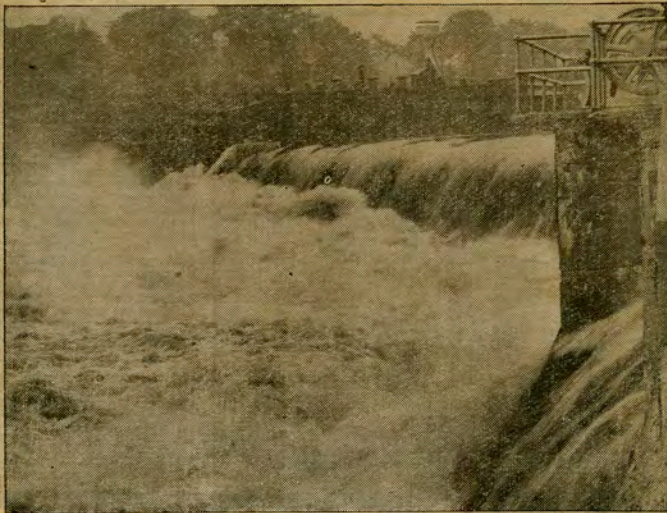




Scrap  
Book

## Rampaging Flood Waters Slowly Destroying Chicopee Falls Dam



Angry waters of the Chicopee River are shown here tumbling over the dam in Chicopee Falls. Fear was expressed that continued rise of the water would inflict heavy damage on manufacturing plants along the river's edge.

### STORM CAUSES STREET DAMAGE AND WASHOUTS

Seven Feet of Water Over  
Bircham Bend Dam,  
Highest Since '36

Damage unofficially estimated at \$10,000 occurred in Chicopee when driving rains filled city streets yesterday. The Willmannett Brook overflowed its banks and flooded Montgomery and Prospect Streets to a depth of about two feet.

#### Seven Feet Over Dam

Water poured over the Bircham Bend dam at a height of 8 1/2 inches, the highest it has been since the March, 1936, flood when a record of 120 inches was reported. The water rose about five inches within six hours at this point. Bircham Bend road was impassable.

All available fire apparatus from Chicopee and Chicopee Falls was called out about 10:10 p. m., when water pouring in through a leak in the roof of a Springfield Street Railway trolley shortcircuited the trolley line starting a small fire. The incident occurred in Main Street, Chicopee Falls at the height of the storm. John Sullivan was the motorman.

In Front Street opposite St. Stanislaus' Church, a stretch of wood block pavement several hundred feet long was ripped up when water surged its way under the blocks and forced them loose.

The usual trouble of a clogged main pipe line which occurs in Rockrimmon Road during every big storm happened again last night when the underground pipeline became clogged with leaves and surplus water flow. The street was under two feet of water and traffic was rerouted through Springfield Street.

#### Fisk Plant Closes


The Fisk Rubber Corporation was unable to open its plant this morning when the river reached the floor of the company's power plant. John E. Lynch, personnel director, reported that it was necessary to send the day shift home and he predicted the entire factory force of 1100 will be idle until the river abates.

Ernest Hardy, plant supervisor at the Chicopee Falls plant of the Westinghouse Electric Company had a force of 80 men manning pumps in an effort to keep the river back of the 1936 flood wall built after the March inundation. The entire plant yard was flooded and the waters had reached within three inches of the 1936 high water mark at 8 this morning. Hardy reported. If the river rises much higher he said, it will be impossible to keep it from inundating the first floor. The plant is used mostly for storage.

Chicopee Manufacturing Corporation officials were mustering a force of men to meet the threat of the rising waters. So far it has not been necessary to shut down any of the plant operations but it was feared that such steps may have to be taken.

Plants of the A. G. Spalding & Bros., and the Industrial Buildings, Inc., reported the Chicopee River will have to rise seven feet higher to hamper operations in these plants. At the Moore Drop Forging Corporation plant in the Chicopee Meadows, it was said the waters were within five feet of the top of dikes built after the 1936 flood. Workmen estimated the river was rising about a foot an hour on the bank slope.

Bernie Sammlis of the Quinnetuk Power Company said that 8.75 inches of water have fallen since Sunday at Bircham Bend, the equivalent of a good wet month's fall. He said 3.57 inches fell since yesterday afternoon. The dam crest stood at 72.5 inches at 5 o'clock yesterday afternoon. At 7 this morning it was at 99 inches and rising steadily.



### CHICOPEE RIVER MAY PASS 1936 FLOOD RECORD

Crest of 120 Inches May Be  
Passed; Fisk Plant Is  
Closed

The Chicopee River, swollen by a 5.57 inch rainfall yesterday that was unabated throughout the night and bid fair to continue through the day, was roaring to a new record high flood crest.

At 7 this morning Birnie L. Sammlis, chief engineer at the Quinnetuk Power Company at Bircham Bend, reported a 99-inch crest flowing over the dam. The March, 1936, record crest was 120 inches. Sammlis said the river was rising at the rate of three inches an hour and the 1936 crest may be passed by 2 this afternoon or shortly thereafter.



# Residents Flee Homes As River Overflows

## Ferry Lane Area Residents Left Homeless By Fleeing From Turbid Flood Waters—River Level Nearing Mark of 1936 Flood—Red Cross to Assist in Aiding Unfortunates

*The Chicopee Falls bridge, spanning the Chicopee River connecting the Aldenville and Willimansett sections with Chicopee Falls Proper gave way to the turbid flood waters of the Chicopee River this morning at 6 A. M. Constant pounding by turbulent flood waters loosed the abutments during the night and the additional pressure brought on by raising waters this morning carried away and buried the bridge. The bridge, of old fashion type, was the oldest in the city.*

Disaster in the form of a tropical hurricane, coupled with the grave dangers of flood waters, caused by the overflowing of the Chicopee River, fell suddenly upon Chicopee late yesterday causing thousands of dollars of damage to private and public property here.

The "tropical gale" promised by the United States Weather Bureau, struck Chicopee shortly before 5 yesterday afternoon and in the next hour waylaid thousands of dollars damage. It was the first storm to approach hurricane proportions in the memory of the present generation. The gale was so severe, the speed of the wind was estimated at seventy miles an hour, which establishes it as a hurricane by weather definitions.

## Ferry Lane Families Moved To Higher Land; Emergency Committee Handles Situation

## Willimansett Takes Precautions; Fully 2500 Already Made Idle by Closing of Mills; Light and Power Fails; Water Saved

At midnight virtually all women and children in the Ferry Lane section of Chicopee were moved out on advice of the mayor's emergency committee and only male residents remained to keep watch over their properties. Several elderly women were taken to the Chicopee Infirmary at midnight for temporary shelter. Mayor Stonina and his committee prepared to remain at the City Hall throughout the night to be ready to act in any emergency.

### Families Moved Out

In the Willimansett sections residents were taking similar precautions and transferring their families in the most threatened sections to homes of friends and relatives beyond the danger zone.

Chicopee was placed on an emergency basis last night as the mayor and municipal officials organized to extricate the city from the wreckage that has crippled the city as a result of yesterday's hurricane and to prepare for immediate relief measures if the flood danger threat becomes general in

A hurried survey revealed hundreds of trees down about the city and street after street blocked to all traffic. Scores of electric light wires were pulled down plunging the city into total darkness. Streets throughout the city were strewn with large trees blown down by the wind, many of them falling on homes and automobiles, causing heavy damages. There were no fatal accidents reported although Ernest Ellard, 50, of 12 Chapman Street suffered a serious injury. A huge limb fell from a tree on Springfield Street and struck him on the head as he was passing the office of Dr. Kenneth L. Fletcher. Dr. Fletcher attended him and ordered him taken to Wesson Memorial Hospital. He may have suffered a fracture of the skull.

Lights were out throughout the city due to the great number of electric light wires pulled down and the city suffered from darkness until the current was restored at 3:30 A. M.

The Highway Department put out emergency crews to clear up as many fallen trees as possible so that traffic might be resumed. All workers at the Municipal Light Department were out trying to clear the streets and repair light wires so that power could be restored.

Following the cessation of gale winds and heavy rains, residents in all local lowlands, especially in the Ferry Lane district, Willimansett and Bircham Bend section were forced to flee from their homes to escape the turbid flood waters, as the Chicopee River, on its worst rampage of recent history, overflowed dikes and banks and broke through retaining walls.

the low lying sections. The Chicopee River flood has already made \$500 idle.

The city was without light or power and its water supply was ordered placed on emergency rations with the pumping station at Cooley Brook filtration plant shut down because of lack of power. A three days' supply was available in the stand pipes in Montgomery Street hill section. Industrial supplies will have to be shut off until the pumping station can resume operations after power is restored.

### Bircham Bend Evacuated

The Fuller Road section of Chicopee Falls and sections along Bircham Bend Road near the Oxford Country Club have been evacuated on orders of the police. Probably 30 families have left their homes. Eight square miles in this section were inundated last night by more than five feet of water.



The mayor and his emergency committee advised all persons in the Ferry Lane District to move out all livestock to prevent the serious loss experienced in the 1936 flood and to be prepared to evacuate on warning. Floodwaters from the Chicopee and Connecticut Rivers had flooded back into Chicopee Street at the Dana S. Courtney Bobbin Shop, covering the highway with three feet of water. The plant will be closed today.

#### Building Collapses

A one-story building of wooden construction used as a confectionery store on the Granby Road end of the Davitt Memorial bridge in Chicopee Center collapsed and was swept away by the Chicopee River at 10.30 last night. Concrete highway guard posts and wire guards along Granby Road just north of the bridge approach have been washed out as more than 500 feet of the river bank crumbled and threatened to undermine Granby Road.

City engineers were watching the situation, ready to take emergency measures to provide a temporary fill if the river cuts back far enough to threaten the eastern approach to the bridge.

Willimansett and Holyoke bound traffic was routed through Granby Road to Aldenville and Willimansett. Chicopee Street was blocked off by huge elm stumps towering 120 feet high that were uprooted and tossed across the highway by the hurricane. Meadow Street was also blocked in the same fashion. The highway employees had barely cleared the Meadow Street route to reopen it when it was blocked by the rising floodwaters.

#### Struck on Head by Limb

The only report of serious injury brought to the attention of the police was to Ernest Allard, 56, of 12 Chapman Street. A huge limb fell from a tree on Springfield Street and struck him on the head as he was passing the office of Dr. Kenneth L. Fletcher. Drs. Kenneth and Samuel E. Fletcher attended him and ordered him taken to Wesson Memorial Hospital. He may have suffered a fracture of the skull.

#### Miss Being Crushed

Mayor Stonina, Fire Chief Frank E. Landers and George N. Rodd, supervisor of ash collections, escaped twice within a fraction of a minute from being crushed in a machine they were riding in while surveying the damage to the city during the height of the storm. A 60-foot tree crashed directly behind the machine they rode in while they were passing the Greek Orthodox Church in Grattan Street. A second later a second large tree toppled 100 feet ahead of them, hemming their machine in a narrow sector of the street. They were forced to walk on foot to Chicopee Falls business section to get another car.

Stanley H. Fry, superintendent of the Chicopee Manufacturing Corporation, and a group of five girls he was driving to their homes from the Chicopee plant after it had been ordered closed escaped with his passengers in a similar accident. An 80-foot elm in Church Street opposite the office building of the Fisk Rubber Corp. crashed and pinned the front end of the machine. None of the occupants were injured, although momentarily stunned. The machine was later extricated.

#### Passed 1936 Peak

The Chicopee River, which has already passed the record peak in the 1936 flood, has closed three Chicopee plants as the waters have reached ground floor levels. The Fisk Rubber Corp. with 1200 employed was closed down yesterday morning when seven inches of water filled the power plant. Generators were moved to points beyond the reach of flood waters during the day.

The Westinghouse Electric and Manufacturing Company attempted with a force of 80 men to hold back the river at a flood wall built after the 1936 flood. At noon the plant was closed and about 100 were made idle.

The Chicopee Manufacturing Corporation with its Nos. 1 and 2 mills closed down at 4.30 p. m. and



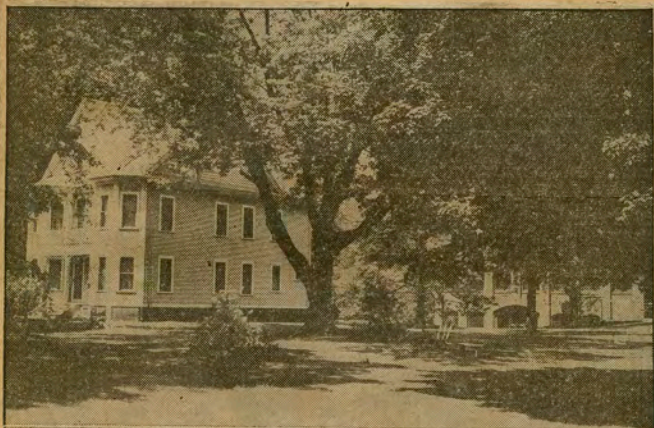


Wednesday - Sept. 21, 1938

## BOY HALTS TRAFFIC AND AVERTS DANGER WHEN TREE TOPPLES

Chicopee, Sept. 22—Boy Scout Joseph Chmura, of South street, Chicopee, did his good turn yesterday. As a result, according to Patrolman McQueen, lives probably were saved. Officer McQueen was cruising on Springfield street near the fire station when he found a tree in the road. He stopped to do traffic at the five-street intersection. As he looked down Grace street, he noticed a large tree about ready to fall. Scout Chmura saw it, too. While McQueen did traffic duty on Springfield street, the boy stood out in the road waving motorists away. Within a few minutes the tree crashed on the highway, which a moment before, was filled with cars.

Grape St. Engine House



BIRCHAM BEND POWER STATION BEFORE AND AFTER. THESE PICTURES TAKEN FROM the same point in Bircham Bend road showed what the flood in Chicopee river did to the power plant of the Quinnetuck Power company. The main entrance of the plant can be seen through the shade trees before the river cut a new course, washing away with it the home occupied by a company engineer, Theodore Parent. Mrs Parent had just returned from the hospital and had to be returned to the hospital when the floodwaters swept around the house. Several men were required to carry Mrs Parent on a stretcher above their heads through the water, to get back to high ground.

will not reopen this morning, it was announced.

In Chicopee Center, the A. G. Spaulding & Bros. Co. put a force of 50 men at work sandbagging the walls of the plant built in 1926. Reports on the river rise were being obtained hourly at the plant and these indicated that some parts of the plant may be forced to suspend today. The plant of the Moore Drop Forging Company at the Chicopee meadows at the junction of the Chicopee and the Connecticut was also threatened with a shutdown today.

#### Buildings Suffer From Wind

Public buildings suffered in the height of the hurricane yesterday afternoon. A portion of the roof of the Montcalm School in Fairview was torn away. Dr. Samuel E. Fletcher, chairman of the School Committee, said he had been told that the walls of this frame constructed building appeared "shaky" and that a minute examination would be made this morning to see if there is any danger of collapse. Roofs and sidewalks of the three portable school buildings at Chicopee High School were sprung out of line or torn from their moorings. It was not likely that they will be opened this morning.

A brick chimney at City Hall was blown off and crashed into Front Street. A cornice on the Union Canadian Hall in Center Street, a clock away, was tossed into Center Street, a roof on the Rodden block at Park and West Streets was tipped off and dropped into the street. The West End Commons was a mess of fallen trees and broken limbs over its entire area when more than six elms 40 to 100 feet high were uprooted.

For the entire length of Springfield Street trees were felled by the hurricane blasts, closing the street probably until late this afternoon. Beautiful elms and other trees at the College of Our Lady of the Elms and on the Pease estate were blasted by the gale and torn up by the roots.

In Chicopee Falls, Broadway and East Street presented like pictures of destruction. Three huge trees crashed on the grounds of the Belcher School and others fell against dwellings and other buildings. A roof on a three-decker owned by Albert Lapointe in McKinstry Avenue was completely sheared away and sent sailing in one place more than 50 yards to crash down on the garage of Stanislaus Heneault, a neighbor.

#### Destruction at Brickyard

The Phillips Brick Yard and that of the Holyoke Brick Company in Willimansett were the center of more destruction. Wood sheds and drying racks were almost wholly destroyed.

City officials deluged with calls for assistance from residents and property owners said they doubted if there was a building in the city that did not suffer to some extent from the hurricane. None would hazard an estimate of the ultimate cost of repair of damage but it was freely predicted it will amount above \$500.

Every arterial route in the city was blocked or partially blocked at some time during the day and motorists braving the torrential rain and high winds were forced to go miles out of their way to reach their homes from places of employment. Supt. Edward Bourbeau of the Highway Department had a force of 100 men at work clearing the way as many of the routes as possible.

Supt. Bourbeau and City Engineer Thomas F. Robinson during the storm inspected every inch of the dikes along the Connecticut River. They had a force of men at work sand-bagging weak spots and manhole covers on sewer lines in Ferry Lane and the Plainfield Street district. The city engineer said U. S. Army engineers at Hartford predicted the 1927 flood levels would be reached by this morning in the Connecticut. "The city engineer is of the opinion that the Connecticut may, like the Chicopee, exceed its 1926 flood peak. At 5 o'clock the West Springfield Bridge bench mark showed the river stood 60 feet above sea level. The 1926 peak at this mark was 70 feet.

#### Red Cross Ready

The Chicopee Chapter of the Red Cross was organized for a flood emergency and a wholesale evacuation of the low lying sections. An emergency force of members was established at the headquarters to provide relief and arrangements in co-operation with city officials were being made to provide temporary shelter and sustenance if need be. Mayor Stonina called in welfare officials to get prepared for such eventualities.

Many families and some store owners were already at 7 o'clock last night moving furniture and goods to Aldenville to prevent complete losses if the Willimansett section is as in 1926.

Paul G. Martel, agent of the Health Department, issued a warning to all persons in low lying sections who use well water to boil it before drinking. He made arrangements to throw all of his department's resources into operation at once if the call comes.

Many automobiles were trapped in mire sections as they approached danger sections in the flooded sections. Scores of others were lined up near gasoline stations without gas and unable to get any when electrical pumps could not be operated.

A new sedan just purchased by Dr. I. B. Stegura of Front and Grape Streets was wrecked when a huge slip crashed down on it while it was parked in front of the physician's office. Reports of other wrecked machines were heard from all sections.



Thursday, Sept. 22, 1937



## Chicopee Falls Bridge Washed Away by Flood; City Without Water Service

### Move Made to Replace Structure With Federal Grant; Ferry Lane Area Inundated; Disaster Committee Cares for Refugees

Chicopee, Sept. 22—With the destruction of the Chicopee Falls bridge, the breaking of the water main from the stand pipes to the city supply and the failure of power used in the pumping station, all parts of the city were without water and a grave threat of fire hung over this area.

Immediate plans to replace the Falls bridge with a temporary wooden span about 50 feet above the former location were discussed this morning by Mayor and Chairman Thomas Costello. The bridge would cost \$40,000, of which the federal government will be asked to contribute half as a FWA project. Officials expect to rush plans through so that work can be begun immediately, as the city is now virtually cut in half.

The only portion of the city to suffer inundation was about four square miles of the Ferry Lane district. More than 200 homes were submerged, some to the rooftops. Thousands of dollars worth of meats were

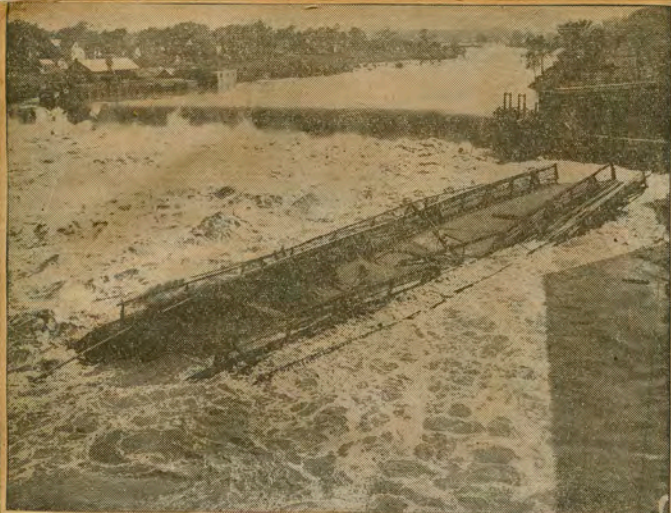
spoiled in the Chicopee Provision company when the building was half submerged in the waters of the swollen Connecticut.

At 11 this morning the Chicopee river was still rising, but at a decreased rate. City Engineer Thomas F. Robinson said that the level had risen only four inches in the last hour as against a maximum rise of eight inches an hour at the peak of the flood.

Water piled against the Davitt Memorial bridge and was not more than two feet from the roadway of the West Springfield bridge, causing some fear that they might go the way of the Falls span, if the river continued to rise.

Refugees from the Ferry Lane district were taken off in boats and transferred by the police ambulance to the Infirmary and the Isolation hospital. The city and Red Cross disaster committee secured 200 cots and made other arrangements for





Thursday - Sept. 22, 1937

5



Chicopee Falls Hotel

taking care of those driven from their homes by the flood.

**Refuse to Leave Homes**

Police in charge of the Ferry Lane evacuation said that many of the residents in the area declined to leave their flooded homes and insisted that their livestock should be taken to safety first.

In order to secure water for the refugees and inmates of the infirmary, the fire department commandeered a large tank, and filled it at a Springfield hydrant. In the meantime, the Red Cross filled ash cans, buckets and other receptacles they could find at the same source and delivered them to the principal sufferers.

George Webster, superintendent of the water department, said that although it was hoped an auxiliary power station would permit the resumption of water supply this afternoon, nothing was yet known of the condition of the water mains. It is possible that when the pumps send water through the mains over the Davitt bridge to the center, leaks of more or less serious nature may be discovered.

Water department officials repeated the warning to all citizens to boil the water drawn during the first few hours after the supply is turned on. No casualties were reported anywhere in the city.

**Granby Road Closed**

Granby road was undermined this morning by the overflow from the Chicopee river and police closed it to traffic. A frame building by the Davitt bridge collapsed as the waters destroyed the foundations.

Farms in the Fuller road district were flooded and homes in Chicopee Falls along the road toward Boston were threatened by the rising river, which appeared at their doorsteps.

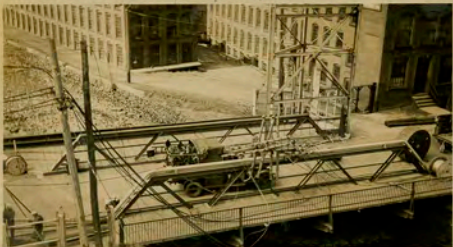
**Industries Badly Hit**

The swollen Chicopee river has disrupted industries along its length through the city and the Chicopee Manufacturing company, Flak and Moore Drop Forge will be closed today as far as production is concerned. Officials of the Chicopee company said last night they would not be able to resume operations for at least a week, and it is believed others may be closed for several days, on the basis solely of conditions existing last night, barring further flooding.

Generators at the Chicopee Manufacturing company have been stopped by infiltration of water and motors

Saturday - Sept. 24, 1937

22



Partial view of the Chicopee Falls

and key machinery are reported crippled in others of the factories.

Special crews were busy last night removing motors from the lower floor of the Spalding plant, and motors and other machinery have been removed from the J. G. Roy Lumber company and the Dana S. Courtney company by last night. A possibility that Chicopee may have already witnessed the worst of its disruption due to the rains of the past five days and yesterday's virtual tornado is seen as resting with partly unpredictable circumstances which will control the cut river to a peak expected to arrive today and to approach the levels of the 1927 flood.

#### Sand Bag Dike Falls

A dike of sand bags which had been erected on the north bank of the river above the dam, in order to keep the water from washing around the dam on that side, failed about 10 last night, but no serious erosion of the bank on that side of the dam resulted. The water was reported as having dropped about five inches by midnight and as still going down slowly.

Although the city had been in total darkness except for candlelight and kerosene lamps for five hours, Chicopee police reported no acts of violence or robberies at midnight. All reserves had been called out by Chief of Police Frank O'Callahan.

Although tearing down hundreds of trees the hurricane came and left the city without fatalities and only one injury, according to police records.

Ernest Allard, about 69, of 12 Chapman street, sustained a possible fracture of the skull for which he was rushed to the Wesson Memorial hospital, after being struck by a part of a falling tree not far from his home.

#### Big Chimney Blown Down

The most spectacular quirk of the hurricane was generally conceded to be the felling of one of the large brick chimneys from the roof of the city hall at the height of the blow about 4. The fall of the chimney was described by observers in the Market square sections as arc-like descent into Front street of a "truck-load" of bricks. No one was injured.

For a time during the early evening Grattan street, Meadow street above the "Y," and Broadway through the Falls to Springfield was the only regular thorough way open through the city between Holyoke and Springfield, but by midnight others had been opened up and traffic which was small, apparently because of the pre-occupation with their own problems of a majority of motorists, was able to follow amore normal course. Arrival of the flood kept the Meadow-street route from the Center to Holyoke definitely cut off, however.

Besides causing the trouble in the Ferry Lane district last night, the Chicopee river, by backing up much earlier in the day, had flooded three farms in the Fuller road section, one of the farms in parts being inundated to a depth of four feet.

#### Telephone Service Hit

Telephone service was in general disrupted after the near-tornado struck. By a streak of luck telephone calls directed at the police station, in scores of cases at least, reached their destination.

Lieut John J. O'Connor, on duty at headquarters, reported that the small switchboard for incoming calls functioned and that by answering the switchboard he was able to make connections, yet at the same time, he said, the bell of the telephone system at headquarters would not ring, apparently through inadequacy of power. No fires were reported during the most critical period for locomotion about the city during the evening.

## Chicopee Falls Bridge Lets Go



Springfield Union Photo

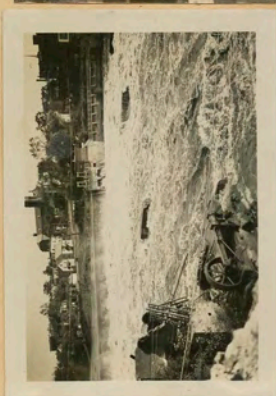
Little traffic is to be seen on this bridge. As inconvenient as the loss of the use of this bridge was to Chicopee Falls-Aldenville residents, it took with it a 20 inch water main, robbing the city of much of its water supply.



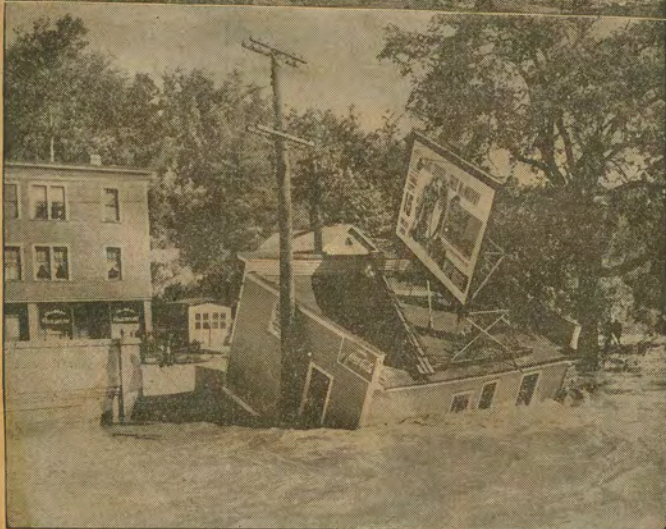




CHICOPEE'S FERRY LANE SECTION AND LOWER WILLIMANSETT AS IT LOOKED TO AERIAL OBSERVERS. AT EXTREME right center can be seen Chicopee street dry bridge. Also visible is Roy Lumber company north by northeast from the dry bridge.

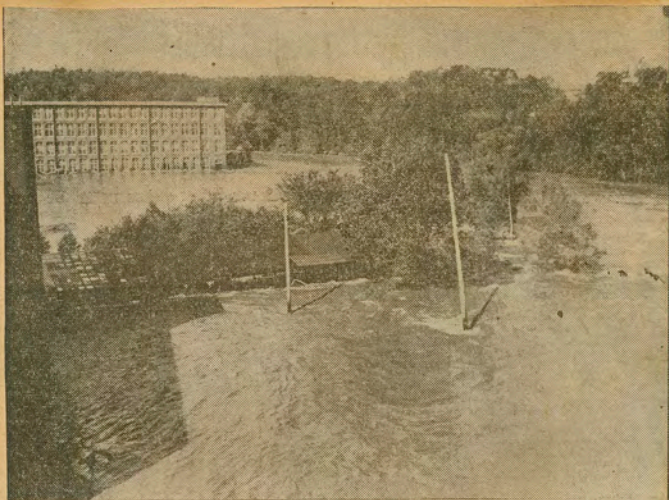






WIND AND FLOOD DAMAGE AT CHICOPEE: UPPER, TREES BLOWN DOWN ON BELL STREET;  
lower, flood at end of Davitt Memorial bridge.

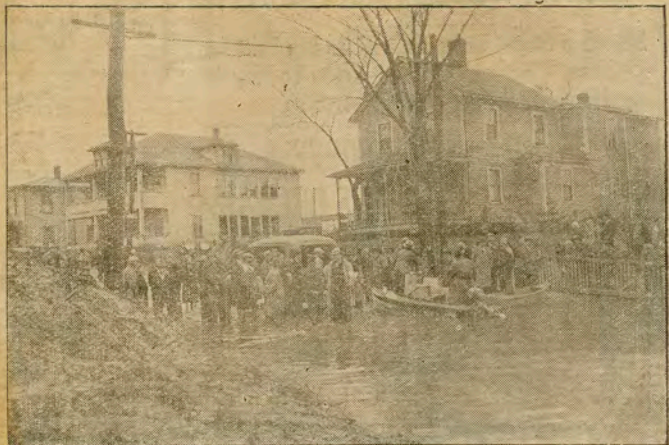




DAMAGE DONE BY FLOOD AT CHICOPEE FALLS. UPPER, RUINS OF CHICOPEE FALLS  
bridge; center, Westinghouse property under water; lower, Spalding Mfg. Co.



## REFUGEES AND BITS OF THEIR BELONGINGS BEING RESCUED



Pictured here are the police boats bringing in refugees and small bits of their belongings after being rescued from their homes.

### 3000 Homeless in Chicopee; Flood and Wind Loss Said to Be Not Far From \$1,000,000

#### A. M. Donaldson Named Head of Co-ordination; Emergency Kitchens Set Up; Water Supply Hard Hit by Main Break

The whole of the Ferry Lane section of Chicopee, virtually half of Willimansett and all of the Fuller Road section of Chicopee Falls were inundated as the rising Connecticut flood rampage backed up against the receding Chicopee River torrent to overflow dikes.

##### 3000 Homeless

There were fully 3000 persons evacuated from these sections to emergency shelters established by the city relief forces working in co-operation with Chicopee Red Cross Chapter or at the homes of relatives and friends outside of the endangered sections.

Arthur M. Donaldson, former adjutant of Kennedy Post, American Legion, was put in charge as co-ordinating officer by Mayor Stonina. With the aid of Helen James, Red Cross secretary, Mrs. Frederick Parkhurst, WPA nourishment project director, established emergency kitchens at the city infirmary and the high school cafeteria.

Two hundred cots were expected from the National Guard Armory at Natick and until they arrived most of the refugees were bedded down on emergency beds of blankets in the old infirmary and the isolation hospital.

Police cruisers and the police motor boat under the direction of Capt. Daniel J. Hickey were kept constantly at work rescuing families that delayed too long in leaving their homes. Senator Chester T. Sabiniski was credited with one emergency rescue of

a two-years-old victim of pneumonia. In a rowboat he reached the home of Andrew Piela at 4 America Street in the Ferry Lane section where the child was reported to be dying. The family had previously moved to the home of friends in the Sandy Hill section and the senator returned to make the dangerous journey by automobile over the nearly washed-out Granby Road. He found the child there and returned safely to Chicopee Center

over the Memorial Bridge to continue the journey to Springfield Hospital. Later reports indicated that the child was given hospitalization before the crisis had been reached and there was a good chance the child will recover.

##### Hundreds Mill Around

Hundreds of Chicopee residents milled along approaches to Chicopee River or through the streets of the business sections at Chicopee Center and Chicopee Falls, awaiting developments. Such residents of Willimansett as had not left the section were prepared to make their way to Aldenville and Fairview in the event the flood waters spread further into the section.

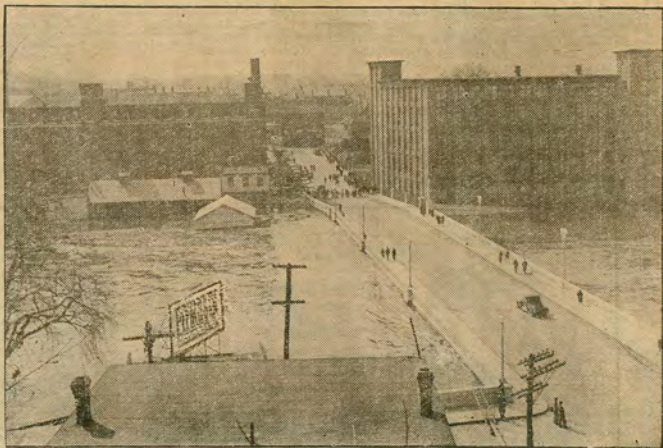
Only emergency traffic was permitted over the Willimansett-Holyoke Bridge spanning the Connecticut River. One of the problems faced by the residents of these sections is the maintenance of a sufficient supply of food. If this bridge should wash out hundreds of residents would face a serious food shortage. This situation has been watched by Chicopee officials.

It has become almost impossible for trucks to cross the washed out Granby Road on the east side of the Chicopee



Davell Memorial Bridge

## DAVITT MEMORIAL BRIDGE THREATENED



The Davitt Memorial bridge is in peril as the pounding and rushing waters of the Chicopee River are raising havoc.

River and it is feared that should the Holyoke-Willimansett Bridge give way the food and water supply problems in the sections north of the Chicopee River will be beyond the reach of the city's official resources.

### Chicopee River Recedes

There was one gleam of hope that encouraged city officials to feel some optimism that the situation will not become beyond solution. The Chicopee River has been receding steadily since 3 a. m. yesterday and it was believed before another 24 hours that the threat to the Indian Orchard-Ludlow Bridge would lessen and food and other necessities could be brought to the northern sections of Chicopee in the event of a collapse of the Willimansett Bridge.

Water Department officials hoped that the Willimansett water problems might be met in part by the 16-in with the six-inch Springfield main at Brightwood which was effected yesterday at 4.30 p. m. Every Chicopee water main was drained dry when the Chicopee Falls bridge was swept down stream and a 20-inch water main serving the city from the Montgomery Street Hill standpipes broke and the water in the tanks drained into the river.

Late last night, three additional connections with Springfield provided the equivalent of a 16-inch flow, relieving a serious danger.

### Willimansett Isolated

There was no way of learning how the Willimansett section fared since all means of communication were gone.

Except in the Chicopee Center section where the damage to the power distribution system was not so great as in the Chicopee Falls and other sections north of the Chicopee River, power was still unavailable. Roy D. Benedict, manager of the Electric Light Department, had every available linesman and auxiliary electrician at work on a day and night shift freeing circuits as rapidly as humanly possible to do so.

Telephone service was being maintained at the Chicopee exchange for most of the subscribers of the exchange south of Chicopee River. Only emergency calls were permitted out of the city on its toll lines. All operators



Davitt Memorial Bridge



Chicopee River - Back of Electric Light Plant



Thursday - Sept. 22, 1938



Sweeney bridge at Fish Plant

Thursday - Sept. 22, 1938



Chicopee River



have been kept on the alert handling Chicopee Center calls and emergencies to Springfield. No communication with any other city except through Springfield toll lines is possible at present.

Shortly after the Chicopee Falls Bridge let go at 6 a.m. yesterday, the roaring torrent of the Chicopee River shifted as the wrecked bridge formed a barrier in the center of the stream. The full brunt of the stream's force struck a two-story brick building attached as a wing to the Westinghouse plant's four-story building. The buffeting this wing took soon caused the river side wall and the east wall to collapse.

#### Building Collapses

At the plant of the Fisk Rubber Corp. a mile away by the course of the river, the suspension foot bridge was swept from its mooring and only the cable towers were left. There was also grave concern felt for some of the riverside foundations of the large four-story mill buildings. Constant watch is being maintained and company engineers report that the walls of the building shudder continuously under the impact of waves in the swollen river.

There was every indication that none of the factories in the city would be able to resume operations even on a partial basis for at least three days. The city's industries are at a complete standstill.

One large wooden structure from some point east of Chicopee was believed to be the immediate cause of the collapse of the Chicopee Falls bridge. About 1 o'clock in the morning yesterday, this building struck the center pier of the bridge, was broken up into bits and sucked under the floor of the bridge. An hour later the center pier buckled and the bridge sagged in the middle, suspended only by the city's 20-inch water main and an eight-inch gas main.

City Engineer Thomas F. Robinson expressed no fear for the safety of Davitt Memorial Bridge. This bridge is firmly moored in a rock shelf on both sides. The bridge was constructed purposely to withstand the worst that designing engineers could imagine in the nature of a flood. The huge shell of concrete is completely filled with thousands of tons of gravel and the great weight of the bridge is more than the river flow volume can move. There is virtually no jar felt on the bridge by persons using it.

## BRIDGE IS LONE NORTH AND EAST OUTLET FOR CARS

### Chicopee Police Taxed by Procession of Automobiles and Trucks

Nearly 15,000 automobiles and trucks moving at snail's pace were routed through Chicopee Center via the Davitt Memorial Bridge and Granby Road route to the city's outskirts as the only route out of this area was opened up this morning to points north, east and west.

Chicopee police were put to the limit in handling the traffic assignment. Aided by volunteer workers among the civilians as route directors, the police were handling the situation without j. s. Chief Frank O'Callahan estimated that the route will probably handle between 10,000 and 75,000 vehicles before nightfall.

Close watch is being kept by engineers from the City Engineers' office on the partially washed out Granby Road stretch on the bank of the Chicopee River.

## B. & M. Guards Bridges

The Boston & Maine Railroad yesterday afternoon succeeded in getting four steel coal cars with 100 tons capacity in ashes moved onto the trestle that crosses one branch of the Chicopee River where it divides to join the Connecticut River. The waters were well over the floor of this bridge. Similar precautions were employed on the railroad spans leading across the Connecticut River from Willimansett to Holyoke. Inspections by railroad engineers and maintenance men led to reports that they feel this bridge will remain intact.

The Chicopee River reached a crest at 3 a. m. yesterday at the Bircham Bend dam of the Quinnetuk Power Company in Chicopee Falls near the Indian Orchard line. It was reported by Bernie Sammis, plant engineer, that at this hour the crest was reached. It was 156 inches above the dam. The 1934 peak was 159 inches. At the Flak Rubber plant, the river reached a point five feet higher than in the 1935 flood, engineers reported.

At Chicopee Center the river appeared to show no drop due to the influence of the rise in the Connecticut River that slowed down the Chicopee River run off at the confluence. Next to the city's fear of a disease outbreak because of inadequate sanitary facilities the next greatest concern was the possibility of fire. Fire men on continuous duty or in close communication with fire stations for such an eventuality.

## Hurt by Gas Explosion

The first fire emergency arose at 2.30 p. m. yesterday when Herman St. Pierre, 34, of Willimansett was badly burned by a gas explosion in the basement of the Growers' Outlet warehouse in Rockrimmon Road. An incipient blaze was checked by Chicopee Center firemen. St. Pierre entered the basement stairway with a lighted candle to check on the cellar party filled with water. In some manner gasoline or some form of naphtha got into the cellar and filled it with fumes which ignited from St. Pierre's candle. St. Pierre was badly burned and rushed to Springfield Hospital. Firemen quenched the blaze by pumping water from the cellar through hose lines.

At 7.30 p. m. a fire alarm sent Chicopee and Chicopee Falls apparatus to the plant of the A. G. Spaulding & Bros. in Chicopee Center. An electric power line flared as short circuits in one building developed where power was turned on to test lines. A telephone alarm brought apparatus but there was no fire.

## Damage Near \$1,000,000

There was every reason to believe that the flood and hurricane cost in the end will amount to close to \$1,000,000 if it does not exceed it. Summed up broadly, Chicopee has lost a bridge that will cost close to \$150,000 to \$200,000 to replace. There has been about \$100,000 in electric power line destruction and loss of revenue. The wage losses to industrial workers will amount to close to \$200,000. It is estimated that to the extent the water system has suffered is still problematical but it was believed by city officials that it will reach close to \$150,000 or more. If the sewer system damage equals that of 1935, the cost will be apparently \$150,000 or more. It is conservatively estimated that private property sustained at least \$100,000 to \$200,000 in hurricane or flood damage.

Hardly a house escaped in the city without some hurricane loss and there are nearly 11,000 of these. Probably 700 homes in the district were damaged by substantial losses. Damage to industrial property will reach at least \$300,000. It was believed. The experience of the 1935 flood, fresh in memory, found most merchants and industrialists taking precautions to get perishable goods out of reach as warnings came from upriver regions. How much of the moved goods were damaged by the unshowered hurricanes could not be learned.

# Factories at Chicopee Forbidden Use of Water

## Order Issued When Auxiliary System Pressure Drops And Leaves Parts of Falls Without Water

Chicopee, Sept. 23—Factories were forbidden to use water today and all persons were warned not to use the hydrants for any purpose whatsoever as the pressure of the auxiliary system tied in with Springfield mains dropped to 45 pounds this morning, and left parts of the Falls without water.

George Webster, superintendent of the water department, sent 100 men up to the Cooley brook watershed to begin the extensive repair work necessitated by the washout of the 24-inch feeder line from the reservoir. Before the line can be repaired, or even reached, it will be necessary to construct a log road, because the mud is so thick that in most places the men were sinking into it up to their knees.

## Chicopee River Drops Rapidly

After reaching its peak at 1 a. m. the Chicopee river began to drop at an increasingly rapid rate.

When the waters receded from Willimansett early this morning, they revealed extensive sewer damage, which seems at the moment quite as serious as the destruction wrought by the 1935 flood.

The main line from Call street to Ducharme avenue threatened to crumple as the backwater of the river began to suck out. Crews of men worked desperately to shore them up to prevent collapse.

Superintendent of Streets Edward Bourbeau reported that so far none of the mains have broken and the sewage system continues to function. As the water recedes, however, the mains will have to be strengthened and deposits of sludge cleaned out.

It is expected that the cost of repairing the Willimansett sewers will run fully as high as the 1935 figures. Repairs at that time cost over \$200,000.

A threatened break in the Plainfield dike last night kept more than 100 WPA workers frantically occupied until 5 this morning. City Engineer Thomas F. Robinson, who directed the sandbagging operations, said that the men did a splendid job and saved the city from incalculable damage.

## Boom Around Lumber

The J. G. Roy Lumber Company took precautionary steps to prevent the loss of its large lumber supplies. Taking a leaf from the practices of contractor lumbermen, the company constructed a boom around its many piles by tying logs together and cororing the boom to the ground with chains to provide for a 25 feet lift. As a consequence, the yard lost not a stick of lumber, it is believed. From the Sand Hill sections overlooking the lumber yard could be seen a solid surface of floating lumber that needs only to be repelled when the tide recedes.

All or nearly all motor cars and livestock were moved out of hours in advance of the ultimate inundation of the city and Willimansett when police and firemen reversed the districts warning of the flood's approach.

The Chicopee Highway Department aided by auxiliary labor drafted from municipal departments and unemployed welfare relief men had cleared away most of the hundreds of fallen trees that blocked the principal highways. Citizens in residential streets cut away much of the debris in salvaging firewood from the wreckage of Chicopee's beautiful shade trees. It was expected that all streets would be completely freed by the end of today.

Reports yesterday that the dike back of the Chicopee Tending company had cracked and threatened to give way were scouted this morning. The dike stood firm and no leakage was discovered, although a search for small fissures around the roots of trees more than 20 feet back of the dike.

## 1000 Refugees Given Aid

Miss Helen James, secretary of the local Red Cross chapter, reported today that more than 800 refugees were being taken care of by the City infirmary and isolation hospital in Aldenville. At 4 a. m. 200 cots arrived from the national guard barracks at Natick. The trip here was made by devious routes, which are said to have taken the truckload of cots as far south as Bridgeport.

Water and food supplies were adequately provided to provide for the refugees. Daisy Ludden is in charge of food distribution. The Ferry Lane dike was still submerged and virtually isolated today, although the waters were receding rapidly. Engineers say that the area was inundated by water overflowing from the dike. Although not possible to make a check up today, it is not thought that any break occurred in the dike.

## Damage May Exceed \$125,000,000

Conservative estimates of the loss suffered by the city ran as high as \$1,000,000, with the extent of injuries to the submerged areas still uncalculated. The precautions taken since the 1935 disaster undoubtedly reduced damage to factories and homes. On the other hand, the hurricane, by its destruction of the dike that reduction and the damage figure might run over the \$125,000, 1935 reconstruction costs.

Employees of Bircham Bend road, an employe at the Bircham Bend power station, whose house was washed away in the early hours of the flood, has been taken to the hospital suffering from severe shock.

With his wife and Mr. and Mrs. Arthur Parent, who have also been hospitalized for shock, Sammas struggled valiantly to save the power plant from destruction through long hours yesterday and Wednesday. He finally collapsed from his superhuman efforts.

It is Sammas's house which is thought to have struck the center pier of the Chicopee Falls bridge early yesterday morning and to have

Chicopee schools will be open today in all cases when there is sufficient running water in the schools to operate the sanitariums, it was announced last night by Superintendent of the schools John J. Desmond. On this basis the question of what schools, if any, would be open today was still a problem with the water department still working to restore normal water service all over the city. At the Center section as yet has running water, and that in less than normal volume.

Superintendent Desmond said there would be a radio broadcast from the city shortly before 8 informing the public about the opening of schools for today's sessions.

He also explained from the school board that a special meeting of the school committee has been called for tonight at 8 to take action concerning the storm damage to Montclair school. It was expected that all streets and that to the high school portables approximating \$1000.



27-Sept. 27, 1936

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Rimmon Avenue

## HEALTH HINTS ISSUED IN USE OF CITY WATER

### Meager Supply Available for Bare Needs; Pipe Links Springfield

Chicopee had its water supply less offset last night by four connections to the Springfield water system furnishing a 16-inch flow of water. Hydrants in Springfield and Chicopee were joined by fire hose at Timmon Avenue, St. James and Newbury Street. Prior to this relief health officials urged sanitary precautions.

#### Some From Springfield

One connection was completed at 4:30 p. m. and at 7 p. m. a small stream of water could be drawn from faucets in the City Hall. It was hoped by officials that this meager supply can reach all but the hill sections of the city.

The Health Department urged all citizens to exert every effort to get enough water over actual cooking and drinking supplies to flush toilets at least once a day to prevent disease. One possible source was suggested. Many persons have found their hot water boilers holding about 60 gallons can be drained from faucets at the bottom for flushing toilets.

In the absence of water, residents are advised to procure lime or other disinfectants for toilets that have been used but were not flushed.

Health authorities advised that all water and milk for drinking be boiled. They refused permission to any dealer to sell any but pasteurized milk.

Fire Chief Frank E. Landers issued sharp warnings that he would prosecute any persons who start fires in incinerators or vacant lots to burn up refuse from the storm. This drastic measure is necessary since the city's water supply is so crippled it cannot serve for fire fighting purposes.

Sunday, Sept. 28, 1936

27



Low Street

## Chicopee, On Emergency Basis, Hopes Worst Past

### Chicopee River Lower and Connecticut Apparently at Peak — 200 Refugees Being Cared for — Water Mains Empty for Unexplained Cause

The first hours of today saw Chicopee on an emergency basis with only slight improvement in its nearly-paralyzed utilities services and with its flooded areas at a maximum. But with the Chicopee river down substantially from its high of yesterday noon and the Connecticut believed at just about its peak-high, late emergency workers and waiting city officials confidently hoped the worst had been seen.

Probably the most disappointing aspect of the beginning of the third day of general disruption was the emptiness of water mains in most parts of the city. The running water supply which gave out yesterday morning had been restored only in the Center and here only to a fraction of the normal pressure. The possibility of fire breaking out with the city's hydrants' useless seemed the greatest immediate worry.

Somewhat more than 200 refugees from flooded areas in the Perry lane and Willimansett districts were lodged in city-owned buildings in three sections of the city, many without coats of which a shipment of 200 was reported about to arrive. The coats, requisitioned a day before by the National guard, had been on the way ever since, but transportation has been impeded incredibly. Refugees were at the city infirmary, isolation hospital and Willimansett schools.

After a day of sandbagging and frantic efforts to save valuable machinery and stocks, officials of the industries along the Chicopee river and in the lowlands north of the Center contemplated losses which were as yet impossible to estimate but which seemed certain to exceed in the aggregate those of the 1936 flood.

#### Water Situation Curious

The water in the Flak plant, for example, was known to be five feet higher than it was at the worst point in the disaster of 20 months ago. Notices were given Flak employes yesterday to await announcements by press and radio before returning to work.

From the standpoint of losses through interruption of production the situation at the Flak was viewed as particularly unfortunate, the current season with the tire company being a busy one.

Although viewed as less unfortunate in this respect, the Spalding company and Moore Drop Forging company face direct losses incurred by the floodwaters themselves.

Both were reported better prepared than in 1926, but more seriously flooded. Water in some of the Spalding buildings was more than 15 feet in depth at the peak yesterday, as the Chicopee river reached a level which eclipsed any known before.

The collapse of the Chicopee Falls bridge early yesterday morning added a complication to the water shortage situation which was followed during the day by other developments, many apparently unfavorable, and these were so clouded with contradictions as explanations were sought from power officials and from city officials within the water department itself that to serious-minded citizens the water situation was admittedly a mystery.

In the category of known accomplishments in the struggle to resume water service were listed by early evening the resumption at fractional pressure of running water in the center, accomplished by connecting a Chicopee main with a Springfield one at the city line near the Bosch plant.

#### Water Brought in Truck

Two other tiems with Springfield, effected by hose connections between water hydrants of the two cities, were made on Rimmon avenue and Newbury street, but had little effect in the way of renewing domestic water supplies.

By and large the entire Chicopee Falls, Aldenville and Willimansett sections were without running water. At the Falls some 5000 percent received portions of water averaging about two gallons each from a sprinkler truck belonging to Springfield which made frequent trips through the Falls during the late afternoon and evening. Willimansett residents were reported as getting water in containers in small quantities from Holyoke.

The exact cause of the delay in the resumption of telephone service to anything near normal seemed impossible to ascertain and when questioned concerning this late last night George Webster, superintendent of the water department, said he felt it best not to take the time to clarify the problem by detailed explanations at that time.

Shortly after the time of the general felling of telephone wires by the hurricane late Wednesday afternoon it was reported that running water must fall within a matter of hours because power lines were down leading to the pumps by which water is raised from the filter beds to the storage tanks.

Then when the Chicopee Falls bridge gave way early yesterday morning the distributing main leading into part of the Falls section broke, accounting for the failure of water in those sections. This failure was followed shortly thereafter in the remaining sections of the city, and was accompanied by reports from city officials explaining that the storage tank had run dry.

#### Flood Closes Roads Again

According to statements by officials of the electric light department, power had been brought to the pumps and was ready for use early in the evening, yet when interviewed at 10:45 last night, Supt Webster of the water department, said that he had not been informed to this effect. Mr Webster did say that the resumption of water service may be slowed by presence of air in pipes and other obstacles normal in resuming service after an interruption. Mayor Anthony J. Stonina said he understood a "washout" had broken the main line of water running from the reservoir to the filter beds. Henry C. Gingras, chairman of the board of aldermen and other city officials from the Aldenville section came to the city hall inquiring why running water had not been resumed.

Highways which had been cleared and restored to motor traffic late Wednesday after the clearing of hurricane debris were in some cases closed again as the further rise in the overflowing waters of the Chicopee river took effect and flooding in Willimansett from the "lag-along" swelling of the Connecticut took effect.

Although the Skeel-street and other Willimansett dikes were reported as holding, flooding above the Boston & Albany tracks occurred in places where informed city officials could ascribe it only to the larger river, apparently by backing through the sewerage system.

Deep water in the underpass under the railroad tracks above the Willimansett "Y" made passage by automobile impossible and motorists anxious to reach Fairview, Granby, Belchertown and other communities in that section either abandoned that plan or sought extremely round-about routes. Through east-west traffic in the vicinity of Willimansett was almost nil by early evening when the Holyoke-Willimansett bridge over the Chicopee river was closed to all but emergency traffic, including Red Cross workers, police and conveyors of milk and other commodities deemed immediate necessities. A number of cases were reported where Holyoke residents, "trapped" in Willimansett, made their way home by Springfield and Westfield. The Chicopee-West Springfield bridge was closed about midday, when water became four-feet deep on the highway in West Springfield off that end of the bridge.

During most of the day the water under the Davitt bridge roared through without leaving any air space under the arches and peralstled in tearing away at the north bank above the bridge where it tended to undermine Granby road. About 6 last night Granby road was termed unsafe and barred to all but emergency traffic and Chicopee center and Chicopee Falls were thereafter isolated to all citizens in the course of ordinary travels from the other half of the city comprising Aldenville and Fair-

Saturday - Sept. 24, 1938



Washington, Vermont, Vt.

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Chicopee River

Thursday - Sept. 22, 1938.



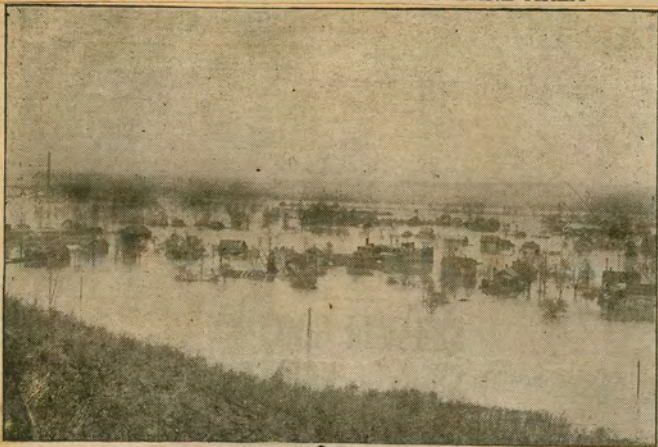
Bobby's Shop - Holyoke

Thursday - Sept. 22, 1938





## SCENE OF THE FLOODED FERRY LANE AREA



The Ferry Lane area, a farming district in normal times, as it appeared when the deep flood waters swept through this section at the height of the flood today.

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Chicopee Street At Dry Bridge

## AIRPLANE FLIES ROPE OVER RIVER FOR TELEPHONES

Effort Made at Chicopee  
Falls to Bridge  
Gap

More than 3000 feet of rope was dropped by an airplane this morning in Chicopee Falls to span the Chicopee River at the point where the Chicopee Falls Bridge was washed out, in a move to get telephone service resumed between the two sections of Chicopee.

The first attempt was successful and the rope was fastened on the two banks of the shore. Debris floating down the river caught in the rope and snapped it at mid stream.

At noon a second attempt was made to get the line across by the same means and use it to draw a telephone cable to be suspended from poles at each bank of the river. Yesterday morning the New England Telephone and Telegraph Company attempted to span the river with a light line fired by rocket. This line snapped.

A trouble shooting crew from the New York offices of the American Telephone and Telegraph Company was at Chicopee Falls this morning attempting to get across a line to resume important toll line services that used the Chicopee Falls Bridge for support.

Thursday - Sept. 22, 1938

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Chicopee River

# Water Now Restored In All Chicopee Mains

## Pressure Still Low and Residents Urged Not to Waste Water or Let Faucets Run Unnecessarily—Trucks to Deliver Water in Areas Still Lacking It

Running water was restored to all Chicopee mains early last night, though at subnormal pressure, and the minds of fire and public health officials rested easier.

In announcing water had been restored, George Webster, superintendent of the water department, advised that householders, although they may use as much water as they feel necessary, be very careful not to waste any and to avoid leaving faucets running needlessly.

Other accomplishments on the road back to normal yesterday and last night included the restoration of electric lights to business districts and many homes in the Center. The most bothersome debris of the hurricane has been cleared and the water had receded sufficiently last night from Ferry lane and Willimansett, so that some of the residents were already busy making them livable.

The absence of running water yesterday after more than 24 hours without resumption had become a source of extreme inconvenience to the public in all sections of the city except the center, where services were restored Wednesday night by tying in with the Springfield system at the end of Center street.

### Problems Encountered

Some detail concerning the problems encountered by the water department were rendered by Supt. Webster last night after restoration of the modified service had been completed. Although a series of adverse circumstances handicapped the water department, Mr. Webster the principle trouble was the inability of the water department to get uninterrupted power for use on its pumps operating to fill the storage tanks until 4 yesterday afternoon.

### From Lower Reservoir

What running water there is now has been brought from the lower reservoir, unused until yesterday since its abandonment in 1926 after the completion of Cooley reservoir. The water is pure and is being tested every 15 minutes by a chemist approved by the state department of health, Webster said. It need not be boiled and is equal to the Cooley reservoir supply, except for the fact that it has not been aerated, he added.

The loss of the main leading to Chicopee Falls has been avoided by connecting the Falls with the Center mains through two triums at fire hydrants. Meanwhile a water department truck has been sent to Jersey City, N. J., to pick up needed parts for the repair of the main 24-inch pipe leading from the Cooley reservoir the break in which, caused by what the water department terms a "land-slide," contributed to the serious disruption here of the water system for some 48 hours.

### Water Deliveries by Truck

Since there still may be cases where householders cannot draw water, Anthony F. Pimental, who has directed the functioning of the sprinkler trucks of the city of Springfield supplying water in small amounts to householders, advised that persons wanting such water up until noon today place their containers on front piazzas or sidewalks where they may be seen when the trucks come through the streets.

It is believed most of the schools will be open today, since the stand of Superintendent of Schools John J. Desmond has been that the schools shall open when running water can be had to operate the sanitaries.

Arthur M. Donaldson, chairman of the disaster committee of the local Red Cross, said last night that the number of refugees at the Infirmary and the Isolation hospital declined yesterday from the 200-odd who were housed there Thursday night, as more were taken in by friends and relatives.

### Overflow Relatively Small

Since nearly 2000 have been driven from their homes, the overflow to the refuge stations is viewed as relatively small by Red Cross workers who comment favorably on the co-operation of the general public and friends and relatives of the temporarily homeless. Refugees at the infirmary last night had electric lights, but those at the Isolation hospital still were using lanterns. Great credit to Boy and Girl Scouts and to members of the NRA is rendered by Mr. Donaldson for their help and readiness to tackle scores of odd jobs which in the aggregate are essential to the functioning of the relief setup.

Boys are running errands and doing many varieties of light manual labor, while among valued services rendered by the girls is the entertaining of younger refugee children.

All Chicopee WPA workers on manual projects for the past three days have been engaged in setting the dikes just above those of Springfield along the Connecticut and it is the belief of many here that if it were not for their efforts, the Connecticut would have worked its way around the upstream dikes and run down into Springfield, as in 1936.

### Bridge Replacing Hoped For

Hope for prompt replacement of the washed-away Falls bridge in-



creased yesterday with reports that WPA regional authorities at Springfield will recommend a "cleanup" project involving several millions to be used in Western Massachusetts, including recommendations that the project include the construction of temporary bridges over the larger streams and rivers.

Although the consensus of school officials immediately after the hurricane seemed to have been that the damages to the roof of Montclair school and the high school portables might be repaired for costs of roughly \$500 and \$1000, respectively, there now seems to be a sentiment among other city officials in favor of new construction, at least in the case of Montclair school.

A fairly large school, the Montclair building could not be replaced without a substantial outlay, and it appears that if replacement here is to be added to the already great local cost of the flood, this additional cost will not be unnoticed in the aggregate.

Even a rough estimate of the total of industrial losses as yet seems impossible. Until a late hour last night no reports were forthcoming of any of the factories on the Chicopee river would reopen today.

### Heavy Detour Traffic Seen

Traffic through the Center all day yesterday and last night was of unusual proportions and included large trucks and busses usually seen only on the larger state highways.

Even late last night the route through Ludlow and through Chicopee by Granby road and the Davitt bridge seemed to be the most direct way possible for heavy motor vehicles between Springfield and Boston.

One-way traffic only was possible on the stretch of Granby road just above the Davitt bridge where the Chicopee river had seriously undermined the road and several policemen of the Chicopee force were busy controlling the one-way system. At 10 last night a steam shovel and crew of laborers, sent by the state highway department, arrived on the scene to repair the washed-out section of the road, and because of this traffic was further slowed but still trickling through this bottleneck.

## CHICOPEE DIKE AT NORTH END IS REINFORCED

### Crew Spends Night Protecting Wall Guarding Entire District of Springfield

A crew of 100 men supervised by City Engineer Thomas F. Robinson worked at a feverish pace last night and today had apparently won a battle to save the Connecticut River dike north of the Springfield city line.

An unmanageable break in the dike would have flooded the entire North End of Springfield and the plants of the United American Bosch Corporation, H. L. Handy Company and Consolidated Rendering Company as well as the entire Brightwood section of Springfield.

A break at this point would have caused great damage to Springfield as well as to the industrial belt at the southern end of Chicopee.





(Republican Staff Photo)

Chief Boatswain Mate Jack Hean of Rockaway Point Coast Guard station flew here with full equipment for shooting leader line 600 yards. In this manner Telephone company yesterday spanned Chicopee river where Chicopee Falls bridge went out. Top, getting ready. Below, job done. Dotted line above runs parallel to old cable; one below, parallel to new line.

## Coast Guard Cannon Hurls Line For Toll Phones Across Torrent

### Backfiring Mortar Barely Misses Two Men and Shot Thrills Spectators—Two Airplane Attempts Failed

New England and American Telephone and Telegraph company officials yesterday succeeded in bringing a toll cable across the Chicopee river at the site of the washed-out Chicopee Falls bridge, by a spectacular method seldom witnessed in this section—use of a coast guard breschbuoy cannon. Pictures of the stunt are on the back page of this paper.

After previous attempts to restore a connection across the river by flying a rope from an airplane had failed, telephone men enlisted the services of the coast guard, which dispatched Chief Boatswain's Mate Jack Hean of the Rockaway Point

(N. Y.) station with the cannon, known as the Stokes type.

C. J. Whitney, head of the C. J. Whitney, Inc., flying service, flew Hean from Floyd Bennett field and after the landing at Springfield airport yesterday morning, no time was lost in setting up the gun.

**Cannon Aimed Across Torrent**

The baby cannon was set up on the remaining end of the Falls bridge on the Falls side and directed across the raging stream by Hean in the direction indicated by telephone linemen.

Of a light line attached at one end to the 20-pound projectile in the cannon, there were some 600 yards of

length already wound with extreme care around a series of spindles in a wooden box constituting the remainder of the portable rope-shooting equipment.

By the time the firing signal was given, large numbers of Chicopee Falls residents was present to witness the clean trajectory across the river, over the foundry near the east end and some way beyond.

#### Spectators Thrilled

Spectators were thrilled and their attention was diverted momentarily from the rope by the great backfires of the cannon, which rolled backward some 100 feet, barely missing two Springfield airport men who were standing in its path and passing under a telephone repair truck before coming to a stop.

As soon as the rope landed across the river, telephone linemen on both sides quickly brought it to the top of poles and passed it through pulleys, so that a heavier rope and later a cable were passed across with comparative ease. Telephone company officials said the cable is an important one, carrying toll lines to the north east.

## TOBACCO FIRMS SUFFER BADLY

### Survey of Area Hit Reveals Freak Phenomena

The Silberman & Kahn and the Hale Bros. tobacco plantations, while not suffering the complete loss of crops and buildings first reported, have sustained a loss of between \$30,000 and \$35,000 apiece, an inspection revealed this morning.

Seven of the 16 sheds of the Silberman & Kahn plantation were so badly damaged they will have to be almost wholly rebuilt. Three of the huge Hale sheds were flattened and a fourth so badly sprung it will have to be rebuilt.

Both companies lost the major part of their crops representing from \$15,000 to \$20,000 apiece. Each shed loss was placed at about \$2500 apiece. It is planned to start at once to restore the barns with such lumber as can be salvaged and new lumber.

Truman H. Hale said that one freak situation developed. Emil Hahn, a Fuller Road dairy farmer, moved 70 head of cattle through breast high flood waters to the highland of the tobacco farms and housed them in one of the huge sheds. Sheds on each one of the one he chose were flattened but the damage to the shed with cattle was slight.

The same inspection the Chicopee water shed revealed that hundreds of the high pines were snapped or blown over. The new planting of about 750,000 small spruce and pines by the CCC Corps and WPA laborers during the past two years seems to have escaped the drastic effects of the hurricane.

Another freakish result of the storm at the Silberman & Kahn farm was noted. The ends of three barns lined up in parallel were sheared off as if by a huge knife. Eight 20-foot stacks of hay in the same line stood intact apparently and were about 100 yards further on in the same line three telephone poles were snapped off at the base as if they were match sticks.

## SIGHTSEERS ARE BARRED

### Will Not Be Allowed in Inundated Areas of City

Mayor Stonina and Police Chief Frank O'Callahan in a general conference on measures to take in rehabilitating the inundated sections of Chicopee reached the conclusion this morning that all sightseers will be barred from the inundated sections of the city.

Special emergency cards to be given by police to motorists will be issued to only those engaged in the task of restoring the districts damaged. All other motorists will be turned back.

The chief and the mayor both issued a warning that sightseers must stay out of Chicopee until further notice. Yesterday in the emergency to permit needed supplies to get to other isolated communities and to permit those seeking to get to their homes in other places, police allowed some 35,000 to 40,000 cars to pass over the Davitt Memorial bridge, make their way north out of the city.

The movement of machines and trucks put the city at a standstill in starting rehabilitation work. With other routes now open out of the area the police plan to block off the Davitt Bridge route to only emergency machines tomorrow.



Water covers Downfield

## WATER SUPPLY ADEQUATE BUT IN FAIR VIEW

### Careful Use Requested by Department; Pressure Still Light

Chicopee residents on meager water rations since the Chicopee Falls bridge washed out Thursday morning were again getting at least adequate supplies for domestic purposes this morning in all sections except Fairview. Three Springfield street sprinkling trucks were covering the Fairview and other high sections delivering water from house to house.

The water pressure was being slowly built up to the normal force and partial fire protection has been restored.

George Webster, superintendent of the Water Department, again urged all persons until full resources are available to use water sparingly. Water from Cooley Brook Reservoir at the rate of 2,000,000 gallons per day is now being pumped into the Montgomery Street hill standpipes. The water is allowed to flow over the upper reservoir into the lower and carried to the filtration plant in 20 and 16-inch mains but the powerful pumps can only pump for a period of two hours at a time before the lower reservoir is drained.

Work on repairing the break in the 24-inch main from the main reservoir was progressing this morning under Supt. Webster's direction and his prediction that full repairs will be completed by nightfall tomorrow seemed probable.

It is expected that pumping throughout Sunday night and early Monday morning will find adequate supplies in the standpipe to permit such factories as can to resume operations.

## Chicopee Falls Parish, Split by Flood, Will Have Added Masses

St. Patrick's parish will be divided for its church services Sunday morning, because of the loss of the Chicopee Falls Bridge. For those who live on the Aldenville side, the services will be held at 8 and 10 a. m. (E. S. T.) in Fr. Mathew's Hall. On the Chicopee Falls side of the river, services will be held in the church at the usual hours.

## Driscoll Badly Hurt in Accident

### Struck by Tree While Repairing Broken Main

Frank J. Driscoll, general foreman of the Water Department, was seriously injured in the height of the hurricane Wednesday afternoon when he and a force of men were working to place steel bands around a crack in the 24-inch water main at Cooley Brook Reservoir.

He sustained a serious abdominal injury while applying his full strength to a lever to close the bands so that they could be bolted. An eight-foot spruce tree torn up from its roots was flung against him with great force, causing the foreman to do what is known to acrobatic dancers as a "spread eagle."

Driscoll heroically tried to cover up the nature of his injuries but fellow workers seeing his face blanch took command and removed him to his home in a truck in a harrowing ride over flooded roads and a steady bombardment of broken trees and debris. He is reported this morning to be resting comfortably.

## Refugees Begin To Return Home

Many Willmansett families who temporarily left their homes were making their way back last night as water supply became available and the danger of further inundation lessened.

The greater part of the Perry Lane section was still inundated and none of the families who hurried out of the district was able to return yesterday.

Red Cross and welfare officials were caring for about 300 persons in the infirmary and isolation hospital. At Red Cross headquarters, it was reported that they believed the situation was being handled with a minimum of discomfort.

### Fisk Reopening

John E. Lynch, personnel director of the Fisk Rubber Corporation, announced this morning that unless otherwise announced later, the company will resume operations Tuesday. He said announcements will be made Monday in the newspapers and all employees are notified to watch for the announcement.



Saturday - Sept. 24, 1938



Working on street after

September 24, 1938



## BREAKS IN MAINS BUSY DEPARTMENT AS PRESSURE RISES

### Geysers Spout in Willimansett—Ferry Lane District Cleared—Sightseers Jam Traffic

The Chicopee water department was kept busy all day yesterday with the break in the principal water main of the Cooley brook reservoir. An added problem came when many Willimansett mains gave away under increased pressure, which was raised to 80 pounds.

At Delaney avenue and Whiting street a geyser shot 20 feet into the air, but finally subsided into a steady bubbling after two or three other mains gave way. Others at Nassau and Chicopee streets burst and Mount Carmel and Chicopee streets. There were a total of seven in the Willimansett district, it was said. The Delaney-avenue geyser was the worst because it began to undermine the street about it.

It was said that the principal main from the reservoir would be completely repaired by today. The men working on the job planned to stay all night if necessary. However, it was likely at a late hour last night that several of the Willimansett breaks would not be repaired until some time today.

A complete cleanup was being made in the Ferry lane district yesterday, except for one or two low spots where water remained. Many of the residents of the district had moved back to their homes.

Meadow street was so badly undermined that it had to be closed yesterday, but many sightseeing motorists tried to run over the street. To get past the Roy Lumber company they had to ford a stretch of approximately 30 feet of water which ranged from one inch to two feet in depth. It was precarious driving to go through the water and some cars were struck in it yesterday afternoon. Holes in the street were so large in some places that an automobile could fit easily into them.

The chief worry of most people and particularly the police department was the sightseers through the city. At one time in the later afternoon Center street was jammed with traffic from in front of the city hall to Hampden street. Cars also strung out for a good distance up Front street. They were shuttled off onto Granby road most of the afternoon, but just at evening time, they were allowed to go into Willimansett and then the line really began to grow.

It seemed that word flew through the city that cars would be allowed to travel into Willimansett, there were so many automobiles piling up on the streets in a short space of time. They were being sent single file from the bottom of the hill to the dry bridge, but about 7 last night Lieut Francis A. Linnehan of the traffic department, who was in charge of the special and reserve men working on the traffic situation, doubted the line so that the jam decreased appreciably in short order.

## WASHED OUT BRIDGE NECESSITATES NEW TROLLY BUS ROUTE

### Service Starts Today to North Side of River Over Davitt Bridge at Chicopee Center

Bus service will be provided patrons of the Springfield Street Railway company over a new route until a bridge is built to replace the one washed out last week by floodwaters at Chicopee Falls.

According to Frank L. Kibling, general manager of the company, commencing this morning patrons desiring to cross to the north side of the river will be taken by bus from Main and Broadway, over Main Grove, Front, over William F. Davitt Memorial bridge at Chicopee Center, Granby road, Grattan, Columbia, Montgomery and Sheridan streets as far as Emmett street. The bus will return by the same route.

From 6 this morning and hourly thereafter until 7 tonight, a bus will leave the Chicopee Falls terminal. On the return trip the bus will leave Emmett and Sheridan streets at 6.30 a. m. and hourly thereafter until 7.30 p. m.

Passengers desiring transportation to the north side of the river can transfer from the Liberty-street coach line at Chicopee Falls and from the East-street line at the Falls; the Brightwood-Chicopee trolley or the Chicopee Center coach line. The transfer may be made at the City hall at the Center or the Falls terminal.



### Falls Fisk Rubber Workers Can't Return As Yet, Says Speaks

Employees of the Chicopee Falls plant of the Fisk Rubber corporation will be unable to return to their work in the plant today, Col Charles E. Speaks, president of the corporation, announced last night. Crews of men were at the plant all day yesterday clearing up the debris left by the flood. Although the flood waters have left the plant, there are tons of mud covering much of the equipment, Col Speaks said. It is hoped that the fire department will be in operation tomorrow but a definite statement will be issued through the press today informing the employees when to return to work, Col Speaks said.

## Warning Issued To Valley Farmers

### Should Watch for Spontaneous Combustion in Hay

Agricultural experts today warned farmers of the serious dangers of fire from spontaneous combustion in hay exposed by the destruction of barns and wet by the rain during last week's hurricane. W. C. Harrington, State College agricultural engineer at Amherst, broadcast a warning and notified agricultural agents in the four counties to do likewise.

The danger point is at the base of hay mows. Surface moisture is not dangerous but dampness at the base where there also is the pressure of weight creates a serious fire menace. All exposed and dampened hay mows should be carefully watched and hay at the base which shows any signs of generating heat should be quickly removed, Harrington warned.



September 28, 1938



September 28, 1938



October 1, 1938



October 1, 1938





## Broken Pipe Cut Water Supply



[Fonfarth Photo

The snapping of this 30 degree cast iron elbow joint in the 24-inch feeder main from the Cooley Brook Reservoir to the pumping station under the pressure of a land slide Tuesday afternoon is the principal reason Chicopee was virtually without any water for 12 hours and on emergency rations for four days.

## Damage to City Services At High Mark in Chicopee

Placed at \$1,500,000, or Above Figure of 1936  
Flood, Officials Say

With water pressure restored yesterday afternoon by repair of a break in the main between the reservoir and the filter station, Chicopee set to work to restore damage caused by last week's flood and hurricane. The damage sustained by municipal services was estimated by city officials at \$1,500,000, in excess they said, of the 1936 total.

### Traffic Heavy

Traffic was jammed in the center of the city during the afternoon as two streams of traffic, from Springfield and down the river from Chicopee Falls where the bridge was destroyed, converged on the Chicopee Street bridge.

Traffic north of the bridge was detoured by way of the Granby road because of damage to Chicopee Street from undermining caused by the flood and breaks in water mains. Additional breaks were expected last night by the Water Department as the pressure was turned on following repair of the

main break. The breaks were being mended as quickly as possible.

Repair of the main, which occurred Wednesday, had to await arrival of parts from New Jersey. The parts, a straight section of pipe and an elbow, were sent for by truck over detoured routes arranged to avoid blocked highways. The trucks had to travel nearly 500 miles on the trip, nearly twice the usual distance.

### Schools to Open

Chicopee schools will be open today.

Cellars in the Ferry Lane and Fuller Road sections were being pumped out and sprinkled with lime to prevent possible contagion.

## Water Pressure Low Because of Drain

### Hill Sections Feels Effects of Heavy Usage

Although the Water Department has succeeded in repairing the break in the 24-inch feed line from the Cooley Brook Reservoir to the Fuller Road pumping and filtration plant, heavy draughts by industrial concerns, losses through leaks and the fact that Monday is "wash day", hill sections were still on a low pressure basis.

The Water Department was forced, this morning, to reopen the six-inch main connection with Springfield and restore hydrant hose line hook ups with Holyoke and Springfield to boost pressure back up so that hill sections could be served.

It was expected by water officials that as soon as all leaks in mains undetermined by flood waters and washouts are repaired and the industrial drain on the system has been eased as plants get back to normal and all flushing operations are ended that the supply will quickly return to normal conditions.

Last night when the reservoir break was repaired the pumping station built up a pressure head of 105 pounds per square inch or a little under normal requirements. This morning at 6 o'clock the pressure had dropped to 90 pounds and at 11 o'clock it was down to 45 pounds.

## Number of Refugees Now Reduced to 40

### Special Red Cross Workers to Handle Rehabilitation

Only 40 of the 300 refugees from the Ferry Lane section remained in Chicopee welfare institutions it was reported this morning by Miss Helen James, Chicopee Red Cross Chapter secretary. She said the emergency stage has passed and the work of rehabilitation is now under way.

A crew of four workers headed by Mrs. Leone Thomas has been sent to Chicopee from the national field headquarters at Washington to direct this work. Each case will be checked as a separate relief problem by one of the Red Cross visitors. It is unlikely that the local chapter will be able to distribute clothing since recent disasters have drained the Red Cross warehouses.

Paul G. Martel, agent of the Health Department, with a force of men has started the work of cleaning up the Ferry Lane district and a small section of the Willimansett district where inundation took place. In spite of the ample warning heeded by most residents it has been discovered that some of them did not attempt to remove livestock from the threatened district. As a consequence the Health Department workers have found several cows, a horse or two, a number of pigs and scores of chickens dead in the flooded section. These are to be buried in quick lime.

All cellars are being pumped under the direction of John A. Jamrog, clerk of the Registrars of Voters, and cellars disinfected with lime. Visas will be tested before they may be used again.

## MAYOR ASKS FOR STATE AID IN FLOOD DAMAGE

Seeks Full WPA Grant to  
Replace Bridge Gone in  
Chicopee Falls

Mayor Stonina went to Boston today to learn what assistance the city can expect from the State Public Works Department and the Federal WPA Administration in restoring losses to Chicopee as a result of the flood and hurricane disaster.

His greatest concern is the replacement of the Chicopee Falls Bridge. It was understood that he and County Commissioner Charles W. Bray of Chicopee Falls have a plan to make application for a 100 per cent WPA grant to replace the bridge. If this proves impossible to accomplish, they plan to ask for a PWA project that a district engineer for the State Department of Public Works has roughly estimated will cost \$400,000. It is proposed under this to get 45 per cent as a Federal government grant and to divide equally the 55 per cent remainder among the city, county and state governments.

If the estimate of the state engineer is anywhere near correct the new bridge will cost about twice what the city paid for the Davitt Memorial Bridge in Chicopee Center last because of its unique construction has withstood two record floods like an impregnable bulwark against the worst assaults from flood waters any bridge along the Chicopee River has ever had to withstand.

## ABOUT HALF OF INDUSTRIES IN CHICOPEE OPEN

Spalding Plant at Center Suffers  
Severest Flood  
Damage

About half of Chicopee's industrial plants were able to resume full or partial operations today, but some of the others, especially along the Chicopee River belt, seriously damaged have not been able to resume.

The H. L. Handy Co., the Consolidated Rendering Company and the United American Bosch Corporation were working at full schedules. These plants suffered negligible damage as a result of the successful efforts of a crew of laborers who held back with sand bags the Connecticut at North End dikes. The only losses experienced were those in production caused by temporary shut downs during the time the Connecticut was in its advanced flood stages.

### Williamansett Plants Working

In the Williamansett section the A. G. Spalding Bros. Co. had resumed, this morning, in its golf club department. The plants of the C. F. Church Mfg. Co., the B. F. Perkins Mfg. Co. and the Hampden Brewing Company were operating. The damage in these plants were small compared to the 1936 flood losses, most plant executives reported.

In the Ferry Lane section the Chicopee Provision Company, J. G. Roy Lumber Co., and the Dana S. Courtney Bobbin Shop were closed down, but forces of workers were busy restoring conditions to permit resumption of operations as early as possible.



Break In Ames Sword Co. Dam



Sunday - Sept. 25, 1938

25



Chicopee River And Spalding

October 2, 1938



October 4, 1938



November 16, 1938



The only plant operating along the Chicopee River, which this time established a flood crest peak that all Chicopee hopes will never again be reached, was the Chicopee Manufacturing Corporation. This plant had about 75 employees at work in the finishing department. A group of 100 employees were busy clearing away the wreckage and debris in the plant that was covered with several feet of water. The flood damage at this plant exceeded the 1936 damage.

The tire division, representing 70 per cent of the factory production at the Elk Rubber Corporation, will resume work tomorrow morning at the usual hour. The company has no estimate of its flood damage but believes it will exceed the 1936 losses.

The A. G. Spalding's Chicopee plant, struck with the full force of the raging current in the Chicopee this year, has experienced flood losses far in excess of 1936. The 1936 damage to Chicopee and Willimansett plants was \$119,000 but it may result that the Center plant, this year, will eclipse this figure. More than three feet of sand and gravel has been swept into the Spalding yard and basement floors. The blacksmith, drop forging, polishing and woodturning departments for the golf club heads are completely out of commission. More than 100 workers are working to clear up the situation.

In the hill sections with the resumption of power and water supplies, the J. Stevens Arms Corporation in Chicopee Falls and the Asinof & Sons Mfg. Company in Chicopee Center are now back on full schedules.

## Novel Way of Stump Removal



An ingenious method for the removal, at small cost, of tree stumps, blasted by the roots during the recent hurricane, has been developed by Lawrence Fortier, Chicopee contractor. Instead of employing portable cranes and trailer trucks to uproot and drag away the huge stumps as many contractors have done, the Chicopee contractor employs only 10 trucks.

The dump body of the truck, loaded with four or five tons of gravel, is backed up to the stump and a chain hitch attached to the stump. The

truck uproots the stump as it drives away. Long roots are then cut away by men with axes.

Next, in the operation, the truck is backed up to the root side of the stump and the dump body raised with the tailboard secured, to prevent the gravel from sliding out. The stump is securely fastened with chains against the tail board of the dump body.

When the dump body is returned to its horizontal position the stump is lifted free from the ground and carted off as shown in the two pictures accompanying this article.

October 22, 1938



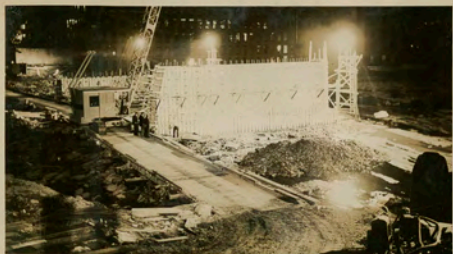


October 22, 1938









November 23, 1956



November 23, 1956

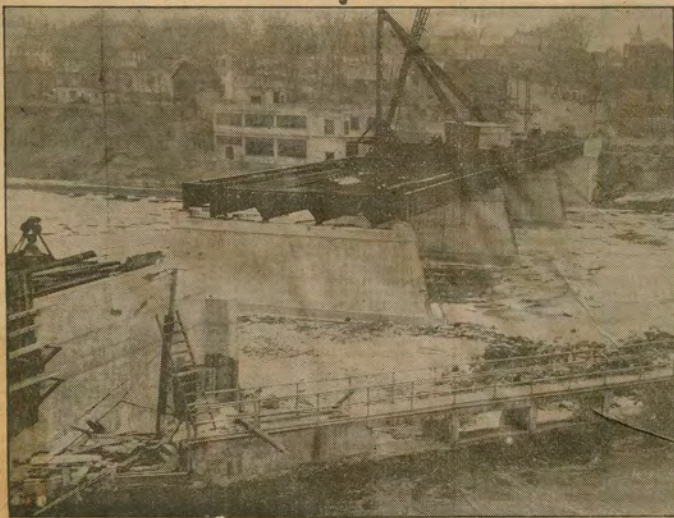


January 12, 1957





# New Bridge Soon to Span Chicopee River at Falls



[Springfield Union Photo

Two months at least will elapse before this new bridge across the Chicopee River at the Falls is opened. It replaces an old iron truss bridge swept away in the September flood.

## CHICOPEE MAN GIVEN MEDAL FOR HEROISM

### William J. Kliminski Gets Gold Scout Award for River Rescue

Seven Boy Scouts and leaders who rescued others at great peril to their own lives were honored last night by the National Court of Honor of the Boy Scouts of America. Daniel Carter Beard, National Scout Commissioner and chairman of the court, announced the award of Gold Honor Medals to four and certificates for heroism to the others.

Gold honor medals go to Donald Jackson, 13, of 420 North Pasadena Avenue, and William G. Sberer, 13, of 164 West Villa Street, both Tenderfoot Scouts of Troop 27, Pasadena, Cal., who rescued Manual S. Correlia, 41, and his son, Donald, 11, from drowning in Trunfo Creek, Los Angeles County, Cal., during the Southern California floods, March 13, 1938.

A gold honor medal recipient is William J. Kliminski, 40, of 23 Van Horn Street, Scoutmaster of Troop 131, Chicopee, who rescued Walter Wajca, 32, from drowning, Sept. 26, 1938.

Loring Smith, 16, of Lancaster Road, a first class Scout of Troop 1, Sudbury, received a gold honor medal for rescuing Charles Buzzell, Jr., 19, from drowning, Aug. 24, 1938.

#### Heroism Certificates

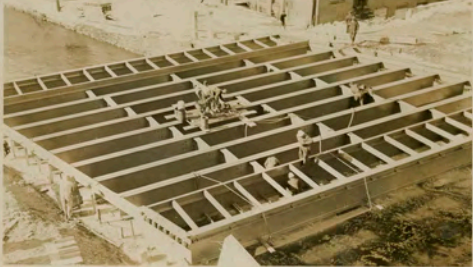
Certificates for heroism go to Charles Clemens of 24 Avenue, and Blackwood Road, Franklinville, N. J.; Steve Yankura of 141 Atlantic Avenue, New Castle, Pa.; and William B. Young of 463 Hastings Street, South Williamsport, Pa.

Scoutmaster Kliminski, a foreman of the Chicopee Electric Light Company, and some of his men were at work at the edge of a river. Walter Wajca, a lineman, climbed a pole on the river's edge to cut its wires. When he cut the wires spanning the flooded stream their weight caused the pole to snap off at the base and fall into the stream with Mr. Wajca holding on. The fall dazed the lineman and he let go of the pole.

Mr. Kliminski immediately dove into the river and brought the man to the safety of a near-by rock where others aided Mr. Wajca. As he let go of Mr. Wajca, the Scoutmaster grasped one of the large granite blocks. This had become loose and struck him on the arm and chest and carried him to the bottom of the river, eight feet deep at this point. Only through his presence of mind and his strength was Mr. Kliminski able to free himself from the block.

When he came to the surface he was ten feet out in the stream and the swift current swept him over the falls fifty feet from the place where he brought Mr. Wajca to safety. Completely exhausted, the foreman rested on a broken telephone pole until ropes were passed around his body and he was brought to safety.

February 9, 1929.



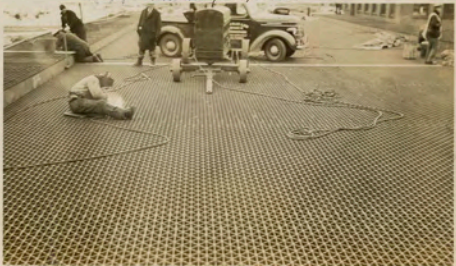
February 17, 1929.



February 17, 1929.



February 17, 1929.





February 23, 1939.



February 24, 1939.



February 25, 1939.



February 28, 1901.



March 4, 1902.



March 7, 1902.





