

Awarded the George Medal:—

John Arthur Thorpe Dawson, B.Sc., Ph.D.,
Experimental Officer, Armament Research
Department, Ministry of Supply,
Robert Hurst, M.Sc., Experimental Officer,
Directorate of Scientific Research, Ministry of
Supply.

For sustained courage when engaged in
hazardous operations.

Walter John Quinton, Goods Guard (Redhill),
Southern Railway Company.

Thomas Tichener, Driver (Redhill), Southern
Railway Company.

Driver Tichener and Guard Quinton were
the crew of a freight train, some of the
wagons of which contained ammunition and
explosives. Smoke was seen coming from a
vehicle towards the front of the train but
both men thought it wise to allow the train
to proceed, not only to facilitate any neces-
sary shunting movements and isolation, but
to bring the train to a position where there
would be ready access for fire-fighting
appliances.

On bringing the train to a stand Tichener
at once made his way back, and found that
the 5th and 9th wagons were on fire. The
outbreak in the 9th wagon, which contained
ammunition, had by then assumed serious
proportions. To isolate the burning wagons
it was necessary to carry out a series of com-
plicated shunting movements, and Tichener
and Quinton, well aware that a serious ex-
plosion might occur at any moment, risked
their lives in efforts to save the train. They
succeeded in removing the burning wagon
and shortly afterwards heavy explosions
occurred and continued intermittently for
three quarters of an hour, throwing splinters
and fragments over a wide area. The body
of the burning ammunition wagon was en-
tirely destroyed.

Tichener and Quinton showed great
courage and by their gallant actions saved
the contents of the other wagons and pre-
vented a major explosion.

*Awarded the British Empire Medal
(Civil Division):—*

Harold Arthur Dowle, Fireman (Reading),
Southern Railway Company.

Arthur Thomas Griffin, Driver (Reading),
Southern Railway Company.

William Ward, Guard (Reading), Southern
Railway Company.

A tank wagon train containing petrol came
into collision with a stationary freight train.
Eight of the wagons were derailed, the lead-
ing four caught fire, and the open wagon
next to the engine was crushed and burnt
out. In addition, five tank wagons sus-
tained damage. The fire occurred instan-
taneously with the collision of the two
locomotives, and the burning spirit ran into
a culvert, through which it travelled under-
ground a considerable distance until it
reached a brook. Flames from the petrol,
however, came above ground through various
vents which were spaced at intervals and
extended along the side of the line and fre-
quent explosions occurred.

As soon as the engine of the tank wagon
train had come to rest after the collision,
Griffin and Dowle jumped from the footplate
on to the ballast, but were driven away by

the fire which was already raging. After
a short time, during which the freight train
had been moved away, Griffin and Dowle,
although suffering from the effects of the
violent collision, returned to the damaged
engine and succeeded in moving it away
from the fire, notwithstanding that the tender
was derailed. Both men were aware that the
damaged tanks might explode and other
petrol tanks catch fire. Both Griffin and
Dowle accepted the risk of serious injury
in their efforts to save further damage to the
engine, and their courageous action reduced
the risk of the fire assuming even greater
dimensions.

When the collision occurred Guard Ward
was thrown violently on the floor of his van,
and was stunned by the impact. He re-
covered and though driven back by the
fire, returned to carry out the neces-
sary precautions for the protection of the
train. Subsequently he piloted a shunting
engine on to the rear of the train, and
managed to uncouple the rear three tanks
by hand, and these were drawn away.

Ward displayed courage and persistency
and was not deterred by the petrol flames or
the fire at the head of the train. He in-
curred the risk of serious injury by fire or
explosion of vapour.

John Kerr, Deputy Overman, South Medomsley
Colliery, Durham.

Two hewers were engaged in extracting a
small stook of coal in a working 2 feet 8
inches high, and a putter had attached his
pony to a tub standing there, when, without
the slightest warning, the roof collapsed over
a large area. A huge stone completely
covered one of the hewers and the putter.
The pony was also trapped under the debris.

The other hewer gave the alarm and
Deputy Overman Kerr was quickly on the
scene. After sending for help he set to work
to release the trapped man. He sat over
the pony's head, cut off the leather gears
and dragged out the pony, which was press-
ing against the hewer's body. He then
crawled under the large stone, sawed through
the limbers, which were pressing against the
man's head, and with assistance carried on
clearing away stone and coal until 45 minutes
later the hewer was liberated.

Kerr carried on for a further three hours
until the putter's body was extricated during
which time the rescue party had to withdraw
hurriedly on two occasions owing to further
collapse of the roof.

Kerr showed courage without regard for
his own safety and was instrumental in
saving a man's life.

James Shanks Murdoch, Shop Manager,
Ministry of Supply Factory.

William James Panton, Foreman, Ministry of
Supply Factory.

Mark Victor Rowling, Shop Manager, Ministry
of Supply Factory.

For bravery and devotion to duty in
hazardous circumstances when an explosion
occurred in a factory.

John Milne, Wireless Operator, Gilbert and
Ellice Islands Colony.

Levai Papaku, District Headman, British
Solomon Islands Protectorate.