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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
24th January, 1941.*

The KING has been graciously pleased to award the GEORGE CROSS to:—
Norman Tunna, Shunter, Great Western Railway, Birkenhead.

Enemy action over the Liverpool Port Area resulted in a number of serious fires involving railway and dock warehouse properties.

A large number of incendiary bombs fell on and about the goods station and sidings. Amongst the wagons in the yards were a train load of ammunition, various trucks of petrol in tins, bombs and ammunition fuses. Most of the enemy incendiary bombs were extinguished by the prompt action of the staff on duty before damage could be done, but a serious fire developed from incendiaries falling in one section of the station premises.

In the course of these events Shunter Tunna discovered two incendiary bombs burning in a sheeted open wagon, containing 250-lb. bombs. With complete disregard for personal risk, Tunna removed the sheet, extinguished the incendiary bombs and removed them from the truck. The top layer of these heavy bombs was hot.

Tunna's action displayed courage in very high degree and eliminated the risk of serious explosions, the results of which it would be difficult to measure.

CENTRAL CHANCERY OF THE ORDER OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
24th January, 1941.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Fifth Class of the Most Excellent Order of the British Empire, for the following Awards of the George Medal and of the Medal of the said Most Excellent Order, for Meritorious Service, and for the publication in the London Gazette of the names of the persons specially shown below as having received an expression of commendation for their brave conduct in Civil Defence.

To be Additional Members of the Civil Division of the Most Excellent Order of the British Empire:—

Cecil Alexander Baines, Docks Superintendent, Port of London Authority.

The docks of which Mr. Baines is in charge have been heavily bombed. He has been almost continuously at his post and has directed both dock services and A.R.P. Work with conspicuous ability. On several occasions he has led parties to extinguish incendiary bombs and has been instrumental in saving valuable dock premises from destruction.

Frank James Dowsett, Assistant Docks Superintendent, Port of London Authority.

The docks of which Mr. Dowsett is Assistant Superintendent were heavily attacked and serious fires were started. Mr. Dowsett

immediately took charge and most ably directed all operations. He kept in constant touch with the Fire Brigade so that fire fighting measures were carried out to the best possible advantage. On several other occasions when the docks have been bombed, Mr. Dowsett has displayed high qualities and leadership in difficult circumstances.

William Henry Simmons, Superintendent of Police, Port of London Authority.

Throughout the period of intensive air attacks directed against the Port of London, Superintendent Simmons has rendered invaluable services, and displayed outstanding powers of leadership with complete disregard for his personal safety.

He directed and assisted rescue work while raids were still in progress. When a large number of H.E. bombs were dropped on one of the Docks, Superintendent Simmons called for volunteers to accompany him while the raid was still in progress and, displaying great courage and inspiring leadership, he succeeded in removing casualties and arranged for their conveyance to hospital.

Superintendent Simmons showed the greatest devotion to duty by proceeding to the scenes of the worst fires and damaged areas in the widely spread dock systems, inspiring his officers and men. By a complete disregard of danger from falling bombs, fires and delayed action bombs, he set a splendid example. On many occasions he displayed organising ability of a high order.

Awarded the George Medal:—

William John Allum,	} Tug, Port of London Authority.
Master.	
Henry Edward Allen,	
Deckhand.	

During a heavy air attack on the Docks the tug was putting out fires on barges and towing others out of danger. The tug Master was hailed from a lifeboat by members of the crew of a motor vessel and informed that their vessel had been bombed and set on fire. Allum and Deckhand Allen boarded her and having put out several fires commenced to play a hose on the stern of the ship which was threatened by fire from the dock-side. Allum decided that the vessel must be shifted. He accordingly called for and obtained volunteers from another vessel to go aboard to assist in the removal of the burning ship. Both tugs then proceeded to move her to a safe berth, Deckhand Allen going aboard and acting as dock pilot and directing the volunteer crew aboard.

Allen was a member of the first crew of the tug who had remained on duty with the night shift.

The conduct of the tug Masters and their Crews under circumstances of great danger is worthy of the highest praise and in particular Tug Master W. Allum displayed great initiative, resource and leadership. Deckhand H. E. Allen showed great devotion to duty as well as coolness and courage.

Ernest Victor Barker, Ticket Collector, London and North Eastern Railway, Bridlington.

Arthur Harrison, M.M., Chageman Asphalter, London and North Eastern Railway, Hull.

George William Whitehurst, Labourer, London and North Eastern Railway, Hull.

Harrison and Whitehurst were on duty with other men when an air raid took place and H.E. bombs fell on a Goods Shed causing casualties, damage and fires.

Harrison took the lead and, with Whitehurst, searched the Goods Shed which had been damaged to see if anyone had been injured. On being informed that there was a wounded soldier in the Goods Yard and another in a van, they hurried to the spot and removed the wounded soldier from the vicinity of a burning ammunition wagon containing shells which were exploding. They also entered the van in which the other injured soldier lay and which was on fire, but found that he was dead.

Barker with two other men manned the fire fighting appliances. The fire spread to some wagons, one of which contained live anti-aircraft ammunition. Although shells were exploding the three men continued to play water on the wagons. Three lengths of the Company's hose were punctured by shrapnel whilst being used by the men.

Captain John Penfield Epps, Dockmaster, Port of London Authority.

Ernest Joseph Pridmore,	} Tug, Port of London Authority.
Master of Tug.	
Henry William Oliver,	
Master of Tug.	
James Hendry,	
Engineman.	
Peter John Wilkins,	
Deckhand.	

Captain Epps personally organised members of the staff under his control into parties of fire fighters to extinguish outbreaks caused by a very large number of incendiary bombs which were dropped on London Docks.

He carried on throughout the whole of the night when many severe fires threatened, and, under his direction, tugs and craft, including some oil barges which were in danger of catching fire from the burning sheds and debris, were removed to places of safety. Those which had caught fire were taken in tow and the fires extinguished.

His devotion to duty under very dangerous conditions on this and subsequent occasions undoubtedly checked the progress of serious fires and saved much valuable property.

E. J. Pridmore, Master of Tug, led the first crew of his Tug in extinguishing fires caused by incendiary bombs and assisted in preventing serious fires at wharves. He helped to remove laden barges and craft in the docks which were in danger of fire. Throughout the period of heavy raids on the docks Pridmore has shown conspicuous ability, initiative and devotion to duty in circumstances of extreme danger.

H. W. Oliver, Master of Tug, was in charge of the second crew of the Tug which, in addition to removing ships and barges to safety, landed and gave assistance to victims of an air raid shelter which had received a direct hit from a H.E. bomb.

Both crews showed remarkable devotion to duty throughout and rendered valuable assistance.

John Grayston, Engineer, Romford Gas Company.

Bertie Vincent Poole, Shift Foreman, Romford Gas Company.

When bombs were dropped near a group of gasholders, fragments penetrated in several places, and the return main was fractured. The escaping gas from some of the fractures was ignited and, as unconsumed gas was escaping from other fractures, there was a grave possibility of a serious explosion.

With complete disregard for their personal safety, Grayston, who had been blown to the ground with the force of the explosion, and Poole, entered the blazing premises. This entailed passing over a timber platform fifteen feet above the ground, which was actually on fire. Grayston and Poole succeeded in closing the main inlet and outlet valves of the damaged purifiers and thus the Fire Brigade were able to deal with the fire on the premises without danger from escaping gas. When Grayston and Poole had finished this operation their clothes were on fire.

Fragments from the second bomb pierced a gasholder in over twenty places and more than half of these ignited. Grayston, accompanied by two labourers, ascended the gasholders and, working from ladders, succeeded after many attempts in extinguishing all ignited gas and stopping the leaks in the two holders. In the course of this work, Grayston fell into the tank of the larger of the holders and was dragged out by one of the workmen.

Repair work was continued under the leadership of Grayston and Poole throughout the night and during most of the time aircraft were overhead, bombs were being dropped and gunfire was almost continuous.

Captain J. W. K. Hall, Assistant Mooring and Wreck Raising Officer, Port of London Authority.

A vessel, while under salvage operations in low water, was approached by enemy planes flying at a height of about 2,000 feet, two of which dived to within 500 feet of water level, releasing bombs which damaged the ship. Other bombers approached and one of their bombs fell into an aft hatchway.

Captain Hall was on deck in the bows when the ship was first attacked. He made his way through the dropping bombs and machine-gun fire to warn the ship's officers and company. Thereafter throughout the attacks Captain Hall displayed steadfast resolution and actively assisted in continuing salvage operations.

Ernest Haskey, Acting Bricklayer's Handyman, London and North Eastern Railway, London, N.

When incendiary bombs were dropped on an Oil Gas Works they were promptly and successfully dealt with by the Gas Works staff. One, however, fell between two cylindrical oil tanks, containing highly inflammable liquid, and set fire to the timber bearings of the tanks, and also to the paint on the side of the tanks. This fire was extinguished by Labourer Haskey, who, without regard to his own safety, crawled between the tanks with sand.

Edward Ernest Hayes, 3rd Class Clerk, A.R.P. Sub-Control Office, Port of London Authority.

Edward John Power, Permanent Labourer, Port of London Authority.

E. E. Hayes, acting as sub-control officer, and E. J. Power, one of the fire pickets, volunteered with a fire party to go on board a vessel lying at a Dock Quay, to attend injured men pending the arrival of the first aid party.

Their action was performed in circumstances of extreme danger, for the crew's quarters were on fire. The rescuers were fully aware that there was risk of the fire spreading and causing an explosion, but they removed the injured men to a place of safety. The prompt and brave action of the fire picket saved at least six of the casualties from being burned to death. Their work was still further hampered by the air raid which was in progress. The A.F.S. eventually arrived and extinguished the fire.

Frederick John Hopgood, Master, Tug, Dover Harbour Board.

During an air raid on Dover the Tug was one of a number of vessels moored alongside a jetty. When the bombing ceased Hopgood went on board a craft lying alongside to assist in tending a wounded man. By this time the three vessels which lay abreast alongside the jetty, the Tug being in the middle, were in danger from burning oil. The outermost of the three vessels could not be moved under her own steam, her engines being disabled, and Hopgood, aided by his Engineer and the Tug's Boy, as well as by some of the crews of other vessels, managed after considerable difficulty to tow all three vessels clear from the danger area. His courage and ability, displayed at a time of danger and confusion, were instrumental in saving the three vessels which would probably otherwise have been lost.

Charles Dudley Lindsey, Electrical Foreman, Port of London Authority.

Heavy bombing by the enemy caused serious fires at a London Dock.

Lindsey, while not on duty, happened to be in the Dock and realised the danger to firemen arising from the playing of jets of water on the bare high-power electric cables spanning the roofs of the warehouses, some of which were on fire.

Without hesitation and while bombs continued to fall, he went to the roofs and by disconnecting the switches on the cable supports, cut off the power from the dangerous sections. This involved traversing about 300 yards of the roofs of the warehouses, some sections of which were on fire.

His action was performed under extreme difficulties and at great personal danger:

Michael McHugh,	} Port of London Authority Police.
Inspector.	
Douglas Barr,	
Constable.	
James Ellis Fletcher,	
Constable.	
Harry Patrick Odell,	
Constable.	
William Turner,	
Constable.	

When a large force of enemy airplanes dropped H.E. and incendiary bombs on London Docks many fires were started endangering a Naval ammunition Magazine. Inspector McHugh and Constables Turner, Barr, Odell and Fletcher reached the Magazine by a fairway, 10 feet wide, between the flames and a corrugated iron shed. Having gained access the party were met with intense heat from the interior walls. They removed the ammunition by the use of a docker's truck and manhandled the cases to a place of safety. The operation occupied about half-an-hour and, besides preserving the ammunition, probably saved the lives of many families since large blocks of tenements were within 100 yards of the Magazine which might have exploded at any moment.

The action of these men was carried out in circumstances of extreme danger and without regard for their own safety.

Frank Edmund Marvell, Chief Engineer, S. Simpson Ltd., Stoke Newington.

On two occasions, when bombs were dropped on his firm's premises Marvell was the centre of all activities and a magnificent example to all the workers by his courage, initiative, endurance and good spirits. On the first occasion he led a rescue party to dwelling-houses opposite the factory, which were demolished and from which screams were coming. He himself dug away the debris and brought out many people. In particular he carried a woman of some 18 stone on his back from the debris to a shelter from which she was taken to hospital. He then immediately rushed up to the first floor, where fire had broken out, and initiated and organised the putting out of this fire with the aid of some men of the firm's A.F.S. He was then informed that a main water pipe was gushing out on the top floor and no one could stop it. He climbed through a partly demolished and dangerous part of the building to the top floor and hammered the water pipe flat.

On another occasion he again performed similar acts of bravery, bringing people from the wreckage of their houses. Water was penetrating to the shelters, and he made his way through debris and dangerous parts of the building to turn off the main power and the sprinkler valves. He sought out the points of greatest danger and in the greatest need of help, and immediately brought resourcefulness and effectiveness to bear, quieting any signs of panic or despair.

James Henry Norton,	} Port of London Authority Police.
Constable.	
Edward George Walker,	
Constable.	

Many dock buildings suffered direct hits from H.E. bombs and a large number of incendiary bombs started fires. Workshops were severely damaged and there were numerous casualties.

Good work was done by Walker and Norton, who conveyed casualties to hospital from the works. On arrival at the hospital they were blown by blast from a bomb through the doorway. They were not injured but suffered slight shock.

Later, while the raid was still in progress, volunteers to go to a damaged ship were

called for. Walker and Norton did so and again conveyed casualties to hospital. They displayed courage and devotion to duty on many occasions in treating air raid casualties and conveying them to safety.

Albert Edward Page, M.M., Valveman, Gas Light and Coke Co.

A very heavy bomb struck the side of a gasholder a few feet from the ground. The gas ignited and flames immediately shot out. Flying bomb splinters and pieces of shrapnel pierced the three nearest gasholders. In a second four holders, which are 600 feet in circumference and over 100 feet high were enveloped in sheets of flame. At the time gas was being manufactured and pumped into some of the holders ready for the next morning's supply.

Page realised that unless the flow of gas into the holders was stopped immediately, it might be too late, and the fire would spread disastrously. There was no time to get into his asbestos clothing, so seizing only a pair of leather gloves, he rushed down the line of fire between the blazing holders to turn off the valves.

The flames from the holder originally struck by the bomb were shooting out towards Page, enveloping the valves which had to be turned off. The heat was tremendous. Covering the back of his head and neck with his jacket he seized the red hot valve wheel and wrenched it round. The gloves protected Page's hands, but his wrists were burned. Darting from holder to holder he turned off the valves. Flames were already licking a fifth holder, but this was saved with the four others.

The heat from the flames was so great that it shattered the stone coping round one of the holders and pieces were flung into the air. Bombs were still falling and Page had just finished turning off the last valve when he was knocked out by a piece of debris. He was later found by his mates, who came out to look for him, on the far side of the holders.

As a result of Page's prompt and amazingly cool action the holders were saved and the Fire Brigades were able to subdue the outbreak.

George William Paveley, Road Roller Driver and Compressor Driver, Highways Department, Chelmsford Borough Council.

On two occasions Paveley assisted a Bomb Disposal Unit in the removal of unexploded bombs. On the first occasion he worked a pneumatic drill and compressor to cut through a concrete floor and excavated 10 feet down through the foundations of a house to the bomb. On the second occasion he again attended the compressor and worked a pneumatic drill down to two unexploded bombs of exceptionally large calibre which were found 18 feet below ground level. He also drove a steam roller by which these bombs were dragged out.

The use of a pneumatic drill for the removal of the bombs was essential and without Paveley's skilled assistance the removal in each case would have taken very much longer. The work involved great risk which he cheerfully and willingly accepted.

Harold John Savage, Yard Master, Southern Railway, London, S.E.

Incendiary bombs were dropped, causing fires in wagons at various points in the Yard. Mr. Savage immediately rallied the available staff for fire fighting. One of a consignment of ten wagons labelled "Explosives" was burning, and Mr. Savage quickly arranged the necessary shunting movement to isolate the affected vehicle, and brought a stirrup pump into action. The floor boards were alight at the time, and Savage crawled underneath with the hose and directed the water from that position, it being the most effective point from which to tackle the fire. His efforts were successful, and his example and leadership had a splendid effect upon the staff engaged in dealing with other less dangerous fires. Mr. Savage's action in putting out the flames stopped what would have been a very disastrous explosion.

Walter Michael Saville, Driver, A.R.P. Stretcher Party, East Ham.

Saville drove his Squad to a district where a great many people were trapped in a Public Shelter. At great risk to himself Saville entered this shelter through a narrow opening to attend to a person who was pinned down by debris. When other debris began to fall all round him he refused to leave his patient, although he himself was in danger of being buried. Eventually Saville was trapped, but he contrived to attend to his patient until they were both extricated alive.

Augustus Samuel Herbert Sofley, Sergeant, Port of London Authority Police.

During the raids on the Port of London incendiary bombs fell resulting in a huge fire which endangered the Police Office, the Dock Superintendent's and General Offices. Sofley, with other P.L.A. Police Officers, entered the General Office and Police Buildings and succeeded in removing ledgers, documents, rifles and ammunition, and conveying them to a place of safety. During these operations H.E. and incendiary bombs were being dropped in the area by relays of enemy aircraft, and electrified cables, heavily charged, were lying unprotected.

Sergeant Sofley also performed conspicuous service on other occasions. His devotion to duty and disregard of danger throughout the various raids on the London Docks has been most praiseworthy.

Nurse Mary Felicia Thomas, A.R.P. Casualty Service, Woolwich.

A high explosive bomb completely demolished several cottages, a shop and a public house in which a man and a woman were trapped and partly buried for about nine hours. The members of the Rescue Parties were able to tunnel a small crawl hole through the debris to the casualties and Nurse Thomas several times crawled through this hole to administer injections of morphia to the trapped persons.

This was an extremely dangerous thing to do as there was grave risk at any moment of many tons of debris collapsing and crushing both Nurse Thomas and the casualties.

It was largely due to the courage and persistence shown by Nurse Thomas that these two lives were saved and her action was

carried out under the most hazardous conditions.

Richard Walter Walsh, Cellulose and Colour Mixer, Salford.

Bombs landed on a house trapping a woman and her three children. The force of the explosion severely damaged the exterior wall and shattered the roof. The bedroom in which the family were sleeping was then visible from the street.

In response to cries Walsh and two part-time A.R.P. volunteers immediately went to her assistance. Slates and pieces of timber were falling from the damaged roof, whilst Walsh climbed up the debris and, with some difficulty, was able to reach the woman. He returned the same way with the young child. He then went back to the woman's bedroom and was able to help her down the damaged stairway. He then learned of the two elder children who were in the back bedroom, and returned up the staircase whilst the outer wall was swaying. Maintaining his passage along the narrow landing which was strewn with debris, he reached the back bedroom and squeezed through a narrow opening into the room. He then carried the children singly over the debris to the point at which helpers were waiting to receive them from him.

Harold Alexander Wright, Sergeant, Liverpool Fire Brigade.

A large building was struck by high explosive and incendiary bombs, structural damage was caused and a very serious fire resulted. The enemy returned, dropped high explosive bombs all round the scene of the fire and sprayed the building with machine gun bullets while the Fire Brigade was working to subdue the flames.

Sergeant Wright was given the direction of a party of the Brigade working on the roof of the building. In spite of the intense heat, danger from exploding bombs and from machine gun fire, his party, encouraged by his example and resource, remained on the roof. They were successful in limiting the fire, which at one time appeared likely to involve the whole of the large building, to a section of the top floor.

The Sergeant carried out his duties in charge of a squad of men in a manner which showed his complete disregard of personal danger.

He and his men were operating on the flat roof of the building, and the example and leadership shown by him were an inspiration

Awarded the George Medal.

Patrick John Mahoney, Checker, Great Western Railway, Birkenhead.

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—

Herbert Thomas, Yard Inspector, Class 4, Great Western Railway, Birkenhead.

William Edwin Weaver, Cartage Foreman, Great Western Railway, Birkenhead.

During a heavy air raid over the Liverpool Port area a number of serious fires occurred involving the railway and docks. Wagons in the Goods Yard caught fire among which was a wagon containing ammunition fuses in cases. Checker Mahoney led his gang in

subduing the flames and promptly discharged the cases of fuses on to the roadway nearby, where, by spreading the boxes out, the fires were more effectively extinguished against the unknown but anticipated risks of explosions.

In doing so Checker Mahoney set a high example to his gang in courageous disregard of personal danger.

When it became apparent that the fire was assuming serious proportions, it became imperative to remove a train load of ammunition and petrol (in tins) berthed immediately adjacent to the seat of the fire. Yard Inspector Thomas immediately took control of these and other essential movements and by his coolness, efficiency and promptitude under most harassing conditions, prevented damage to this important traffic.

With complete disregard of personal risk and with great coolness, Foreman Weaver disposed the staff and fire fighting equipment to the best advantage, and by his example, initiative and command ensured such co-ordinated approach to the numerous problems on hand simultaneously, that all the fires were ultimately controlled, without injury to personnel and without subsequent impairment of the efficiency of this important railway concentration point

Awarded the George Medal.

Captain Frank Thomas Moynihan, Dockmaster.	} Port of London Authority.
Captain John Douglas Archer, Assistant Dockmaster.	
Albert Covell, Lock Foreman.	

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—

James Edward Watson, Lock Foreman, Port of London Authority.

During a heavy raid on Docks in London it was necessary to remove ships endangered by the attacks of enemy aircraft. Before this could be started a large amount of debris from burned timber sheds and buildings and a waterlogged barge, had to be cleared from the entrance approach. Fires were still burning in the immediate vicinity, which was thus an easy target for enemy raiders. The dockmaster and his staff nevertheless commenced the operation as soon as the tide served.

The movement of the ships from their berths and from the lock into the river occupied several hours. During most of this period enemy planes were overhead and bombed the docks and near neighbourhood.

All the dock officers and men engaged displayed remarkable coolness and devotion to duty under most exacting and dangerous conditions.

Awarded the George Medal.

Peter Frederick Smout, Engine Cleaner, Great Western Railway, Tyseley, Birmingham.
Frederick Francis Blake, Examiner, Great Western Railway, Small Heath, Birmingham.

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—

James Ernest Clarke, Yard Master's Clerk, Great Western Railway, Bordesley Junction.

Cleaner Smout, on hearing bombs falling, left his cabin and immediately commenced dealing with incendiaries, using his hands and feet to cover them with ballast. He then volunteered to take a locomotive along the blazing goods shed, although bombs were still falling, and draw the wagons to safety. On his first journey he was accompanied on the footplate by the Depot Master's Clerk, but on three other trips he went alone, although by this time the offside of the footplate was too hot for him to touch.

Throughout the night this young Cleaner's coolness and courage set a fine example to the other members of the Company's staff and, but for his action, it would not have been possible to save any of the wagons lying near the burning goods shed.

Examiner Blake observed a wagon on fire and, with assistance, propelled the burning vehicle to a place of safety by hand. After doing this, Blake went to the shelter and prevailed upon more of the staff to help him. He organised a squad of men and removed other burning trucks. He also acted as Shunter to Smout, and operated the point levers, which had become very hot, by using his cap. Blake afterwards put out a number of incendiary bombs, using his hands and feet to cover them with ballast until he found an old shovel. He then found a stirrup pump, with which he extinguished the lesser fires on several other trucks. Throughout the night Blake showed little regard for his own safety. By his example he led other members of the staff to help to save the Company's property.

J. E. Clarke generally supervised, did all possible to get volunteers from the shelters, assisted in removing wagons and extinguishing incendiary bombs, and moved about in all parts of the depot with total disregard for danger.

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire for Meritorious Service:—

William Bakewell, Constable, Port of London Authority Police

During an air raid on a Dock a shower of incendiary bombs fell in the vicinity of the Police Office. Constable W. Bakewell in tackling the bombs in the Club Room, perched himself precariously on the iron girder immediately below the shattered glass roof. From this position he was able, with a stirrup pump, to extinguish a bomb which had lodged in the roof and set fire to it. Throughout these operations high explosive bombs were falling, one of them landing about twenty yards from the building.

Alfred Boniface, Acting Inspector.	} Port of London Authority Police.
Alfred James Tulett, Sergeant.	
Henry William Edwards, Constable.	
William Innes Manson, Constable.	
Thomas William White, Constable.	

An H.E. bomb blew an A.F.S. Fire Tender into the front garden of a Police Office, pinning two firemen underneath. They were fatally injured. The explosion also fractured and ignited a gas main, setting on fire nearby trees and hedges. The trailer pump attached to the tender was blown some distance and three other firemen killed.

These P.L.A. Police Officers were quickly on the scene and made frantic endeavours to release the trapped firemen; their efforts were unavailing as it was impossible to move the tender which eventually had to be lifted by crane. Enemy aircraft were overhead and bombs and A.A. shrapnel were falling throughout the rescue operation which was not abandoned until it was established that the trapped firemen were dead. Acting Inspector Boniface also volunteered during an intense air raid to assist firemen to recover the body of an A.F.S. fireman from under burning debris. The area was brightly illuminated by big fires, and was therefore a good target for enemy aircraft overhead.

Frederick Charles Clouder, Crane Driver, Southern Railway, Southampton Docks.

Just after bombs had been dropped in Southampton, Clouder volunteered to assist in removing a wounded soldier from the roof of the Cold Store. This was burning fiercely and A.A. shells standing there were exploding from the heat on the roof. He ran to a crane and guided a rope sling looped on to the crane hood which was placed on the Cold Store roof. The soldier was placed in the sling and Clouder lowered him to the ground.

As the raid was still in progress Clouder showed great presence of mind and courage in carrying out this operation in spite of flames and smoke as well as exploding A.A. shells.

George William Cooper, Horse Foreman, Great Western Railway, Poplar.

During a heavy air raid on a dock, Foreman Cooper, although off duty at the time, made his way to the stables through heavy gunfire and bombing from enemy planes. Although big fires were raging in all directions and getting worse as time progressed, Cooper remained at the stables and, with the assistance of three men, extinguished several incendiary bombs which fell through the stable roof.

It appeared almost certain that the stables would be involved in the fire, and orders were then received to evacuate immediately the thirty-six horses stabled therein. Cooper, who had taken the initiative from the start, had already prepared the horses for removal and had smashed down the gates leading to the premises of the Port of London Authority to make an emergency exit; the railway bridge under which the horses would otherwise have had to be led was on fire and seemed likely to collapse. Later, however, the fire on the bridge was got under partial control and all the animals were led underneath and tied up to trucks on the coal siding for the night.

Until the horses were found stabling accommodation elsewhere, Cooper and his three men remained on duty, the night period being covered by the men in shifts.

The combined efforts of Cooper and his three men saved the thirty-six horses and stable premises from destruction.

Harry George Thomas	} Gas, Light and Coke Company, London.
Gardiner, Fitter.	
Ernest Frederick Baker, Fitter.	

Harry Drew, Employee of O. C. Summers, Public Works Contractor.

A very heavy bomb, falling immediately behind a passage, overturned a 15 ft. wall, lifted part of the wall, the covered way and four of the men in it, and flung them into a disused gasholder tank 35 ft. deep and 190 ft. in diameter, containing 7 ft. of water and deposits of debris, timber and old piping.

In the dark, cries were heard from the tank, and other men, standing by in the dug-outs, immediately volunteered to go to the rescue. The only way down into the tank was by a disused scaffold which stopped 10 ft. short of the water. A loose ladder began where the scaffold ended near a bank of partly submerged debris. Hazardous as the ascent would have been in daylight, in the darkness and dust it was extremely dangerous. Nevertheless, Fitters H. Gardiner and E. Baker immediately climbed down the staging and found a man lying on a piece of corrugated iron partly in the water. A fitter followed with a rope and between them they helped the casualty to the surface and took him to hospital. Further cries being heard, Gardiner and Baker once more made the difficult descent. Drew joined them, with others. A further search was made in the dust and darkness, which resulted in the discovery of a Mains Department employee, who lay seriously injured at the water's edge and pinned down by a piece of girder. Drew removed the girder weighing several hundred-weights—no small feat in itself—secured the man and brought him to where highly efficient first aid work was performed in the most difficult circumstances by the Gate-keeper.

Special tackle had to be arranged to secure and raise the injured man.

During the whole incident there was a heavy barrage, with falling shrapnel and enemy planes constantly overhead.

Timothy Higgins,	} Gas Light and Coke Co., London.
Retort Stoker.	
Walter Alfred Still,	
Scrub Yard Attendant.	

During an enemy air raid a bomb fell on a large oil tank standing within a few yards of an important and valuable plant. The bomb had nearly burnt its way through the top of the tank when W. Still, a scrub yard attendant, realised the situation, and, hurrying up to the tank, seized a shovel and mounted to the top. He raced across the top, although it was 75 ft. wide, slippery and domed, picked up the bomb on his shovel, recrossed the top and climbed down to the ground, where he extinguished the bomb. All this was done during the height of the raid with gun flashes and burning bombs as the only illumination. But for Still's prompt action the damage would have been very much more extensive and the plant would have been wrecked.

Still acted in complete disregard for his own safety. Had the bomb fallen through the top into the oil there would have been no escape for him.

A bomb had fallen on a gasholder and burnt through, causing a hole approximately 2 in. by 5 in. The gas had caught fire and a column of flame was roaring upwards. Higgins, with another man, tried to close the hole with clay, but found that the heat of the flame dried the clay before sealing could be effected. Without a thought for his own safety, Higgins threw a large piece of clay over the hole and jumped on it. The sudden application of his whole weight extinguished the flame and the sealing was complete.

Higgins is a Retort Stoker, who has nothing to do with gasholders. When he saw the trouble he left his own job, seized some clay and did the work. Had the flames not been extinguished when he jumped on top of the hole, he would have been instantly burnt to death. He acted without a thought for his own safety.

Herbert Algoma Matthews, Assistant Foreman, Port of London Authority.

As a result of intensive air raids, casualties occurred on a ship in a London Dock. Mr. Matthews immediately set out from the First Aid Post with his team, rendered first aid to some of the injured on the vessel and returned to the post with the first ambulance load of casualties. These he attended single-handed until the arrival of the Doctor.

He continued directing the operations of the stretcher parties from the post and assisted the doctors until the last casualty had been evacuated.

During the incessant bombing in the dock area throughout the night Matthews persisted in the rescue work and inspired into the whole party a spirit of confidence by his cheerful and imperturbable manner.

John Wynne Roberts, Senior A.R.P. Warden, Thurrock, Essex.

Senior Warden Roberts has shown outstanding initiative and ability in recent air raids. He has worked continually night after night in heavy gunfire reporting H.E.'s and extinguishing incendiary bombs. Roberts did splendid rescue and first aid work when a shelter received a direct hit from a bomb.

Henry Joseph Taylor, Chief Foreman, London, Midland and Scottish Railway, Poplar.

Taylor observed enemy raiders from the front door of his house. Bombs started to fall, one of which blew the whole of the windows from the house. Trucks were on fire on all sides of the docks, and although Taylor tried to extinguish these it was found that the water supply had been cut off. He organised the fire fighting arrangements by means of the fire pump, with water from the docks.

Taylor remained with the L.C.C. fire brigade throughout the night and the following day, rendering all the help possible, and finished up in an exhausted condition on the following day. Enemy action continued throughout most of the night.

William Sidney Woodley, Constable, Port of London Authority Police.

During the air raids on the Docks, Constable W. S. Woodley arrived at a building which was a raging inferno, and found stored on the quay, within 50 yards, a number of drums containing inflammable oil. The wind was blowing in the direction of the drums and the flames were fanned by the wind. He immediately started rolling the drums to safety, a task which he successfully completed despite continued bombing by the enemy.

Constable Woodley showed most commendable initiative, coolness and devotion to duty in undertaking this risky work single-handed and without waiting for orders.

COMMENDATIONS.

Those named below have been brought to notice for brave conduct in Civil Defence.

E. Anderson, Carpenter, Motor Vessel.

W. E. Armsdon, 2nd Class Clerk, Port of London Authority.

George Ash, Constable, Port of London Authority Police.

J. Atherfold, Stoker of Tug, Port of London Authority.

Miss Jean Bayes, Nurse, A.R.P. Casualty Service, St. Marylebone.

E. Beechill, Stoker of Tug, Port of London Authority.

T. Bending, Lockman, Port of London Authority.

Joseph Berry, Ordinary Seaman, Tug, Dover Harbour Board.

R. Biscoe, Assistant, Port of London Authority.

W. Bishop, Lockman, Port of London Authority.

Charles Boland, Senior A.R.P. Warden, Salford.

William Robert Burley, Member of A.R.P. Rescue Party, East Ham.

C. Butler, Permanent Labourer, Port of London Authority.

Gerald Joseph Carroll, Senior A.R.P. Warden, St. Pancras.

H. Chapman, Lockman, Port of London Authority.

Charles Henry Clark, Inspector, Port of London Authority Police.

George Hector Baden Clark, A.R.P. Messenger, Thurrock, Essex.

J. Clarke, Chief Electrician, Motor Vessel.

H. E. Clarkson, Constable (Fireman), Salford Fire Brigade.

Herbert Cocks, Ambulance Attendant, Port of London Authority Police.

Henry Parker Cooke, Gatekeeper, Westminster Gas Works, Gas Light and Coke Company.

J. J. Cox, Engineer of Tug, Port of London Authority.

A. S. Craven, Substation Engineer, Hornsey Electricity Department.

B. L. Crewe, Permanent Labourer, Port of London Authority.

William Crow, A.R.P. Warden, Salford.

W. Davey, Lock Foreman, Port of London Authority.

W. G. Day, Stableman-in-Charge, London Midland and Scottish Railway, Haydon Square.

W. A. Dixon, 1st Class Foreman, Port of London Authority.

- M. Dolan, Driver, Port of London Authority.
 A. J. Dowsett, Assistant, Port of London Authority.
 C. R. B. Eldridge, Tug Deckhand, Port of London Authority.
 Francis Herbert Ellaway, Constable, Port of London Authority Police.
 G. E. Evans, Permanent Labourer, Port of London Authority.
 T. J. Evans, Permanent Labourer, Port of London Authority.
 W. Featherstone, Fireman, Whitley and Monkseaton Fire Brigade.
 F. W. Ford, 3rd Class Clerk, Port of London Authority.
 W. E. Forde, Lock Foreman, Port of London Authority.
 Thomas William Forster, Kensal Green Gas Works, Gas Light and Coke Company.
 Joseph Freedman, Borough Engineer, St. Pancras.
 W. French, Lockman, Port of London Authority.
 Leslie George Fuller, Ambulance Driver, Port of London Authority Police.
 E. A. Garland, 2nd Class Clerk, Port of London Authority.
 W. Gibbons, Lockman, Port of London Authority.
 W. Gill, Tug Engineer, Port of London Authority.
 A. Gilzean, 3rd Officer, Steamship.
 J. Griffiths, Labourer, Liverpool Gas Company.
 J. Hale, Foreman, Liverpool Gas Company.
 H. Hammond, Lockman, Port of London Authority.
 H. Harrison, Engineman, Wavertree * Gas Works, Liverpool Gas Company.
 W. F. T. Harrison, 3rd Class Clerk, Port of London Authority.
 Albert Bert Harvey, Gas Light and Coke Company, London.
 William Henry Hayter, Constable, Port of London Authority Police.
 John Heyburn, Chief Engineer, Tug, Dover Harbour Board.
 William Henry Hider, Constable, Port of London Authority Police.
 John Hilton, Pressureman, Liverpool Gas Company.
 E. G. Hobbs, Chief Officer, Barking Fire Brigade.
 L. Hodgson, Spotter and Fire-Watcher, Liverpool Gas Company.
 T. H. Hopwood, 2nd Class Foreman, Port of London Authority.
 R. B. Hoskins, Civilian, Murcott, Oxfordshire.
 John Harry Hovell, Fitter, Gas Light and Coke Company, London.
 T. Hughes, 2nd Steward, Motor Vessel.
 H. W. Hynes, Tug Engineer, Port of London Authority.
 L. R. James, Stretcher Bearer, A.R.P. Casualty Service, Wandsworth.
 M. W. Jones, Tug Deckhand, Port of London Authority.
 Captain G. W. C. King, Assistant Dockmaster, Surrey Commercial Docks.
 O. Kirk, Assistant, Port of London Authority.
 D. Lambie, Baker, Motor Vessel.
 H. H. Lancaster, Assistant A.R.P. Ambulance Driver, Port of London Authority.
 James Edward Ling, Checker, London Midland and Scottish Railway, Bow.
 H. T. Liston, Constable, Salford Police Force.
 A. W. Lloyd, Master of Tug, Port of London Authority.
 L. H. Luscombe, Assistant Mains Engineer, Hornsey Electricity Department.
 Thomas McDonnell, Detective Inspector, Port of London Authority Police.
 L. McGinity, Hydraulic Main Man, Liverpool Gas Company.
 P. McKeown, Greaser, Motor Vessel.
 R. Maltngly, Lockman, Port of London Authority.
 J. Manley, Engineman, Liverpool Gas Company.
 G. A. Manning, Permanent Labourer, Port of London Authority.
 Richard Wilfred Martin, Chief Fireman, Works A.F.S., Birmingham.
 William James Martin, Barge Searcher, Port of London Authority.
 L. R. J. Matthews, 3rd Class Clerk, Port of London Authority.
 J. D. Morrison, Constable, Salford Police Force.
 Albert George William Myers, Constable, Port of London Authority Police.
 H. J. Nash, Driver of Tug, Port of London Authority.
 S. Nash, Casual Tug Stoker, Port of London Authority.
 P. J. Newman, Driver, A.R.P. Casualty Service, Wandsworth.
 W. J. Nobbs, Master of Tug, Port of London Authority.
 H. C. Page, Chief Delivery Clerk, Camden Goods Station, London, Midland and Scottish Railway.
 H. Parry, Lockman, Port of London Authority.
 T. Parry, A.R.P. Ambulance Attendant, Port of London Authority.
 Alfred Payne, Gas Light and Coke Company, London.
 A. E. Peachey, Permanent Labourer, Port of London Authority.
 A. Phillips, Permanent Labourer, Port of London Authority.
 E. Pickering, Motor Driver, London and North Eastern Railway, Bridlington.
 S. Pocock, Master of P.L.A. Tug, Port of London Authority Dredging Service.
 S. Raven, Assistant, Port of London Authority.
 S. S. Rendell, A.R.P. Ambulance Driver, Port of London Authority.
 Miss Violet Beatrice Reynolds, A.R.P. Warden, St. Pancras.
 J. B. Rigney, Tug Driver, Port of London Authority.
 F. G. Roberts, Assistant, Port of London Authority.
 W. Robinson, Porter, London and North Eastern Railway, Bridlington.
 Herbert Thomas Scott, Constable, Port of London Authority Police.
 A. Sharples, A.R.P. Ambulance Driver, Port of London Authority.
 H. Shedlock, Depot Superintendent, A.R.P. Casualty Service, Salford.
 F. J. Shephard, Tug Deckhand, Port of London Authority.
 Charles Edward Showell (deceased), Sergeant, Port of London Authority Police.
 A. J. Smith, Labourer, Borough Engineer's Department, Southampton.
 J. Smith, Tug Stoker, Port of London Authority.

- Reginald Ernest Smith, Constable, Port of London Authority Police.
- H. Spencer, Engineman, Liverpool Gas Company.
- W. Surridge, Tug Deckhand, Port of London Authority.
- Charles William Tickner, Sergeant, Port of London Authority Police.
- E. Titheridge, Driver, A.R.P. Casualty Service, Wandsworth.
- R. Townsend, Assistant, Port of London Authority.
- B. L. T. Tratt, Fireman, Whitley and Monkseaton Fire Brigade.
- Edward Albert Waller, Sergeant, Port of London Authority Police.
- John Frederick Ward, Temporary Constable, Port of London Authority Police.
- J. J. A. Watt, 2nd Class Clerk, Port of London Authority.
- C. A. Webb, Sub-Officer, A.R.P. Casualty Service, Wandsworth.
- Thomas Frederick Webb, Constable, Port of London Authority Police.
- G. Webster, Lockman, Port of London Authority.
- R. H. Wedlake, Driver, A.R.P. Casualty Service, Wandsworth.
- Matilda Crason Welch, M.B., B.Ch., Medical Officer, A.R.P. Casualty Service, Salford.
- Thomas John Heath Weller, Inspector, Port of London Authority Police.
- Harry Whitehouse, Commissionaire, Night A.R.P. Control, Birmingham.
- Herbert William Whybrow, Constable, Port of London Authority Police.
- F. Wilson, A.R.P. Ambulance Driver, Port of London Authority.
- Robert Charles Winney (deceased), Constable, Port of London Authority Police.
- L. S. Wiseman, Permanent Labourer, Port of London Authority.

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