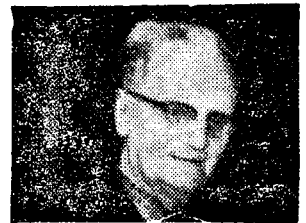


ON THE MAIN STREET

Dec 16/1



A visitor from Ottawa attending the Remembrance Day Service asked "What became of the old war gun which used

to sit on the Library Lawn?" Councillor Carl Brown remarked "That gun and the one at the Court House was turned

into scrap iron. When workmen broke up the large concrete base on which the Library gun was mounted they found a large number of war shells." What became of the shells?

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A resident of Bobcaygeon attending the Royal Winter Fair at Toronto was interested in one of the oldest plaques in the "Hall of Fame". For many years Mossom Boyd, one time lumber king and owner of the Boyd Buffalo herd, was an annual competitor in the Hereford class and he was honoured as above stated. The Boyd cattle were shown annually for many years at the Canadian National, at Ottawa, Peterboro, London and Lindsay as well as Guelph.

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What is a Wheel Tapper? The answer will not be found in the dictionary, but will in all probability be defined in a Railroad Worker's manual. At least railway men, past and present, had and have the meaning. George Munt, St. Peter Street, has the answer because for three decades he was a Wheel Tapper with the Grand Trunk and the Canadian National Railway. "He is the chap who walks along the railway tracks and with a special hammer taps the heavy steel wheels on passenger and freight trains to find out if they are cracked and it is a mighty important job," said Mr. Munt. "Day and night, in all kinds of weather the Wheel Tapper played his little tune on every wheel. If a cracked wheel was not immediately replaced no doubt many an accident would have occurred.

Mr. Munt also remarked that many a time "hot boxes" and "journals" were repaired, thus assuring the safety of crew passengers.

For many years this railroader Munt was engaged in the Shops at the Lindsay round house when as many as 20 and 30 freight, grain and passenger trains passed through the Lindsay yards. Especially was this so in the days of William

Storer, his son Arthur Storer, Bill Lee, Wally Bell, Bob Ranson and in the days of Bill Thorpe, Teddy Orr, Bill Fee and other Locomotive superintendents.

George Munt also recalls that there used to be a large Grave Yard at the round house and it had many occupants. It was the resting place of many, yea hundreds, of old, tired, worn out, decrepit railway engines and a number of Cabs. It is recalled that Ben Bateson was one of the reliable office men and Art Williams the Car Foreman.