE REPUBLIC

COL ETAT 10 30 ITH 1987

PG572 ETAT THATCHER PAGE2/37

OF MALAWI SOLEMNLY JOIN ME IN EXTENDING TO YOU, THE GOVERNMENT AND PEOPLE OF THE UNITED KINGDOM OUR SINCERE CONDOLENCES AND SYMPATHIES ON THIS TRAGIC OCCASION

HIGHEST CONSIDERATION

H KAMUZU BANDA

PRESIDENT OF THE REPUBLIC OF MALAWI

For enquiries dial the number shown in your Phone Book
International Telegram
British TELECOM

Disasters : Kings Cr 88

R224/11

DEPARTMENT OF TRANSPORT
2 MARSHAM STREET LONDON SW1P 3EB

01-212 3434

Prime Minister'

Content ?

AB/24/11

Yes mb

24 NOV 1987.

P A Bearpark Esq
Private Secretary
10 Downing Street
LONDON
SW1A 2AA.

Our Ref: C/PSO/12193/87

Dear Andy

KING'S CROSS: CAMDEN MEMORIAL FUND

1. Your letter of 23 November to Jenny McCusker asked us to let you know what the Secretary of State proposes should be our response to the setting up of a Memorial Fund by Camden.

2. The Secretary of State believes that it would be appropriate, now that Camden have decided both that the Memorial Fund should have non-political Trustees, and that there should be a Trustee nominated by us, for the Government to contribute £250,000 to it. This is the same amount as the donation to Bradford, where casualties were of a similar order, and one quarter of the amount given to Dover for Zeebrugge, where casualties were roughly four times as great. The Treasury have been consulted, and have agreed. The cost would be borne by the Department.

3. If the Prime Minister is content, we can then discuss when and how the donation should be announced.

4. A copy of this letter goes to Moira Wallace (HM Treasury).

Yours ever
Roy

R J GRIFFINS
Private Secretary

Disasters - Kings Cross

SUBJECT cc MASTER
OPS
cc PC

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL NO. T220B/87

Papua New Guinea

PRIME MINISTER
PAPUA NEW GUINEA

24 November 1987

The Rt Hon Margaret Thatcher, MP
Prime Minister of Britain
Office of the Prime Minister
10 Downing Street
LONDON SW1

My dear Prime Minister,

The Government and people of Papua New Guinea express their sympathy to relatives of those who lost their lives at the Kings Cross Station tragedy on 18th November 1987.

Our Condolences also to your Government and the British people for the loss and suffering.

Yours sincerely,

Paias Wingti

PAIAS WINGTI CMG MP
PRIME MINISTER OF PAPUA NEW GUINEA

National Parliament - House, Waigani, P.O. Box 6605, Boroko, P.N.G. Telephone: 27 7317, Telex: NE 22388

file

cc: PC

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

24 November 1987

Dear Lyn,

I enclose a copy of a message of sympathy to the Prime Minister from Major-General Lekhanya of Lesotho for the King's Cross fire, together with a reply which I should be grateful if you would arrange to be delivered.

I am copying this letter and enclosure to Jenny McCusker (Department of Transport).

Yours sincerely,

Charles Powell

Charles Powell

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

File

D85

10 DOWNING STREET

LONDON SW1A 2AA

THE PRIME MINISTER

I was most grateful for your kind and thoughtful message of sympathy following the terrible fire at King's Cross Underground in which so many people lost their lives and were injured.

I shall ensure that your condolences are passed on to the bereaved and injured.

His Excellency Major-General Justin M. Lekhanya

SUBJECT CC OPS
MASTER CCPC

Embassy of Lebanon
21 Kensington Palace Gardens
London, W.8
Ref: 404/ALH/gs

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T 219D/87

The Embassy of Lebanon presents its compliments to The Protocol Department of the Foreign and Commonwealth Office and has the honour to request that they forward the enclosed message from President Amine Gemayel to The Prime Minister.

" The tragic accident which occured at King's Cross has deeply chocked me. The loss of many innocent lives as a result was particularly saddening.

May I express, on my behalf, and on that of the Government and people of Lebanon, my sincerest condolences and deepest sympathies for the families of all those who have so tragically died.

Amine Gemayel
President of the Republic of Lebanon."

The Embassy of Lebanon avails itself of this opportunity to renew to The Protocol Department of the Foreign and Commonwealth Office the assurance of its highest consideration.

London 23rd November 1987

EMBASSY OF LEBANON LONDON

The Protocol Department
Foreign and Commonwealth Office
Whitehall
London SW1

26 AUG 3 PM 87

167037
MDLIAN 1511

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T219C/87

SUBJECT
cc master
OPS

UNCLASSIFIED
FM GABORONE
TO ROUTINE FCO
TELNO 222
OF 231230Z NOV 87

KINGS CROSS DISASTER

1. FOLLOWING IS TEXT OF TELEX MESSAGE RECEIVED THIS MORNING:-

BEGINS

FROM PULA GABORONE (EXTERNAL)
TO THE RIGHT HONOURABLE MRS. MARGARET THATCHER
PRIME MINISTER OF GREAT BRITAIN AND NORTHERN IRELAND

TLX: 637 A. 40/1 H
DATE: 20.11.87

I LEARNT WITH DEEP SORROW THE SAD NEWS OF THE FIRE ACCIDENT IN WHICH SEVERAL OF YOUR PEOPLE WERE KILLED AND MANY INJURED.

I WISH TO CONVEY TO YOU ON BEHALF OF THE GOVERNMENT AND PEOPLE OF BOTSWANA AND INDEED ON MY OWN BEHALF, OUR HEARTFELT CONDOLENCES ON THIS SAD OCCASION. OUR SINCEREST SYMPATHIES GO PARTICULARLY TO THE BEREAVED FAMILIES.

SINCERELY,

DR. Q.K.J. MASIRE
PRESIDENT OF THE REPUBLIC OF BOTSWANA

ENDS.

RAFTERY

YYYY

SUBJECT
CC OPS
MASTER

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T219B/87

Mrs. M. Thatcher,
Prime Minister of
Great Britain,
London

23 November 1987

Dear Mrs. Thatcher,

Please accept, on behalf of the Bulgarian people and on my own behalf, our deepest condolences on the occasion of the grave accident in the London underground, having caused many human casualties and considerable material damages.

Please give our cordial sympathies to the families of those who perished and who suffered from it.

Todor Zhivkov,
President of the State Council
of the People's Republic of
Bulgaria

KING'S Cross Appeal file

CF Trans have responded.
CF Your file

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

23 November 1987

I am writing to confirm my telephone call last week in which I said that the Prime Minister would be favourably disposed to the idea of the Government making a contribution to the major appeal fund, should one be set up, following the King's Cross disaster. The logic of the case would be that it was reasonable for the Government to contribute for funds for disasters which were as a result of accidents, but not criminal activities such as Hungerford.

I should be grateful if you could discuss the position with the Treasury, and let me know what you would propose.

I am copying this letter to Moira Wallace (HM Treasury).

P A BEARPARK

Miss Jenny McCusker
Department of Transport

PRIME MINISTER

PERSONAL MESSAGE

SERIAL No. T219/87

SUBJECT

cc Master

ops

CCPS

HIGH COMMISSION OF THE KINGDOM OF LESOTHO

10 COLLINGHAM ROAD, LONDON, SW5 0NR. TEL. 01 373 8581/2/3/4

NOTE NO. 65/87 23rd November, 1987

The High Commission of the Kingdom of Lesotho presents its compliments to the Foreign and Commonwealth Office and has the honour to request the latter to forward the following message to its highest destination:

QUOTE

FROM : H.E. MAJOR-GENERAL J.M. LEKHANYA, CHAIRMAN OF THE MILITARY COUNCIL AND COUNCIL OF MINISTERS - KINGDOM OF LESOTHO

TO : THE RT. HON. MARGARET THATCHER, PRIME MINISTER OF UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND.

ON BEHALF OF THE GOVERNMENT AND PEOPLE OF THE KINGDOM OF LESOTHO AND ON MY OWN BEHALF, I WISH TO CONVEY TO YOU, AND THROUGH YOU TO THE GOVERNMENT AND PEOPLE OF UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND - PARTICULARLY THE BEREAVED FAMILIES - A MESSAGE OF HEARTFELT CONDOLENCES AT KING'S CROSS UNDERGROUND DISASTER.

PLEASE BE ASSURED OF OUR SINCEREST SYMPATHIES ON THIS SAD OCCASION.

UNQUOTE

The High Commission of the Kingdom of Lesotho avails itself of this opportunity to renew to the Foreign and Commonwealth Office the assurances of its highest consideration.

LONDON

23rd November, 1987

HIGH COMMISSIONER FOR THE KINGDOM OF LESOTHO · LONDON ·

23/11/87

Disasters - King X
Nov 87

23 November 1987

I enclose a message of sympathy to the Prime Minister from the President of Togo on the King's Cross fire, together with a reply. I should be grateful if the latter could be despatched as soon as possible.

I am copying this letter and enclosures to Roy Griffins (Department of Transport).

(C. D. POWELL)

R. N. Culshaw, Esq., M.V.O.,
Foreign and Commonwealth Office.

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T218/87

10 DOWNING STREET

THE PRIME MINISTER

23.11.87

SUBJECT
CC MASTER
OPS

I was most grateful for your very kind message of sympathy about the terrible fire at King's Cross underground station. I shall certainly ensure that your condolences are passed on to the bereaved and injured.

His Excellency General Gnassingbe Eyadema

File

ECL

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

23 November 1987

I enclose a copy of a telex the Prime Minister has received from the Prime Minister of Tunisia about the recent tragedy at King's Cross underground station, together with a reply. I should be grateful if the letter could be despatched.

BF

I am copying this letter and enclosure to Roy Griffins (Department of Transport).

CHARLES POWELL

R.N. Culshaw, Esq., M.V.O.,
Foreign and Commonwealth Office.

RG

MESSAGE FROM THE PRIME MINISTER TO THE PRIME MINISTER OF TUNISIA

I was most touched to receive your kind message of sympathy about the terrible fire at King's Cross underground station which led to the loss of so many lives. I shall certainly convey your sympathy to the bereaved and injured.

With best wishes,

EL3CHQ

262014 ZIMHO G

SUBJECT cc MASTER OPS

PRIME MINISTER'S PERSONAL MESSAGE SERIAL No. T217A/87

PLS PASSS THIS MESSAGE

21.11.87
IMMEDIATE = ZIMLONDON

CONDOLENCE MESSAGE BY THE HONOURABLE R.G. MUGABE, PRIME MINISTER OF THE REPUBLIC OF ZIMBABWE ON KING'S CROSS UNDERGROUND TRAIN DISASTER ON WEDNESDAY, NOVEMBER 18, 1987.

MRS MARGARET THATCHER
PRIME MINISTER
NO 10 DOWNING STREET
LONDON
GREAT BRITAIN

IT WAS WITH A GREAT SENSE OF SHOCK AND HORROR THAT WE LEARNT OF THE TRAGIC DEATH OF AT LEAST 34 PEOPLE AND THE INJURY OF MANY MORE TRAPPED IN A MASSIVE BLAZE THAT ENGULFED LONDON'S KING'S CROSS UNDERGROUND TRAIN STATION.

PLEASE ACCEPT MY PERSONAL CONDOLENCES AND THOSE OF MY GOVERNMENT AND PEOPLE OVER THE TRAGIC LOSS OF LIFE AND THE INJURIES CAUSED.

OUR SYMPATHIES ALSO GO TO THE FAMILIES OF ALL THOSE BEREAVED.

R. G. MUGABE
PRIME MINISTER, REPUBLIC OF ZIMBABWE.

=

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Kings X - Disasters

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SUBJECT cc MASTER OPS

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T217/87

21 NOV 1987/1629

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ETATPRIORITE

MADAME MARGARETH THATCHER PREMIER MINISTRE

LONDRES

C EST AVEC UNE VIVE EMOTION QUE J AI APRIS LA NOUVELLE DU TRAGIQUE INCENDIE DE LA STATION METRO DE KING'S CROSS

JE VOUDRAIS EN CETTE TRISTE CIRCONSTANCE VOUS EXPRIMER TOUTE MA SYMPATHIE ET VOUS PRIER DE TRANSMETTRE AUX FAMILLES DES VICTIMES MES SINCERES CONDOLEANCES

HEDI BACCOUCHE

PREMIER MINISTRE DE LA REPUBLIQUE TUNISIENNE

COL CKD

International Telegram
For enquiries dial the number shown in your Phone Book
British TELECOM

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SUBJECT
CC MASTER
OPS.

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T216C/87

UNCLASSIFIED
FM FCO
TO IMMEDIATE TOKYO
TELNO 780
OF 202200Z NOVEMBER 87

KING'S CROSS UNDERGROUND FIRE

1. FOLLOWING IS TEXT OF A MESSAGE THE PRIME MINISTER HAS RECEIVED FROM JAPANESE PRIME MINISTER:

BEGINS: I WAS EXTREMELY DISTRESSED TO LEARN OF THE TRAGIC ACCIDENT AT KING'S CROSS SUBWAY STATION.

ON BEHALF OF THE JAPANESE PEOPLE, I WISH TO EXPRESS MY SINCERE SYMPATHY TO THE PEOPLE OF YOUR COUNTRY, ESPECIALLY TO THOSE WHO HAVE SUFFERED FROM THE LOSS OF THEIR FAMILIES.

NOBORU TAKESHITA. ENDS

2. PLEASE PASS FOLLOWING REPLY TO MR TAKESHITA AS SOON AS POSSIBLE:

BEGINS: THANK YOU FOR YOUR THOUGHTFUL MESSAGE OF SYMPATHY FOLLOWING THE TERRIBLE FIRE AT KING'S CROSS UNDERGROUND STATION. THIS WAS MUCH APPRECIATED AND I SHALL CERTAINLY ENSURE THAT YOUR CONDOLENCES ARE PASSED ON TO THE BEREAVED AND INJURED. ENDS

3. THERE WILL BE NO (NO) SIGNED ORIGINAL.

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YYYY

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PRIME MINISTER'S
PERSONAL MESSAGE

TOP COPY
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UNCLASSIFIED AMENDED DISTRIBUTION 231336Z
FM FCO SERIAL No. T216A/87
TO IMMEDIATE EAST BERLIN
TELNO 131
OF 202100Z NOVEMBER 87

Subject as Master Ops.

KING'S CROSS UNDERGROUND FIRE

1. FOLLOWING IS TEXT OF A MESSAGE THE PRIME MINISTER HAS RECEIVED FROM MR HONNECKER:

BEGINS ON THE SERIOUS FIRE DISASTER IN THE LONDON UNDERGROUND, IN WHICH MANY PEOPLE DIED, I CONVEY MY SINCERE CONDOLENCES TO YOU AND TO THE BEREAVED FAMILIES. ENDS

2. PLEASE DELIVER THE FOLLOWING REPLY FROM THE PRIME MINISTER AS SOON AS POSSIBLE.

BEGINS: THANK YOU FOR YOUR MESSAGE OF CONDOLENCES FOLLOWING THE TERRIBLE FIRE ON THE LONDON UNDERGROUND. I SHALL ENSURE THAT IT IS PASSED ON TO THE BEREAVED AND INJURED. ENDS

3. THERE WILL BE NO (NO) SIGNED ORIGINAL.

HOWE

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DISTRIBUTION 30

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MR RATFORD

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OF 201700Z NOVEMBER 87

KING'S CROSS UNDERGROUND STATION FIRE: MESSAGES

1. THE PRIME MINISTER HAS RECEIVED THE FOLLOWING MESSAGE FROM PERES:

BEGINS:

I HAVE LEARNT WITH DEEPEST SORROW ABOUT THE TRAGIC FIRE AT KING'S CROSS UNDERGROUND STATION. ALLOW ME TO EXPRESS TO YOU MY CONDOLENCES AND THROUGH YOU MY HEARTFELT SYMPATHY TO THE BEREAVED FAMILIES AND MY BEST WISHES FOR A QUICK RECOVERY OF THE INJURED

ENDS

2. PLEASE CONVEY TO THE MFA AS SOON AS CONVENIENT AT A SUITABLE LEVEL THE FOLLOWING REPLY TO PERES FROM THE PRIME MINISTER:

BEGINS:
I WAS TOUCHED BY YOUR KIND AND THOUGHTFUL MESSAGE ABOUT THE TERRIBLE FIRE AT KINGS CROSS UNDERGROUND STATION. I SHALL CERTAINLY ENSURE THAT YOUR CONDOLENCES ARE PASSED ON TO THE BEREAVED AND INJURED.

I LOOK FORWARD TO SEEING YOU NEXT WEEK.

ENDS

3. WE ARE INFORMING THE ISRAELI EMBASSY OF THIS MESSAGE SO THAT PERES WILL SEE IT UPON HIS ARRIVAL IN LONDON ON 23 NOVEMBER. THERE WILL BE NO SIGNED ORIGINAL.

HOWE

YYYY

LIMITED
NENAD
NEWS DEPT
P

PS/MR MELLOR
MR MUNRO
SIR D MIERS

NNNN

FILE
DA.

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

20 November 1987

I enclose a copy of a message of sympathy which the Prime Minister has received from Chancellor Kohl following the fire at Kings Cross underground station. I should be grateful if the enclosed reply could be telegraphed as soon as possible.

BF

I am copying this letter and enclosure to Roy Griffins (Department of Transport).

(C.D. POWELL)

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

MESSAGE FROM THE PRIME MINISTER TO CHANCELLOR KOHL OF WEST GERMANY

I was most grateful for your kind and sympathetic message about the Kings Cross fire. It was good of you to write and much appreciated.

SUBJECT cc MASTER OPS

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T216B/87

file

cc PC

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary 20 November 1987

I enclose a reply from the Prime Minister to a message of condolence from the President of the Federal Executive Council of the Socialist Federal Republic of Yugoslavia on the King's Cross fire.

I am copying this letter to Jonathan Cunliffe (Department of Transport).

C D POWELL

Lyn Parker, Esq.,
Foreign and Commonwealth Office

MESSAGE FROM THE PRIME MINISTER TO THE PRESIDENT OF THE FEDERAL EXECUTIVE COUNCIL OF THE SOCIALIST FEDERAL REPUBLIC OF YUGOSLAVIA

Your kind and sympathetic message following the terrible fire at King's Cross underground station was very much appreciated, and I shall ensure that your condolences are passed on to the bereaved and injured.

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T216D/87

SUBJECT cc MASTER
OPS.

SUBJECT cc MASTER
OPS

PRESIDENT OF THE FEDERAL
EXECUTIVE COUNCIL OF THE
SOCIALIST FEDERAL REPUBLIC
OF YUGOSLAVIA

PERSONAL MESSAGE
SERIAL No. +216/87

Belgrade, 19 November 1987

It was with great distress that I learned of the tragedy in the London underground with a heavy human toll and a great number of injured.

May I extend to you personally and to Her Majesty's Government, on behalf of the Federal Executive Council and in my own name, our deepest sympathy.

Please convey to the bereaved families the expressions of our profound condolence.

(Sgd) Branko Mikulic

The Rt Hon Margaret Thatcher, MP
Prime Minister of the United Kingdom
of Great Britain and Northern Ireland
London

SEP 12 PM 2 7

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. .....

EMBASSY OF THE SOCIALIST FEDERAL
REPUBLIC OF YUGOSLAVIA

5 LEXHAM GARDENS,
LONDON, W8 5JU.
Tel: 01-370 6105

London, 20 November 1987

Dear Madame Prime Minister,

I have the honour to transmit the message by the President of the Federal Executive Council of the Assembly of the Socialist Federal Republic of Yugoslavia Branko Mikulic addressed to you on the occasion of the tragic disaster in the London underground.

May I take this opportunity, dear Madame Prime Minister, to extend to you also my own sincere sympathies.

Please accept, Madame Prime Minister, the assurances of my highest consideration and profound respect.

Mitko Calovski
Ambassador

The Rt Hon Margaret Thatcher, MP
Prime Minister of the United Kingdom
of Great Britain and Northern Ireland
London

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T215/87

SUBJECT cc MASTER
OPS

T e l e g r a m m

von

Herrn Helmut Kohl

Bundeskanzler der Bundesrepublik Deutschland

an

Ihre Exzellenz

Frau Margaret Thatcher

Premierminister des Vereinigten Königreichs

Großbritannien und Nordirland

---

20. November 1987

Sehr geehrte Frau Premierminister,

liebe Margaret,

zu dem tragischen Tod von 30 Personen bei dem großen Brand in der Londoner U-Bahn-Station King`s Cross spreche ich Ihnen und den Angehörigen der Verstorbenen mein tief empfundenes Beileid aus.

Dieses schwere Unglück, bei dem auch zahlreiche Menschen zum Teil schwer verletzt worden sind, ist von der deutschen Bevölkerung mit großer Betroffenheit und tiefer Anteilnahme aufgenommen worden.

Ihr

Helmut Kohl

Bundeskanzler der Bundesrepublik Deutschland

Courtesy translation

T e l e g r a m m e

from

Herr Helmut Kohl

Federal Chancellor of the Federal Republic of Germany

to

Her Excellency Margaret Thatcher

Prime Minister

of the United Kingdom of

Great Britain and Northern Ireland

---

20 November 1987

Prime Minister,

dear Margaret,

I convey my deep sympathy to you and the families of the 30 people who tragically lost their lives in the fire at King`s Cross underground station.

The German people were shocked and saddened by the news of this terrible disaster in which many were also injured, some of them gravely.

Helmut Kohl

Chancellor of the Federal Republic of Germany

BOTSCHAFT
DER BUNDESREPUBLIK DEUTSCHLAND
Embassy
of the Federal Republic of Germany
Baron Hans v. Stein

London, 20 November 1987

Dear Prime Minister,

I have the honour to transmit to you the enclosed telegramme from Herr Helmut Kohl, Chancellor of the Federal Republic of Germany.

A courtesy translation is also attached.

I am, dear Prime Minister,

Yours sincerely,

Hans v. Stein

Chargé d`Affaires a.i.

Her Excellency
The Rt.Hon. Margaret Thatcher, MP
Her Majesty`s Prime Minister and
First Lady of the Treasury
L o n d o n

File

cc DoT

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary 20 November 1987

The Prime Minister has asked me to thank you for your kind and thoughtful message of condolences for the victims of the terrible fire at King's Cross. She was touched by your solicitude.

C D POWELL

His Excellency Mr. Yehuda Avner

NNNN

SUBJECT
cc MASTER
OPS

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. 7214/87

20 NOV 1987/1555

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ETATPRIORITE

PRESIREPUBLITOGO LOME A SON EXCELLENCE MADAME MARGARET THATCHER

PREMIER MINISTRE DE GRANDE-BRETAGNE

LONDRES

R 21/11

NO 937/87/PR

MADAME LE PREMIER MINISTRE

A LA SUITE DE L INCENDIE QUI A FAIT 30 MORTS ET DES DIZAINES

DE BLESSES DANS UNE STATION DE METRO DE LONDRES ET DONT NOUS

VENONS D APPRENDRE LA NOUVELLE AVEC BEAUCOUP DE PEINE JE VOUDRAIS

AU NOM DU PEUPLE TOGOLAIS DE SON PARTI D UNION NATIONALE LE RPT

AU NOM DE MON GOUVERNEMENT ET EN MON NOM PERSONNEL VOUS ADRESSER

NOS CONDOLEANCES TRES ATTRISTEES

PUISSIEZ VOUS TRANSMETTRE NOS SENTIMENTS DE COMPASSION AUX

FAMILLES EPLOREES ET AUX BLESSES AUXQUELS NOUS FORMULONS NOS

VOEUX DE PROMPTE GUERISON

VEUILLEZ AGREER MADAME LE PREMIER MINISTRE LES ASSURANCES DE MA

TRES HAUTE CONSIDERATION

GENERAL GNASSIGBE EYADEMA

PRESIDENT FONDATEUR DU RASSEMBLEMENT DU PEUPLE TOGOLAIS

PRESIDENT DE LA REPUBLIQUE

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British TELECOM International Telegram
For enquiries dial the number shown in your Phone Book

PRIME MINISTER

KINGS CROSS FIRE

You will want to know that, besides Gorbachev, you have received messages from the following: Chirac, Kohl, Gonzalez, Goria, Delors, Peres and Mikulic. I have sent standard replies on your behalf.

CDP

MT

(C.D. POWELL)

Now also Takeshita & Honecker.

20 November 1987

File

JA

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

20 November 1987

I enclose copies of messages to the Prime Minister about the King's Cross fire from the Prime Minister of Japan and Mr. Honecker, together with replies. I should be grateful if the latter could be despatched as soon as possible.

BFI

I am copying this letter to Jonathan Cunliffe (Department of Transport).

(Charles Powell)

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

MESSAGE FROM THE PRIME MINISTER TO MR. NOBORU TAKESHITA

Thank you for your thoughtful message of sympathy following the terrible fire at King's Cross underground station. This was much appreciated and I shall certainly ensure that your condolences are passed on to the bereaved and injured.

MESSAGE FROM THE PRIME MINISTER TO MR. NOBORU TAKESHITA

Thank you for your thoughtful message of sympathy following the terrible fire at King's Cross underground station. This was much appreciated and I shall certainly ensure that your condolences are passed on to the bereaved and injured.

SUBJECT
cc MASTER
OPS

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T213/87

EMBASSY OF JAPAN
LONDON

20th November 1987

Dear Prime Minister,

I have been asked by Mr. Noboru Takeshita, Prime Minister of Japan, to convey the following message to you :

> "I was extremely distressed to learn of the tragic accident at King's Cross subway station.
>
> "On behalf of the Japanese people, I wish to express my sincere sympathy to the people of your country, especially to those who have suffered from the loss of their families."

NOBORU TAKESHITA
Prime Minister of Japan

Yours sincerely,

Toshio Yamazaki

Toshio Yamazaki
Ambassador

The Rt.Hon. Margaret Thatcher, MP,
Prime Minister and First Lord of the Treasury,
10, Downing Street,
London.

SUBJECT
cc MASTER
OPS

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T212/87

THE AMBASSADOR OF THE GERMAN DEMOCRATIC REPUBLIC

London, 20 November 1987

Dear Mrs. Prime Minister,

I have the honour to forward to Your Excellency on behalf of the General Secretary of the Central Committee of the Socialist Unity Party of Germany and Chairman of the Council of State of the German Democratic Republic the following message:

Premierministerin
des Vereinigten Königreiches
von Großbritannien und
Nordirland

Ihre Exzellenz

Frau Margaret Thatcher

London

Zu der schweren Brandkatastrophe in der Londoner U-Bahn, bei der zahlreiche Menschenleben zu beklagen sind, übermittle ich Ihnen sowie den Angehörigen der Opfer mein aufrichtiges Beileid.

Erich Honecker

Generalsekretär des Zentral-
komitees der Sozialistischen
Einheitspartei Deutschlands und
Vorsitzender des Staatsrates
der Deutschen Demokratischen
Republik

May I also take this opportunity to express to Your Excellency as well as to the bereaved families my deepest sympathy.

Please accept, Excellency, the assurances of my highest consideration.

Dr. Lindner

Dr. G. Lindner

Unofficial translation

Her Excellency
Mrs. Margaret Thatcher
Prime Minister
of the United Kingdom
of Great Britain and
Northern Ireland

10 Downing Street

London/England

On the serious fire disaster in the London underground, in which many people died, I convey my sincere condolences to you and to the bereaved families.

Erich Honecker
General Secretary of the
Central Committee of the
Socialist Unity Party of Germany
and Chairman of the Council of
State of the German Democratic
Republic

FILE
DA

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

20 November 1987

I enclose copies of messages of sympathy which the Prime Minister has received from M. Delors and Mr. Peres following the fire at Kings Cross underground station. I should be grateful if the enclosed replies could be telegraphed as soon as possible.

BF
copy
of
Tel

I am copying this letter and enclosures to Roy Griffins (Department of Transport).

(C.D. POWELL)

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

MESSAGE FROM THE PRIME MINISTER TO MONSIEUR JACQUES DELORS

I was most grateful to the members of the Commission for their thoughtfulness in expressing their sympathy for the terrible fire at Kings Cross underground station with such loss of life and many injuries. Their support at this time of distress is much appreciated.

MESSAGE FROM THE PRIME MINISTER TO MR. SHIMON PERES

I was touched by your kind and thoughtful message about the terrible fire at Kings Cross underground station. I shall certainly ensure that your condolences are passed on to the bereaved and injured.

I look forward to seeing you next week.

20

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THE RT HON MARGARET THATCHER M.P.

PRIME MINISTER

10 DOWNINGSTREET

LONDON-SW1

THE COMMISSION OF THE EUROPEAN COMMUNITY HAS LEARNT WITH THE GREATEST SADNESS OF THE TRAGEDY THAT OCCURRED IN THE LONDON UNDERGROUND.

ON BEHALF OF THE COMMISSIONERS WE OFFER OUR MOST SINCERE CONDOLENCES WE WOULD ASK YOUR GOVERNMENT TO TRANSMIT OUR DEEPEST SYMPATHY TO THE FAMILIES OF THE VICTIMS

JACQUES DELORS COMEUR

COL 10 SW1

British TELECOM International Telegram
For enquiries dial the number shown in your Phone Book

EMBASSY OF ISRAEL
2 PALACE GREEN
LONDON W8 4QB
Telephone: 01-937 8050

שגרירות ישראל
לונדון

20/11

19.11.87

Dear Prime Minister,

I am moved to write to you to express my heartfelt condolences for the victims of the Kings Cross catastrophe. I pray for the speedy recovery of the injured.

Respectfully,
Yehuda Avner

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T 210H

EMBASSY OF ISRAEL
2 PALACE GREEN
LONDON W8 4QB
Telephone: 01-937 8050

שגרירות ישראל
לונדון

19th November 1987

"Dear Prime Minister,

I have learnt with deepest sorrow about the tragic fire at King's Cross underground station. Allow me to express to you my condolences and through you my heartfelt sympathy to the bereaved families and my best wishes for a quick recovery of the injured.

Shimon Peres
Vice-Premier and Minister of Foreign Affairs"

The Rt. Hon. Mrs. Margaret Thatcher, PC,FRS, MP,
Prime Minister,
10 Downing Street,
London, SW1

EMBASSY OF ISRAEL
2 PALACE GREEN
LONDON W8 4QB
Telephone: 01-937 8050

שגרירות ישראל
לונדון

19th November 1987

Dear Prime Minister,

I have been requested to transmit to you the enclosed message from Mr. Shimon Peres, Vice-Premier and Minister of Foreign Affairs of Israel.

Yehuda Avner
Ambassador of Israel

The Rt. Hon. Mrs. Margaret Thatcher, PC, FRS, MP,
Prime Minister,
10 Downing Street,
London, SW1

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

19 November, 1987.

I enclose a copy of a message of sympathy to the Prime Minister from Mr. Gorbachev on the loss of life in the London underground fire. I should be grateful for a draft reply.

We have informed the Press of the message.

I am sending a copy of this letter and its enclosure to Roy Griffins (Department of Transport).

(C.D. Powell)

Lyn Parker, Esq.,
Foreign and Commonwealth Office.

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T210H/87.

Mrs.M.Thatcher,
Prime Minister
of Great Britain

November 19, 1987

Esteemed Mrs.Prime Minister,

I enclose a message of condolences from General Secretary M.Gorbachev in connection with the London's Underground fire.

May I offer my own condolences over this tragic event.

Yours sincerely,

L. Zamyatin
Ambassador of
the USSR

SUBJECT cc OPS
MASTER.

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T210 H/87

Unofficial translation

Mrs.Margaret Thatcher,
Prime Minister
of Great Britain

Esteemed Mrs.Thatcher,

On behalf of the people and leadership of the Soviet Union please accept deep condolences in connection with the loss of many lives caused by the London's Underground fire. Please convey our sincere sympathy to the families of the bereaved.

M.Gorbachev

Уважаемая г-жа Тэтчер,

Примите глубокие соболезнования от имени народа и руководства Советского Союза в связи со значительными жертвами, понесенными в результате пожара в лондонском метро. Передайте наше искреннее сочувствие семьям погибших.

М.Горбачев

From Major C F Rose
Railway Inspectorate
19 November 1987

PS/SECRETARY OF STATE
PS/MINISTER OF STATE
PS/SIR ALAN BAILEY
MR PALMER
MR COATES
MISS CAINES
MR DEAS
MR GOLDMAN
MR RIMINGTON HSE

FIRE AT LONDON UNDERGROUND STATION KINGS CROSS, 18 NOVEMBER 1987

1. The Secretary of State will wish to be advised of the latest position on the fire at Kings Cross Underground Station.

2. The fire broke out at about 07.40 on an escalator (No.4) connecting the underground station ticket hall area to the Piccadilly Line platforms. It caused severe damage and heavy loss of life. The latest casualty figures indicate that 30 people lost their lives and 19 are seriously injured, with 30 others detained.

See below

3. An Inspecting Officer visited the scene and observed that all the fire damage occurred from about half way up the Piccadilly Line escalators, the worst affected area being the main ticket hall. It was in this area that most of the victims were found overcome by smoke and the intense heat, which was severe enough to melt aluminium panelling in places.

4. The escalator was one of an old type which have been in operation for around 40 years; these are fitted with wooden treads and side panelling on metal sheet backing. Unusually the worst damage appears to have occurred above the treads rather than from the machine room or the mechanical parts of the escalator below the treads. The point of initiation of the fire was a very definite one, with little damage below the half-way point on the escalator; the station platforms show little or no sign of fire damage.

5. It is too early to speculate as to the cause and we must await the advice of forensic experts. However, all the indications are that the heat build up was very rapid indeed.

6. Ceiling panelling in the ticket hall area is known to contain amosite (brown asbestos) and, as a result of the fire, some asbestos fibres were released into the atmosphere. The levels last night, whilst the area was still damped down, were very low. However, it is for this reason that Underground services have had to be curtailed in the Kings Cross area this morning. As soon as this material has been secured through services can recommence but it will be some time before the platforms at Kings Cross are available for passengers.

E.R

Met Police — no officers injured.
BT Police — 1 officer injured.

19/11

ccs Mr Woodland
Ms Collins-Rice
Mr Wrench
Mr Moriarty
Mr Chilcot
HMCIC
Mr Turney (o.r)
HMCIFS (o.r)
Mr Angel
Mr Canovan, G2
Mr Addison, F1
Mr Whalley, F6
HMI Mr Greenwood
HMI Mr Kilford
Chief Supt. Netley
HMIC
Mr Evans, G1
Mr Lockett, G1

From: R R G Watts
G1 Division
19 November 1987
(213 3525)

Mr Miller

KINGS CROSS FIRE

You asked for immediate information, to be with you by 10 am, on the Kings Cross fire. I attach two notes: the first is on the killed and injured and what took place, prepared by HMI Greenwood; the second is on fire service resources.

R Watts.

R R G WATTS

Annex 1.

E.P

FIRE - KINGS CROSS UNDERGROUND STATION 18 NOVEMBER 1987

Time Call received by Brigade 1936 hours

Time of arrival of Brigade 1942 hours

Further assistance requested 1947 hours

Nearest fire station (Euston) was out on a call and an immediate response was made from Soho and Clerkenwell (1 pump) with a total of 3 pumps + turntable ladder. This was pre-determined attendance for this category A risk.

Brief narrative

Fire was first seen on wooden escalator leading up to ticket office area which is one level below the ground.

Trains below ran untouched by fire. The first fire crews reported that initially there was a small fire on and around the escalator which suddenly flared up (but not a flashover); something was 'pushing it' probably the air movement caused by passing underground trains.

Fire investigating team and today endeavouring to confirm the seat of fire and reason for rapid development.

Casualties

Fire Brigade

1 Station Officer deceased, Mr Townsley (Soho)
4 Firefighters taken to hospital (2 released
(2 kept - due to smoke inhalation,
Station Officer Rhodes
Sub Officer Trefry)

E.R

Civilians

33 confirmed dead
Over 50 casualties which include 21 with serious burns (2 on ventilators)

Further information
Action is being taken to determine the position under the Fire Precautions Act 1971. The Home Secretary's responsibility is limited to any shops or offices designated under the Fire Precautions Act. Other parts of the station are the responsibility of the Department of Transport/London Regional Transport.

Annex 2.

Criticism that the fire service in England and Wales has been underfunded in relation to its operational commitments is without foundation. Over the six years 1981/2 to 1986/7 total current expenditure has risen from £461m to £696m, a total increase of 43 per cent over the period and an average annual increase of 8.6 per cent. Provision for 1987/88 is £730m an increase of 4.9 per cent over 1986/7.

2. For London we and the Chief Fire Officer are satisfied that the total financial provision for the current year is more than adequate to meet all operational requirements.

file KB
cc D/Transp.

10 DOWNING STREET
LONDON SW1A 2AA

From the Private Secretary

19 November 1987

The Prime Minister has received a number of messages of sympathy from other Heads of Government about the fire at Kings Cross last night. I enclose replies which I should be grateful if you would arrange to have delivered. There will be no signed originals.

CHARLES POWELL

Lyn Parker Esq.,
Foreign and Commonwealth Office.

SUBJECT cc OPS
MASTER

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T210G/87

MESSAGE FROM THE PRIME MINISTER TO M. JACQUES CHIRAC

I was very grateful for your thoughtful message of sympathy following the terrible fire at Kings Cross underground station last night. I shall indeed ensure that your condolences are passed on to the families of those concerned.

PRIME MINISTER'S
PERSONAL MESSAGE

T210F/87.
SUBJECT a OPS
MASTER

MESSAGE OF MONSIEUR JACQUES CHIRAC,
FRENCH PRIME MINISTER

TO

THE RT. HON. MARGARET THATCHER, M.P.
PRIME MINISTER

Paris, le 19 novembre 1987

"Madame le Premier Ministre,

Très ému par l'horrible accident qui vient d'endeuiller la capitale britannique, je vous prie de croire Madame, en l'assurance de toute ma sympathie. Je vous serais reconnaissant de bien vouloir transmettre toutes mes condoléances aux familles des victimes.

signé : Jacques Chirac"./.

M. Jacques Chirac

AMBASSADE DE FRANCE

LONDRES

L'AMBASSADEUR

19th November, 1987

Dear Mr. Powell,

I have just received the text of a message addressed to the Prime Minister by Monsieur Jacques Chirac, French Prime Minister.

I enclose it herewith.

Yours sincerely

for Luc de La Barre de Nanteuil (absent)

Bernard de Lacout

Charles Powell, Esq.
Private Secretary to the Prime Minister,
Prime Minister's Office,
10, Downing Street,
London, S.W.1.

10768

Italian Embassy,
14, Three Kings Yard,
London, W.1.

19th November, 1987

Dear Mr Powell,

As the Ambassador is out of London today, I am forwarding on his behalf the enclosed message addressed to the Prime Minister, The Rt. Hon. Margaret Thatcher, MP. from the President of the Council of Ministers, Onorevole Giovanni Goria, together with a rough translation.

I should, therefore, be most grateful if you could kindly pass it on to the Prime Minister.

Sincerely Yours

Enrico Augelli

Enrico Augelli
(First Counsellor)

Mr. Charles Powell
Private Secretary to the Prime Minister
10 Downing Street
LONDON SW1

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL NO. T210F/87.

SUBJECT cc ORS
MASTER

MESSAGE FROM THE PRIME MINISTER TO HIS EXCELLENCY ONDREVOLE GIOVANNI GORIA

Your kind and thoughtful message following the terrible fire at Kings Cross underground station last night is much appreciated and I shall make sure that your expressions of sympathy and support are passed on to the families of the victims.

Il Presidente
del Consiglio dei Ministri

MESSAGGIO DEL PRESIDENTE DEL CONSIGLIO AL
PRIMO MINISTRO BRITANNICO SIGNORA MARGARET THATCHER

Profondamente turbato dalla tragica sciagura avvenuta ier sera nella metropolitana di Londra, nella quale hanno perso la vita in modo atroce numerosi cittadini britannici, desidero esprimerLe i sentimenti della mia più commossa solidarietà e la più sincera, sentita partecipazione al lutto che ha colpito l'amica Nazione britannica pregandoLa di farsene interprete presso i familiari delle vittime.

Con i sentimenti della più cordiale amicizia.

Suo Giovanni Goria

H.E. Onorevole
Giovanni Goria

SUBJECT cc OPS
MASTER

From: Signor Giovanni Goria

To : The Rt Hon Margaret Thatcher, MP

Date: Rome, 19th November, 1987

PERSONAL MESSAGE

SERIAL No. T210E/87

ROUGH TRANSLATION

"Deeply moved by the tragic disaster happened last night in the London Underground, in which many British citizens have most cruelly lost their life, I wish to express to you the feelings of my most depply-felt solidarity and of my sincerest participation to the mourning that hit our friend, the British Nation, trusting you will convey them to the families of the victims.

With the expressions of my sincerest friendship

Yours

Giovanni Goria"

SUBJECT cc OPS
MASTER.

T2100/87.

MESSAGE FROM THE PRIME MINISTER TO HIS EXCELLENCY SENOR DON FELIPE GONZALEZ MARQUEZ

I was most grateful for your kind and thoughtful message of sympathy following the terrible fire last night at Kings Cross underground station in which so many people lost their lives and were injured. I shall indeed pass on your sympathy to the families of the victims.

SUBJECT cc OPS
MASTER

27582 CABOFF G
45974 PGOB E

T210C/87

TXT-779

MADRID(PRESIDENCIA GOBIERNO), 19 NOVIEMBRE 1.987

FROM : PRESIDENTE DEL GOBIERNO ESPANOL

TO : EXCMA.SRA. MARGARET THATCHER
PRIMER MINISTRO DEL REINO UNIDO
DE GRAN BRETANA E IRLANDA DEL NORTE
LONDRES.-

AL CONOCER TRISTE NOTICIA DEL TRAGICO INCENDIO
OCURRIDO EN EL FERROCARRIL METROPOLITANO DE LONDRES,
DESEO EXPRESARLE MIS SENTIMIENTOS DE HONDO PESAR, QUE
RUEGO HAGA LLEGAR A LOS FAMILIARES DE LOS FALLECIDOS.

FELIPE GONZALEZ MARQUEZ.-

NNNN

27582 CABOFF G
45974 PGOB E

HE Señor Don Felipe Gonzalez Marquez

19 XI PM 87

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. T210B/87

SUBJECT cc OPS
MASTER

MESSAGE FROM THE PRIME MINISTER TO THE TAOISEACH

It was kind and thoughtful of you to send a message of sympathy following the terrible fire at King's Cross underground station last night. I shall ensure that your condolences are passed on to the bereaved and injured.

SUBJECT cc OPS
MASTER

PRIME MINISTER'S
PERSONAL MESSAGE
SERIAL No. TA210A/87.

KING'S CROSS FIRE

TEXT OF MESSAGE FROM AN TAOISEACH

I learned with great sorrow of the tragic loss of life at the King's Cross station last night. My deepest sympathy is with those who have been bereaved and injured in the fire.

Charles J Haughey

ASÁID NA hÉIREANN, LONDAIN.

IRISH EMBASSY, LONDON.

17 Grosvenor Place

SW1X 7HR

COPY

19 November 1987

Dear Private Secretary

I am enclosing herewith the text of a message from the Taoiseach, Mr Charles J Haughey TD, to the Prime Minister, The Rt Hon Margaret Thatcher MP. I should be grateful if you would bring the message to the attention of the Prime Minister.

Yours sincerely

Andrew O'Rourke
Ambassador

Mr Charles Powell
Private Secretary to the Prime Minister
The Rt Hon Margaret Thatcher MP
10 Downing Street
London SW1

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