Bigelow, Keith William Private D110202
No. 2 Company – driver IC ‘A’ – mechanic ‘C’
Transferred to No. 10 Company
Transferred to No. 4 Company
Transferred to No. 2 Company – bush crew
Canadian Forestry Corps

No. 2 Coy CFC War Diaries - 31 Jul 1940 – date of enlistment - single

10 Sep 1940 – trade tested and qualified Driver IC ‘A’ and mechanic ‘C’
1 Feb 1941 – struck of strength No. 2 Coy on transfer to No. 10 Coy CFC

2 Feb 1941 – taken with measles and put into quarantine and struck off strength
No. 4 Coy CFC War Diaries - 2 Apr 1941 – TOS of No 4 Coy on transfer from No. 10 Coy CFC

No 4 Coy CFC Troop Movement 4 Apr 1941 - Courtesy of David Ryan
TS 250 Serial Number 2105 - Embarkation Valcartier 4 Apr 1941 - Arrival Halifax 5 Apr 1941
Departure Halifax 5 Apr 1942 - Ship #E129 - Ship Name Batory - Convoy TC10
The Undermentioned Personnel Embarked on 5 Apr 1941 at Halifax Canada for Overseas and are S.O.S. C.A.A.F., Canada on that date.

Disembarkation occurred on 20th Apr 1941 at Gourock, Scotland and they are T.O.S. C.A.A.F. Overseas on transfer on 6 Apr 1941 (R.O. 112 as amended R.O.130)

No. 4 Coy CFC War Diaries - 26 Apr 1941 – SOS No. 4 Coy on transfer to No. 2 Coy CFC
29 Jan 1942 – Major Spittal proceeded to Banchory with Pte. K. Bigelow who appeared on a charge of “willfully and maliciously damaging the door of the Banchory Hotel on December 28th” and was fined 2 pounds. This is an exceptionally heavy fine in view of the trivial nature of the offence but is typical of the attitude of the people in some of the nearby towns towards our men.

No. 2 Coy CFC War Diaries - 14 Feb 1942 – The local police laid a charge against Pte. K. Bigelow for operating a motorcycle without a license. He was placed under closed arrest for buying a motorcycle after being told not to.
I am a member of the bush crew of No. 2 Company, Canadian Forestry Corps. I was driving the logging truck which was transporting the logs to the railroad siding at about 4:30 P.M. on Wednesday, March 13th, 1942. At approximately 4:35 P.M. I heard a call from the logger who was operating the crane and asked if I had seen Private Anderson, as they were unable to locate him. I then proceeded to the area where Private Anderson was last seen and noticed that the truck had stopped and one of the loggers had jumped out of the truck. He told me that Private Anderson had been taken ill and that he had fallen off the truck. I proceeded to the scene and found Private Anderson lying on the ground, unconscious. I immediately administered first aid and called for an ambulance. The ambulance arrived and took Private Anderson to the hospital, where he later died.

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