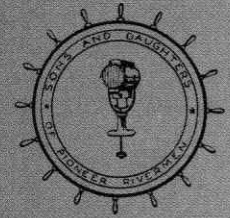


S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 37, No. 3

Marietta, Ohio

September 2000



FRONT COVER

We go to the frozen north for the cover photo, - Whitehorse, Yukon Territory - where the well preserved KLONDIKE sits on the river bank. Late March sunshine gives a little warmth to the scene but patches of snow remain on the near hills while the higher ground behind, is snow covered. The Yukon River flows from right to left about 100 feet behind the boat; the ice has gone out earlier.

KLONDIKE was built in 1937 for the British Yukon Navigation Co. to run 460 miles between Whitehorse and Dawson City. The downstream trip took 36 hours while the return might take four or five days. She has a wooden hull 210'x41.8'x5.8'. and compound engines rated 525 hp. drive the sternwheel. The single locomotive type boiler, a wood burner, was built 1901 for the YUKONER and then used on the predecessor KLONDIKE built 1929.

She last operated in 1955 and was moved to the present location at the upper end of town in 1966. She was restored by Parks Canada and is well maintained including furnishings and freight from the 1940 period. KLONDIKE and the MacBride Museum are THE sights to see in Whitehorse.

- LETTERS -

Sirs: Enclosed is a check for \$16 to sign us up in S&DPR. We came across your publication while on a trip on the RIVER EXPLORER to Marietta in June. We have taken four trips with RiverBarge and have fallen in love with river travel. Met your members the Bert Shearers and Jim Bupps who were a constant source of river lore on a trip from Nashville.

Jack E. Nispel
11623 Twain Dr.
Montgomery, TX 77356

= RiverBarge buys five memberships for the RIVER EXPLORER library; the Shearers and Bupps, Charleston, WV, are well known S&D ambassadors. Ed.
* * *

Sirs: You asked did I ever run an LCT, "Yes!" It sank under me and three days later I salvaged it. Also ran LCVPs during my time in the Southwest Pacific. Enjoyed the LST article and photos.

Bill Torner
1119 Kent Cir., Apt. 209
Waterloo, IA 50701
* * *

Sirs: In the photo of the Louisville welcoming committee aboard the GORDON C. GREENE on page 8 of the last Reflector, the lady on Tom Greene's left is my sister Lillian. Do not recognize the other "belle" of the welcoming group.

Helen Hughes Prater
661 Arbutus St.
Lakewood, CO 80228
* * *

Sirs: The KATIE MORRISON story (June issue, page 19) was good but, Boy!, steamboating on the Cumberland then was a lot of work.

Jeffrey Spear
106 S. 2nd Street
Marietta, OH 45750

= Yes, hard work, but not only in 1870, - read the 1903 lessons on firing a Mon River towboat in this issue. Ed.
* * *

Sirs: May I hasten to correct the information in my letter as printed in the June issue? I have the deepest respect for the art, photographers, citizens and steamboats of the Hoosier State. In my room in the Ruebel Hotel, Grafton, IL it was INDIAN pictures, not Indiana (sic) that disturbed me. I have nothing against our Native American, First Nation friends but this is a river related room. Yes, Ruebel is the correct spelling of the hotel, too.

James V. Swift.
7330 Colgate Ave.
St. Louis, MO 63130

= The Editor apologizes for the errors introduced into The Honorable Mr. Swift's earlier letter.

- THE FREIGHT BOOK -

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Sirs: Relative to the fine photo of the Dravo Marine Ways on page 5 of the last issue and the identity of the small diesel towboat: I say she is the COL. NELSON MORRIS. She was owned in 1947 by Coal City Towing of Pittsburgh and was built at Memphis in 1934. Do I get the prize?

Fred McCabe
Liberty Marine Photos
Box 135
Hannibal, OH 43931

= O.K Fred, you were first with the answer and closely followed by Bill Judd who also says COL. NELSON MORRIS. She was bought by Coal City Towing in September 1947 which fits the date of the photo. Thanks. Ed.
* * *

Sirs: Enclosed please find my check for six (6) copies of the June issue. I liked your treatment of the KATIE MORRISON story.

Ned Brownlee
42 Buttonwood St.
Mount Holly, NJ 08060

= Thank you Ned for running down the manuscript and other information on the short career of the KATIE MORRISON. We liked it, too Ed.
* * *

S & D ANNUAL MEETING SEPTEMBER 15 & 16, 2000

In accordance with the S&D Constitution our annual meeting will convene in Marietta, Ohio on the above dates at the Hotel Lafayette. We urge all attendees to pick up a copy of the bulletin listing the order of events and times at the Hotel desk upon your arrival in the Pioneer City. Friday evening the traditional reception and mixer will begin in the Hotel Lafayette Ballroom at 8 PM with refreshments available. Saturday morning the business meeting for the corporation will take place at the Lafayette. The noon luncheon program features author Stan Garvey's history of the DELTA KING. Saturday afternoon will be something different - optional programs on model boat building and the history of the B&O Railroad and the Ohio River. Tickets for the Saturday luncheon and evening banquet will be on sale at the Front Desk of the hotel and should be obtained early.

A MEMBER WRITES THE SECRETARY

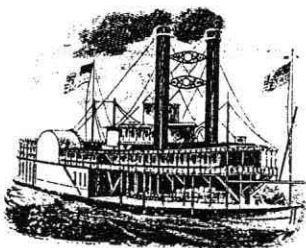
Dear Lady,

I wish to call your attention to the fact that I have not yet remitted my membership dues. This was not an oversight, nor yet was it intentional. The fact is that I put your statement away where it would not get lost and have been unable to find it. If I ever remember where I hid it I will have a good place to save anything I do not want to find again.

I hope you do not find me to be impatient but I do not feel up to waiting any longer for my REFLECTORS. So, am sending a check to cover two years dues. This will mark the first time I have gotten any dues paid on time (next years').

I hope that the lack of a statement does not disrupt your billing routine. Oh well, - shoot if you must this old gray head but please send my Reflectors on.

Sincerely,
R. Allen Coleman



THE GREAT RIVERS TOWBOAT FESTIVAL

Grafton, Illinois Event a Success

The following report comes to us from Debbie, Wedding of the Grafton Visitors Center.

Thank you for including a notice of our Life on the River Festival at Grafton, Illinois in the June issue of the S&D Reflector. (page 34) The Great Rivers Towboat Festival (new adopted name) on June 24-25 was a success despite rising waters and rain showers.

American Commercial Barge Line provided the towboat CHARLES PETERS and its fine crew provided the opportunity for 700-1,000 people to explore the boat. Some waited up to an hour in pouring rain and were still enthusiastic about the experience.

Riverman John Hartford, a true trooper, entertained the visitors under the sponsorship of Ingram Barge Line. Many towing companies assisted with exhibits and financial donations. Our Honorary Chairman Jim Swift had a wonderful display at the festival.

Our first year was indeed a successful one, an opportunity to highlight the positive features of the river industry, river safety and the rich history of the rivers. The Great Rivers Towboat Festival will be held annually on the fourth weekend of June.

* * *

WHISTLE ECHOES AVAILABLE

A long-play recording of the S&D sponsored 1965 Whistle Blow at Long Reach, West Virginia was issued shortly after the big event. The excellent 33-1/3 RPM platter by Master Artists Recordings was well received but has not been available for the past 15 or 20 years. We are pleased to report that Whistle Echoes Volume One is now available in cassette tape format.

The narration is by Capt. Fred Way, Jr. from his own script and in his inimitable style. Thirty-seven whistles were blown that day in 1965, from both the S&D Dan Heekin Collection and from other sources. The new reproduction is complete with the birds tweeting, echoes bouncing from the hills across the river and answering salutes from the MV. WESTERN which happened to pass by on the river.

Whistle Echoes Volume One is available from the Ohio River Museum gift shop in Marietta, priced at a reasonable \$9.00 for 42 minutes of steam nostalgia.

Mail orders are \$10.00 postpaid; Ohio residents \$10.60 to include state sales tax. Order from:

Campus Martius Museum,
Attn. Kim McGrew,
601 Second St.,
Marietta, OH 45750.
(740) 373-3750

1939 **S&D SIXTY-FIRST YEAR** 2000

"Lighting up the Past, Present and Future of the Mississippi River System"

S&D REFLECTOR

Marietta, Ohio



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The S&D Reflector, published since 1964, is the official publication of the Sons and Daughters of Pioneer Rivermen, America's Riverboat Historical Society. The name "Reflector" is taken from a newspaper published in 1869 by the management of the packet FLEETWOOD in the Parkersburg-Cincinnati trade. The magazine's first editor and publisher through 1992 was Frederick Way, Jr.

Correspondence is invited but please do not send unsolicited photographs or other artwork on a "loan" basis.

Joseph W. Rutter, Editor
126 Seneca Dr.
Marietta, OH 45750

MEMBERSHIP IN S&D IS NOT RESTRICTED - YOUR INTEREST IN RIVER AFFAIRS AND HISTORY IS ALL THAT IS REQUIRED.

Full membership entitles the holder to the quarterly S&D Reflector, admission to the Ohio River Museum and towboat W. P. SNYDER JR. at Marietta, Ohio and voting privileges at the annual meeting. Family members are entitled to all privileges above except receiving the quarterly.

Memberships are for a calendar year including four issues of the S&D Reflector. Dues notices are sent out near year-end and prompt remittance assures receipt of your magazine.

S&D membership dues are currently \$15 for a full member and \$1 each for spouses and children under 18. Please list full names of children to be enrolled so that each may receive a membership card. Correspondence with your check should be sent to:

Mrs. J. W. Rutter, Secretary
126 Seneca Drive
Marietta, OH 45750

BACK ISSUES

Current issues or those of the immediate prior year are available at \$5 each postpaid from the Secretary. Back issues through Volume 9 (1972) are \$3 each, \$10 for a complete year.

INDEXES

Indexes for the S&D Reflector in five year increments are available, 1964 through 1998, seven volumes.. Each volume is \$5, postpaid from the Secretary.

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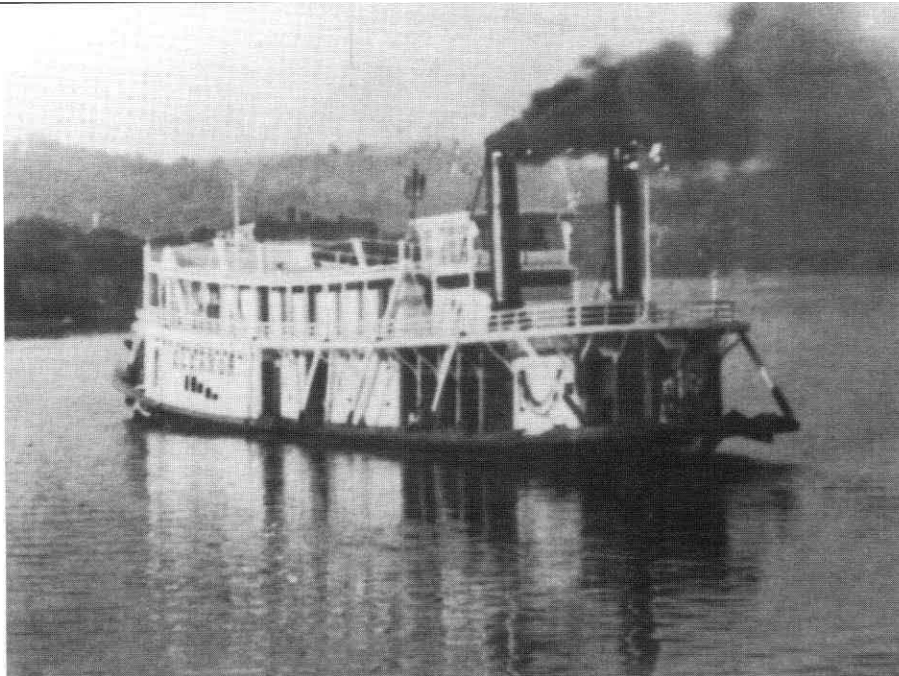
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Str. ELEANOR (T0700). There are probably other photographs of the ELEANOR but this is the only one we've seen - we make no apologies for the quality. She was built at Brownsville, Pennsylvania in 1901 by the Axton yard, a small boat 117x23x3.8, which at the time of our story was owned by the Clyde Coal Co. Appears to be fresh from the yard, new with the fenders set just so for the photographer. From Bill Reed's collection.

MEMOIRS OF A FIREMAN

#

TOWBOATING ON THE MONONGAHELA

by J. A. Yonker

Some old-timers will remember Jake Yonker attending the annual S&D meetings during the late 1940s through most of the 1960s and others will perhaps recall reading his articles and letters in *The Waterways Journal*, now more than fifty years ago. Jake's stories give a view of towboating in the days of steam that ring with the authenticity that only a writer who was there - doing it - can bring. We propose to bring all of his writings to you in the next few issues.

Jacob A. Yonker was born June 1, 1883 at Hartford City, West Virginia to Samuel West Yonker and Sarah Nease Yonker. His father was a cabinet maker and the family later lived in Mason City (or Mason), across from Pomeroy, Ohio. This was a principal location in the Pomeroy Bend salt industry and as a young man Jake became fascinated with the operations around the boiler houses at the several local salt works. He later attended West Virginia University at Morgantown and graduated in 1908 with a degree in Mechanical Engineering.

It was during summer vacations from West Virginia U. that Jake worked on towboats in the Monongahela River pools. At various times he was on the BRADDOCK (T0290), ELEANOR (T0700), H. P. DILWORTH (T1022), JIM BROWN (T1371), RANGER (T2111) and VOLUNTEER (T2545). Upon graduation he worked in a power house for a time and later he became a recognized figure in the property insurance business in Columbus, Ohio. But he always looked back to those days of hard work feeding the boilers on the towboats on the Monongahela as the happy time. Jake Yonker died October 11, 1968 in Columbus.

We appreciate the cooperation of *The Waterways Journal* in bringing Mr. Yonker's stories to our readers. The Editor.

On Friday, July 3, 1903, Capt. Joe Kitchel of the pool boat ELEANOR brought a tow of coal down the Monongahela River to Glenwood landing of the Clyde Coal Company, reaching there late at night. After making fast his tow he brought the steamboat alongside the landing pumpboat and cooled down. He planned to give the crew a holiday on the Fourth of July, clean boilers Sunday morning and then resume his regular run between Pittsburgh and the mines. Accordingly, after breakfast Saturday morning, those members of the crew who lived in or near Pittsburgh left for their homes. Those of us who lived farther away were free to do as we pleased and soon everyone had left the boat except the watchman.

The ELEANOR was a typical pool boat engaged in towing coal down the Monongahela River. Her usual run was from the mines located at Fredericktown to Pittsburgh, a distance of 78 miles. She had at the time of our story two boilers, each 38 inches in diameter and 26 feet long, having two 14-inch flues. A tribute to the firemen of those early days is found in the fact that when the boat was rebuilt in 1913 the two boilers were replaced by three, although the 14 inch by 4-1/2 foot stroke engines remained unchanged. The steam pressure allowed by Uncle Sam in 1903 was 164 pounds. However, we had a 300-pound gauge in the engine room and a 200-pound gauge in the firebox; normally the needle on the latter gauge would stand in the clear space just beyond the 200-pound mark. Only once in my experience did it get far enough over to start on the second round - but that is another story.

Billy Kennedy, who had recently completed seven years on the CRUISER, was chief engineer and Todd Mercer, a gentleman of the earlier river days who was then in his sixties, was second. One of the firemen whom I will refer to as Harry Young, since that was not his name, was a licensed pilot, a good engineer and a capable fireman. Harry was firing on the ELEANOR because he had one fault which was not altogether uncommon in those days: he could not leave drink alone. After remaining perfectly sober for weeks or even months he would disappear for several days and come back looking much the worse of wear. The other fireman was a youngster who had just passed his twentieth birthday - your author. I had learned to fire and to handle and succeeded in furnishing the second engineer enough steam to satisfy him, at the same time keeping in his good graces by handling when we were making up a tow, or, worse yet, scraping out at some shallow landing.

Charlie Cooper, a deckhand from my home town of Mason, W. Va., and I being 250 miles from home and, naturally, unable to do anything about it decided to spend the Fourth at Schenley Park. When we got back to the boat it was midnight; six o'clock Sunday morning came all too soon for us. However, we rolled out when the watchman called us and after having something to eat we felt better.

Both the forward and the after watches turned to the task of cleaning boilers, using steam from the pumpboat alongside. In addition, we ground valves, packed a valve stem or two, checked blowers for split tubes, caulked around blower tubes and breeching and did the numerous other jobs which could not readily be done while under way. These wet and dirty jobs were finally completed and we got up steam in the forenoon.

Since we were working the old routine of six hours on and six hours off, the chief and his fireman, Harry, went off watch at noon. Todd Mercer and I took the boat and her tow from Glenwood landing down the fire-mile stretch of river to the Pittsburgh harbor, delivered our coal back of Neville Island, picked up a tow of empties and started back up the river late in the afternoon. The day was hot and clear and most people were taking advantage of the double holiday. We could see them on their way to the parks or picnic grounds and occasionally a feeling of homesickness would creep over the youngster who had been away from home less than a year. However, as is usually the case in steamboating, we could give only scanty consideration to what other people were doing; we were kept busy keeping the ELEANOR moving.

Six o'clock came when we were about half way up the first pool and as we changed watches I

noticed my partner showed the effects of his vacation, apparently spent in one of the saloons which were plentiful in Pittsburgh at the time. After eating supper, I went to my cabin with the intention of going to bed at once. I had worked 12 hours after less than six hours of sleep the preceding night and I knew midnight, the beginning of another watch, would come around all too soon.

Suddenly, the cabin door opened and my partner burst in. His face was flushed, he was covered with perspiration and he shook like a leaf. I looked up in surprise as he gasped, "She's got me! I can't hold her! Will you help me out?"

One glance at his face told me the whole story: Too much drink the preceding day and less than one hour of firing had caused his collapse. I was already tired after a long, hot day but on the river, as on the stage, "The show must go on." Here was a boat with a tow headed upstream in the middle of the river and someone had to make steam and make it quick! I slipped into my overalls and left the cabin as my partner dropped heavily upon his bunk.

When I reached the firebox, I found the fire in good condition with steam only a little below normal. It was not much of a job to build up the pressure and by that time we were approaching Lock No. 2. In a short time we went through and I cleaned my fire which had not been cleaned since raising steam in the forenoon.

We got our tow out of No. 2 and started upstream toward No. 3. Having passed McKeesport with its bright lights from the mills, the mouth of the Youghiogheny and Elizabeth the boat-building town, we finally reached Lock No. 3. The fire was cleaned in a hurry, the tow and steamboat locked through and then the long drag through the third pool began. Some time later I heard the gauge cocks at the aft ends of the boilers being blown long and carefully and I knew it was midnight and that the engine room was changing watches. But no relief came to the firebox; the same watch kept right on shoveling coal. By the time we arrived at No. 4 I felt as if I had about reached the end of my endurance.

Locks 2, 3 and 4 were double, that is there were two locks side-by-side. This meant that part of the tow would be put through one lock and the remaining tow and the steamboat would go through the second at the same time. Since these locks were power operated the fireman had little opportunity to clean his fire, however, clean it he must or he would never run the next pool. In the Monongahela River pools, the boats were worked too hard to permit the cleaning of the fire under way. Sometimes there would be one or more boats ahead of us at a lock and this

would give plenty of time to clean the fire and perhaps an opportunity to rest awhile. No such luck tonight; we went right through!

The ELEANOR was a good boat but because of deficient boiler capacity we had to keep after her. The boiler setting and fire door arrangements were typical of the period. We had one large center and two wing doors and, particularly useful to the fireman, a small pigeon hole door directly beneath each boiler. She was fired with a bank just inside each door, the usual routine being 15 scoops of coal in the middle door and seven in each wing door. When the boat was under way the fire inside the doors was white and would easily burn the back of our hands if we were not careful. Because of this, we put the first few shovels of coal just inside the liners so we would get as much protection from the heat as possible. After this, the rest of the coal would be put where it would do the most good.

After filling up and letting the fire burn for a little while, we would pigeon-hole with the slice bar, break back the fire inside the big doors with the hook, raise the bank up with the slice bar and then start all over again with the 29 scoops in the three doors. She burned "a fire" every 10 to 15 minutes and used from 25 to 30 bushels of coal in an hour. Usually, we would have a few minutes to rest between operations but sometimes, when things were not going so well, it was a case of lay them down and pick them up; we kept at it all the time.

The fireman had a seat at the end of the coal boards on the coal box, facing aft toward the steam gauge. He dropped into this seat whenever he had a minute to spare. Time between fires was spent here or in walking back to the deck room to get a drink of water from the keg, filled with Monongahela River water and ice.

We finally passed under the old National Pike bridge at Brownsville. This bridge was of wooden covered type, built if my memory serves me correctly in 1828 and torn down in 1914. The fireman going upstream was always glad to hear the exhaust echo against the floor of this bridge because then he knew he was close to Lock No. 5. This single lock was hand operated. Considerable time was required to put through a tow such as ours since four pieces would have to go through in once locking and the last piece with the steamboat in the second locking. We firemen always took advantage of the extra time spent at this lock to clean our fire thoroughly.

Draft on the ELEANOR, as in practically all other non-condensing boats of the period, was furnished by the engine exhaust into the stacks and by the blowers in the aft ends of the flues.

On most pool boats both the exhaust and blowers were controlled by the engineer but the ELEANOR was different in that the exhaust went into the stacks at all times and the engineer could not let her 'scape out when the steam pressure got too high. As a result, the fireman had the benefit of the exhaust whenever the engines were turning over. With the blowers on and the engines working full stroke, we had to be careful to keep our grate bars covered. If a hole developed the ashes around it would boil and the steam pressure would drop.

The blowers were always shut off when we slowed down for a lock and this let the breeching cool somewhat. However, everything would still be so hot that not infrequently while cleaning the fire we would dip our tools in the river to cool them so that they would not burn our hands. Of course, every fireman wore a hand leather on his left hand which furnished him some protection. Gloves were seldom worn because they were too hot.

I had learned long before that if a fireman is to make plenty of steam without working himself to death he must keep his fire clean. Tired as I was, I went after the cleaning job this morning in the usual manner. The standard method was to burn out the fire directly beneath the boilers as much as possible, loosen the clinkers by prying them up with the slice bar using the bearing bar as a fulcrum, then spread the forward ends of the grate bars in each stand and knock the clinkers through the opening. After this, the fireman, using the hoe and working through the pigeon hole door, pulled forward all the ashes and clinkers from behind the fires inside the center and wing doors, even cleaning the bridge wall off with a small, light hoe if necessary. All these ashes went through the opened grate bars.

He then closed the grate bars and pushed and pulled the fire from the wings and center over onto the clean grate area immediately beneath the boilers, being careful not to move any clinker. After this, he pushed the forward ends of the outer grate bars away from the sidewalls and cut the clinkers off the walls with the slice bar. If a clinker stuck and the engineer was not looking, it was standard practice to throw a little water on it. Although this loosened the clinker promptly the practice was none too good for the brick work. After getting the side walls clean, the fireman would close the grate bars, pull back what little fire was left and put in a few shovels of coarse coal. The brick work in the furnace was so hot that all the fire could have been dumped and the green coal would have ignited from the hot walls. The fire was then pushed backwards and sideways from the center door

and the clinkers on the bars were pulled out in the fireman's face. The remaining fire was then spread over the bars with a hook.

When this work was completed, there was very little fire left but it was all clean. Coarse coal was scattered judiciously over the entire grate area and the hook was used to spread the light fire and cover up air holes. The fireman was then ready to build up a bank inside of each door, after which he would pigeon-hole with the hook a time or two and the fire would be in shape to make steam.

About this time the boat would be ready to leave the lock and the blowers would come on. After getting under way it was necessary to haul ashes. How every fireman hated this job! The work consisted of nothing more than shoveling the ashes from beneath the grate bars into the well at the forward end of the ash pan but when hot and tired from cleaning the fire this seemed merely an additional burden, without any compensation as regards making steam. Sometimes, too, to complicate matters the well would stop up and the ashes had to be punched out with a slice bar. Some condensing boats discharged the cooling water into the ash pan and this stream was sufficient volume to wash many of the ashes into the well but all we had was a small siphon to keep down the dust and wash some of the lighter ashes away.

On this particular morning I remember cleaning out thoroughly and building up a good fire by the time we were a short distance above the lock. I had just filled her up when we ran into fog and the pilot rang a slow bell. The engineer answered the ball and shut off the blowers. I slumped down in my seat, glanced at the gauge with the needle standing on its head beyond the 200-pound mark and at the ash pan which was bright all over because of the clean fire. The electric lights were burning brightly, the engines were barely turning over, the night was warm and I was tired - very tired and right then and there I lost consciousness.

I have no idea how long I slept but it was perhaps 20 or 25 minutes. I awoke with a start. The ash pit was dark, the engines were turning over slowly on half head, the blowers had that peculiar shrill sound they always had when there are holes in the fire, the electric lights were dim and the needle on the gauge had completely reversed itself and now stood with its head up at 100 pounds. I jumped up, grabbed the scoop and began to fill her up. Just then the engineer rang my bell and I went back on the run.

"What's the matter?" asked Todd Mercer, leaning on the throttle and looking at the steam gauge.

"I went to sleep."

"Didn't Harry fire the forward watch?"

"No, sir."

He looked again at the gauge while I awaited an explosion. After a moment's hesitation, all he said was, "Well, you had better go back and build her up."

Good old Todd Mercer; not another word. I went back to my task of building up the fire and steam pressure and in a short time both were on the upgrade. Just then we again ran into fog; the pilot rang another slow bell and soon the needle once more stood at 200 pounds. Why Todd Mercer had not rung my bell sooner is still a mystery to me.

We reached Fredericktown about time to change watches and my partner came down still showing the effects of his Saturday off.

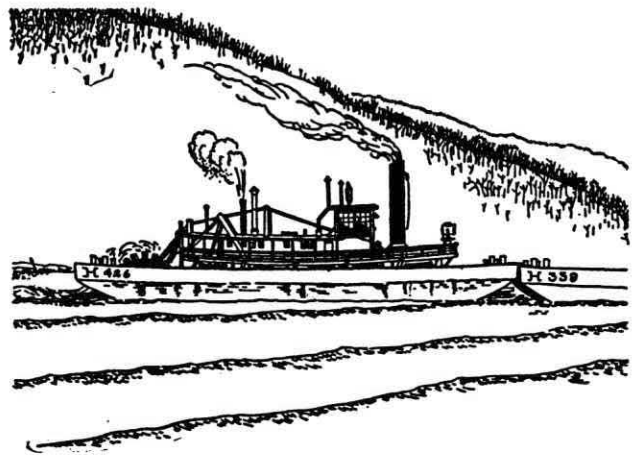
I was dead tired but decided to eat some breakfast before going to bed. At the table the pilot, who was not particularly popular with the second engineer asked, "Which of the boilers were you fellows cleaning last night? She got so weak that I had to ring you down to a half head."

Before I could say a word, Todd Mercer spoke up sharply, saying that the fireman had stood a twenty-four hour watch which was a lot more than a certain pilot would or could do. A few more acrimonious comments were exchanged by the occupants of the knowledge-box and the engine room and then the conversation settled down to a discussion of the last game of the Pittsburgh Pirates.

Nothing more was ever said by anyone about my long watch with its accompanying nap.

JAKE YONKER'S MEMOIRS TO BE CONTINUED.
COMMENTS FROM READERS ARE WELCOMED.

* * *



**LANDING SHIP TANK (LST)
MEMORIAL BRIDGE**

#

"LARGE SLOW TARGETS" TO BE RECOGNIZED

Denis Galterio sells marine insurance and has an avid interest in history; his friends say that he watches "Victory At Sea" on a black and white set to get the true flavor. Mr. Galterio grew up in Coraopolis, Pennsylvania, just below Neville Island, and although he has no direct connection with the wartime construction of LSTs and other naval craft at Dravo and American Bridge Co. shipyards he knows about that major effort. Knowing how important the LSTs were to success at Normandy and the retaking of the islands in the Pacific, Denis determined that there should be some tangible recognition of this largely unknown contribution.

Interstate I-79 cuts across western Pennsylvania from the West Virginia line below Waynesburg to Lake Erie. It crosses over the lower end of Neville Island near Pittsburgh and spans the Ohio River at Glenfield although little remains of that village after the "improvements" of the interchange and the fills and cuts. Crossing the I-79 bridge one day, just a stone's throw from the Dravo wartime building yard, a light bulb came on for Danis Galterio: The bridge could be the memorial to recognize the remarkable effort that went on nearby.

The bridge already has supports on each end spanning the roadway for direction signs to Neville Island and to what remains of Glenfield. They are made to order for an appropriate dedication sign recognizing both navy veterans and the shipbuilders who made their contribution in 1941-45. A "WW-II Memorial Petition" to the Pennsylvania legislature to rename the bridge was prepared and in short order Mr. Galterio and his friend George Craig of Sewickley collected more than 2,000 signatures.

The name requested is:

PITTSBURGH NAVAL & SHIPBUILDERS MEMORIAL BRIDGE 1941-1945
--

LST Number One was launched at Dravo on September 1, 1942, Labor Day, and an "LST # 1" logo is to be part of the sign. The petition resulted in approval by the state senate in May 2000 of a bill to rename the structure. Action in the house is waiting until it reconvenes this September.

Mr. Galterio heard about the LST article in the March Reflector and ordered a copy. He also

enclosed a copy of his petition which summarizes the renaming of the bridge as follows:

"Our region was the center of production. The bridge crosses near Dravo's shipyard. It is only seven miles from Ambridge. Hundreds of thousands of motorists and area residents will be told of the sacrifice made by our military and the efforts of our shipyard workers. This bridge will connect our past with future generations."

We are reproducing a tabulation of the military craft built by Dravo during the war effort in the 1940s, a truly impressive number and of many diverse types. This listing appears to have come from a commemorative booklet distributed to Dravo employees at the close of the war in 1945.

The American Bridge Co. LST yard at Ambridge, Pennsylvania, seven miles below the proposed Memorial Bridge, was special-built by the navy for the purpose (photo on page 22, March issue). This was termed a fixed position system where the hulls were completed in one of ten building bays and then moved out on tracks into an open space and to the river for a side launch. Other schemes had the hulls being repositioned to different bays specializing in specific operations - advantageous but requiring rigid scheduling for the successive movement of all hulls. Production lines and subassembly permitted the fast building of the needed LSTs.

The output of only LSTs from the American Bridge Co. yard is summarized by year of keel laying as follows:

YEAR	LST
1942	No. 261 thru 269
1943	No. 137 thru 141 No. 270 thru 295 No. 653 thru 659
1944	No. 660 thru 681 No. 754 thru 770 No. 835 thru 849 No. 1081 thru 1090
1945	No. 1091

The renaming of the I-79 bridge will be a fitting memorial for a remarkable effort. We wish Denis Galterio and his friends all success.

* * *

CONCLUSION

NAVAL VESSELS BUILT AT DRAVO SHIPYARDS

GATE VESSELS — TYPE YNG

CONTRACT NO. W-1384

YNG 1 YNG 4 YNG 7 YNG 10 YNG 13 YNG 16
YNG 2 YNG 5 YNG 8 YNG 11 YNG 14 YNG 17
YNG 3 YNG 6 YNG 9 YNG 12 YNG 15 YNG 18

CONTRACT NO. W-1495

YNG 22 YNG 23 YNG 24 YNG 25 YNG 26 YNG 27

CONTRACT NO. W-1487

YNG 28 YNG 29 YNG 30

SUB-CHASERS — TYPE PC

CONTRACT NO. W-1396

PC 490 PC 491 PC 492 PC 493 PC 494 PC 495

CONTRACT NO. W-1423

PC 573 PC 574 PC 575 PC 576 PC 577

CONTRACT NO. W-1469

PC 592 PC 593 PC 594 PC 595

MINESWEEPERS — TYPE AM

CONTRACT NO. W-1422

AM 89—DESPITE AM 91—DYNAMIC AM 93—ENGAGE
AM 90—DIRECT AM 92—EFFECTIVE

DESTROYER ESCORTS — TYPE DE

CONTRACT NO. W-1485

DE 99—USS CANNON
DE 100—USS CHRISTOPHER
DE 101—USS ALGER
DE 102—USS THOMAS
DE 103—USS BOSTWICK
DE 104—USS BREEMAN
DE 105—USS BURROWS
DE 106—SENEGALAIS (FRENCH)
DE 107—ALGERIEN (FRENCH)
DE 108—TUNISIAN (FRENCH)
DE 109—MAROCAIN (FRENCH)
DE 110—HOVA (FRENCH)
DE 111—SOMALI (FRENCH)
DE 112—USS CARTER
DE 113—USS CLARENCE L. EVANS

CONTRACT NO. W-1512

DE 665—USS JENKS
DE 666—USS DURIK
DE 667—USS WISEMAN

*DE 668—USS YOKES
*DE 669—USS PAVLIC
*DE 670—USS ODUM
*DE 671—USS JACK C. ROBINSON
*DE 672—USS BASSETT
*DE 673—USS JOHN P. GRAY
*DE 674—USS JOSEPH M. AUMAN
*DE 721—USS DON O. WOODS
*DE 722—USS BEVERLEY W. REED
*HULLS ONLY BUILT BY DRAVO.

LANDING SHIPS FOR TANKS — TYPE LST

CONTRACT NO. W-1484

LST 1 LST 11 LST 21 LST 31 LST 41 LST 51
LST 2 LST 12 LST 22 LST 32 LST 42 LST 52
LST 3 LST 13 LST 23 LST 33 LST 43 LST 53
LST 4 LST 14 LST 24 LST 34 LST 44 LST 54
LST 5 LST 15 LST 25 LST 35 LST 45 LST 55
LST 6 LST 16 LST 26 LST 36 LST 46 LST 56
LST 7 LST 17 LST 27 LST 37 LST 47 LST 57
LST 8 LST 18 LST 28 LST 38 LST 48 LST 58
LST 9 LST 19 LST 29 LST 39 LST 49 LST 59
LST 10 LST 20 LST 30 LST 40 LST 50 LST 60

CONTRACT NO. W-1538

LST 730 LST 745 LST 781 LST 796 LST 898 LST 1045
LST 731 LST 746 LST 782 LST 884 LST 899 LST 1046
LST 732 LST 747 LST 783 LST 885 LST 900 LST 1047
LST 733 LST 748 LST 784 LST 886 LST 901 LST 1048
LST 734 LST 749 LST 785 LST 887 LST 902 LST 1049
LST 735 LST 750 LST 786 LST 888 LST 903 LST 1050
LST 736 LST 751 LST 787 LST 889 LST 904 LST 1051
LST 737 LST 752 LST 788 LST 890 LST 905 LST 1052
LST 738 LST 753 LST 789 LST 891 LST 1038 LST 1053
LST 739 LST 775 LST 790 LST 892 LST 1039 LST 1054
LST 740 LST 776 LST 791 LST 893 LST 1040 LST 1055
LST 741 LST 777 LST 792 LST 894 LST 1041 LST 1056
LST 742 LST 778 LST 793 LST 895 LST 1042 LST 1057
LST 743 LST 779 LST 794 LST 896 LST 1043 LST 1058
LST 744 LST 780 LST 795 LST 897 LST 1044 LST 1059

LANDING SHIPS — MEDIUM — TYPE LSM

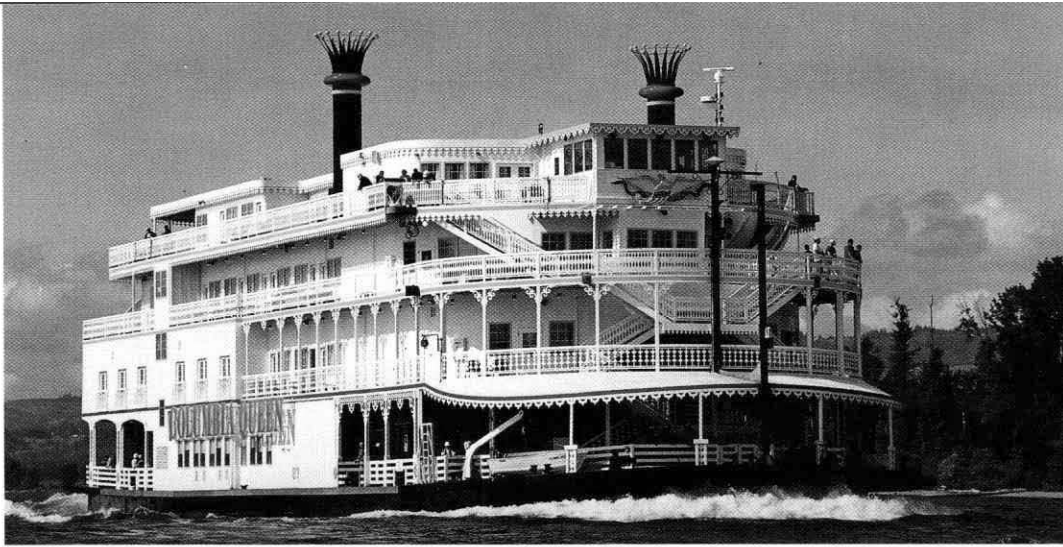
CONTRACT NO. W-1539

LSM 201 LSM 212 LSM 223 LSM 415 LSM 426 LSM 437
LSM 202 LSM 213 LSM 224 LSM 416 LSM 427 LSM 438
LSM 203 LSM 214 LSM 225 LSM 417 LSM 428 LSM 439
LSM 204 LSM 215 LSM 226 LSM 418 LSM 429 LSM 440
LSM 205 LSM 216 LSM 227 LSM 419 LSM 430 LSM 441
LSM 206 LSM 217 LSM 228 LSM 420 LSM 431 LSM 442
LSM 207 LSM 218 LSM 229 LSM 421 LSM 432 LSM 443
LSM 208 LSM 219 LSM 230 LSM 422 LSM 433 LSM 444
LSM 209 LSM 220 LSM 231 LSM 423 LSM 434 LSM 445
LSM 210 LSM 221 LSM 232 LSM 424 LSM 435 LSM 446
LSM 211 LSM 222 LSM 414 LSM 425 LSM 436

These were your ships! The work you put on them helped to keep deliveries abreast of stiff schedules. Now most of them are being used to carry the war to the enemy's shores. Some of them have already paid the grim price of war and now lay, broken and dead, on the ocean bottom.

We sincerely hope that this little book will find a place among your mementos and that, in the future it will help you recall with pleasure and satisfaction your period of association with us.

DRAVO CORPORATION



THE NEW *COLUMBIA QUEEN* GOES TO WORK EX-CASINO BOAT IN HONEST CAREER

NEW COLUMBIA RIVER CRUISES

The expansion of cruise service from the Mississippi System to the Columbia Basin got underway the first week of June 2000. The new 161 passenger *COLUMBIA QUEEN* offers seven night, six day trips on the Willamette, Columbia and Snake Rivers beginning at Portland, Oregon, from the mouth of the Columbia at Astoria to the head of navigation on the Snake at Lewiston, Idaho.

From time to time in past issues we have reported on the Delta Queen Steamboat Co. acquiring this boat, remodeling her for cruise service and finally moving her to the west coast by seagoing barge. She had been laid up for several years at Jennings, Louisiana where she was built by Leevac Shipyards, Inc. as a casino boat. We don't

attempt to keep up with the details of the gambling industry but evidently there was no call for a real, live traveling casino boat by the time this boat was well underway and her interior was never completed.

Delta Queen saw the potential for using the uncompleted project as a tourist boat and the offering price was right, much less than new construction. We could say, turning a sow's ear into a silk purse, more or less.

The conversion work was done by Leevac to the design of Rodney E. Lay and Associates, Jacksonville, Florida. This is the same firm responsible for the design of the *AMERICAN QUEEN*. Additional finishing work after arrival on the west coast was done by Cascade General, Inc. at Portland, Oregon.

COLUMBIA QUEEN has a hull 218x66x7.5 feet with a height to the top of the stacks of 72 feet. The non-functional stacks can be hydraulically lowered and height to the top of the pilothouse is then 52 feet. Propulsion is by two Cummins diesels, 1,350 hp. each, driving twin props. These main engines are supplemented by two 700 hp. Cummins engines driving twin Schottel steerable Z-drives, ala *AMERICAN QUEEN*. The ubiquitous bow thruster is 400 hp.

The interior layout includes 81 staterooms, 25 of which are inside rooms. The main dining area, the Astoria Room, has a 13-foot ceiling and is also used as the location for the customary evening entertainment. Other public rooms and the general decor details seem to follow ideas seen on the *AMERICAN QUEEN*, as might be expected. She sounds elegant and the trip itinerary covers most of the bases including a day trip to Mt. St. Helens. Shore excursions are inclusive in the fares.

Master for the inaugural season is Louis B. Boone, Jr., age 39. Capt. Boone spent time in the U.S. Coast Guard, received his mate's license in 1985 and master's license in 1988. He was associated with the sternwheel Columbia River tourist boat *QUEEN OF THE WEST* before joining the *COLUMBIA QUEEN*.

Good luck to the *COLUMBIA QUEEN*!



This view of the stern shows the spray system which absorbs the noxious exhaust fumes from the diesel engines. Don Chalmers.

THE TRAGIC LOSS OF THE STELLA MOREN

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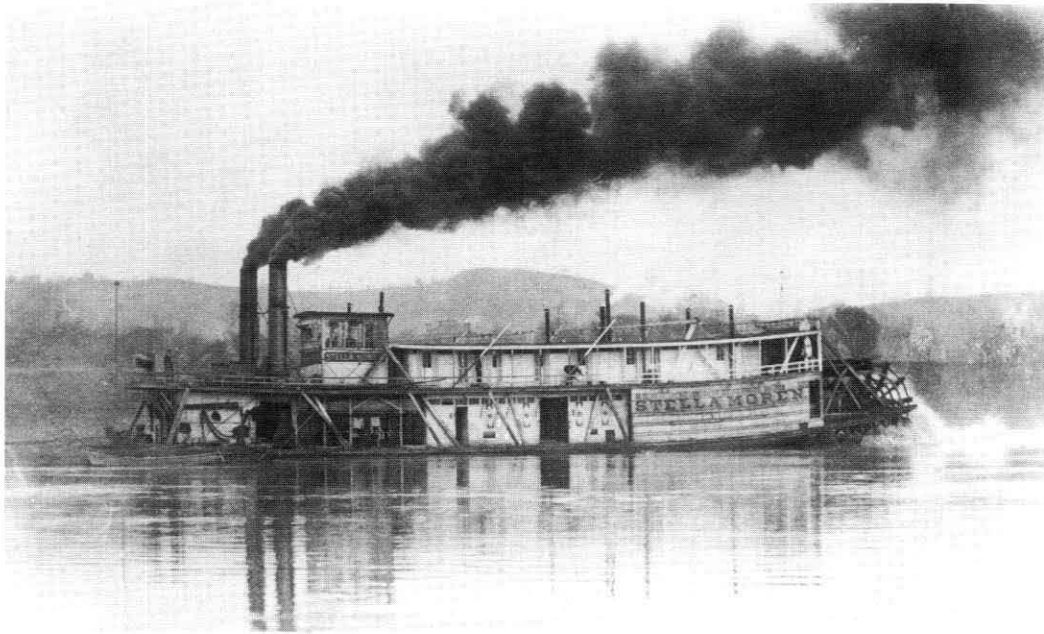
SURVIVOR'S STORY OF DOOMED STEAMER'S PLUNGE OVER THE DAM

The McKeesport Daily News,
Monday, March 9, 1908 based its
report largely from second
engineer (perhaps deckhand)
Thomas Smith's account of the
accident.

"Jumping to the cribbing of
the dam a few seconds before the
ill-fated STELLA MOREN went over
and collapsed at Lock No. 2 last
Saturday night, Thomas Smith of
Parker Street, this city, with a
desperation born of determination
to cheat the rushing waters of
the Monongahela of another
victim, won a battle for life. With
Smith was Joseph Moore of
Elizabeth.

Moore and Smith used every
ounce of their strength in
clinging to the cribbing until
they were rescued. Smith and
Moore realized, probably a few
seconds sooner than other
members of the crew, some of
whom were drowned and others
who were carried a distance on
wreckage and rescued, that the
boat was doomed. They leaped to
the cribbing almost as the boat
went over the dam and collapsed.
Smith and Moore found themselves
close to John Cox, the chief
Engineer who was badly injured
and was caught in the wreckage.
They heard his heart-rending
appeals for aid but were unable
to succor him, much as they
desired to do so. Cox died a few
hours after being rescued and
two others were drowned.

It was one of the worst
accidents that has occurred on
the Monongahela in years. Mr.
Smith, scantily clad, came to this
city on a street car, being
compelled to take a round-about
route which required several
hours during which his wife and
children and other relatives were
anxious.



STELLA MOREN (T2344) was a typical pool-style towboat operating in the Monongahela River coal trade, named for the daughter of Capt. John Moren and called "The Irish Rose." She had been built in 1890 from the earlier towboat GEORGE ROBERTS, 128x34x4, and owned by The Combine at the time of her loss.

Smith's account: 'We had two barges of coal and had been given a signal to enter the lock. The current was strong and as the barges reached the entrance the current caught them and they began to swing outward. Strenuous efforts were made to get the barges inside the lock but the current was master and with a suddenness that was appalling the boat and barges shot outward.

I realized that nothing could save her and Moore and myself made ready to jump. We landed on the cribbing of the dam and managed to cling to it. The boat collapsed with a loud report and immediately the air was filled with the groans of the men who had been dashed into the raging water. We could hear Mr. Cox and others pleading for help. It was pitch dark.

The voices of the struggling men mingled with that of Cox who was badly injured arose over the noise made by the water and the cracking of the timbers. We feared every man would drown but as the cries for help

continued, slowly dying out as the swift current pulled them down the river, we had hopes that the men had managed to keep afloat by holding to the broken timbers of the STELLA MOREN and this proved to be the case, in the main.'

Engineer Cox was 40 years old and resided in West Elizabeth. He was married and his widow and four children survive.

John Bush, one of the two missing men believed to have been drowned, was married and his widow and several children survive. Charles Lawrence, the other missing man, was one of the oldest active rivermen of the district. He resided in Pittsburg and was 60 years of age.

The men beside Smith and Moore who were rescued are: James Gilmore, captain, Mt. Lebanon; John Reed, fireman, Pittsburgh; Clark Sheets, mate, Elizabeth; W. H. Downer, John Dowlin, Thomas Tracey and Frank Shemple.

The STELLA MOREN is probably not a total loss. It is expected that she can be raised and

rebuilt. No effort will be made to raise the boat until the water has fallen."

This varies in some respects from the account of the accident contained in *Way's Steam Towboat Directory* but is very close. Lock No. 2 was at mile 11 above The Point in Pittsburgh, two lock chambers with a lift of about eight feet. The dam was of fixed timber cribs filled with rip-rap with a base width of 60 feet and a little over 900 feet in length. The high water level was making a strong set out over the dam towards the middle of the river and the STELLA MOREN couldn't stop the tow once it began to slide.

* * *

The Journal of John W. Lynch Work at the Elizabeth Marine Ways 1898-1925

John S. Cuddy of Pittsburgh sent the clipping from *The McKeesport Daily News* which tells about the sinking of the towboat STELLA MOREN at Lock No. 2, Monongahela River. The coincidental happenings which led to his sending the clipping to the S&D Reflector are worthy of an O'Henry plot. Read on.

John Cuddy is a friend of brothers John Lytle and "Nook" Lytle whose grandfather was named John Cox. The Lytle brothers, now in their 70s, knew none of the circumstances of their grandfather's death, only that he had died in a steamboat accident in 1908 when their mother was four years old. The family lived in West Elizabeth so it seemed likely to have occurred on the Monongahela. At a recent meeting of the Monongahela River Buffs the Lytles asked for help from anyone knowing of a 1908 accident. Jay Mohney was in attendance and had recently completed work to preserve his great grandfather's journal; he perked up his ears.

J. W. Lynch, Jay Mohney's forebear, was a supervisor at the

Elizabeth Marine Ways, Elizabeth, Pennsylvania on the Monongahela and kept a daily journal including events relating to his work. Jay has copied the journal using his computer and prepared a simplified directory of notable events by year. He checked the entries for 1908: Bingo! STELLA MOREN and her fate with names of those lost was recorded in the journal.

Jay called John Lytle with the answer to his questions within the hour.

John William Lynch began working in 1882 at the Walton & Co. barge yard and then in 1889 for the W. W. O'Neil Coal Co. before going to the Elizabeth Marine Ways in 1898. This was a principal repair and building yard for the Monongahela River Consolidated Coal & Coke Co., "The Combine," and later was owned by the Pittsburgh Coal Co. after The Combine ceased operations.

Lynch often details the nature of the work being done to repair a boat brought to the ways, includes the men he has assigned to do it and sometimes the names of the boat's officers.. The listing of names of workers should be helpful to those into genealogy who suspect a relative worked on the river around Pittsburgh during the years that the journal covers.

We have looked over the abbreviated Master Directory for the J. W. Lynch journals, 1898-1925 and found some intriguing samples:

- February 1900 - All smoking at the Ways is stopped; E. Ashburn's pipe starts a fire.
- November 1902 - Jackstaff worked out for steamer SPRAGUE.
- June 1903 - A strike at the Ways over order issued by Supt. Wm. Wiegel that gloves could not be worn.
- July 1907 - Ways gang goes on strike for 8 hour day; one week later it is granted.

December 1909 - The river is froze and so full of ice the boats are wearing their wheels out faster than we can repair them.

August 1911 - NEW ORLEANS, a steamer to represent the first boat built on the Monongahela being built. (see Reflector, March 1992)

April 1921 - J. W. Lynch's biggest job is rebuilding the JOS. NIXON renamed VALIANT into the TRANSPORTER (T2465)

Mr. Lynch mentioned that the men were building model barges, coalboats and coalboat bottoms in the summer of 1908. These became the tow for the famous 1/2 inch scale model of the steamer SPRAGUE which was shown at the Pittsburgh Exposition that fall. A 1926 entry states: "This display was put on by The Monongahela River Consolidated Coal and Coke Company and were (sic) installed, ready for public inspection, by Jno. Wiegler and Jno. Morgan and myself." This tantalizing lead launched a search for the SPRAGUE model and Jay found it at the Mattress Factory Museum, Pittsburgh.

Jay Mohney's work has shown us the benefits of modern technology in preserving original documents such as diaries, journals and letters and making them available. He has really performed a fine service for river researchers and genealogists alike although an index of names is yet to be prepared.

The John W. Lynch Journal, Elizabeth Marine Ways, 1898-1925 is found at:

<http://freepages.history.rootsweb.com/~jmohney/index.htm>

We have seen it - the pages in original color with selected photos and whistle sounds, ten topics to explore. For those of us still waiting for the touch-tone 'phone it is wonderful. But, how does that computer scan negatives and turn them into positives without chemicals? Thanks Jay

* * *

- S&D CHAPTERS -

OHIO & KANAWHA

The turnout for the O-K Chapter meeting at Pt. Pleasant, West Virginia on June 11, 2000 was one of the largest in recent memory. More than 50 were on hand at the Mason County Library to hear about life aboard the Reynolds family showboat MAJESTIC.

Before turning the program over to Engineer Charles Stone Chief Pilot Bert Shearer called for an audit of the famous treasury. After some rustling around in a big, brown envelope Jim Bupp announced there was \$49 plus nine stamps. The stamp denominations were not disclosed but it was not necessary (at this time) to pass the hat.

Capt. Charlie Stone had a few announcements including an invitation from the M.O.R. Chapter to participate in its summer program. The M.O.R. was to visit Pt. Pleasant the weekend of July 14 and 15 with headquarters for the meeting at the historic Lowe (Spencer) Hotel.

John Reynolds was accompanied by his sister Ruth and gave the background introduction for the video we were about to see. It was made in 1998 to mark the 75th anniversary of the building of the showboat MAJESTIC and several organizations had a hand in the production. The intention is to release the video for showing on Public Broadcasting Stations but, for whatever reasons, the patron organizations have been in some disagreement. Capt. Reynolds, as a major contributor of the boat's history and participant in several interviews on the film was furnished a personal copy.

The MAJESTIC was built by Capt. Tom Reynolds, father of Ruth and John, in 1923 at Glenwood, Pennsylvania on the Monongahela River. As with most showboat families, the Reynolds clan lived on board and all

participated in putting on the shows. The boys also assisted their father in running the towboat ATTA BOY and in the general maintenance of the whole rig.

The video is indeed a professional production. It includes some vintage movie footage of the MAJESTIC in operation, numerous still photographs to illustrate life aboard and the Reynolds family plus interviews with several who were involved over the years.

After the video John Reynolds, assisted by his sister Ruth, answered questions and elaborated on some of the scenes depicted in the film. It was a great program and an appreciative audience.

The S&D annual meeting in September serves as the next O-K Chapter quarterly meeting. The fall meeting will be Sunday, November 12 at the library in Pt. Pleasant.

* * *

MIDDLE OHIO RIVER

Some observers would say that Pt. Pleasant, West Virginia was a backwoods location for the M.O.R. to hold a meeting after the various POSH resorts it has frequented. Nevertheless, the historic Spencer Hotel of 1904, now called the Lowe Hotel, was headquarters for the July 14-16 summer meeting and more than 50 members and friends turned out.

The old Spencer Hotel building was built before the days of the flood wall and has a two story main lobby boasting a fireplace and balcony. The dining room is off the upper level along with the kitchen, a thoughtful design in view of the frequent high water periods on the Ohio when the hotel was built. The public steamboat landing is just over the hill beyond the modern flood wall and the incline tracks for the movable wharf house are still to be seen. Capt. C. C. Bowyer had his bank in the upper

storeroom of the hotel building until the days of the Great Depression.

The Friday evening general gathering was held in the meeting room at the nearby Mason County Library. Charles and Jean Stone were the hosts and Charlie conducted a tour of the library river exhibits which include the silver water pitcher and cup presented to Capt. Joseph Burnside by the citizens of Middleport, Ohio for his help during the 1884 flood. Several paintings by Rome Childers, Charleston riverman and artist, are also on display.

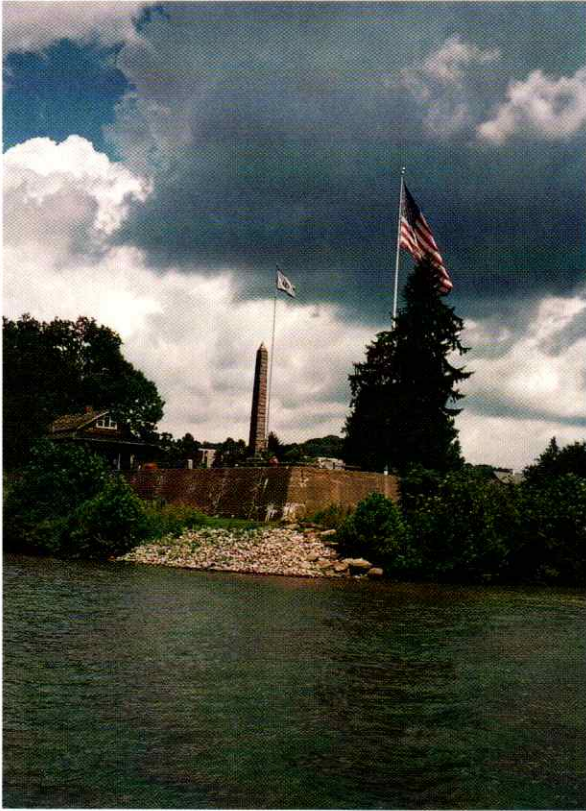
Several videos were shown including an outstanding one on the history and destruction in 1967 of the Silver Bridge at Pt. Pleasant.

Capt. Stone was surprised and gratified to receive from the M.O.R. a new cigar box to hold the O-K Treasury. This handsome and substantial box appears to have once held Corona Coronas rather than Wheeling Stogies or Rum Soaked Crooks. Better yet, there was foreign aid from the sister chapter inside; \$15 (no stamps). In his acceptance speech, Capt. Stone expressed the gratitude of the disadvantaged chapter on behalf of the absent treasurer, Jim Bupp, whose cup would runnith over.

Arrangements had been made for a tour of the Robert C. Byrd Locks and Dam (still known by shellbacks as Gallipolis) on Saturday morning. The new locks and the connecting canal which eliminates the troublesome point above are something to see.

Capt. Nelson Jones and Robin Strickland arranged an excursion aboard the former ferry CITY OF SISTERSVILLE. The sun was high and rain clouds had dissipated by the time the 62 passengers loaded aboard the boat at the Madison Coal & Supply landing on the Kanawha River at 12:30.

This small ferry, capacity four automobiles, has been extensively restored by Madison Coal for day



ABOVE: The flag at Tu-Endi-We Park with the monument behind, site of the "First Battle of the Revolution" in 1774. The Ohio is to the left and the Kanawha right.

TOP RIGHT: Looking across the wheel of the CITY OF SISTERSVILLE toward the mouth of the Kanawha River and new highway bridge.

Judy Patsch photo.



ABOVE: On the sun deck of the CITY OF SISTERSVILLE we find L/R Bebe and Rick Wilker, Jean and Charles Stone, Virginia Bennett and Nelson Jones.

LEFT: Across the pool table in the Billiard Room, L/R, C. W. Stoll with Lucy behind, Bill and Darlene Judd, Lee Woodruff (standing) and Diane, Sue and Danny Back. Our apology for drawing a blank on the other two distinguished gentlemen.

excursion. An attractive blue awning extends out over the entire car deck while the raised foredeck remains open for sunning and sightseeing. The sternwheel is driven by a 40 hp. Perkins diesel, same as used in ferry service, - not overly powerful but well suited to the wheel's size.

A picnic lunch was laid out for as the cruise began. A special guest was the venerable Capt. Harry White, age 95 or thereabouts, who soon moved to view the proceedings from the pilothouse.

Narration of the tour pointed out local steamboat-era historic sites including old Lock 11 on the Kanawha, the location of the Heslop Machine Shop and the Enterprise, Smith and Gardner docks which built and repaired boats in the palmy days. The Charles C. Stone house at the top of the former Kanawha ferry landing was looking neat and white while across the street the huge flag in Tue-Endi-We Park was standing out in the brilliant sunshine.

A turnaround was made at the former Marietta Manufacturing Co. marine ways (now owned by Madison Coal & Supply) at the upper end of Pt. Pleasant and after a diversion down the Ohio below the mouth of the Kanawha the three hour excursion ended back at the dock. It was a perfect afternoon and thanks was heaped upon the Madison Coal crew. The CITY OF SISTERSVILLE makes a better excursion boat than a ferry!

The evening dinner was served in the second floor dining room of the Hotel Lowe with tables set for 52. The affair was honored by the presence of S&D Honorary President Capt. C. W. Stoll and family.

Charles Stone had prepared a slide show of old-time local scenes to be shown following the buffet dinner. But, the evening sun was still high in the west and streaming through the large



Capt. Stone holds the new O-K Treasury's deluxe cigar box and wonders, "Now, where will we hide it?"

windows of the room when Charlie got up to speak. Always resourceful, president Rick Kesterman announced that we would move to the adjacent billiard room for the evening program and the audience soon regrouped around the large pool table.

Capt. Stone didn't seem to be fazed by the crowded room and avoided setting up his slide projector on the table's pristine green felt cover. His opening remarks mentioned that the O-K Chapter was begun on March 24, 1974 and the seniors were pleased to be a part of the 25th Anniversary meeting of the M.O.R. which formed in 1975.

The illustrated talk reviewed the history of the ferries at Pt. Pleasant across both the Ohio and Kanawha Rivers and the early involvement of the Stone family. There were vintage photos of the floating docks with views of the busy days when all were building and repairing boats and barges. The story of the Marietta Manufacturing Co. plant after it relocated to Pt. Pleasant in 1915 and up through the second World War was well illustrated, a very large employer in the area for many years.

River activity around the town had to include the Security Steamboat Co. and the building and operation of the excursion steamer HOMER SMITH. The owners were all Pt. Pleasant people with Capt. C. C. Bowyer and Homer Smith the leaders.

For many years the mouth of the Kanawha was choked by the coal fleets of the Hatfield and Cambell's Creek companies and the photos showed the scene. Not much clearance was left for traffic when the coal tows were making up, a contrast with lack of activity today.

Capt. Stone closed with a view of the DELTA QUEEN on her way to Pittsburgh for remodeling in 1947. He commented about the California cover on the sternwheel, designed so the wheel could be repaired in during rains according to the speaker. There were a few doubters among his audience but all enjoyed Charles Henry's usual well prepared program..

Again, the M.O.R. had discovered a location with lots of river history which still has much to be seen, an enjoyable weekend with perfect weather.

* * *

S&D CHAPTERS CONTINUED -**MISSISSIPPI RIVER**

For its summer get-together the Mississippi River Chapter joined the Mid-West Riverboat Buffs at Cape Girardeau, Missouri on June 17 with a good turnout.

The program included a guided tour of the sizable Missouri Dry Dock and Repair facilities in the morning. The rainy afternoon was spent mostly in the River Heritage Museum with the evening reception and dinner at the Drury Lodge.

The evening program was an interesting talk on the loss of the packet STONEWALL (5199) near Neelys Landing, between Grand Tower and Cape Girardeau, in 1869. This sidewheeler was on her way down from St. Louis to New Orleans when she caught fire early in the evening of October 27 and resulted in the loss of 209 lives, a dramatic story.

Although the weather was not conducive to outside activities, we understand, it was an enjoyable weekend for all concerned in an interesting old river town.

* * *

**STEAMBOAT MARKERS
AT
CINCINNATI**

PADDLEWHEEL ALOFT !

Readers will perhaps recall that sometime after the AMERICAN QUEEN went into service in 1995 trouble was experienced with a cracked shaft in the sternwheel and it was subsequently replaced by another. The Delta Queen Steamboat Co. donated the old wheel complete to the city of Cincinnati (Reflector, June '97, pg. 34) and since then it has been stored awaiting a suitable display stand somewhere along the river front.

Plans for this monumental display (the wheel weighs 50 tons and is 30 feet wide by 30.5 feet in diameter) have now been

completed and we have had a peek. The wheel shaft will be mounted between two vertical steel support columns standing about forty feet above an existing plaza overlooking the river. This means that the bottom wheel planks should be about 25 feet above the present grade level and well above the highest anticipated flood.

As might be appreciated, there is considerable required in the way of substantial foundation work for these two supporting columns and, of course, there will be landscaping features around the base. The drawing describes eight cast concrete columns with shallow pans on the tops termed "torcheres" which our imagination pictures as akin to the Olympic flame. Four additional torcheres (ahem!) are taller than the rest, for some symbolic reason, maybe something to do with the flying pigs seen elsewhere on Cincinnati's riverfront.

(Torcheres - French for small, high candlestick, says Webster.)

Without a doubt this new attraction will be impressive and it is being labeled as the "National Steamboat Monument." Not being a tax payer of Cincinnati or Hamilton County we shall refrain from doing more than simply reporting on the planned high resting place of the first wheel from the AMERICAN QUEEN. It will be a crowd stopper!

We thank member W. Ross Carr for bringing us up to date on this matter and will look forward to future bulletins.

* * *

**CINCINNATI AND THE
SULTANA**

A plaque calling attention to the SULTANA disaster of 1865 was recently installed in Sawyer Point Park on the Cincinnati riverfront.

SULTANA (5216) seems on the surface to be an unlikely choice for an historical marker in Cincinnati. Except for having been built at one of the local

boat yards in 1863 and having some local citizens on board when she exploded a boiler near Memphis there seems little connection. She was owned by St. Louis interests when she was lost on April 27, 1865. But, the plaque was approved after vetting by the Ohio Historical Society and perhaps the local sponsors have kinfolk who went to glory on the SULTANA.

John H. White, Jr. of Oxford, Ohio viewed the SULTANA plaque and was prompted to write a letter to the Historical Marker Program in Columbus. We quote in part:

"It would appear the purpose of the marker is to commemorate the place of the boat's construction.

Yet, Litherbury's yard was located at a street of the same name (and Eastern Avenue) about 1-1/4 miles above the marker's position. Why not place the marker at the actual site (of Litherbury's yard). If we sought to commemorate the Court House Riot, would the plaque be installed in Eden Park?

In addition, the name of the boat builder is misspelled (John Lithoberry sic). . . the correct spelling is "Litherbury." This is confirmed by his marriage license of 1824, the street's name as shown in early maps of Cincinnati, newspaper death notices (June 1879) and the several censuses that recorded his name."

The Historical Marker Program is a great idea and with the state and Longerberger Co. participation makes the cost of standard Ohio Historical Society signs reasonable for local sponsors. However, when cast in metal and set up on an ornamental pole it is there for all to see and read, - due care in the wording and the facts is essential.

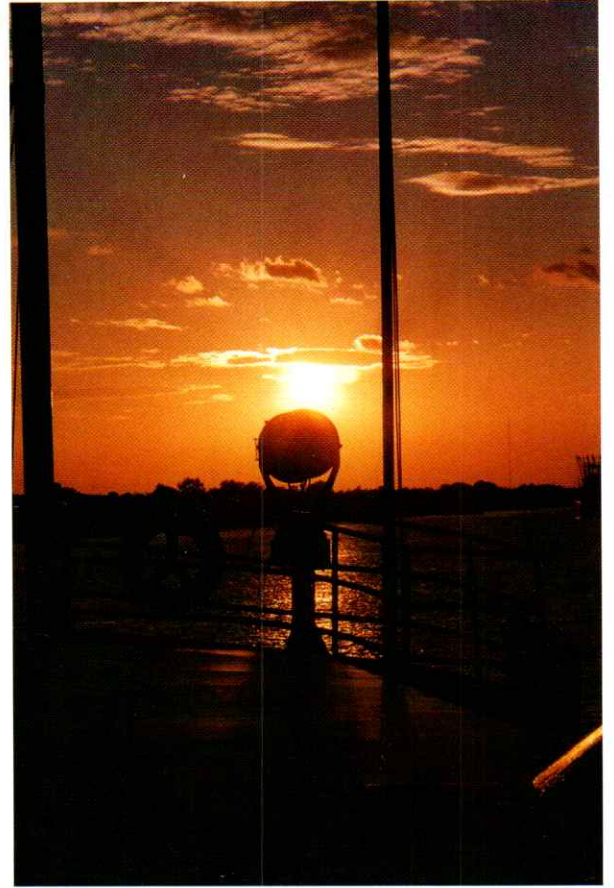
In Marietta we are pleased to see these plaques go up for they are cast at the local Sewah Studios and Dave can use the work.

* * *



The STR. PORTLAND salutes U.S. Navy ships arriving for the Rose Festival, Portland, Oregon.
 ABOVE CENTER: QUEEN OF THE WEST follows COLUMBIA QUEEN through Portland Harbor June 10, 2000 Don Chalmers photos.
 BELOW: W. P. SNYDER JR. poses in front of the doomed sic Cincinnati Stadium, October 1999. Dan Vornholt photo.





Sunset from the STR. NATCHEZ, now celebrating her Silver Anniversary (25 years).
 CENTER: Jim Swift and Tom Dunn conspire to raid the Mississippi River Chapter treasury.
 Capt. Carl Henry takes the STR. JULIA BELLE SWAIN through a close crossing. J. Patsch pics.
 BELOW: The RIVER EXPLORER at the Marietta Landing early on a June morning.



PHOTO PORTFOLIO MV. PEACE - 1934



A recent acquisition for the Inland Rivers Library was an album of sixty photos taken by the Trinity Court Studio, Pittsburgh. These were taken for the Dravo Corporation and date 1934-1937 when Dravo had embarked on building classes of diesel propeller boats to take advantage of the fast improving technology in engine designs.

In the 1920s the company had built a number of sternwheel diesel towboats such as the MARY ALICE of 600 hp. and the smaller SEWICKLEY, 150 hp. The single prop PIONEER, 250 hp., was the first of the new designs followed by the larger twin-prop sisters PEACE and NEVILLE. Later came the DRAVO 41 and 42, 86.9x21.1x7.6 ft., with 350 hp. and DRAVO 43 and 44 of similar general appearance but only 45x11x5.9 ft. and 150 hp.

The PEACE and NEVILLE retained many design elements which harked back to steam towboats with covered guards around the boiler deck, cabin layout and skylights. The smaller boats were clean in outward appearance and really forecast the look and layout of the many diesel towboats which soon followed.

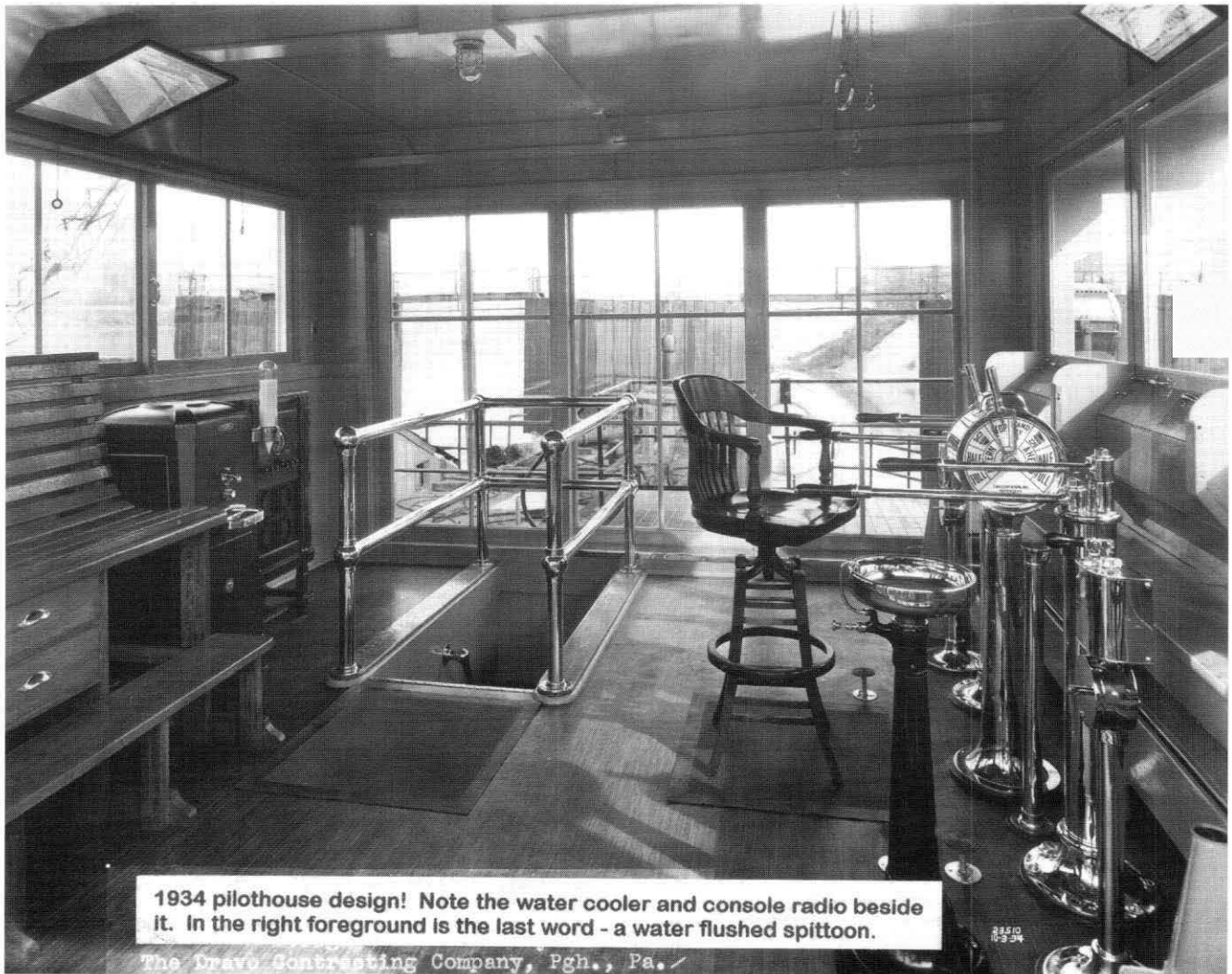
The PEACE was launched August 14, 1934 and in the above photo she is perched on the ways just before the christening. She was 153.8x34.1x7.9 ft., twin props driven by a pair of Winton six cylinder diesels rated 375 hp. at 250 rpm. She was built with open wheels (props) but later, 1937, Kort nozzles were installed after Dravo received the U.S. license for this German patent and proved the improvement on the PIONEER

PEACE was built for Union Barge Line, a subsidiary of Dravo Corporation which had been acquired in 1929. Francis Rouaud Dravo, 1866-1934, was interested in expanding Union Barge Line and is given credit for the building the boat but did not see her completed, dying in a train accident at Pittsburgh February 26, 1934. His brother Ralph Marshall Dravo born 1868 died November 11, 1934 and so the founders of the firm were both gone. The PEACE was completed in October 1934 and attracted a great deal of interest.

J. Mack Gamble, Upper Ohio writer for The Waterways Journal wrote in his annual review of 1934: "Widespread attention and interest was attracted by the voyage down the Ohio and Mississippi of the 150th tow of the Union Barge Line in charge of the modern towboat PEACE. This new vessel, built by The Dravo Contracting Company to conform to the ideas of the late Francis R. Dravo, is considered to be the last word in river architecture. With two 375 hp. Winton engines driving twin screws and equipped with a double set of rudders, the PEACE was said to have great ability in pushing, backing and steering. Special attention was attracted by the PEACE because of the fact that she differs so widely from the other towboats of the Union Line, which are of the steam sternwheel type. The Dravo Contracting Co. constructed another pioneering vessel, appropriately named the PIONEER, during 1934. This was a single screw, 250 hp. diesel tug, somewhat resembling those used in lake and coastal work."



OCTOBER 3, 1934 PEACE is completed and poses for formal portrait. Dixmont State Hospital, above Glenfield, in background on the far shore.



1934 pilothouse design! Note the water cooler and console radio beside it. In the right foreground is the last word - a water flushed spittoon.

The Dravo Contracting Company, Pgh., Pa.



**ABOVE: The officers' lounge on the forward boiler deck. Note portrait and plaque: "M.S. PEACE In Memory of Francis Rouaud Dravo."
BELOW: Labeled Pilot's Room but is probably the Master's stateroom and not too much different from that on the W. P. SNYDER JR. of 1918.**



GROWTH OF THE GREENE LINE 1936

From the diary of Jesse P. Hughes

At the conclusion of the Jesse Hughes diary for the year 1935 we decided to use later diaries as they report the details of various incidents in the affairs of the Greene Line and river incidents in of the time. By 1935 or so there were good roads, reliable cars and, in general, the conveniences of living were close to those of today.

In reviewing the 1936 diary we found answers to a number of questions regarding actions taken by Chris and Tom Greene which greatly changed the company's operations. Some of these incidents had not been entirely clear to us heretofore.

The year 1936 was one of many changes in the focus of the Greene Line and in its fleet of boats. Ed.

- - - - -

The winter of 1935-1936 was a severe one and the continued low temperatures along the Upper Ohio eventually resulted in some of the worst ice conditions seen in modern memory. By February 10, 1936 the Ohio was blocked by ice gorges at several points above Dam 17 near Marietta all the way to Pittsburgh; this condition is well described by Capt. Clare Carpenter when aboard the towboat ISTHMIAN. (Chapter Four, S&D Reflector, June 1998)

The wharfboats at Ashland and Huntington were being pushed around by the accumulating ice when the gorged areas above would move from time to time. Jesse was back home in Huntington and trying to keep the wharfboat there off of the bank and securely tied to shore but also spared off to remain afloat. At Ashland the wharfboat was frozen in all around and an appeal to the towboat D. W. WISHERD to come up from Hanging Rock to break the wharfboat loose was unsuccessful. The wharfboat crew managed to cut the ice all around and move it off the shore by the late evening of January 30.

The ice was moving past the Greene Line Terminal at Huntington on February 17 and an emergency spar had to be fashioned to hold the wharfboat off of the bank. The Ohio was still gorged above Dam 16, Beavertown, Ohio to Pittsburgh and gorges were also reported a short distance above Louisville, at Carrsville, Kentucky just above Dam 51 and at St. Louis on the Mississippi. The showboat WATER QUEEN was sunk in the Kanawha River near Pt. Pleasant on the 17th.

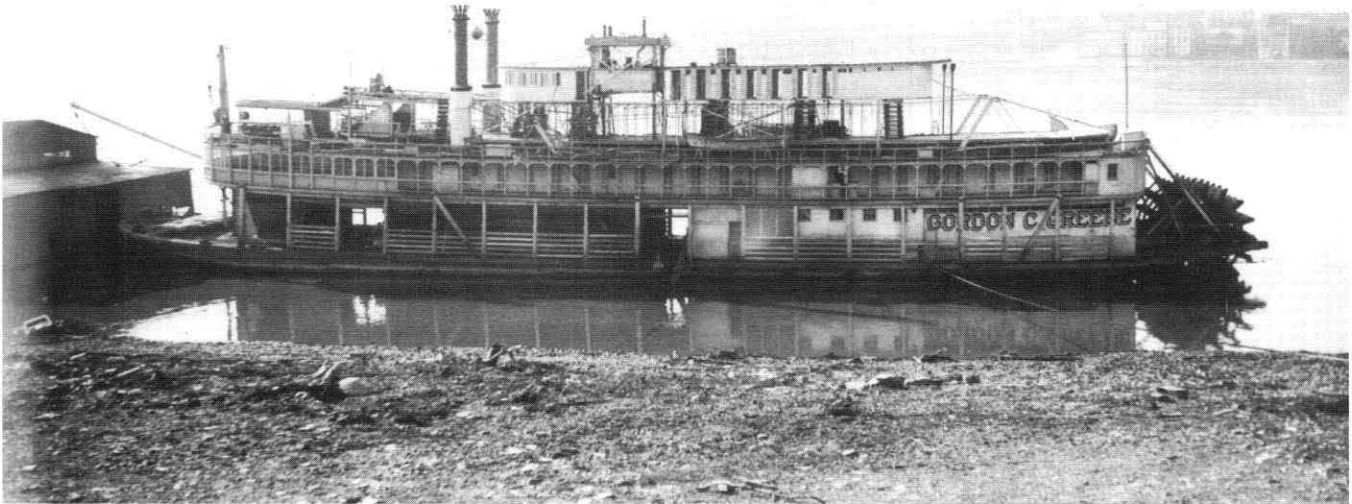
The freight steamer EVERGREENE made an appearance at Huntington on February 23, the first trip up from Cincinnati in a month. It had been a very bad time for boats the entire length of the Ohio and March would produce high water starting with the record St. Patrick's Day Flood in Pittsburgh - 46 feet. On March 27 Jesse would write: "First time on Weather Bureau records since 1855 that the Ohio River was above flood stage for its entire length - Pittsburgh 30 ft., Wheeling 39 ft., Cincinnati 59.5 ft. and Cairo 41 ft."

There was some needed maintenance on the GORDON C. GREENE including rebuilding the paddlewheel and replacing some woodwork on the head of the boat. Jesse spent a week or more working in the paddlewheel while Bill Horne did repair work around the head of the boat. On March 26 Carpenter Horne and crew took down the twin masts on the head of the boat, no longer needed since she now carried only a single landing stage.

Now that Tom Greene had operated the GORDON GREENE as a tourist boat for the full season of 1935 he had some ideas for improving her. First priority was to increase her passenger capacity by constructing a new center-hall passenger texas beneath the existing one designed for crew members. The old texas was jacked up approximately seven feet fore and aft of the pilothouse which was raised only 28 inches, enough to just give the pilots a clear view fore and aft. and the new texas built beneath. To carry out this ambitious project Jesse had made drawings of the GORDON at the end of the 1935 season and carpenter William "Bill" Horne was the chief overseer of the work.

The GORDON's hull was 210 by 38 feet and an inclination test was run on March 30 by the U.S. inspectors. It showed only 3/4 inch of list with a 21 ton shifted load. - evidently ample stability for the increase in upper cabin weight.

Rooms in the new texas were noticeably larger than the ones on the boiler deck but the amenities were not particularly palatial. Each had both a window and a porthole in the outside bulkhead and to quote the Greene Line folder were, "Equipped with both hot and cold running water, electric fans and are attractively furnished with double deck beds." Shower and toilet rooms for men and women were provided down the hall in the texas so in this regard were not much more convenient than the cabin deck staterooms. There were 36 rooms in the new texas, potentially 72 passengers in addition to the 86 which could be accommodated in existing cabins.



APRIL 1936: Building the the new passenger texas on the GORDON C. GREENE. The small crew texas was raised about seven feet on either end of the pilothouse, just high enough to insert a roof and build the new texas beneath. To keep the overall height the same, the pilothouse was raised only 28 inches. The boat is lying below the old Mail Line wharfboat which the Greene Line bought in April 1931.
J. P. Hughes photo from C. W. Stoll.

Work began on April 20 when Bill Horne and his crew cut the old texas loose and began raising it on blocks. Within a week the vertical studding was in place and sheeting for the new texas roof was being laid and three days later outside bulkheading was being installed. This was an "in house" project all the way around, - Stogie White began to install wiring in the texas on May 11 while Jesse worked on extending the whistle pipe and the wires for the engine room telegraph and bells.

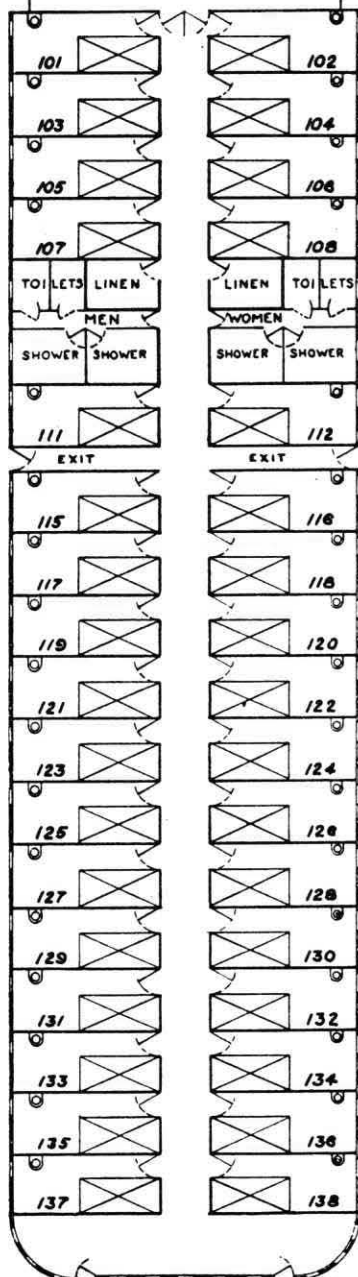
A new pantry was also being built on the boiler deck to more efficiently serve the meals for the larger number of passengers. It was a close thing to have the GORDON C. GREENE ready for her first trip of the season scheduled to depart for Tennessee River on the evening of June 12. The new floor was laid in the pantry on May 21; liners for the stateroom portholes were being installed by Bill Horne and Jesse beginning May 23; William L. Garrison, the steward, and his crew arrived from Louisville on May 25 and began setting up the outfit for the pantry. Stateroom doors were being installed on May 26 and the toilets for the bathrooms arrived on May 28. The linoleum flooring went down in the texas on June 3rd and 4th and the double deck beds were going in on June 6. The floor

coverings went down on June 10 and all was in readiness to raise steam on the following day although there were still small details to be finished such as installing the bedding.

On Friday, June 12 the enlarged GORDON GREENE made a trial trip in the morning and after supper 150 passengers began arriving for the trip to Muscle Shoals. Fare for the ten day trip was \$60 on the cabin deck and \$65 in the texas, subsequently raised to \$70 in 1938.

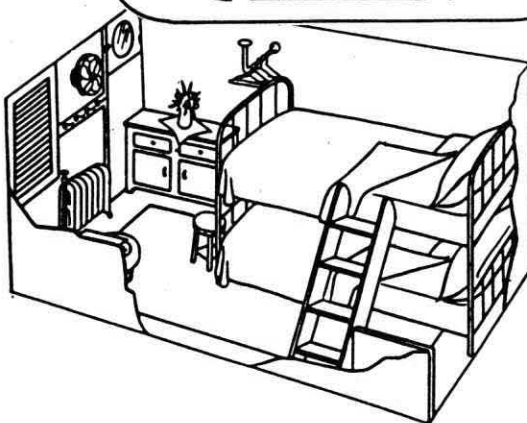
(Editor's Note: The GORDON C. GREENE was bought outright by Tom Greene and his mother Mary B. Greene rather than by the Greene Line corporation. Older brother Chris Greene thought the asking price of \$50,000 for the CAPE GIRARDEAU was exorbitant and felt the future of the Greene Line lay in the freight business. Trying to develop the passenger tourist trade had proved to be a losing proposition for others but Tom had a vision which paid off handsomely. Details of the later relationship between the earnings and expenses of the GORDON C. GREENE to the Greene Line balance sheet are not known to this scribe.)

Sheltered Observation Deck

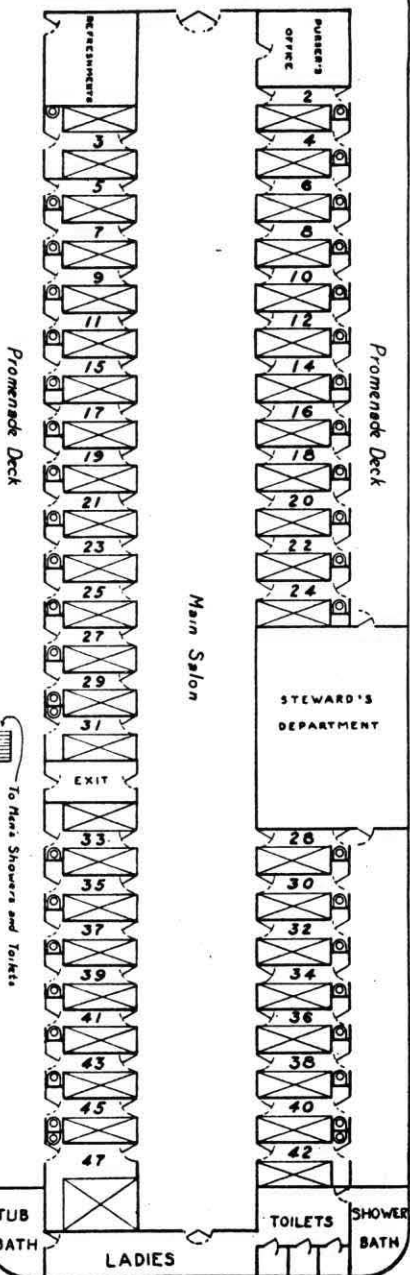


Texas Deck

• All staterooms on the Texas Deck are outside rooms and are equipped with both hot and cold filtered water, electric fans, and are attractively furnished with double deck beds.

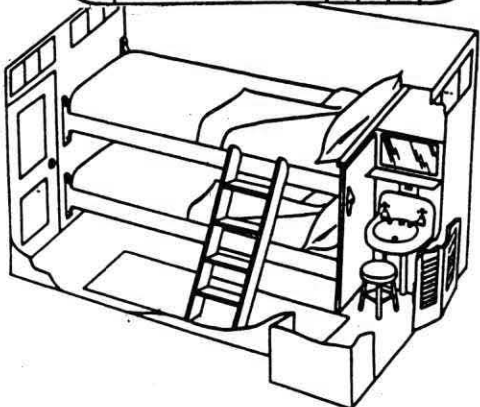


Stairway



Cabin Deck

• All staterooms on the Cabin Deck are outside with door leading to outside deck as well into Main Salon. They are equipped with both hot and cold filtered water, electric fans and furnished with comfortable lower and upper steamer berths.



GORDON C. GREENE after the addition of the spacious texas rooms. Cabin Deck passengers found the men's bath one deck down a minor inconvenience. The observation room at the aft end of the texas later became rooms 139 & 140.

Chris and Tom Greene were also thinking about needed improvements in overall operations of the company and a new, large steel wharfboat for the Cincinnati terminal was needed. The Greenses were using the wooden Mail Line wharfboat which was not valued very highly when they bought out the Louisville & Cincinnati Packet Company in 1931. It had been built in 1881, 300 feet long by 60 feet wide mounted on twin pontoon hulls which had been replaced in 1912.

Chris Greene, leaving the operation of the GORDON C. GREENE to Tom, seems to have been responsible for the general arrangements of the new wharfboat, with the needs of freight handling and the company offices primarily in mind. It would be fabricated upon six used sand barges, the rake ends removed and to be positioned two wide and three long, leaving a two-foot space between each string and also between each barge. Size was 360 feet by 76 feet overall and designed to handle 6,000 tons. Eberhard Rectin, engineer and sales representative for Dravo Corporation, Pittsburgh was involved in the planning early-on. Jesse began the drawings for the new wharfboat on February 26 and later that evening helped Tom and Letha Greene celebrate the third birthday of their eldest daughter Mary.

The Keystone Sand Division of Dravo had sand barges which were available for the wharfboat project and Jesse went to Pittsburgh on April 1 to inspect them. The St. Patrick's Day Flood at Pittsburgh two weeks earlier had caused extensive damage to the navigation structures and the U.S. Engineers were still working to reopen the Emsworth Locks. The LIBERTY was laid up at old Lock 2 on Neville Island and would make only a few more trips in the Charleston trade after the river reopened, the end of packet service at Pittsburgh.

The plans for the wharfboat were agreed to at a meeting in Cincinnati on May 1, 1936 with Dravo representatives G. A. Wolfe and S. D. Brown. The contract price was \$37,500, Dravo to complete the deck structure, 360x76 feet overall including overhang and build the framing for the warehouse structure with a 16 foot inside overhead clearance. The siding and completion of the interior of the warehouse and offices would be done at Cincinnati to minimize problems with wind and seeing over the mammoth structure while it was being towed down the river from Neville Island.

After returning from the ten day Tennessee River trip the GORDON C. GREENE left on her first trip of the season to Pittsburgh on June 30. The passenger list was a disappointing 40 but she carried 350 tons of freight. She ran weekly to Pittsburgh that summer with patronage picking

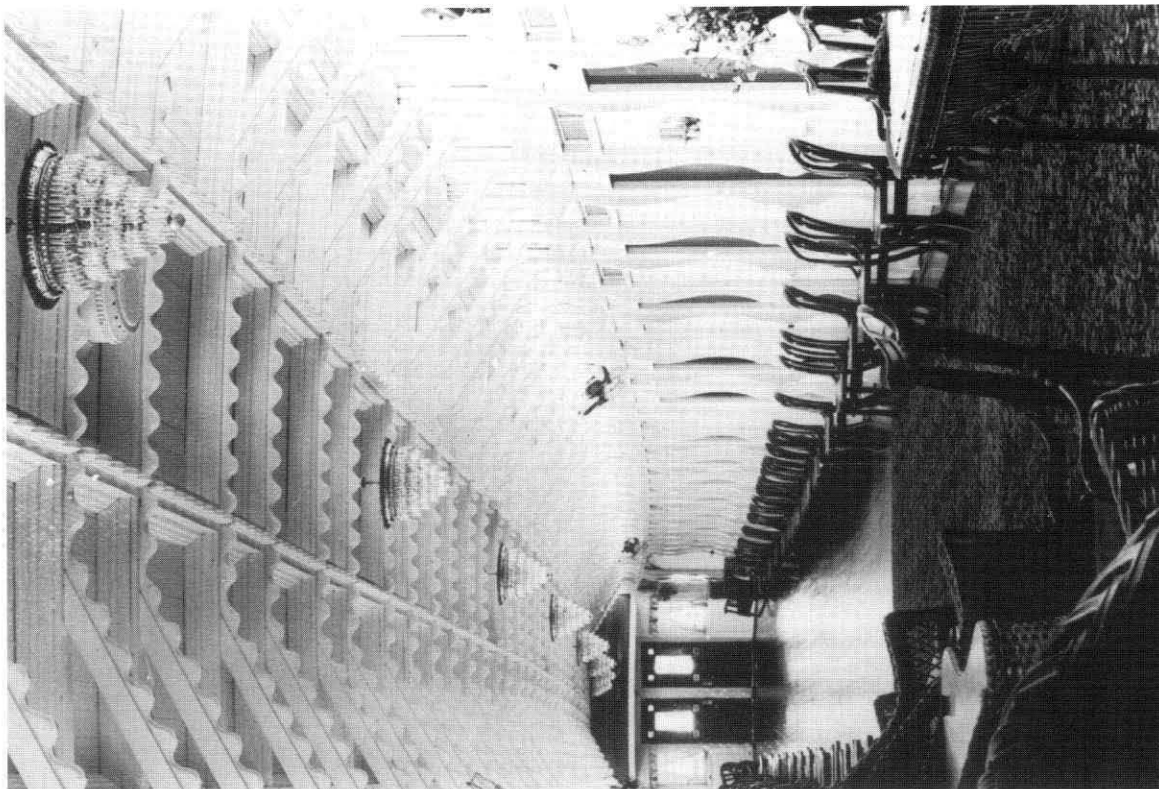
up beginning with the second trip on July 4 and continuing strong through the last trip the first week of September. Several trips brought 140-150 brought passengers but they disappeared when school bells rang, a lesson learned during the first season. The GORDON would continue to carry through freight on her Pittsburgh trips during the 1937 season.

Both the TOM GREENE and CHRIS GREENE carried passengers in 1936, between Cincinnati and Louisville during the week with weekend trips to Huntington. But economic activity was improving in 1936 and moving new automobiles between Cincinnati (Chevrolet) and Louisville (Ford) by river was increasing while the Greenses observed that the competing Ohio River Transit Co. was catering to this trade. Freight was a year-round business and the passenger cabins could no longer be justified on the TOM and the CHRIS.

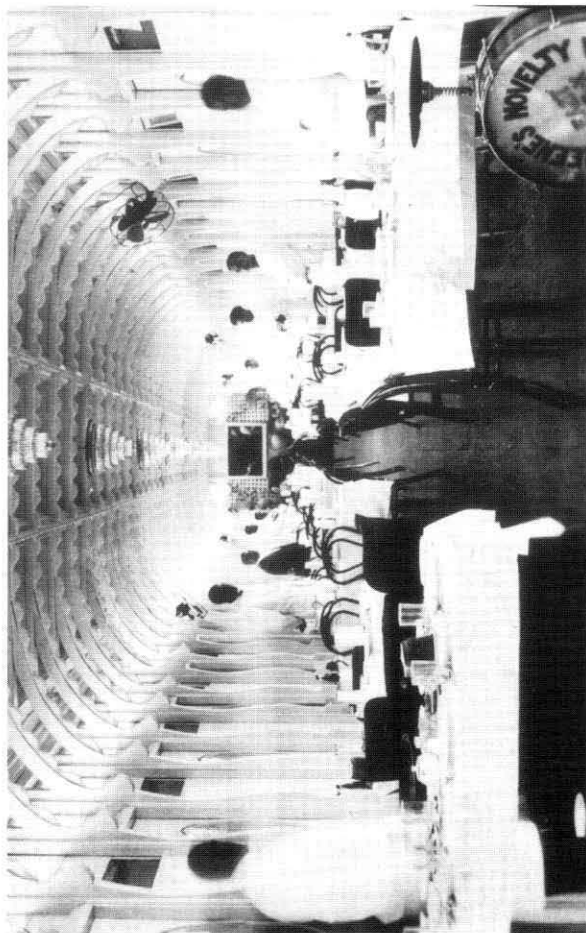
The TOM GREENE laid up below the wharfboat at Cincinnati after coming in from Huntington on September 28 and the GORDON took her schedule to Louisville. Jesse and Telia Hughes stayed on the boat and the work of removing the boiler deck cabins began the following day. The staterooms were cut out, a new steel bulkhead was installed and extra steel carlins went in under the boiler deck to support additional loads. A new kitchen was built into the texas, the old kitchen and pantry removed along with the back stairs. A section of lintel was removed from the section under the roof over the boiler deck and a new steel one inserted to permit side loading of automobiles.. New front stairs to the texas were installed from the main deck to the roof and the 'scape pipes came down and steel bulkheads no longer needed on the boiler deck were removed.

After an inclining test was performed the TOM GREENE went to Louisville as strictly a freight boat on October 20, 1936. Work began on removing the cabin from the CHRIS GREENE that same day and would be completed early in November.

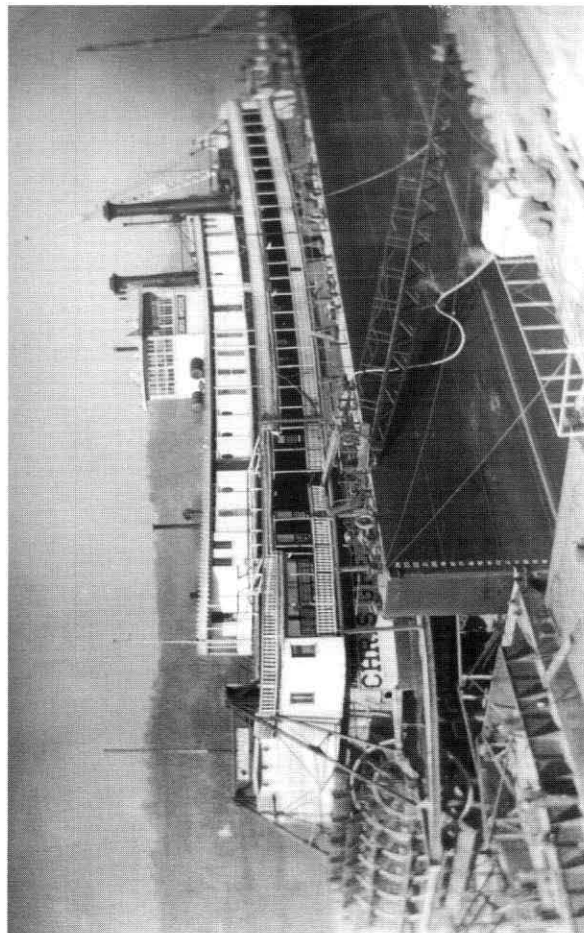
Most of the decorative woodwork including doors and frames, carlins and trim was carefully stored for possible future use if the tourist trade expanded as Tom Greene hoped. The need for this dismantled cabin wasn't realized and it was offered in 1941 for use in the river museum opened by the Sons and Daughters in the Campus Martius Museum building in Marietta. The original river museum space in three basement rooms was insufficient for a packet cabin reproduction so it remained stored on the Greene Line wharfboat. There was some hope that the cabin could be reconstructed when an addition was put on the Campus Martius building after WW-II but this did not come about either. Sadly, a now regretted missed opportunity.



Cabin of the CHRIS GREENE lasted eleven years. The chandeliers were found on on both boats, selected by Mary B. Greene. The painting by Jesse Hughes above the forward doors is now at the Cincinnati library, rescued thanks to member Larry Walker.



ABOVE: The cabin of the TOM GREENE which was removed with the staterooms in the fall of 1936 to accommodate automobile shipments. BELOW: The CHRIS GREENE after the staterooms were removed, showing the location aft on the boiler deck of the side loading opening.



The Greene Line, with a focus on the L.&C. automobile trade now took aim at the competing Ohio River Transit Co. The former ferries FROMAN M. COOTS (2164) and CARY BIRD (0895) were well suited for hauling automobiles even if not very large while the OUACHITA (4354) filled in as needed and also still had her passenger cabin for possible potential use. On November 2, 1936 Ohio River Transit agreed to sell out to the Greene Line.

The CHRIS GREENE freight boat departed on her first trip to Louisville on November 9 with a load of 31 cars. Jesse notes that she left at 5:05 PM and arrived at 2:30 AM the next morning - 9-1/2 hours. The automobile hauling business kept the now expanded Greene Line busy, regular shipments providing a base for the package freight which continued in good volume. Examples: November 19 - TOM GREENE out with 58 and CARY BIRD in with 18; November 20 - CARY BIRD in with 58 and CHRIS GREENE out with 50, etc.

Bill Horne and his carpenter crew built new automobile loading ramps at the Louisville wharfboat and then ramps were built for the new Cincinnati wharfboat which was reported to be on its way down the river, towed by Earl Webster's sternwheel COAL CITY. The COAL CITY, 180 hp. Atlas diesel, was somewhat overmatched by the 360 foot wharfboat riding high but was reported passing St. Marys, West Virginia on November 17.

On November 21 the EVERGREENE was returning from her run to Huntington and overtook the struggling COAL CITY at Lock 30 below Greenup, Kentucky. The EVERGREENE tied in to help with the new wharfboat. The COAL CITY was having some engine problems and, even with the EVERGREENE helping, the trip down the river was hectic; at 5 PM they tied up for the night at Sciotoville, about ten miles down the river.

The next day the wharfboat waltzed around once or twice just above Lock 32 and gave the pilots fits before they got into the lock chamber. They tied up for the night at 10 PM above Lock 33 near Maysville, Kentucky. Before getting the unwieldy tow down to the East End of Cincinnati on November 23 it tore down a red light at Lock 34, hit the bank three times at Chilo, Ohio and was finally towed backwards from Lock 36 down to the old Marine Railway Co. landing.

The EVERGREENE and COAL CITY moved the new wharfboat down to the landing at the foot of Main Street on November 24 without further incident. The wharfboat was sided, roofed and finished inside at the landing; it would last until 1968 when, after sale for use as a boat harbor, it sank on October 26 at the site of the old Fernbank Lock & Dam below Cincinnati.

The year 1936 was truly a busy one for the Greene Line owners and various individuals connected with the several acquisition, construction and rebuilding projects. The company was the only game in town for the freight business between Cincinnati and Louisville by the end of the year. The enlarged passenger capacity of the GORDON C. GREENE made her into a lucrative proposition and Tom Greene's innovative management was developing an increasing following in the tourist trade.

* * *

For readers who have followed the Jesse Hughes diaries, here are several notes relating to family matters and news events which he recorded:

James "Jimmy" Hughes, a young relative who worked at the Huntington Terminal from time to time, died in Cincinnati on March 27, 1936. The funeral was held the following day with the Greene family and others attending.

Bruno Richard Hauptman, kidnapper of the Lindbergh baby, was executed at Trenton, N.J. at 8:47 PM on April 3, 1936.

Jesse's father Evan "Pap" Hughes died at Gallipolis, Ohio on November 30, 1936. He was buried in the cemetery at Long Bottom, Ohio where he had earlier been a farmer for a number of years.

December 10 - "King Edward of England gave up his job today."

A new grandson, Robert Prater, arrived on December 24, 1936 at the Ashland, Kentucky hospital.

The Greene Line paid its first dividend since 1922; Jesse received \$1,250 and loaned most of it back to help pay for new boilers for the CHRIS GREENE..

AN EXCITING DAY IN PARKERSBURG

August 28, 1883. "The familiar sound of the whistle of the old CHESAPEAKE greeted the crowd on our wharf as the new CHESAPEAKE came sweeping under the bridge. If i had been any other day but Sunday we would have expected a cheer. On all sides you could hear river men exclaim: 'She's a daisy,' 'Ain't she a clipper, though,' and such like expressions. When she made the landing everybody piled on. She made the trip from Wheeling here in less than 6 hours, having made five stops of considerable length.

The dimensions of the boat are length, 188 ft; beam 26 ft; 3 double flued steel boilers, 24 ft. long, 40 in. diameter. The cabin is full length and of natural, handsomely finished. There are 40 incadescent electric lights throughout the boat, in the cabin and on deck."

From *The Parkersburg Sentinel*, by John King.

- THIS AND THAT -

JIM STEPHENS, CITIZEN OF THE YEAR

The Marietta, Ohio Civitan Club surprised S&D Board of Governors member Jim Stephens on May 11 when it named him "Citizen of the Year." Jim had been invited to the dinner meeting to give a presentation on Ohio River floods but instead was the recipient of praise and the club's annual award.

Jim grew up in Parkersburg and has lived in Marietta since attending Marietta College in the late 1940s. He graduated in 1950 and did graduate work in American history at Cornell. For 15 years Jim taught history at Marietta High School and then became the financial aid officer for Marietta College.

Following his retirement in 1986 Jim has served on the Washington County Library Board, been a member of the Marietta Tree Commission and the Marietta Harbor Board. He serves on the Muskingum River Parkway Advisory Board and is currently the president of the Marietta Rowing and Cycling Club. He has led the annual Boatbuilding Workshop at the Ohio River Museum since its inception in 1991, taught classes on Ohio River bridges for the Learning in Retirement groups at Marietta College and is the official flood watcher for the city.

During the past two years Jim has authored a weekly newspaper column titled, "Spanning Marietta" which has followed the construction of the new downtown Putnam Bridge which is now nearing completion.

Hats off to Jim Stephens. Congratulations!

* * *

**GOLDEN EAGLE MUSEUM PRESIDENT
RECOGNIZED**

Tom Dunn, president of the Mississippi River Chapter kindly furnished a copy of the St. Louis Post-Dispatch of June 19 with a three column color photo of James V. Swift. The headline was startling, however: **NO LEFT ALLOWED WESTBOUND FROM BIG BEND INTO HOLMES!** and we wondered what Jimmy had been up to now. Had our boy's youthful flirtation with socialism come to light? Was Big Bend a forbidden country like Cuba? Had Holmes been somehow bent?

Post-Dispatch headline writers should be more careful - Jim Swift was being recognized as the font of all knowledge when it comes to Mississippi River history but that head was below the fold in the paper. He is also the current president of the Golden Eagle River Museum in Bee Tree Park.

The reporter, Joan Little, provides a good write-up on the life of Jim Swift. We didn't know, for instance, that the Swift family lived on a houseboat for a time when his father was a

river contractor building dikes in the Mississippi. Nor did we know that Jim spent his youth in the wilds of New Mexico before moving to St. Louis when he was eighteen. Ms. Little has provided a well deserved tribute to Mr. Swift for his dedication to the rivers for almost sixty years through the pages of The Waterways Journal.

What else is in the past of our friend and correspondent? We'll have to wait until his forthcoming autobiography titled, Backing Hard Into River History is announced later this year.

Oh, the headline which led us down the wrong path concerned some do-gooders trying to reduce auto mayhem on Holmes Avenue during rush hours.

* * *

O. O. BROWN CHRONICLES PADEN CITY

Longtime S&D member O. O. Brown is recognized as the historian of Paden City, West Virginia, located between Sistersville and New Martinsville. Glass making and the production of glassware created Paden City after the discovery of plentiful natural gas in the area around 1910 and O. O. Brown, age 95, watched the town grow and worked in the glass houses for many years. In 1942 he established Valley Cut Glass in New Martinsville and specialized in monogramming and hand cutting until his sight began to fail in 1955.

The Paden City Glass Manufacturing Co. operated from 1913 until 1951 and its products have become popular with collectors of West Virginia glass. Mr. Brown saved the various catalogues issued by the company including the personal catalogue of Sam Fisher, son of the founder and last president of the company. The Paden City glass was not identified by name, only by line and number which makes it difficult to identify. In April Mr. Brown's 224 page catalogue of Paden City Glass, including the Fisher one, was published by the Glass Press, Marietta and is said to be selling well.

O. O. Brown frequently contributes items of river history to these pages and otherwise keeps busy tuning pianos. He says, "When you have a hobby you don't get bored." Keep it up O.O.

* * *

BECKY THATCHER'S SILVER ANNIVERSARY

The Showboat Becky Thatcher, popular restaurant and showboat at Marietta, celebrated its 25th year with an opening-of-the-season observance on June 23. A number of people who have had a hand in directing the operation over the years and others were guests of Mike Giglio, a member of the present board of "The Becky."

The opening night production by a cast from Indiana State University was delightful.

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- AND MORE OF THIS AND THAT -

As items suitable for the S&D Reflector float in they accumulate in a folder - ready to be fished out when writing the copy for the forthcoming issue begins. There's an abundance of interesting material this time, too much to winnow out, so we extend This and That. The Editor.

TWO NEW MEMBERS

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HIDALGO COUNTY HISTORICAL MUSEUM

THE GRAY & BLUE NAVAL MUSEUM

Hidalgo County is termed South Texas along with Starr, Cameron and Willacy. The first three counties border on the Rio Grande River and hence the interest of Hidalgo County Historical Museum in membership in S&D. The museum has been in existence since 1970, located on the County Square, 121 E. McIntyre, Edinburg, TX 78539.

The museum is interested in expanding its information on steamboats on the Rio Grande which during the Mexican War (1846-48) and afterwards was an important route for supplies.

Jack White found this item in the *Cincinnati Enquirer*, May 19, 1847: "While the rain was pouring down the hardest yesterday morning, three companies of the 15th Regiment commanded by Capt. Vanderwenter, Jones and Hoagland marched down Main Street to the river in order to ship for New Orleans. The rain to them was nothing, - they did not mind it anymore than they would Mexican bayonets. One (company) was from the eastern part of our State and the others from Michigan, all went aboard the CAROLINA." This could be the CAROLINE, built in Cincinnati 1844, fate unknown - did she take the troops all the way to the Rio Grande? Maybe.

GRAY & BLUE NAVAL MUSEUM

This new member opened in Vicksburg in 1993 and is dedicated to preserving the history of the navies of the War Between the States. It houses a very large number of Civil War era boat models, 86 in all, 44 Union and 42 Confederate. Dioramas depict the Battle of Big Black River and the Siege of Vicksburg.

Displays are presently sponsored at the Mississippi Welcome Center in Vicksburg, The Yazoo County Historical Society in Yazoo City and the Grand Gulf Military Park in Port Gibson.

Gray & Blue Naval Museum is located at 1102 Washington St., Vicksburg, MS 39183. The Museum should have the Life of Capt. William R. Hoel, Civil War hero, carried in back issues (4) June 1996 through March 1997.

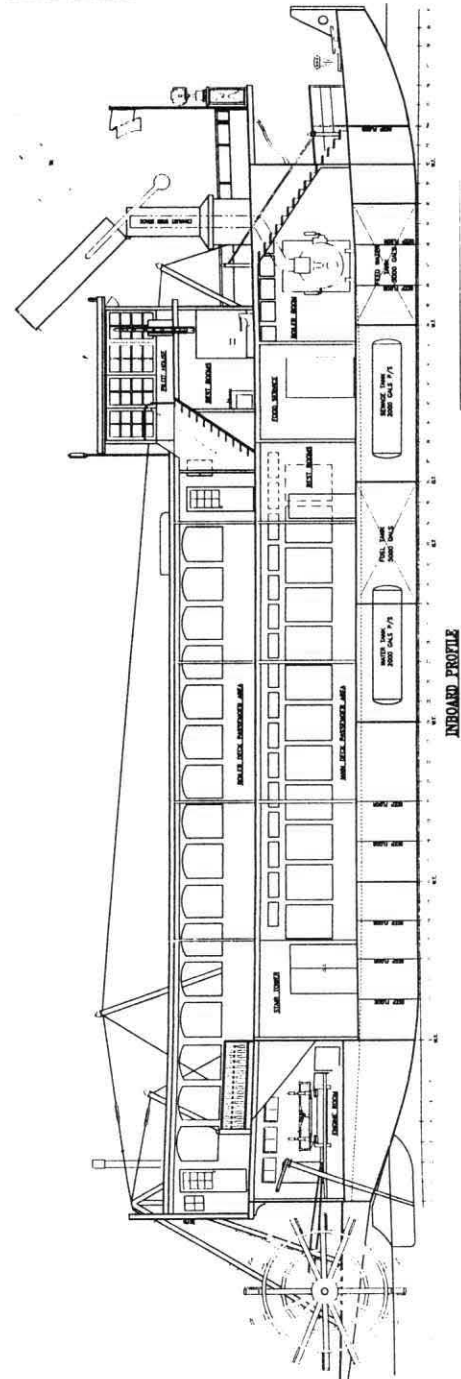
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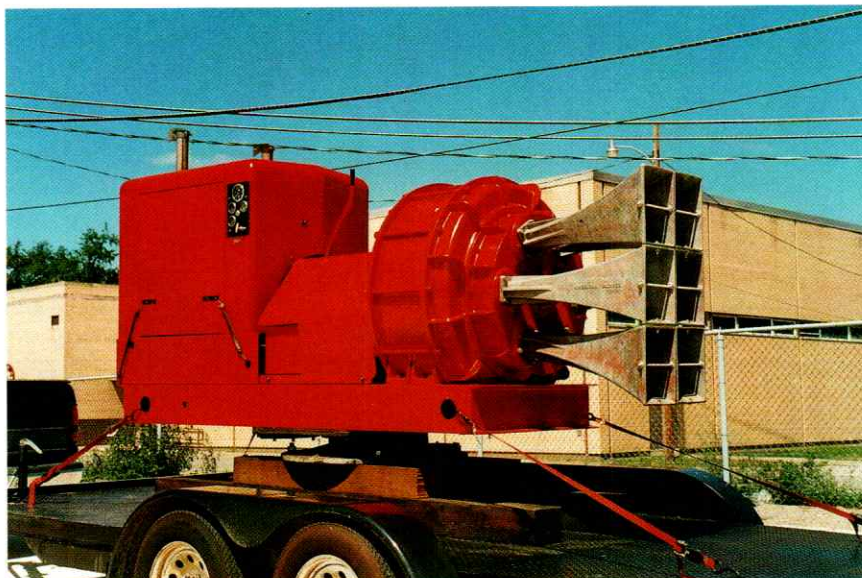
THE OHIO VALLEY PROJECT

Member Mike Giglio continues to pursue his dream to build a steam excursion boat to operate on the Ohio and Muskingum Rivers. The profile drawings for the proposed OHIO VALLEY have been drawn up by Marine Design, Inc., Gulf Breeze, Florida. Hull 120x28 ft., 138 ft. overall; under 100 tons, 250 passengers.

Here she is - judge for yourself. Str. Ohio Valley, Route 9, Box 59, Marietta, OH 45750

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Harry Barry, the whistle man from North East, PA, noted the availability of Whistle Echoes from the Ohio River Museum and laments that his "whistle" is not included. This Chrysler air horn, the world's loudest, has been restored by Harry, weighs 5,500 lbs. and is transported by a V-10 Dodge pickup. It was to sound the welcome for the new century but the town fathers nixed the deal.

S&D REFLECTOR BACK ISSUES

The S&D quarterly was designed and initiated by long-time S&D president Fred Way, Jr. The writing and layout is entirely Fred Way from 1964 until 1992. Back issues are available to fill out your files but supplies of several volumes are limited - First Come/First Served.

NOW PRICED: Current year and immediate prior year are priced at \$5 each; earlier issues \$3 each or four for \$10, postage paid. For issues older than Volume 9, (1972) check with the Secretary for availability. Ph. (740) 373-7829.

Order from:
Mrs. J. W. Rutter, Secretary
126 Seneca Dr.
Marietta, OH 45750



Now, here's a beauty of a whistle! It came from the towboat SAM CRAIG (T2243), owned by O. F. Shearer & Sons from 1948 until dismantled in 1957. Capt. Bert Shearer's son Ed acquired the whistle and had it refinished, now a dining room knick-knack.

Bert Shearer, Captain of the O-K Chapter, celebrated his 90th birthday this past spring, still enjoying boat riding.

AN EDITOR'S INGENUITY

The early "S&D Reflectors" are HISTORIC!

Few will know that Fred Way in the early years typed every page twice. To get justified columns, magazine style, with a typewriter in those dark ages was (1) type the copy through once and fill the unused spaces on a line with "x's"; (2) insert spaces here and there to fill out the line in the second typing.

Three or four "x's" in a line didn't faze the typist as he recopied every page and threw in double spaces at spots he deemed appropriate. It wasn't until the early 1980s that an electronic Panasonic typewriter with a reliable justifying feature came along.

The early Reflectors not only contain great reading but were reproduced with a technique too tedious to contemplate.

- BOOK REVIEWS -

Wild River, Wooden Boats

True Stories of Steamboating and the Missouri River

This is a collection of mostly first-hand accounts of packet boating on the Missouri River interspersed with introductions and background by the author, Michael Gillespie.

There is a short (ten pages) section on the early history of the use of the Missouri by explorers and fur trappers before the steamboat INDEPENDENCE made its appearance on the stream in 1819. The story of Missouri River steamboating is told through a series of excerpts from a variety of sources, some well recognized and others new to us and well chosen.

The titles of the five main chapters are:

"Steamboat Design & Operations" (development of the steamboat as adapted to Missouri River conditions, accommodations, etc.).

"The Fickle River" (navigation problems including those on several of the lower river tributaries).

"Working on the River" (crew makeup, piloting and learning the river and the life of a mud clerk told with his diary on the POLAR STAR in 1853).

"Sudden Death" (explosions and assorted mayhem),

"Up the Wild Missouri" (including an 1840 journal kept by Father DeSmet and stories by the respected Capt. Joseph LaBarge).

The compiler of this collection has, by and large, done a good job with his introductions. Sometimes his judgments of accommodations and conditions seem not to consider what were acceptable 150 years ago - deck passage was often chosen for sound reasons of economy and practicality by those moving west - it was not always, "a hellish

experience." Some quibble might also be made here and there for some technical descriptions but they are minor.

The author, Michael L. Gillespie, grew up along the river at Independence, Missouri and holds a degree in secondary education with an emphasis in history from the University of Missouri, Kansas City. He has put together interesting perspectives which gives the reader a good picture of river travel into the west when the river was the only way to go. The mostly first-hand accounts of events and conditions is the way we enjoy history.

Wild River, Wooden Boats, 147 pages with index and glossary, well illustrated and attractively designed, softbound. Priced at \$15.95 in book stores or plus shipping and handling from: Heritage Press, Rt. 1 Stoddard, WI 54658.

Lloyd's Steamboat Directory and Disasters on the Western Rivers 1856

This old standby by James T. Lloyd has fascinated river historians for generations. It is the history of steamboating during the first half of the 19th century told mostly from a catalog of the notable disasters beginning with the steam explosion aboard the WASHINGTON near Marietta in 1816. But not all of the contents relate to the sinkings, explosions, collisions and fires that destroyed a great number of those early boats; there are also tables listing names of licensed personnel (after 1852), tables of distances, records of speed between selected points and so-called "minor" disasters and a section on early railroads.

First published in 1856 and evidently widely distributed, original copies of Lloyd's in good condition bring prices higher

than a cat's back while the 1979 reprint by Young & Klein, Inc. of Cincinnati is no longer available.

A new reprint of "Lloyd's Steamboat Directory and Disasters" has just been announced by Land Yacht Press, Nashville, Tennessee. It reproduces the original in its entirety and adds a new introduction by Gregory G. Poole to give readers an overview of steamboating in Mr. Lloyd's time.

Mr. Poole has done a good job of providing information which sets the stage for a reader new to river history. He has used many sources familiar to most of the readers of the S&D Reflector such as Louis Hunter, Fred Way, George Merrick, Sam Clemens and others. The Introduction is a very readable, concise overview.

The new reprint is larger in format than the Young & Klein reprint which makes for a significant improvement in the readability of the old type font. The color cover uses an old steel engraving of an abandoned sidewheeler which may have come from a copy of Harpers magazine, suitable and attractive.

We are pleased to see this interesting and informative volume again available.

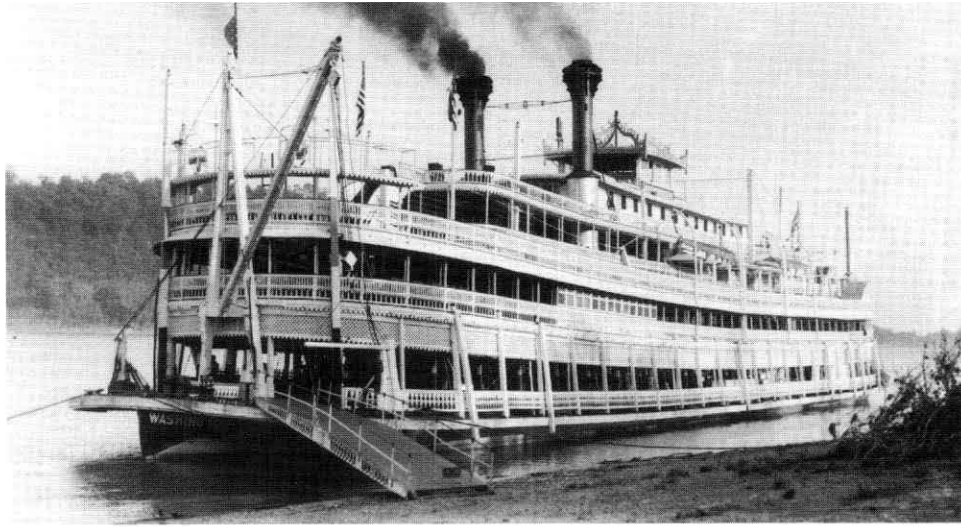
The reprint of Lloyd's Steamboat Directory and Disasters on the Western Waters is softbound, 6" by 9" size, 350 pages, price \$25.00 plus \$3.50 Priority shipping plus Tennessee state tax if applicable.

Order from the publisher: Land Yacht Press, P.O. Box 210262, Nashville, TN 37221-0262.

GARY LUCY EXHIBITION

Aurora Borealis Gallery in Aurora, Indiana announces an exhibition of the works of noted river painter Gary Lucy. Dates are September 9 - October 8.

There will be a reception with the artist at the Gallery the evening of September 16, 6-9 PM following his arrival at the public landing at 5 PM. Aurora Borealis Gallery is at Third and Judiacy in downtown Aurora.



WHEN THE WASHINGTON CAME TO TOWN

For most of the 1930s the Streckfus steamer WASHINGTON (5711) was the regular summer excursion boat on the Ohio River above Cincinnati. She tramped her way to Pittsburgh in the spring and many of the high schools in river towns had her booked a year in advance for the Senior Prom. Service clubs too sponsored community outings aboard the WASHINGTON, neat as a pin inside and out with the lively dance band directed by incomparable Fate Marable.

Fred Way took these two photos, probably the season of 1936. We do not know the locations of either of these but the faces below show the attraction for kids of a big, white steamboat, as exciting as the circus. The brick paved grade looks like a ferry landing - Wellsburg, Brilliant, Pomeroy, Gallipolis - not many clues but the sun is shining brightly. Times are tough with hand-me-down clothing obvious. The big sisters are watching over the younger siblings.

"Where did you come from, mister?" "When is the boat ride; how much does it cost?" "Gee, I wish I had 25 cents." "Are you taking our picture?"



- OBITUARIES -

ROBERT W. "BOB" LIPS

Capt. Bob (Bobby) Lips, 84, Kalispell, Montana died on May 18, 2000. He was born on July 31, 1915 in Pittsburgh, Pennsylvania to Edward and Anna Lips. On April 29, 1939 he married his high school sweetheart Betty Rosser who died in 1996.

He was a master-pilot for the Union Barge Line Co., later Union Mechling Corp., and retired in 1977. Readers will remember that Bobby Lips was often mentioned in the Clare Carpenter Recollections in this magazine. He was a faithful attendee for many years at annual meetings of the Union Barge Line retirees group held in Marietta the same week as the S&D meetings.

Capt and Mrs. Lips moved to Florida after his retirement. He relocated to Kalispell to be near his daughter in 1997 after Betty's death. In memory of his wife, he donated one of the pilothouse name boards from the Union Barge Line towboat C. W. TALBOT to S&D and it is now displayed at the Ohio River Museum.

He was preceded in death by his wife and older brother Edward. He is survived by his sister Betty Jane James, daughter Judy McBeth and her husband Mac of Kalispell, grandson Michael McBeth and granddaughter Patti Gardner and her husband Gary of Boise, Idaho and two great-grandchildren.

* * *

LEROY "BUZZ" HYER

Capt. Leroy Hyer, 77, died May 14, 2000. He was born July 29, 1922 at Hannibal, Ohio, son of the late William J. and Virginia Elson Hyer.

He was retired from The Ohio River Co., Midland Enterprises, Cincinnati and in recent years operated Hyer Tug & Harbor Service at Hannibal. River interests run through the Hyer

family as a distant relative was John Hyer, J. Mack Gamble's uncle and an owner in several packets in the 1920s; Capt. Hyer's son Richard is a pilot for American Electric Power (AEP).

Surviving are Richard Hyer of Milford; three daughters, Mrs. Hal (Rita) Zesiger and Mrs. Ronald (Rebecca) Miracle of Clarington, Rose Hyer of Hannibal and a sister Lorena Fetter of Barberton.

Burial was in Harter Cemetery, Hannibal, Ohio.

Our thanks to Fred McCabe for the info.

* * *

VERAMAE BROWN

Veramae Brown, 81, of Branblewood Heights, Marietta, Ohio died July 22 in Marietta.

She was born April 27, 1919 in Waterford, Ohio to Alva W. and Mattie Ewing Burchett. She married Nelson Brown March 28, 1937 who survives.

Veramae was a member and worker in many organizations connected with local history and river affairs in the Marietta area. She was secretary of her church for 40 years, a member of the Washington County, Lower Muskingum and Belpre Historical Societies a member of the Coast Guard Auxiliary and an advisor to two 4-H clubs. For twelve years she was a bus driver for Marietta City Schools. She and Nelson were regulars at S&D annual meetings and at the quarterly meetings of the O-K Chapter.

In 1976 the Zanesville (Ohio) Convention & Visitors Bureau decided to buy an excursion boat. They bought the diesel towboat BRYCE M. at Morrilton, Arkansas and had the boat lengthened and converted to carry passengers then hired Nelson and Veramae Brown. The Browns brought the boat up from Arkansas and then wiggled it up under the low Muskingum River bridges to Zanesville. Veramae and Nelson were the crew on the LORENA for about fifteen years and the boat is still in operation at Zanesville.

In addition to her husband, Veramae is survived by sons Charles Brown and wife April of London, OH and Nelson R. Brown and wife Diane of Greenville, SC; two daughters Nancy Sams and husband Marvin, Belpre, OH and Peggy Saylor and husband Lee, Liberty, MO; ten grandchildren and thirteen great grandchildren.

Burial was in East Lawn Mausoleum, Marietta.

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- PASSAGES -

CAPT. JACOB C. H. MEANLEY

Capt. Jake Meanley, 51, co-owner of the Memphis Queen Lines, Memphis, Tennessee died June 10, 2000. Jake began his interest in the river and boats at age 12 when he helped his father Tom Meanley after he bought the excursion boat MEMPHIS QUEEN II and a barge in 1960. He restored steam launch RUTH which dated back to the Union gunboat KEARSARGE during the Civil War.

Thanks to Bob Reynolds for the info.

* * *

JOSEPH R. McMASTER, JR.

Joe McMaster, 76, died at West Palm Beach, Florida, June 7, 2000. He was born in Sewickley, Pennsylvania October 10, 1923. He was a fairly recent member of S&D and could claim to some river pioneering.

Among a lifetime of off-beat projects around the world Joe McMaster was involved with the design and building of the diesel towboat ROCKET in 1957. This was the brain-child of Walter Huckabee who had been a marine engineer for the Dravo Corp. and then the designer of pilothouse electronic control consoles.

Huckabee, Inc. had a shop building where the pilothouse control consoles were fabricated near Ferry and Chadwick Streets in Sewickley, Pennsylvania and this where the ROCKET was

THE WHISTLE SIGNALS

completed. Still operating today, ROCKET is 72x21.1x8.6 feet and when built had twin props and 580 hp.

This back-alley boatyard in the middle of town caused much local interest. The big event was moving the boat through a tangle of overhead utility lines for three miles over city streets. Two lanes of the Ohio River Boulevard were blocked for more than an hour and then trains were stopped on the Pennsylvania Railroad main line while ROCKET crossed the four tracks to get to the river.

She was to be launched into the Ohio at Leetsdale, Pennsylvania where the trailer sank into the mud and couldn't be budged. The stern of the boat was just into the water; ROCKET's engines were fired up and with her ersatz-Kort (non-licensed) propeller shrouds pulled herself off the trailer and out into the river. She floated right on her marks.

Needless to state, after the furor caused by the launching of ROCKET no sister boats were built in Sewickley.

* * *

THANKS TO RICK KESTERMAN

At the spring meeting of the Middle Ohio River Chapter on April 8 the members presented a plaque to chapter president Rick Kesterman in appreciation for his efforts on behalf of S&D at the Cincinnati Tall Stacks. The plaque which Rick is holding in the accompanying photo reads in part:

"In recognition for his efforts and leadership on behalf of the M.O.R. and S&D at The Tall Stacks - 1999 celebration."

Beneath is listed the volunteers who assisted at the S&D display which was set up on the W. P. SNYDER JR. Jim Schenk is making the presentation.

Thanks for the efforts of M.O.R. from all of us in S&D.

Photo by Gayle Hindman.

I am a vessel; called a steamboat sometimes,

This is my whistle, I give it in rhyme.

Five little short ones, there is danger you see,

Four little short ones, there is a hail for thee.

Three little short ones we blow for a call,
Come to the river bank, we may need you all;

While two long blasts in day or in night,
It to pass to the left and not to the right,
One long blast as we come together
Is to pass to the right, in all kinds of weather.

The long and two shorts for a pilot, a man
With plenty of knowledge, nerve and sand.

The short, long and short, the sounds
strange may seem

That I want a fireman who can make
plenty of steam.

But there is another, three short little
blasts.

Good health in the future, kind thoughts
of the past.

Last, but not least, the long, short and
long,

I want a deckhand, healthy and strong.

The pleasures and hardships they have in
store,

Be banished forever, God pity the poor.

W. J. Duffy.

(Capt. William J. Duffy was from Marietta, OH and owned several small towboats used for job towing and contracting jobs 1900-1920)

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- BACK COVER -

In keeping with the story about the growth of the Greene Line during 1936 we decided to use this view of the Cincinnati Landing with the Greene fleet all together. It is a little later than 1936, probably 1939-1940, and taken from the Suspension Bridge.

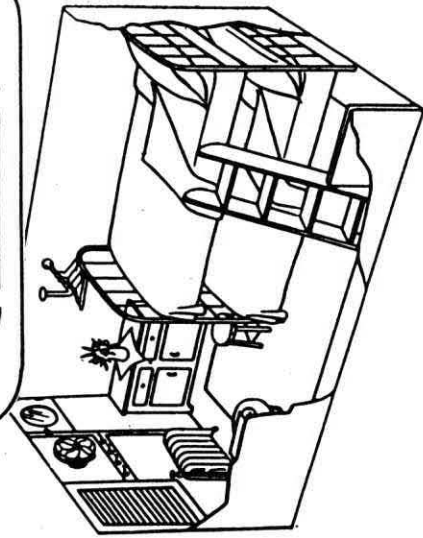
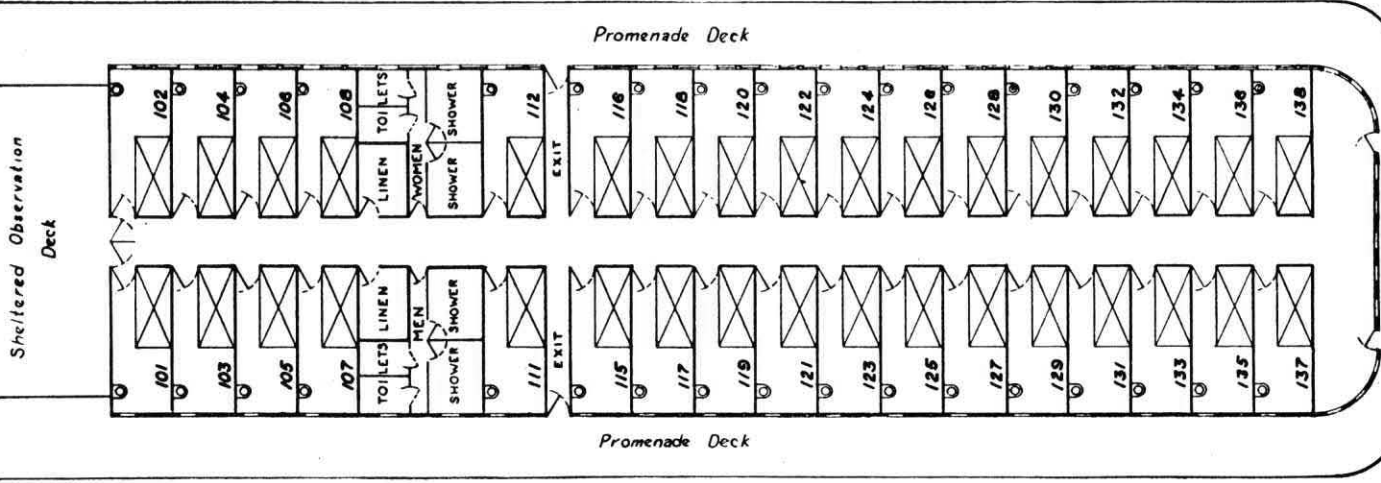
The big wharfboat built by Dravo and delivered in the fall of 1936 is the centerpiece around which the boats are clustered. At the bank below the wharfboat on the left is the CARY BIRD, the TOM GREENE is next to her and outside the TOM is Dravo covered barge #1069. The CHRIS GREENE is at the lower doors of the wharfboat with the GORDON C. GREENE nosed in above and the EVERGREENE lying outside of her.

The roof of the Coney Island Wharfboat is just visible beyond the stacks on the CHRIS. The ice piers can be seen between the Central and L&N Bridges. The covered cargo barge may have been used for other freight when the boats were blocked off with shipments of automobiles - our supposition.

Photo by Fred Way, Jr.

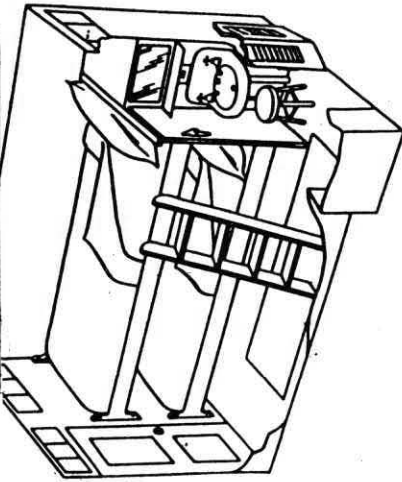
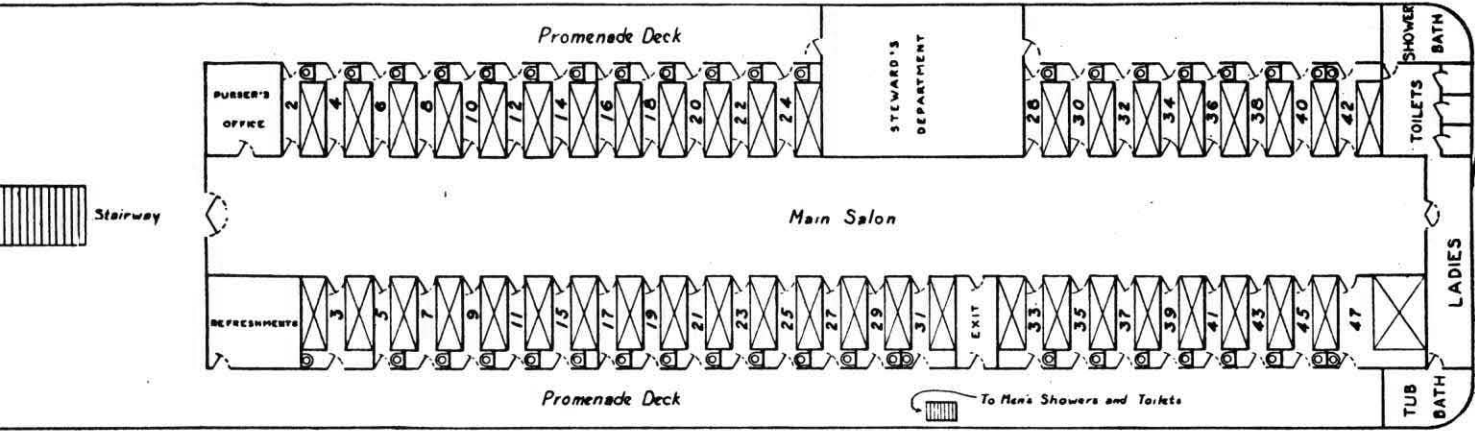






Texas Deck

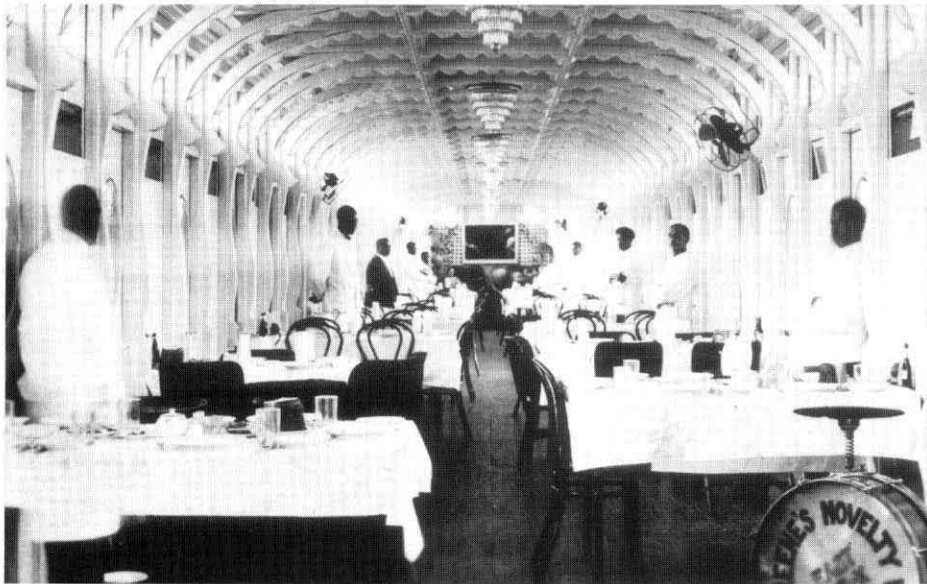
- All staterooms on the Texas Deck are outside rooms and are equipped with both hot and cold filtered water, electric fans, and are attractively furnished with double deck beds.



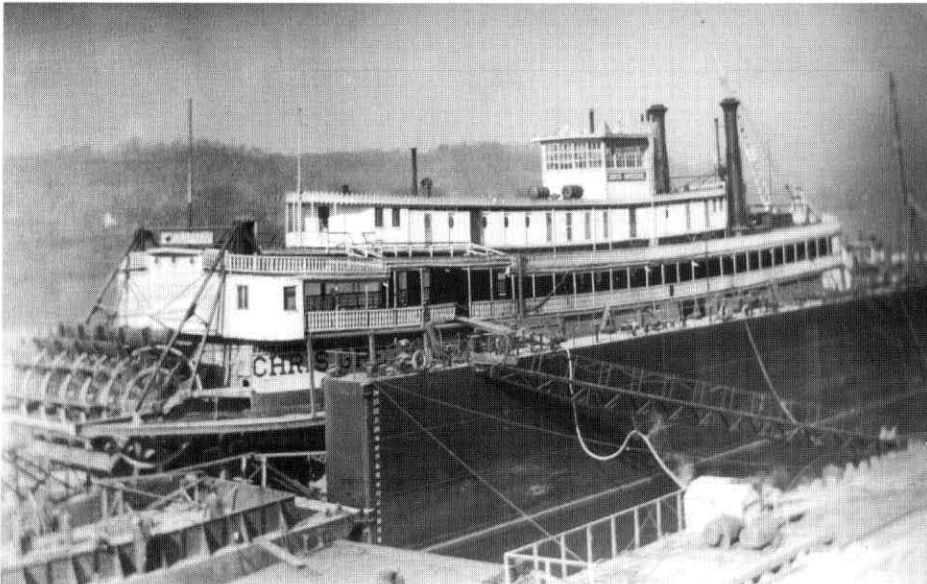
Cabin Deck

- All staterooms on the Cabin Deck are outside with door leading to outside deck as well into Main Salon. They are equipped with both hot and cold filtered water, electric fans and furnished with comfortable lower and upper steamer berths.

GORDON C. GREENE after the addition of the spacious Texas rooms. Cabin Deck passengers found the men's bath one deck down a minor inconvenience. The observation room at the aft end of the Texas later became rooms 139 & 140.



ABOVE: The cabin of the TOM GREENE which was removed with the staterooms in the fall of 1936 to accommodate automobile shipments.
BELOW; The CHRIS GREENE after the staterooms were removed, showing the location aft on the boiler deck of the side loading opening.



Cabin of the CHRIS GREENE lasted eleven years. The chandeliers were found on on both boats, selected by Mary B. Greene. The painting by Jesse Hughes above the forward doors is now at the Cincinnati library, rescued thanks to member Larry Walker.