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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1.
19th October 1965.

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

GEORGE CROSS

Wallace Arnold OAKES (deceased), Locomotive Driver, British Railways Board, Crewe. (Sandbach.)

Mr. Oakes left Crewe driving the steam locomotive of a relief express passenger train. The train consisted of ten coaches and was reasonably well filled with passengers. When about seven miles from Crewe, travelling at nearly sixty miles per hour, the engine cab was suddenly filled with smoke and flames blowing back from the firebox. The fireman at once climbed through the side window and somehow managed to get on the cab steps where he extinguished his burning clothing by rubbing himself against the plating. He could not see into the cab but, realising the brakes had been applied, he remained on the steps until the train stopped. The flames subsided at once and he re-entered the cab to find that Oakes was missing; he saw him lying on the cutting slope just ahead of the cab. His clothing was severely burnt and the flesh beneath had suffered similarly to an extent described later as 80 per cent. of the body. Oakes was, however, still able to speak at that stage but was dazed. The first person to make an inspection of the controls was a fireman from an up train which was stopped to pick up the injured men. He found the brake fully applied, the regulator partly open, and the blower valve open. It seems apparent, therefore, that Driver Oakes, instead of quitting the cab as soon as the blow-back occurred, remained to apply the brake, open the blower, and probably close the regulator partly. The position in which he was found shows that he did not leave the engine until it had come to rest. Mr. Oakes must have been aware that to

remain at the controls of the locomotive was a grave risk to his own life. Nevertheless, he applied the brakes fully and took all the measures he could to reduce the effects of the blow-back. Mr. Oakes' gallant action showed that his first thought was for the safety of his passengers, and he thereby sacrificed his life, for he died a week later. He set an outstanding example of devotion to duty and of public service.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1.
19th October 1965.

The QUEEN has been graciously pleased to give orders for the undermentioned awards of the George Medal, a Bar to the British Empire Medal and 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 their brave conduct.

Awarded the George Medal:

Kenneth IRVINE, Constable, Manchester City Police. (Handforth.)

Police Constable Irvine and another Constable were on duty in a police van when they saw a man carrying a large square object which he put into the back of a car. The officers were suspicious that this was stolen property and decided to interrogate the man. Constable Irvine started up the engine of the van and drove diagonally across the road towards the car. As they did so the car drove straight at them and Irvine had to swerve to avoid a collision. A chase ensued and eventually Constable Irvine managed to get the police van in front of the car which stopped. The man got out and ran down a nearby entry closely followed by Irvine. The Constable caught the man who immediately attacked him. Irvine felt a blow in his chest which forced him down to his knees. He retained a grip on the man with his left hand and