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CENTRAL CHANCERY OF
 THE ORDERS OF KNIGHTHOOD

ST. JAMES'S PALACE, LONDON S.W.1

8th August 1969.

The QUEEN has been graciously pleased to make the undermentioned award.

GEORGE CROSS

Miss Barbara Jane HARRISON (deceased),
 Stewardess, British Overseas Airways Corporation.

On April 8th 1968, soon after take-off from Heathrow Airport, No. 2 engine of B.O.A.C. Boeing 707 G-ARWE caught fire and subsequently fell from the aircraft, leaving a fierce fire burning at No. 2 engine position. About two and a half minutes later the aircraft made an emergency landing at the airport and the fire on the port wing intensified. Miss Harrison was one of the stewardesses in this aircraft and the duties assigned to her in an emergency were to help the steward at the aft station to open the appropriate rear door and inflate the escape chute and then to assist the passengers at the rear of the aircraft to leave in an orderly manner. When the aircraft landed Miss Harrison and the steward concerned opened the rear galley door and inflated the chute, which unfortunately became twisted on the way down so that the steward had to climb down it to straighten it before it could be used. Once out of the aircraft he was unable to return; hence Miss Harrison was left alone to the task of shepherding passengers to the rear door and helping them out of the aircraft. She encouraged some passengers to jump from the machine and pushed out others. With flames and explosions all around her and escape from the tail of the machine impossible she directed her passengers to another exit while she remained at her post. She was finally overcome while trying to save an elderly cripple who was seated in one of the last rows and whose body was found close to that of the stewardess. Miss Harrison was a very brave young lady who gave her life in her utter devotion to duty.

CENTRAL CHANCERY OF
 THE ORDERS OF KNIGHTHOOD

ST. JAMES'S PALACE, LONDON S.W.1

8th August 1969.

The QUEEN has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, for the following awards of the George Medal and of the British Empire Medal and for the publication in the *London Gazette* of the names of those specially shown below as having received an expression of Commendation for brave conduct.

To be an additional Member of the Civil Division of the Most Excellent Order of the British Empire, for Gallantry:

David Richard DAVIES, Retired Schoolmaster, Beckenham, Kent.

A car driven by a woman stopped suddenly in front of a Security Express van, causing both vehicles to collide. The other occupants of the car, believed to be two men, went towards the van. At the same time another van drove up behind the security vehicle and two men alighted and started to smash the windows of the doors of the security van with a hammer. Mr. Davies, an elderly man, saw what was happening and, realising that a raid was taking place, immediately rushed across the road towards the men hammering on the window, shouting as he did so. As he approached, a third assailant squirted ammonia at him. Most of the ammonia went into Mr. Davies' right eye but, as he is blind in this eye, his vision was not further impaired and he was able to continue in his efforts to deter the would-be robbers. Although choked with ammonia fumes, Mr. Davies continued to struggle with the men who abandoned their attempt to gain entry to the security van and decamped in two cars. The men had used a sawn off shot gun while trying to enter the van, threatening to kill the three occupants. Mr. Davies disregarded his personal safety in tackling an armed gang whose attempts to steal were thus thwarted.

To be an additional Member of the Civil Division of the Most Excellent Order of the British Empire, for Gallantry :

Allen Frank WALLACE, Bank Manager, Enfield.

Awarded the British Empire Medal for Gallantry (Civil Division)

Colin William REEVES, Securicor Driver, Romford.

A security van went to a bank to collect a large sum of money. On arrival at the bank one member of the crew remained in the vehicle whilst Mr. Reeves and a third man went into the bank and placed the paper and silver money into metal containers. Mr. Reeves then carried two bags containing nickel out of the bank into the road and as everything appeared to be in order the man inside the vehicle opened the doors and Mr. Reeves placed the bags in the van. He still saw nothing to cause him concern and indicated to his colleague that it was safe to commence carrying the containers of money to the vehicle. At that moment a man carrying a short rifle rushed towards Mr. Reeves shouting and at the same time six or seven men ran towards his colleague who ran with his container to the van, where he was admitted, the door secured, and a message sent by radio as to what had occurred. Mr. Reeves then ran back to the bank doorway where a struggle was taking place and became involved in a struggle inside the bank. Mr. Wallace, the bank manager, was in his office when he heard explosions which sounded like gunshots. He picked up a stool and went into the main office where he saw Mr. Reeves, who was bleeding, struggling and trying to hold one man on the floor, whilst another man was standing over Mr. Reeves striking him with a pick axe handle. A third man then fired a shot gun at Mr. Reeves' legs and Mr. Wallace threw the stool at the man struggling with Mr. Reeves. The man with the pick axe handle then struck Mr. Wallace on the arm, but he picked up a ledger and threw it at him. After other members of the bank staff had thrown chairs at them the raiders made their getaway. Mr. Reeves and Mr. Wallace were taken to hospital for treatment. Mr. Reeves sustained wounds to the head, a cracked rib and bruises. Mr. Wallace was wounded on his left arm and suffered shock.

Awarded the George Medal

Philip John Dixon WILLIAMS, Constable, Metropolitan Police.

John Stuart Northmore WHARTON, Sergeant, Metropolitan Police.

Awarded the British Empire Medal for Gallantry (Civil Division)

James William MARSHALL, Detective Chief Inspector, Metropolitan Police.

Raymond Charles ADAMS, Sergeant, Metropolitan Police.

Patrick Lawrence O'BRIEN, Sergeant Metropolitan Police.

Reginald Alfred Walter George JENKINS, Constable, Metropolitan Police.

After keeping observation on four men for several weeks the police had reason to believe that an attempt was to be made to rob a District Bank. Constable Jenkins, who was riding a motor cycle, saw a motor car containing four men, which he recognised as a vehicle used by the suspects. He followed the car and saw three men leave the vehicle and walk towards the Bank. Realising the attack was imminent Constable Jenkins informed other officers by radio and then positioned himself near the parked car. As the three men crossed towards him a police car stopped near them, the occupants of the car, Police Sergeant O'Brien and another officer having recognised them. As the police car pulled up Jenkins heard a shot fired and saw the three men running towards him, the first two armed with shot guns and the third with a pistol. Sergeant O'Brien jumped from his car and, although he saw that the men were armed, he ran after them. One of the men turned towards O'Brien pointed his weapon at him and threatened to shoot. O'Brien, however, continued to go forward. Constable Williams, a motor cyclist, saw the three armed men running towards him, and rode his motor cycle towards one but missed him. When Williams' back was towards the three men one aimed his shot gun at the officer and fired. Williams turned his machine round and accelerated towards another of the men, who ran around the back of a parked car and pointed his pistol at Williams as he rode towards him. Williams collided with the man who fell to the ground with the officer on top of him. The man got to his feet and again pointed his pistol at Williams who was some two or three feet from him and threatened to shoot. Williams, however, jumped at him. A shot was fired and a struggle ensued. Sergeant O'Brien and another officer joined the struggle and the gunman was then overpowered and arrested. Constable Jenkins meanwhile had tried to run down the first man with his motor cycle but missed. He turned and tried again but was knocked from his machine by a motor car. He then saw the third man coming towards him, pointing a shot gun at him in a threatening manner. However, when Jenkins went towards him he turned and ran off. The first gunman had made off, chased by Detective Chief Inspector Marshall who was in charge of the operation, and Sergeant Adams. The man, in trying to escape, was pushing members of the public aside and pointing the shot gun at them. During the chase he turned, pointed the gun at Marshall, who was slightly ahead of Adams, and threatened to shoot but the officers continued the chase and eventually the man disappeared out of sight into a garden. As the two officers approached the place he suddenly emerged pointing the weapon at them and shouting he would shoot. Both officers approached him from different angles to widen the angle of fire. The man momentarily lowered the barrel of his gun and both officers immediately sprang towards him, Marshall hitting him with his truncheon while Adams grabbed the gun away from him. After a struggle the man was overpowered, searched and arrested. Sergeant Wharton had heard shots fired and saw the third man running along the road carrying a shot gun. The Officer shouted to him to stop, but he pointed the weapon at Wharton and shouted, then ran off, chased by the officer who saw him run into a block of flats. Wharton lost sight of him but eventually saw him in a top floor corridor

with the shot gun on the floor behind him. The man turned on hearing his name called and went for the gun. Wharton, however, grabbed hold of him and after a violent struggle succeeded in detaining him until assistance arrived.

*Awarded the British Empire Medal for Gallantry
(Civil Division)*

Neville Carl DAVIS-GORDON, Chief Steward,
British Overseas Airways Corporation.

On April 8th 1968, soon after take-off from Heathrow Airport, No. 2 engine of B.O.A.C. Boeing 707 G-ARWE caught fire and subsequently fell from the aircraft, leaving a fierce fire burning at the No. 2 engine position. About two and a half minutes later the aircraft made an emergency landing at the airport and the fire on the port wing intensified. Mr. Davis-Gordon was Chief Steward aboard the aircraft. Under his command the cabin staff successfully organised the escape of 112 passengers from a total of 116 from the burning aircraft. The Chief Steward's firm and calm instructions not only guided passengers to the most appropriate exit, but clearly helped to avoid any panic. On one occasion it was necessary for Mr. Davis-Gordon to get out on to the starboard wing to assist a passenger who had become stranded there because of the spread of the fire. He helped her back, re-entered the aircraft and directed her to a safe escape exit at the front of the aircraft. By remaining on the aircraft until he was satisfied all survivors had left the main cabin, he risked his life in the knowledge that a further explosion might occur at any moment and engulf the aircraft. His coolness and qualities of leadership were of a high order and an inspiration to his cabin staff, who themselves displayed high qualities of devotion to duty in spite of the obvious perils of the situation.

Jack Edward HAMMOND, Provision Assistant,
Evesham, Worcestershire.

Osbert TAYLOR, Shop Manager, Evesham,
Worcestershire.

A woman shop assistant was working at a Store when a man she knew entered the Store carrying a parcel. He went to the counter where the woman was working, unwrapped the parcel, produced a shot gun and pointed the gun at her. The woman fainted and as she collapsed the man fired the gun but just missed her head. The shot hit the display cabinet where her head had been when she was standing upright. Mr. Taylor, Manager of the Store, was outside his office when he heard a shout and went towards the counter where he saw the man pointing the gun at the assistant. The man warned him that if he phoned the police he would kill him. Mr. Taylor however went to his office to telephone the police and as he got to the office heard the gun fired. He picked up the telephone and on looking round, saw the man at the door pointing the gun at him. Mr. Hammond, employed in the Stores, was in the warehouse and on being told of what was happening, ran into the shop and saw the man standing at the office door leveling the gun at Mr. Taylor. Hammond went up behind the man, grabbed the gun and forced the barrels towards the ground. Mr. Taylor then dropped the phone and grappled with the man round the legs and also forced the barrels down-

wards. During the struggle the man was trying to free the gun and was also hitting Mr. Taylor with his fist. Eventually others came to their assistance and the man was disarmed and arrested.

Edward LEWIS, Locomotive Driver, Western
Region, British Railways.

Driver Lewis was taking a light diesel engine towards a station when he saw a freight train approaching from the opposite direction with sparks coming from one of the middle wagons. Lewis immediately applied his brakes and at almost the same instant the freight train split in two with the leading wagon of the rear portion lying across the adjacent up main line. Lewis had stopped his engine some 700 yards clear of the derailment but appreciating the inherent dangers of the situation if a train were to approach on the up line, he instructed his guard to go back down the main line and put down detonators. Lewis himself ran up the main line towards the derailment and put down his track circuit clips; this had the effect of immediately switching to "danger" the signals for the up line. After putting down the clips Lewis continued along the track towards a signal point from where he could telephone to the nearest signal box. A passenger express was at this time approaching the station at between 85-90 miles per hour on the up main line. The driver saw the signal change to "danger" and immediately applied his brakes; 45 seconds later he collided with the derailed wagon, but at a greatly reduced speed. A serious accident in which the driver and second man of the express would have been at particular risk was thus averted. Lewis was still making his way to the signal point when the express came along and it was still passing him when it collided. He flung himself to the ground and fortunately escaped injury although he was in considerable personal danger. Lewis then picked himself up and continued to the signal point to telephone the signal box. There is no doubt that Driver Lewis, in carrying out the actions he did, in darkness and taking the risk that a collision might occur while he was in the danger area, averted what could have been a far more serious accident, involving injury or loss of life to the crew and passengers of the express train.

Edward Alfred QUIGLEY, Ambulance Driver/
Attendant, London Ambulance Service.

Thomas Edward Peter SMITH, Descaling Engi-
neer, London S.E.5.

Mr. Smith and two other men were engaged in clearing out the interceptor in a drain. It was decided to clear the blockage by using a chemical and about four gallons of the acid were poured into the drain. The three men then went to the manhole over the Council sewer and one man went down to clear the blockage in the interceptor from behind. He started to push rods back up the sewer, came up to the surface for more rods and then collapsed down into the manhole apparently as a result of fumes. Smith's colleague immediately jumped into the manhole and managed to lift the man up so that Smith was able to get hold of his hands and lift him out of the manhole and lay him on the road. The man in the manhole then collapsed. Smith after calling for help, took off his jacket and jumped

into the manhole. A rope was then passed down to Smith and he was told to tie it around the other man. Smith was by now seriously affected by the fumes and although he tied the rope it kept slipping. Smith was too affected to retie the rope but refused to leave his colleague and he eventually became unconscious himself. By this time Mr. Quigley had arrived as a result of an emergency call to his depot. On being told that two men were in the sewer he looked down the manhole where he saw one man apparently unconscious and the other fighting for breath. Realising that there was not time to wait for assistance he took an oxygen mask and went into the manhole, where he could smell what appeared to be acid fumes. As Smith was the least affected of the two men he placed the mask on him and then pulled the head of the other man clear of the sewer. He tied the rope which had been passed down to him around Smith, who was then pulled out of the manhole. The rope was again passed down and Quigley tied it around the other man who was pulled out. He was found to be dead on arrival at hospital. By this time Quigley was almost unconscious and he too had to be pulled out.

Derek Barrie SIMMONS, Sergeant, Essex County Constabulary.

A man and two boys went to a remote marshy area and started fishing in a deep gully some 350 to 400 yards from the sea wall. It was extremely cold with the air temperature at freezing point, snow flurries and a 30 knot north wind blowing. After a while they stopped fishing and started to make their way back to the sea wall, but the tide had come in around them filling the gullies. They managed to cross some, but eventually reached one that the two boys could not cross without going into the water. They were then on a mudbank about 300 yards from the sea wall. The man decided to leave the boys on the mudbank and obtain assistance. He swam and waded to the sea wall, and an emergency call was made from a nearby telephone for Police assistance. Several other persons tried unsuccessfully to locate a suitable boat to take out to the boys. The tide was still rising and the weather bitterly cold and snowing. The screams of the boys could be heard across the water as one disappeared from view. Sergeant Simmons rushed to the scene and ran along the sea wall, which was slippery with ice, some 300-400 yards to the group of people which had by now collected. The head of the surviving boy was just visible some 300 yards away. Simmons decided to attempt to swim out to him. A Constable volunteered to go with him and after stripping to their underpants they both entered the icy water. Simmons managed to reach a mudbank and part walking and part swimming reached the boy. Meantime the Constable after swimming about 100 yards had been struck down by the extreme cold and stomach cramp. Simmons held the boy aloft waiting for helicopter or other assistance. Even on the mudbank the water was chest high on the Sergeant and with numbness and the weight of the boy he was having great difficulty in keeping up on the slippery mud, at one time nearly falling back into the deep channel. After about thirty minutes an R.A.F. helicopter arrived, a winchman was lowered and first the boy and then Sergeant Simmons were rescued. The helicopter crew then recovered the body of the other boy but in spite of continuous

efforts at resuscitation he was found to be dead on arrival at hospital.

William Richard THORLEY, Chief Booking Clerk, British Railways.

A man wearing a mask and armed with a sawn off double barrelled shot gun entered the parcels office at a Railway Station pointed the shot gun at a railwayman and ordered him into the adjoining booking office. The railwayman however ran out with the intention of telephoning police. The masked man then entered the booking office, put the barrels of the shot gun into the stomach of a booking clerk and ordered him to open the safe. Mr. Thorley who was sitting at his desk some ten feet away saw that the man was wearing gloves and that his finger was not on the trigger of the gun so he jumped from his chair, ran to the man, grabbed hold of the gun and forced it down and pointing to the ground. Thorley shouted to the other booking clerk to ring the alarm bell, but he appeared to be unable to move and Mr. Thorley reached over with his right hand and pressed the alarm himself. While he was doing this the man broke away, ran into the parcels office and made off. The man escaped in a motor van and after noting the index number of the vehicle Thorley immediately telephoned police.

Queen's Commendation for Brave Conduct

Thomas John ANGLIM, Constable, Surrey Constabulary.

Patrick James BUSS, Constable, Surrey Constabulary.

Robert Frank HOLLAND, Constable, Surrey Constabulary.

Robert John JEAL, Nurseryman, Horley, Surrey.

Albert Stanley KEMP, Factory Charge-hand, Horley, Surrey.

Reginald LONGHURST, Storekeeper, Horley, Surrey.

Keith Roland SIMMONDS, Constable, Surrey Constabulary.

Harbans SINGH, Student, Derby.

William John TAPPERN, Constable, Surrey Constabulary.

Miss Rosalind Hilary Middleton TAYLOR, Student, Horley, Surrey.

Timothy Gerald Haydn TAYLOR, Student, Horley, Surrey.

For services when an aircraft crashed and caught fire.

Stuart John DICK, Sergeant, Metropolitan Police.

For services when armed men attempted to rob a bank.

Bernard Colin MAY, Carpenter, Chiddingstone, Kent.

For rescuing a woman from drowning in a flooded river.

David John PLESTER, Sergeant, Sheffield and Rotherham Constabulary.

Geoffrey Bevan RHODES, Constable, Sheffield and Rotherham Constabulary.

For arresting a man armed with a loaded revolver.

Captain George Peter ROBERSON, D.F.C., Pilot,
British European Airways.

For rescuing a man trapped in the wreckage of
a crashed aircraft.

Lawrence Phillip SALLABANK, Chief Inspector,
Metropolitan Police.

Bernard John LOWE, Sergeant, Metropolitan
Police.

For arresting a criminal armed with a gas gun.
Ian Ernest TURNER, Constable, Essex County
Constabulary.

For services when a boy was rescued from
drowning.

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