

INTERVIEW LOG

Oral History #54

Interviewee: Bryan Bundick

Interviewer: Richard Dodds
Joe Liener

Date: February 9, 1989

Location: 202 7th Street, Pocomoke City, MD 21851

Topic: Mr. Bundick's father, Horace Bundick, builder of four log canoes in the early 20th century in Sanford, Virginia. Of particular interest, was the canoe *Annie C.* which still exists in Sanford..

Comments:

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START SIDE A

Bryan Bundick: ...the first one was three logs, middle chunk, two side chunks. That was the first one he built. The next one was the *Annie C.* That was five chunks. The middle chunk...

Joe Liener: And two on each wing.

BB: Two on each side including the side chunk and then he built two together after that. One for himself and one for Mr. Neil Bonnywell (ph) and they had five chunks.

RD: Did they have names? Did the other two have names after the *Annie C.* do you know?

BB: Yeah. Well, the first one they built was named after we children. In other words, there were with children at that time and the names were the (unintelligible) three chunks and the *Annie C.* ... he built her for Cub Corby (ph) and Cub (ph) named her after his mother.

RD: Ah, okay.

BB: *Annie C.* is (unintelligible) *Annie Corby* and the one Mr. Neil Bonnywell was the *Agnes E.* and the one he built for himself was the *Louise Temple.* That was his grandchildren.

RD: Ah, okay, his two grandchildren.

BB: His two grandchildren.

RD: So, he built a total of four canoes.

BB: He built four canoes.

JL: Did he have much trouble finding logs?

BB: Oh, yes he did. That was their problem going all over the woods in hunting and then a lot of people didn't want him to bore the logs to see if they were "peppy" [pulpy?] inside. If they were peppy (ph), they were no good because when he got to Mr. Neil Bonnywell canoe, he to throw it aside (ph) because they had too much (unintelligible) to it. He couldn't use it. After he got it, he to throw it aside. A lot of people didn't want him to bore to see if they were "peppy" inside. If they were, they were no good for a log.

JL: Couldn't cut down there.

RD: Did he build all these boats in the same place.

BB: Well, no, he built two in Sanford, but the *Brom* (ph) and the *Annie C.* were built under two big shade trees in the yard right close to home and the last two he built a boat shed and built them there.

RD: Under the shed. I'm just curious about your father. When was he born?

BB: I don't know where he was born, but his birthday was February 28, 1861. I don't know where he was born.

RD: And he died when?

BB: He died August 23, 1935. Here's a picture of him and my mother.

RD: Oh, yeah. He looks like a pretty big man...was he a big man?

BB: He was a big man.

JL: My land, I guess he was a big man. He could lift a log all by himself, couldn't he?

BB: Yeah, (laughter).

JL: Do you know where he acquired his boat building ability?

BB: Well, sir, he didn't have any education. He had no blueprints. I've heard him say time and time again, "I could see her right in my view before I start to build her." He had no blueprints. He just had a very small education. He didn't get a chance to go to school much.

JL: Did he work for any other builder around here when he was right young.

BB: No sir. Now, my grandfather helped him some with I believe it was the *Annie C.* I believe he did, I'm not sure, but I think he did.

JL: How about your grandfather, did he work in the shipyard or anything around here.

BB: No. My father never worked nowhere but right around home there. In other words, what he did, he tongued oysters, he shucked oysters, sold them in the shell and sold them in the gallons (unintelligible) to Crisfied. He sold them to him oysters in the shell and also in the gallons. Whether

you heard of McCandy (ph) or not Crisfield. But so far as boating knowledge, it was just (unintelligible). He never went to school nowhere to learn nothing about it and when he pulled them together, I've often wondered my own self, the chunks...when he made the seam from the middle chunk to the next chunk to it, how he could get that over on that seam and not mar the seam so it would leak there. What he would do then, he would bore with an auger and bolt it together with 5/8 galvanized iron. That's the way he did it. And the side chunks, he did them the same way and plugged them with wooden plugs so no water could get in there.

JL: After he drove the drifts in he put a plug on the outside.

BB: That's right. That's the side chunk now. And of course, in those days there were no engines, there was just sailboats in those days, no power boats at all. No. Now he built some lighters and things like that, little small skiffs and things like that. But canoes, he only built four.

JL: Now, on the lighters, did he build quite a number of those.

BB: No. He didn't build too many. He used them mostly for his own business, but tonguing up oysters (unintelligible) and then (unintelligible) them off, that's what he did and he also followed fishing with fish nets like fish pounds.

JL: Yeah, pound nets and drift nets, too.

BB: No just pound nets. Because we used to sell about six or seven of them and one of them was inside the mouth of the Pocomoke River and two of them right to the point of the mouth of the Pocomoke River and the other were around the back that way. Along here what he did was following the water, he didn't (unintelligible) or nothing like that.

JL: Now he used these little lighters to carry his pound net poles on and so forth I suppose. The little lighters he used to carry the pound net poles.

BB: Well, what he did, he built for those pound poles for the nets now he had what we call is a double ender...open boat, but it was the same at each end. Well, he put the poles inside the boat and then he went and he stuck them down like he wanted them and then he took the leaders and fastened them on to (unintelligible), chain weights down to the bottom to hold them to the bottom.

JL: He didn't drive those pilings...

BB: He just pushed them in and then when he wanted to take them out, he had lots of drudge winder (ph) from the double ender. Well, he had a blacksmith to make a kind of a ring-like to hook over them pilings with a rope to it. He sit down over at the piling and therefore, he could crank it right up then with that (unintelligible).

JL: Yeah, that kind of jammed it.

BB: Yeah, jam it you see so it could it could pull it right up. That's the way it is.

JL: Yeah.

RD: Mr. Bundick, I've come across this. You may have seen it. It's called..

BB: I ain't got but one eye Mr. Dodds.

RD: Oh, I'm sorry (laughter).

BB: I lost this one about 40 (ph) years ago. It went that quick.

RD: Is that right?

BB: Yeah. It was so sudden, on the 23rd of November in 1986. I was looking at (unintelligible) sales and one doctor says it was a stroke (unintelligible) and that was it. Nothing could be done they said for it.

JL: I'll be darned.

RD: This is not a very good copy, but it's a little article called "Chesapeake Log Canoes" built by Horace N. Bundick and others. Have you ever seen this?

BB: What?

RD: It's a little article—its titled "Chesapeake Log Canoes" built by Horace N. Bundick and others.

BB: No, I've never seen that.

RD: I came across it in another museum. It's just a short thing and on the second page is copies of a

couple of photographs and it shows what looks like...you can't see them very well...but it shows your father building two boats; the *Annie C* and *The Agnes*. You want me to read some of it to you? Could that be of any help?

BB: I can't see it too good.

RD: Yeah. It says: "These three old camera snapshots were taken about 1908" and show a glimpse of builder's yard with Morrison Brothers (ph) also bound (ph) stern views of two log canoes being built by H. M. Bundick at Sanford, Acomac County, Virginia, about 1 ½ miles from the mouth of the Pocomoke River. "The larger of these canoes, *Annie C* he built for his son-in-law, Corbin," that's what you said...

BB: Cuv (ph) Corbin. His name was Covington (ph) but we called him Cuv, but the last one that he built for himself was a little bit bigger than the *Annie*.

RD: Is that right? Because the *Annie* was a big boat.

BB: Now, while I think of it, I called one of my friends down in Sanford, about the *Annie*.

Now, they took her from that yard where she was and put her (unintelligible) while she set up there where her seams opened up and now she's sunk.

JL: Hmm. I've got some pictures that I took of her. She's still down there.

RD: She's still down there. But, she's out of the water.

BB: Now?

RD: Yeah, now.

BB: Well, listen, I haven't said she was tied up to a pole (unintelligible) she sunk (unintelligible).

RD: Well, later on, the people who bought her and she's outside a house just outside of Sanford sitting up out of the water. All the cabin and everything's been taken off the deck. It's just the hull. The logs are there. But, they're still in very good shape. Your father did good work, apparently.

JL: He selected good logs. He went around and tapped the trees.

BB: He even put in her cabin...he had little glass windows on each side so he could look out.

RD: Is that right?

BB: And Cuv had it built for sailing. That's what he wanted her for—sail. And she could sail.

RD: I'll read the rest of the article. It's very interesting. It says, "The larger canoes he built for his son-in-law, Corbin, and the smaller *Agnes* the *Thomas Bonnywell* (ph). Does that ring a bell?

BB: One he built for Mr. Neil Bonnywell (ph) well, that was the *Agnes Eppie*. That was Mr. Neil Bonnywell that was one he built last when he built the *Temple*.

RD: Oh, okay. Well this was the *Agnes*...

BB: *Agnes E*.

RD: *Agnes E*., okay. Well this one just says *Agnes*.

BB: Well, that was (unintelligible) Mr. Bonnywell (ph) with two girls, *Agnes* and *Eppie* (ph). And that's what they named her, the *Agnes E*.

RD: Okay for Mr. Bonnywell (ph).

BB: That was for Mr. Neil Bonnywell (ph).

JL: That's where the E come in on the name.

BB: Now he built her the same time that he built the *Louise Temple* (ph). He built them both in the same yard.

JL: A difference here then. "Both these canoes still in active use and I have seen both in the boat harbor at Newport News in the past two years. This was written some years ago. The *Annie C* when I saw her last was owned by a man named Handy, of Crisfield, Maryland." That was a gentleman you mentioned earlier.

BB: That was John Handy. He had her for hunting during duck season. He used her for that.

JL: Taking out gunning parties.

BB: Yeah, gun parties, yeah.

RD: "The best of my recollection, these canoes ran about 40 to 42 feet in length for the *Agnes* and 48

to 50 feet for the *Annie C*.”

BB: That's about right.

RD: Okay. But, it does say here the *Annie C* is built of at least seven chunks, but you said there was only five.

BB: Five chunks.

RD: Yeah. “And it's probably about 12 feet wide with a free board higher than usual.”

JL: Maybe he counted seven there—a wing log going up to the shear.

BB: What pa did...I figure he had these side chunks on the side, then he had to raise them, so in other words, he had put risings (ph) on them to make her taller you see that way and the *Annie* had wide washboards—one plank wider than *Temple* (ph). He had hers in narrower strips.

JL: Oh, had strip planking.

BB: Yeah, in other words, there was long narrow pieces. But, the *Annie* was wide boards.

JL: One solid plank.

BB: One solid piece.

JL: You talked about the risings (ph). Did he make the risings (ph) narrower pieces?

BB: Well, he made them according to the size of the side chunks. You know, where they come up on the sides. Well, he made them the same width as the side chunk. He dug that out with an adz. He dug that out with an adz like he wanted it all the way down and around the side clear around to the chunks with an adz. That's the way he did that.

JL: Hmm. So that fellow, when he counted seven, he's counted out the rising of chunks on there. Five logs for the bottom and then...

BB: He had to raise them. In other words—the side chunks—he had to raise them. In other words, they would have been too low.

JL: Give you more free board.

BB: Yeah, he had to do that. How did you people get my dad's name?

RD: Well, I got this article several years ago when I was at another museum and then late last year, I ran into a gal by the name of Jean Preckle (ph) who lives down in Sanford. She makes models and she told me that there was a canoe down there by the name of *Annie C*. and I came back a couple of months later and had her look at it and I had this information, but she gave me some misinformation. She told me at first you're the brother of Horace Bundick, but of course, you're the son and that's how I got your name. The boat is still there. She's still down in Sanford. So, I wanted to get some more information on her. I wrote to you and then your son wrote back to me.

BB: Yeah, he told me he wrote to you.

RD: I don't know who wrote this article, but it's interesting. “In my opinion the *Annie C* was a peak of perfection in Chesapeake Bay canoes from the standpoint of beauty and quality workmanship as well as sailing qualities and I doubt if she was excelled in size or carrying capacity except hatched by some of the older and heavier semi-log bugeyes decked all over. The *Annie C* was built for a racer as well as a work boat.”

BB: That's for sure, but Cuv used her for sailing...that's what he had her built for...sailing. That's what he had her built for.

RD: You said she was built with a little cabin up forward.

BB: Oh, yeah, that's what I was saying and then he had pa put little glass windows on each side so you could look out on each side. They were diagonal glass windows so he could look out. And had a rudder just like you see on the other little boat, he made a rudder just like that.

JL: The same model. Did you ever have to crawl on board of one if you fell overboard when you were a boy?

BB: Well, I don't recall that, but I do recall this when I was a boy. When I was just a tiny little fellow, I don't think my parents would have let me go on, had I not been going with my uncle and another man, clamming. Now they used about 22 foot tong shafts for clamming.

JL: Oh, the same as an oyster tongs.

BB: They're the same as oyster tongs.

JL: They didn't use a bull rake.

BB: Oh, no, no. They were about 22 feet shafts. I'd get up 3:30 in the morning to go with them. It took a good day for 'em to catch a thousand clams and they would get 3 cents a hundred for culling them. That was 30 cents I made (laughter) at 3:30 in the morning. Standing on a box because I wasn't big enough. I had to stand on a box (laughter).

JL: Did you have to size them up? Have a notch cut in?

BB: No, they do in a lot of cases (unintelligible) different size clams, 500 size and 300 size, and all that, but what they did, they just put them into a bag and sold them by the thousands. In other words, if I remember, the most they ever got was \$5 a thousand. That was \$2 and a half apiece for a day's work.

JL: And you left at 3 o'clock in the morning.

BB: Three thirty in the morning. Of course, we got back in the late afternoon. There were clam bars out there buying them there and you went and sold them and went on home.

JL: You worked the tide too, to help you out.

BB: Yeah, a lot of times the tide would be running so strong, you couldn't do very much because you know shaking you like that. Mostly, if your tong shafts were down so you had to had to kinda get down, they were so short they weren't long enough.

JL: Huh. Pretty deep water you brought them clams in.

BB: A lot of them down there I would say about 20 to 22 feet shafts where they tonged for clams.

JL: Uh, huh. That was about 18 foot water, wasn't it.

BB: Yeah, but now in the oyster business, off from (unintelligible) and those places, the water was more shallow. In other words, you'd use I'll say a 14 to 16 foot tong shaft for oystering were fine. I don't know much more to tell you about my dad. That's about all I could tell you.

RD: What kind of rig did the *Annie C.* have? What kind of sailing rig did she have?

BB: I don't even know.

RD: You don't know.

BB: No, I don't know that. Don't even know how fast she could go.

RD: No, no. What kind of sailing rig. What kind of sails and mast did she have?

JL: The shape of the sails.

BB: Oh, she had a jib and a foresail. Just two sails, just like on that boat.

RD: Just like on the model.

BB: Just like the boat up there. Foresail and jib.

JL: When you were out clamming, did you take down the mast so that it wouldn't be so much windage or did the mast stay up all the time?

BB: Oh, the mast stayed up all the time.

JL: All the time. So it had a standing rig.

BB: In other words, you had a boom on your sail, too, you see, and you let the sail down on the boom and you kinda pushed that out of the way where you wanted because that worked around the mast.

RD: Was it sort of a sprit (ph) rig, Joe?

JL: No, no sprit (ph) rig. This was a boom rig.

RD: Okay.

BB: That's what the foresail was on. That's what the main sail was on—the boom. And of course, the jib—that fastened to the bowsprit.

JL: Yeah, and you had a club on the bottom of that.

BB: Yeah, that's right, on the jib.

JL: Some of the oystermen down there with smaller canoes—they would take the rig down when they tonged so it wouldn't be in the way, didn't they?

BB: Not on the boats that I worked on, they didn't.

JL: Well, yours was a big boat.

BB: They were bigger boats, yeah, you know.

JL: It was too heavy for you to handle it.

BB: The *Temple* I think would carry about 225 bushels of oysters.

JL: Uh, huh. Yeah, that was a big boat.

BB: She was big. Now, I don't where she is or is she living or is she dead, I don't know. But, she was built after the *Annie* was. Her and the *Agnes* were built the same time.

JL: Did you figure about 35 bushels of oysters to a ton?

BB: Well, see they had a tub to measure them in. In other words, when you sold them, they had a metal tub, a 22 inch tub or 20 inch tub sold (ph) that way.

JL: Now, when he said 20 or 22 inch tub, that was measured on a diagonal wasn't it?

BB: That was a round tub just about like a washing tub, only it was metal and it had holes in the bottom. It was full of holes in the bottom so the water and all that could run out and they would fill them up level full for a bushel...what we called a bushel.

JL: Did the oyster police measure your tubs on you?

BB: No, they didn't do that, but what they would do, is they would go around to see if you were culling according to law. They had a little board and the oyster had to be 3 inches long and they'd stick them in there and if it wasn't 3 inches long, make him throw them back overboard. (Laughter).

RD: Do you remember when the *Annie C* was motorized, Mr. Bundick, when they put a motor in it?

BB: No, I don't. I do remember that in the beginning, she had a propeller with three blades, but in the later years, they changed that to two blades so they could turn the blade up like that, see, and that wouldn't hold her back when they were sailing.

RD: How do you know when your propeller is up like that.

JL: They had a mark inside on the shaft or the hub.

BB: And also, back in the beginning, the stuffing box where the shaft went through where the motor hooked up to, was outside and if got leaking, we had a job, had to put her on the railway to pack it.

But, in later years, they changed that and put the stuffing box on the inside so that you could take the lugs off it, pack it, put it back together again.

JL: It had a mark on the couplings to tell you (unintelligible).

RD: Okay. You don't know if any other of your father's boats are still afloat or still around?

BB: No, I don't.

RD: These pictures aren't all that good. They're just contact prints. But that's the *Annie C*.

JL: They're pretty small for you to see.

RD: I should have had one blown up. The logs are still in good shape.

BB: You say, she was up on land now? Well, this man heard they put her back overboard (ph).

RD: No. She had been sort of abandoned when they bought her. She was sunk and tied up on the shoreline.

BB: Well, the *Annie* got beat up like mad during a storm one time off Saxus (ph).

RD: Is that right?

BB: She was tied up there in the harbor where she broke loose and beat up there against the wharf and I've heard them say, and not that I know, but I've heard them say that when they retired her, the man said the wood that was taken out wasn't as good...

END OF SIDE A

BEGIN SIDE B

BB: I went into the service in 1917 and he sold her to Frank Hayward (ph) while I was in the service, so I don't know just what time he built her. I don't know remember.

RD: Before 1917, though.

BB: Yeah, before 1917. Both her and the *Agnes* were built at the same time.

JL: What was the diameter of that tree, do you have any idea when he cut it down?

BB: How wide she was?

JL: No, no, the diameter of the tree.

BB: No, I don't.

JL: He used the first log out of the tree.

BB: He used the first log out of the middle chunk. The middle chunk was the first log. See, he'd go into the woods and haul that out and then he'd start hewing that out with a broad ax, hewing it out like he wanted. Then after he got that like he wanted it, then he'd go to the next chunk and do the same thing, and then he'd dressed the seams down until he got it smooth like he wanted them, then he'd put the first chunk on top of the middle chunk and bolt it together and that was the same way he did it on both sides and the side chunks were the same way, but the side chunks as I tell you, he'd use an adz for dubbing (ph) out like he wanted it. The thickness that he wanted all the way down around the bottom of her.

JL: He cut the outside shape first.

BB: Outside shape first, yeah, that's right.

JL: Did he ever go over on the other side of the Bay down around Matthews?

BB: No, no. Pa and I went nowhere only around Sanford. That's the only place he ever went.

JL: Did he know the man up at Fishing Island in back of Crisfield...John Branford?

BB: No.

JL: Didn't know him?

RD: Didn't travel much, Joe, it's a long way up to Crisfield.

JL: Yeah, but them fellows got around the Bay quite a little bit.

BB: See, pa used to sell most all of his oysters and stuff like that to Mr. John Handy in Crisfield.

JL: That's as far up north as he got.

BB: Yeah, in other words he didn't go no farther that way. And of course, the fish, why he would sell them to a lot of people who would come down there to their dock for Dr. Baum (ph) to peddle them and then the rest he'd send to a farm he had in New York and a farm in Philadelphia he'd ship them to.

JL: Iced them up and put them on a train.

BB: Iced them up and box them. Of course, all the shucked oysters were all put in gallon cans. That's the way they were because see I worked out here on the railroad and he (unintelligible) Chicago. He used to carload after carload here because he lived in Chicago. He had a place in Crisfield and (unintelligible) and (unintelligible) and my parents used to sell him some too. (unintelligible) load them in the refrigerator car.

JL: How long were you on the railroad?

BB: Four to six years. I started when I was 19.

JL: What did you move up to?

BB: I worked as a freight clerk at the freight office and the ticket office, too. Worked both places and something I was going to tell you about that, too...oh, back in them days, you didn't get no pay for learning. You had to learn for nothing (laughter). I learned from January to May for nothing.

JL: Well, you had the telegraph...

BB: Telegraph instruments, too. I've outlived most people that have retired from the railroad. My railroad sign up there now (ph)

JL: Yeah, I saw the one on your garage.

BB: Well, my grandson made that, but I've been off longer than the average man that retired from the railroad because they don't live that long. I went off in 1962, see, and this is '89.

RD: I'm curious, did your father buy the sails for his boats? Do you know where your father got his sails?

BB: Yeah, a man in Crisfield used to make them...Mr. Riggin (ph) used to make them in Crisfield.

RD: Mr. Riggin. I heard the name, yeah.

BB: Mr. Riggin. I forget his first name. He used to make them in Crisfield. Had a (unintelligible)a regular sail loft there where they made them. That's where they made them.

JL: Do you remember any schooners that came up that brought up lumber and so forth from down south?

BB: For his boats?

JL: Or up here to the shipyards?

BB: No, I remember Mr. Tull (ph) had his shipyard here and A. J. Full (ph) had a shipyard here, but I don't know where he got his lumber from because they used to pull boats out here and repair them. Had a place in the river where they could hook a line (ph) to them and pull them up and we'd work on them, paint them and do all the necessary repair that was needed to be done right down here on Clark Avenue (ph).

JL: You didn't notice whether the railroad brought in lumber or not, did you?

BB: Yes, the railroad brought in some cargo lumber, yeah, for these building people. Other than that, no. But, they used to ship mine lagging (ph) for (unintelligible) mine props to hold up the lagging with (unintelligible) and potatoes, canned goods. What we had here mostly potatoes, canned goods, chickens. See, General Foods Birds Eye was here then in the chicken business and piling (ph) for different concerns and things like that. They were the good old days for me. I liked my job. I liked railroads. I liked it.

JL: You had a couple of saw mills here in town, too.

BB: Mr. Ashford had one and so did Young (ph). Now they're both gone. We had three canning factories here.

JL: That's what I was going to ask you next about the canning factories.

JL: Three canning factories. There was Mason, Lednum (ph), and Somerset Packing. Now I think Somerset Packing operated last year, but the others are gone.

JL: Most of your canning stuff was tomatoes, wasn't it?

BB: Well, Mason canned quite a lot of other things besides tomatoes. Mason canned potatoes, string beans, peas, tomatoes, dog food. They canned quite a lot of different stuff, but, now Lednum only canned tomatoes and so did Somerset Packing just tomatoes.

JL: Now your potatoes—they were sweet potatoes and white potatoes both.

BB: Both.

JL: Well, that station is gone, isn't it?

BB: Now the first station where I worked, Mr. Clinton Duncan (ph) bought that and he's moved it over there and now it's Delmarva Oil Company. But, the pasture (ph) station down there—that was brick and they ransacked that and they tore it up and somebody not too long ago burnt the other end of it up—the roof of it. Some man was going to repair it, but, never got a chance to do it.

JL: There's pictures of that in that "Rails Along the Chesapeake." Do you remember a book that had come out not too long ago called "Rails Along the Chesapeake" that told about the railways all on the Eastern Shore here?

BB: But I do remember this. I remember back practically everyone (unintelligible) from Cape Charles clear to Salisbury. Of course, they're all gone now. All passed on. I remember just about every one of them. I've always been blessed from a little boy of having a very good memory. Always blessed that way.

JL: Did you ever take any trips on the railway on your vacation time to wander around the other parts.

BB: My wife and I take one trip and her brother and I take one. In 1933 her brother and I had taken the C & O out of Newport News to Cincinnati. We had taken the Pennsylvania from there to Chicago to the American Legion national convention. That was in 1933. In 1927 her and I...she had a brother out there who worked at the bank. She had an aunt and uncle who lived in California. We went out there and stayed 10 days. Those are the only trips I've taken.

JL: Now when you went on that trip out there, did you go across on car ferries?

BB: No, the way we went, we'd taken the Pennsylvania near Chicago.

JL: Yeah, but I mean, how did you get off the Eastern Shore.

BB: See, I got on the train right down here and it went right straight on to Chicago.

JL: You had to go on up to Philadelphia.

BB: Yeah, but you had to change in Philadelphia for you to get the train for Chicago and that went around Horseshoe Curve.

JL: Oh yeah, up to Altoona.

BB: Yeah, that's right.

JL: Before you got to Philadelphia from here, you had to make some changes, too, didn't you?

BB: No.

JL: You didn't?

BB: Nope. Straight going from here to Philadelphia. Now they had when the steamer run from Norfolk to Cape Charles, they had two trains overnight, one was 470 and the other was 448.

JL: And that met the ferries.

BB: That met the ferry. The 470 train went right to Philadelphia, that was all. The other was a Cavalier and that went straight to New York. In other words, you had two trains...one going one place and one going to the other. But, in the daytime, the 454 went into Broad Street Station in Philadelphia. That's where you had to get off there.

JL: Well, you don't have anymore Broad Street Station in Philadelphia.

BB: No, it's 30th Street now...30th Street, yeah. No I have known trains...let's see (ph) my oldest brother died in 1951 and my niece and her husband were down here and my wife and my twin boys...they (unintelligible) went to Philadelphia to see a ballgame in June 1951.

JL: Which park did you go to in Philadelphia.

BB: Shibe Park. See Connie Mack.

JL: Oh yeah. (Laughter).

BB: Of course, even now they give you an Amtrak card to ride on, but it ain't no good to me. You got to go to Wilmington or Baltimore to get on the train and it's no good to me. Could I tell you anything else about my dad.

RD: I think you've done pretty well and we won't tire you out. Can I take a picture of the canoe—the model.

BB: Yes sir.

RD: Okay.

END OF SIDE B

