

# S & D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



Vol. 55, No. 2

Marietta, Ohio

June 2018

## W. P. SNYDER, JR. Centennial (Part 1) Autos by Boat on the Inland Rivers Cruising on GORDON C. GREENE 1944



## Front Cover

This view of the Cincinnati riverfront was snapped some time between July 27 and August 8, 1947. In the foreground is Ohio River Company's OMAR (T1958) downbound with four loads of coal. She would eventually become RHODODENDRON, West Virginia's Centennial Showboat in 1962, and end up in Clinton, IA as a museum/theater. Landed at the Coney Island wharfboat is ISLAND QUEEN. In less than six weeks she would be no more, lost by fire at Pittsburgh. And just above the Suspension Bridge pier is Greene Line's newly arrived DELTA QUEEN, soon to depart for Dravo. Laid up inboard of DQ are TOM and CHRIS GREENE. *Photo from Murphy Library.*

is a contributor to S&D, you could get him to do an article about that operation — from the river and ferryboat point of view, of course.”

💡 The photo Tom mentions shows the Dubuque-built sidewheel ferryboat HENDERSON before her delivery trip to Evansville. As mentioned, she transported interurban cars between that city and Henderson, KY across the river. We just might publish that photo in these pages some day, especially on the chance that Charles Bogart could be reading this letter and would consent to providing the details for our readers. Thank you to Tom, and to Charles in advance!

## New NATCHEZ CD Released for New Orleans' Tricentennial

Capt. Doc Hawley has our thanks for sending along an early release of New Orleans Steamboat Co.'s newest CD: "Steam Calliope Concert Tricentennial CD." Featured on this dandy disk are recordings of NATCHEZ's bell, whistle and paddlewheel, along with steam calliope medleys by three generations of NATCHEZ performers, Capt. Hawley, Debbie "Ms. Calliope" Fagnano, and Matt "Bubba" Dow. All were recorded in honor of the Crescent City's Tricentennial this year. Contact New Orleans Steamboat Company or their website for information about price and availability. We give it four stars. 🌟



**STEAM CALLIOPE  
CONCERT  
TRICENTENNIAL CD**

**STEAMBOAT  
NATCHEZ**  
New Orleans,  
Louisiana

Featuring Three Generations of  
CALLIOPE PLAYERS!

Capt. Clarke "Doc" Hawley  
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Matt "Bubba" Dow



## Reflections from Our Readers

John Ellis writes: "Thought your son might like to have this picture of what looks like a Nichol and Co. calliope being played aboard the JOE FOWLER. It must be the one I described as having been taken off the showboat SUNNY SOUTH, which was built by the Popes a few years earlier."

💡 Yes, indeed it is a Nichol instrument. John's photo shows Gus Fissmer at the keyboard, probably snapped the year after the Way family joined the Popes on their Pittsburgh-St. Paul round trip in 1914. John's photo has been duly forwarded to Jonathan along with his greetings and compliments.

Tom McNamara writes: "Received the latest S&D REFLECTOR — lots of good reading. Jonathan did a super job on the Nichol piece. Too bad our fair city has destroyed that whole area along the river front. Thanks for the photo of the ferry HENDERSON. I did not know about interurban cars being ferried across the river. Trying to find out more, I went to Charles Bogart's book *Yellow Sparks Over the Blue Grass, Vol. I*. He's got considerable info about the Henderson operation in there. So maybe since he

## Program Announced for S&D's 79th Annual Meeting

The 79th Annual Meeting of S&D will be headquartered at Lafayette Hotel in Marietta on September 14-15, 2018. This year our Friday evening Meet and Greet will take place aboard the VALLEY GEM during a Moonlite Excursion from 8:00-10:00, departing from the Marietta public landing opposite the Hotel. Tickets are \$18/person, and reservations need to be made by September 7 using the special order form enclosed with this issue.

Our Annual Business Meeting will begin a half hour earlier than usual at 9:00 a.m. Saturday morning in the hotel's Sternwheel Room. Financial and membership reports, grants awarded by the J. Mack Gamble Fund, and updates from Ohio River Museum, affiliated chapters, river museums and libraries, are all on the agenda. Nominations and elections for the officers and three Board members will also take place. Nominees for these positions should be forwarded to Barbara Hameister or Ruth Guenther by September 7.

Immediately following the annual meeting, all members and guests are invited to Ohio River Museum and W.P. SNYDER, JR. for an 11:30 ceremony with Ohio History Connection celebrating the Centennial of the SNYDER. A special photo exhibit honoring the historic towboat is on display at the Museum, and is something you will want to see. Following the ceremony and rechristening of the SNYDER, a cold cut luncheon at \$14/person will be served aboard the VALLEY GEM's new Party Barge adjacent the Museum at 12:30. Luncheon reservations should also be made on the enclosed reservation form. A steam traction engine will be on the Museum grounds to allow us to



blow several steamboat whistles, along with the possibility of hearing the Morecraft steam calliope owned by Amherst-Madison.

The Annual banquet at the Lafayette begins at 6:30 that evening.

## IN THIS ISSUE

### Columns

<i>Reflections from Our Readers</i>	2
<i>Getting Posted Up</i>	5
<i>Meet Our Contributors</i>	6
<i>Small Stacks</i>	28
<i>Final Crossings</i>	30

### Features

<i>Cruising on GORDON C. GREENE</i>	7
<i>W. P. SNYDER, JR. Centennial (Part 1)</i>	8
<i>Auto Boats on the Inland Rivers</i>	12

### Articles/Pictures

<i>New NATCHEZ CD Released</i>	2
<i>Program for S&amp;D's 79th Annual Meeting</i>	3
<i>Amazing Assortment of Freight</i>	24

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Menu choices are prime rib (\$30), salmon (\$29) and lemon chicken (\$25). Contact the hotel at 800-331-9396 or 740-373-5522 to make your banquet and hotel reservations. Our after dinner guest speaker is Capt. Clarke "Doc" Hawley, veteran of over fifty years aboard tourist and excursion steamboats. Doc's program promises to be most entertaining and informative, and one you will not want to miss. Come join us for a truly memorable weekend! 

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

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America's Steam & Diesel  
Riverboat Magazine

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# S&D REFLECTOR

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of Pioneer Rivermen

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Marietta, Ohio June 2018  
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The name of this publication comes from the *Fleetwood Reflector* published in 1869 aboard the packet FLEETWOOD. This quarterly was originated by Capt. Frederick Way, Jr. in 1964.

Correspondence is invited and serious papers on river related history from our readers are always welcomed. Please check with the Editor before sending any material on a "loan" basis.

David Tschiggfrie, Editor  
2723 Shetland Court  
Dubuque, IA 52001  
reflector@comcast.net

## REFLECTOR BACK ISSUES AND INDICES

Copies of the current or prior years are available at \$8 each, postpaid for subscribers, and \$10 for all others.

Indices for five year increments of the quarterly, 1964 through 2003, are available for \$5 per volume. The 2004-08 index is available in CD format only for \$11 postpaid.

Orders should be sent to PO Box 352, Marietta, OH, 45750 for these items.

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There are two classes of subscription - full and family. Full subscription includes the quarterly S&D REFLECTOR, admission to the Ohio River Museum and towboat W. P. SNYDER, JR. at Marietta, and voting rights at the Annual Meeting. Family subscribers enjoy all privileges except the REFLECTOR.

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## Getting Posted Up

### A Clearer View to the Past

It is a rare opportunity to be able to transform a vague memory into an image that is sharp and focused in its clarity. And it is even more amazing when that opportunity comes about quite by happenstance. And when all of this can be done for a friend, and then only discovered after the fact, it truly is an amazing thing.

Several years ago, your editor, in the company of Capt. Jim and Annie Blum, was visiting at the Cincinnati home of Jim's cousin Tom McNamara and his wife Barbara. Discussion at one point turned to our childhood memories and early experiences of the river and its boats. Somewhat wistfully, Tom recalled having been aboard the ISLAND QUEEN only once as a young boy, and that during her last summer of operation in the Coney Island trade. And then Tom remembered, almost as an afterthought, that as he stood on the stern of the IQ that day, he happened to turn his gaze downriver toward the Suspension Bridge, where he had a fleeting, hazy recollection of seeing a very big, gray steamboat landed there. "That must have been the DELTA QUEEN," he mused, "before she left on her way upriver to Dravo." But that memory and vision was at best indistinct, and one that had been nearly forgotten after all those years.

This past April, as your editor began preparations for our June issue, he had chosen a cover photo to illustrate one of our feature stories on the W. P. SNYDER, JR.'s Centennial. Because of a difficulty with the photo selected, a different view would need to be chosen. As chance would have it, the replacement picture is the one which now graces our front cover. In editing and cropping that photo, the image suddenly came into clearer focus for this writer because of its significance. This picture could very well represent the view Tom saw that summer day over seventy years ago! Perhaps, just perhaps that fuzzy memory has been given clarity again. If so, we offer this view to our friend with our best wishes. And we offer it as well to you, our readers, as part of the mission that this magazine serves.

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Editors and writers don't often have a chance to make this connection with their readers, but when it does occur, it is truly a gift and a joy. Here's hoping that you, too, are finding memories made brighter, clearer and more enjoyable through the images and stories that are shared in the REFLECTOR. 



## Meet Our Contributors

**Dale Flick** (*Cruising on GORDON C. GREENE in 1944, p. 7*) is our faithful S&D Treasurer and a regular contributor to the REFLECTOR.

**Bill Reynolds** (*W. P. SNYDER, JR. Centennial – Part I, p. 8*) graduated from Kent State in 1970 and spent some time working with Western Reserve Historical Society after entering the Army and serving as a combat medic in Vietnam. In 1973 he had some spare change left over from being in the Army and so he bought some land on the banks of the Muskingum. In need of a job, Catherine Remley hired him to work at the museum and thought Bill would fit in best working with Dale McCoy on the SNYDER. Bill adds, “Did I mention that I stopped by the museum every week until Catherine hired me?” With nowhere to live, Bill was allowed to take up residence on the boat along with his Siamese cat who loved getting stuck on the paddlewheel. From that moment on, it was a love story that involved getting an engineer’s license to better understand the workings of the steamboat. Bill found a great instructor in Denver Huggins who had worked most of his life on steam towboats. At his first S&D meeting he was introduced to cheap beer and Limburger cheese, but most importantly, to fine members like Capt. Way, Bob Thomas, Durward Hoag, and many others including Nelson Jones and some young kid named Jeff Spear. Over the years great discoveries have been made about the SNYDER thanks to folks like Barb and B.G. Ritts, whose grandfather was in charge of fleet operations for Crucible Steel and many others. Bill reflects that “sometimes the SNYDER makes you feel like a detective prying the inner secrets out of her. There is more work to be done, more mysteries to solve, and maybe a few more trips down river left in my love affair with this grand old boat.”

**Capt. Bill Judd** (*Auto Boats on the Inland Rivers, p. 12*) is a longtime Board member, Board chairman, advisor, and a past contributor to these pages. He is hard at work on two other features for us, and so we can’t wait to hear what Capt. Bill has up his sleeve.

ROMANTIC  
*River Cruises*  
 through the

**OLD SOUTH  
 and SCENIC NORTH**

**KANAWHA — OHIO — TENNESSEE  
 AND MISSISSIPPI RIVERS**

**GREENE LINE STEAMERS**  
 Foot of Main St. — MAin 1445  
 CINCINNATI, OHIO

*Images from Greene Line brochure courtesy of Dale Flick.*



**September 14-15,  
 2018**

**79th Annual  
 S&D Meeting**

# Cruising on GORDON C. GREENE 1944

By Dale Flick

*“There is something fascinating about steamboating on the Ohio, Tennessee and Mississippi. It harks back to the romance of the show boats, to the sparkle of Southern Plantation life, to the singing of darkies and the strum of the banjo, to enchanting days when life seemed less hurried and more peaceful.”*

This text from a World War II Greene Line Steamers green, black, white, and gray brochure printed in 1944 for the steamboat GORDON C. GREENE, appealed to the prospective passenger lucky enough to have some time away from the war effort with money to spend, while many were in uniform, working long hours in the war plants and business offices. The tiny text, to save printing costs, met the requirements for rationing paper and ink. For years the Greenes printed brochure stock with no date, retaining the same cruise rates. Any changes could be found simply by following the advice: “For further information write or phone Greene Line Steamers, Foot of Main Street, Cincinnati, Ohio at Main - 1445 or consult your travel office.” At least one of the references reflects a different society in terms of its social awareness and manner of speaking about one another.

The GORDON C. GREENE (Way 2387), though known to many of our readers, may require a bit of prior history in review. She was built by Howard Shipyard at Jeffersonville, IN in 1923 as the CAPE GIRARDEAU for Eagle Packet Co. of St. Louis. Designed by Tom Dunbar, her hull measured 210 x 38 x 6.5. The engines, 18's - 8ft. stroke, came from FERD HEROLD, with steam supplied by three boilers. Fred Way's entry in the *Packet Directory* provides additional information. And when we need to know, we consult our sage scholar.

Greene Line purchased the CAPE in March 1935 and changed her name to GORDON C. GREENE in honor of the founder of the packet company. She operated in the passenger and freight business between Cincinnati and Pittsburgh 1935-1936, with

'tours' in spring and fall. 1936 saw two alterations adding a second Texas deck and elevating the pilothouse an additional 28". Her Texas was again altered in 1937 with the pilothouse raised another 2 feet. All rebuilding was done by her master carpenter, crew and officers at the foot of Main Street in Cincinnati. As the Greene Line's "new boat," she made Mardi Gras trips in 1938, 1939, 1941 and 1947 with no Mardi Gras celebrated during World War II. Robert H. 'Bob' McCann served as Purser nearly all of her career as "the voice of the Greene Line" over her PA system, long before the term 'Riverlorian' came into vogue. The boat's "Refreshments" room on Cabin Deck was known as "Uncle Tom's Cabin", but served no liquor. Although war rationing curtailed much of the distilling business, her experienced passengers discreetly carried aboard their own private stock. Capt. Tom Greene and his mother, Capt. Mary B. Greene, ran a friendly, family-style operation eminently successful financially and termed by Fred Way as "the goose that laid the golden egg for the Greene Line."

She burned coal until four new boilers were installed with oil burners early in 1941 prior to the Mardi Gras trip. Time and place were lucky for the GCG, because that December America entered W.W.II, resulting in the near instant disappearance or rationing of heavy equipment, iron, steel, copper, brass, insulation, lumber, vital piping, silk, nylon and other cloth for the war effort. These shortages could have forced the GCG to burn coal until well after the war—or she could possibly have been prevented from running at all if it appeared she made no real contribution to the war effort. A prominent notice in the brochure speaks to the tenor of the times: "WARNING—By order of the U.S. Government NO CAMERAS OR BINOCULARS of any description will be permitted ABOARD ANY VESSEL navigating inland waterways. Any cameras or binoculars brought aboard will be subject

*Continued on page 26*

# W. P. SNYDER, JR.'s Centennial (Part I)

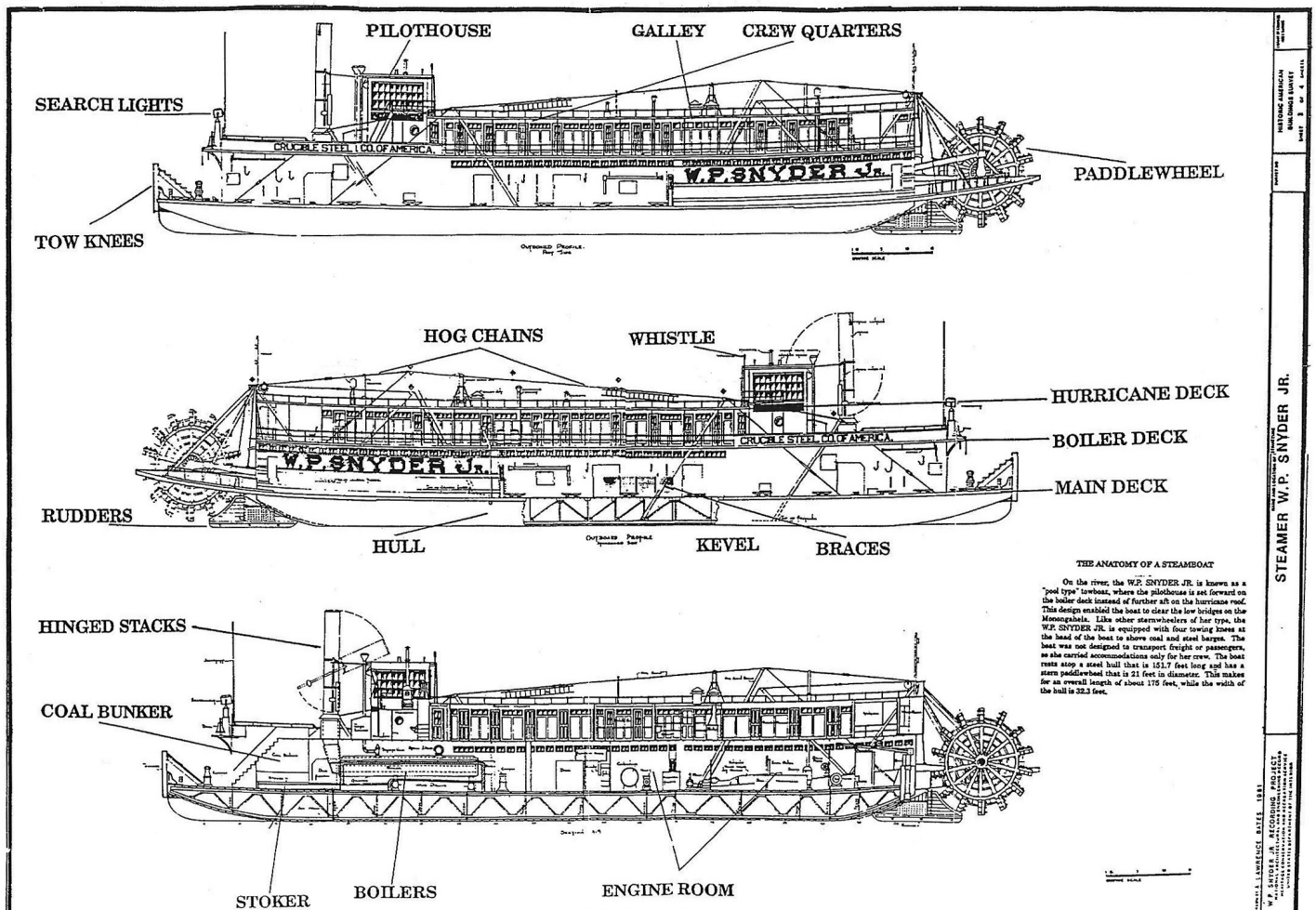
By William Reynolds

On February 21, 1918, the W. H. CLINGERMAN (T2565) was launched at the Allegheny River boatyard of James Rees and Sons Company, well-known steamboat and engine builders. Constructed for the Carnegie Steel Company, she was named for the president of H. C. Frick Coke Company. Her designer was the Rees firm's noted marine architect Thomas Rees Tarn, who had also designed the new ferryboat IDLEWILD for the West Memphis Packet Company four years earlier. Tarn would go on to design many well-known steam sternwheel towboats, including all of the boats built for Upper Mississippi's Federal Barge Line at Dubuque Boat and Boiler Co. and at Howard Shipyard in the mid-1920s and early 30s.

Her sister towboat HOMESTEAD (T1122) would be launched in June of the following year,

and according to Capt. Way, would be the last steamboat built at that location. Both boats were pool type towboats with their pilothouses set forward on the boiler deck instead of further aft on the hurricane roof, allowing passage under low bridges on the Monongahela River.

The CLINGERMAN's hull was of riveted steel, 151.1 x 28.4 x 5.2, but would later be widened to 32.5 feet. With sternwheel, her overall length was about 175 feet. The tandem compound condensing engines placed aboard were built by Rees, 14's, 28's with 7-foot stroke and rated 750 hp. Steam was supplied by four conventional Western Rivers return flue boilers, each 28 feet long and 44 inches diameter. Bituminous coal was used as fuel and was fed into the furnaces from bunkers located forward by two steam-driven stokers. Measuring 21 feet in diameter and 29 feet long, her sternwheel had sixteen buckets

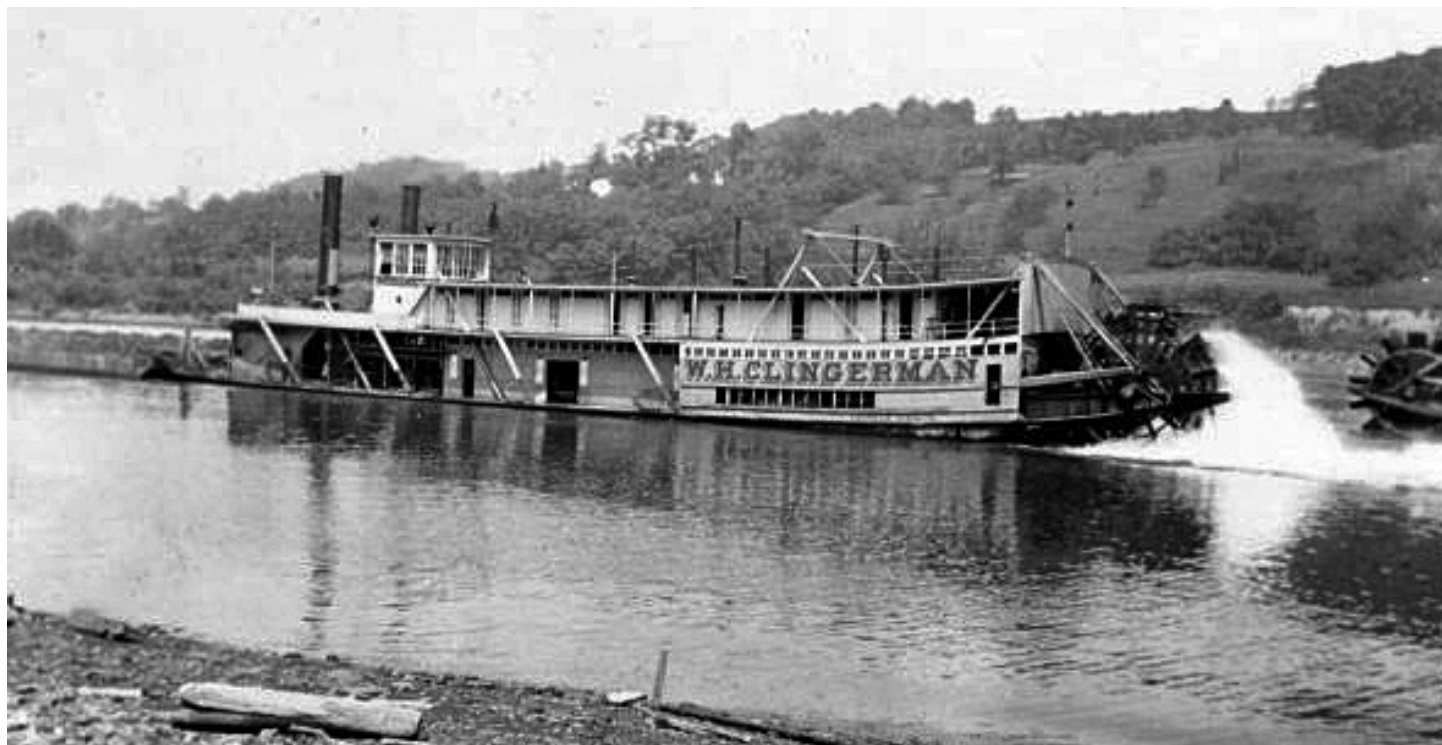




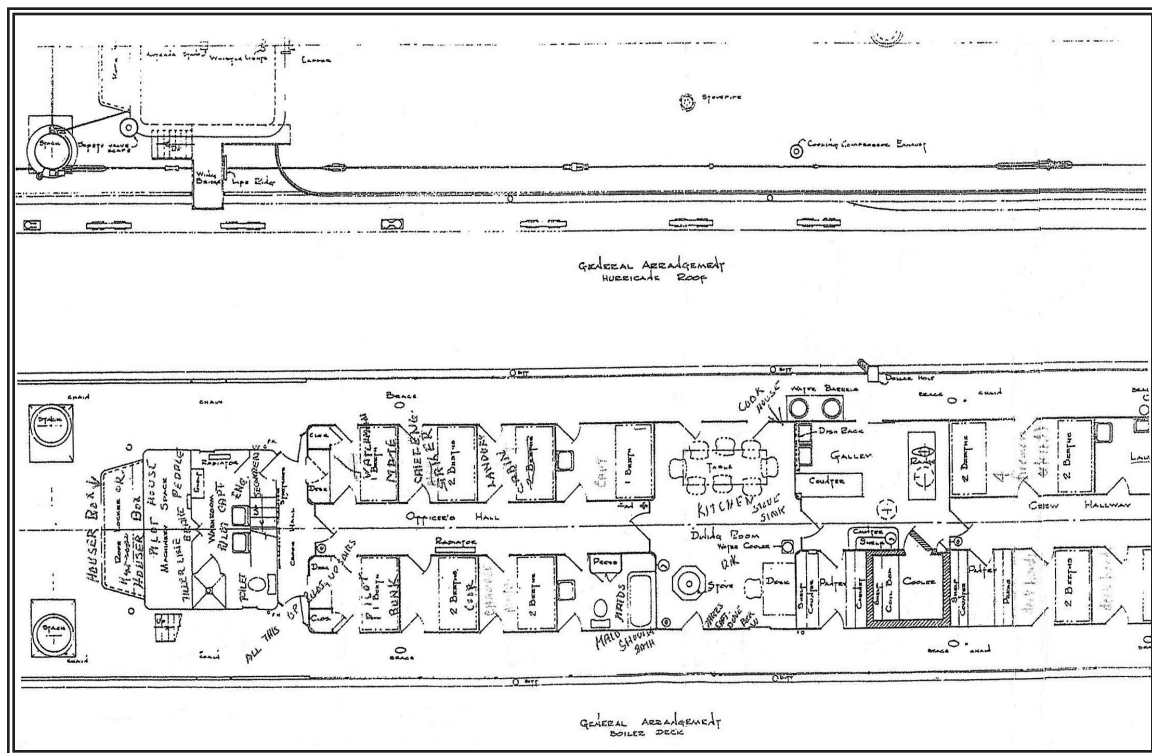
with a 36 inch dip. And as would occasionally happen with whistles on steamboats, the CLINGERMAN's original whistle would be replaced thirty years later by that from Crucible Steel Company of America's towboat CRUCIBLE (T0528), originally the wood hull towboat CHARLEY JUTTE (T0396).

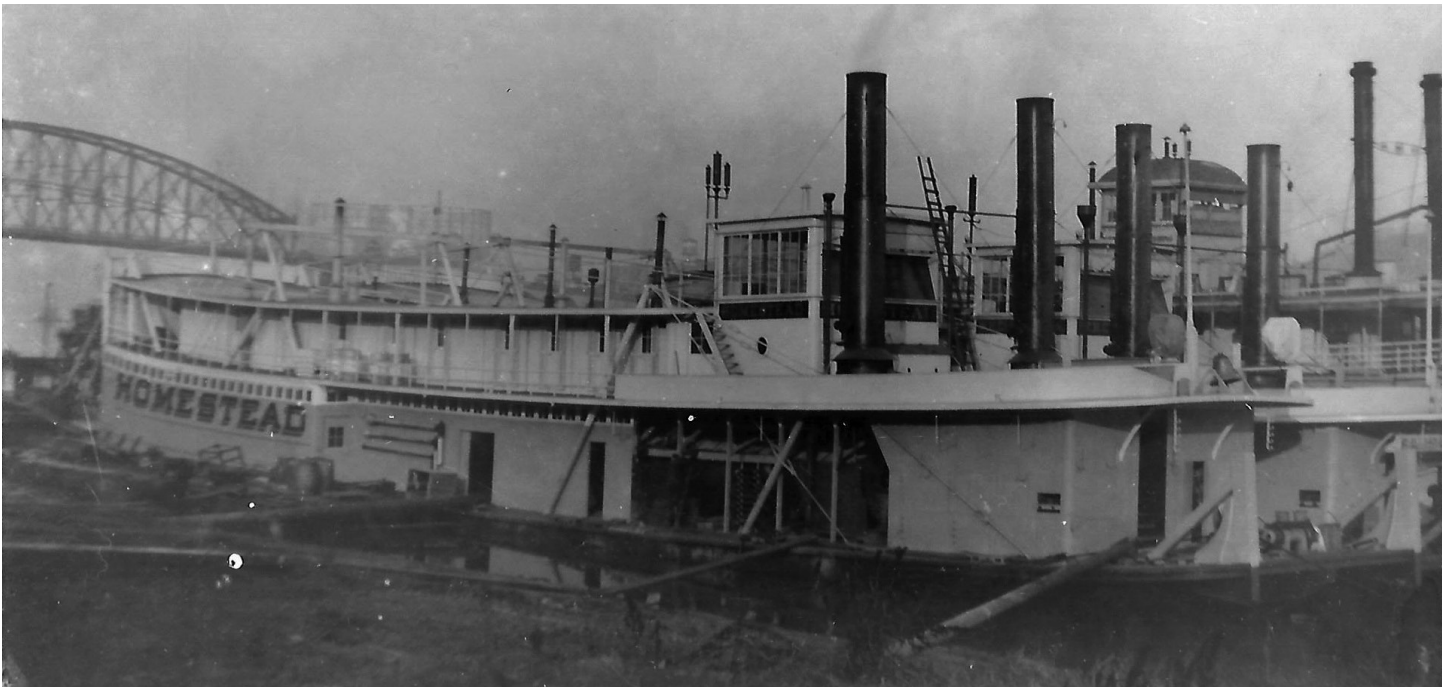
The maiden trip of the CLINGERMAN to Ambridge, PA and return was made on November 23, 1918. Capt. A. O. Ackard was her master that

first year, followed by Capt. Cal Blazier and later by Capt. W. J. Cook. In normal service, she carried a crew of 17 consisting of 1 master, 2 pilots, 1 cook, 2 maids, a chief engineer and 2 strikers, 1 mate, 4 deckhands, 1 watchman, and 2 firemen. She was used principally to tow coal barges from the mines along the upper Monongahela to the Carnegie Steel mills in Clairton, PA twenty-one miles from Pittsburgh. On several occasions she also towed steel, and made at least one trip as far south as Memphis.



**Opposite page:** Profile drawings of SNYDER showing location of areas on the boat. **Top, this page:** Towing coal during her years on the Monongahela for Carnegie Steel. The CLINGERMAN ran between mines on the upper end of the river and Carnegie's plant at Clairton, PA from 1918-1938. **Bottom, this page:** General arrangement deck plans for boiler deck and roof of CLINGERMAN. Murphy Library photo. Diagrams courtesy of Ohio River Museum.





Today, as the W. P. SNYDER, JR., the towboat possesses many features found on nineteenth century steamboats. In 1918, the Rees firm was still testing steel hulls, so the CLINGERMAN continued to carry hog chains which were designed to strengthen the hull and keep the boat's bow and

stern from sagging. As it later proved, steel hulls had more than enough strength in and of themselves to prevent this hogging.

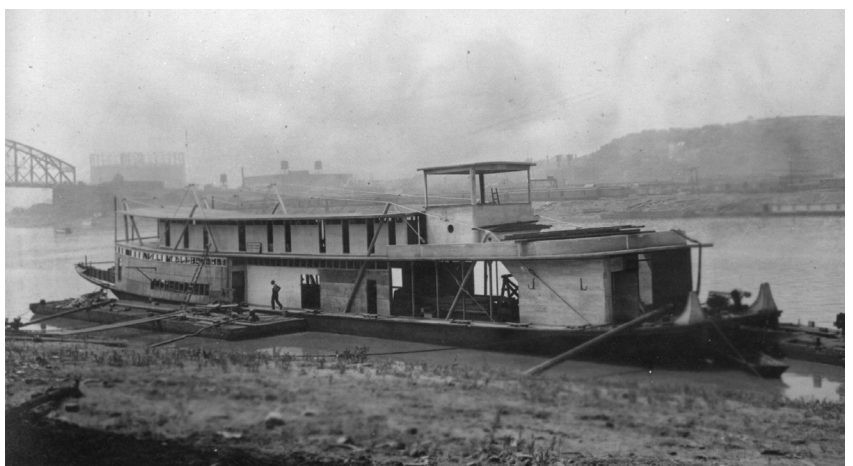
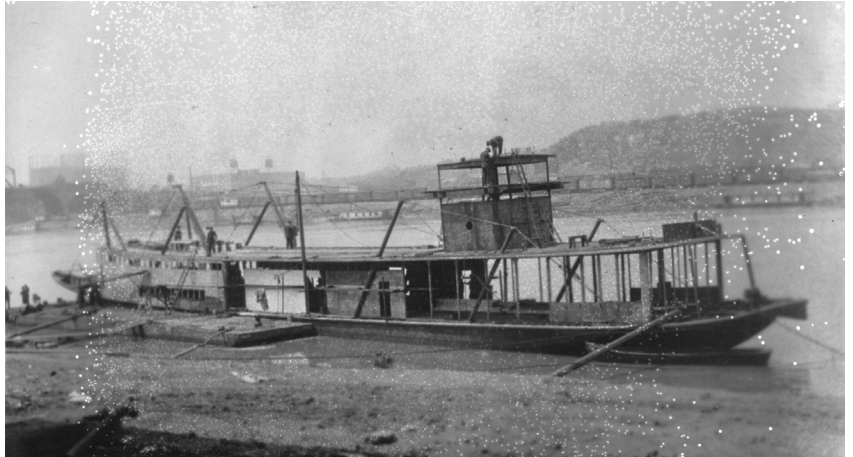
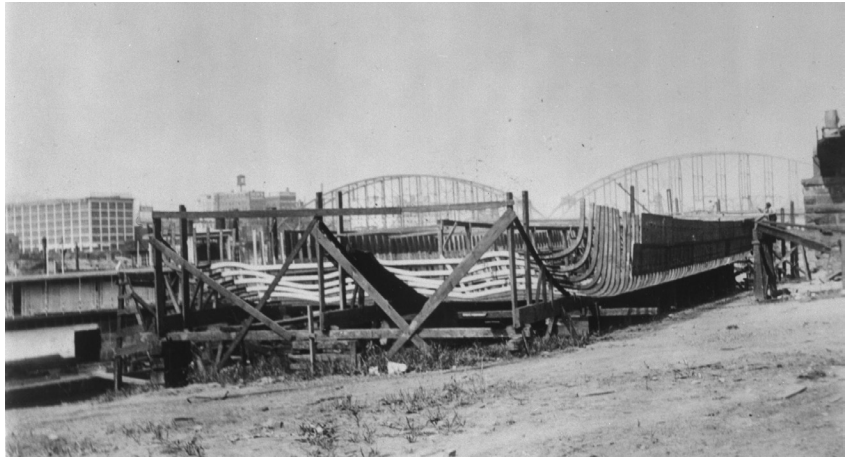
Although pilots on the CLINGERMAN, and later on the SNYDER, steered using steering levers

connected to a steam steering engine, the pilot wheel, typical of nineteenth century boats, is still there. The wheel was fitted with a brake which allowed the pilot to better hold the position of the rudders. Of course, the wheel served as a backup in case the steering engine malfunctioned, but in those circumstances steering by hand was doubly difficult since the pilot also had to overcome the effects of the inoperative steering engine as well. The pilot still used the time-honored system for communicating with the engineer using the stopping bell, backing bell, ship-up gong, and chestnut bell. Each had a different sound so as to be easily recognized, but pilots of the time knew the bell system like the back of their hand.

While the hull, decks and pilothouse are of steel, the cabin is built of tongue-and-groove wood and fiberboard panels, typical of the day, and erected on a wooden false deck laid over the steel boiler deck. This construction saves on weight and is put together in such a manner as to be strong and somewhat flexible in spite of its lightweight construction. The cross bulkheads brace the cabin sides. There are no interior beams or posts above main deck level except in the dining room, cook house and after gangway.

Today's SNYDER is the best and only remaining example of a pool type steam towboat. In our September issue, Part 2 of the story from her post-CLINGERMAN years will continue, as S&D gathers that month to celebrate this veteran's one hundred years on the inland rivers. 🕒

**Top, opposite page:** Hull of CLINGERMAN takes shape on the ways of James Rees and Sons boatyard in late 1917. Perhaps our eagle-eyed rail fans can help with identification of the engine up on the trestle behind the marine ways. **Bottom, opposite:** CLINGERMAN's identical sister, the HOMESTEAD nears completion at Rees yard in late spring 1919. **Top to bottom, this page:** CLINGERMAN from her framing to completion. All photos from Murphy Library - UW La Crosse.



# Autos by Boat on the Inland Rivers

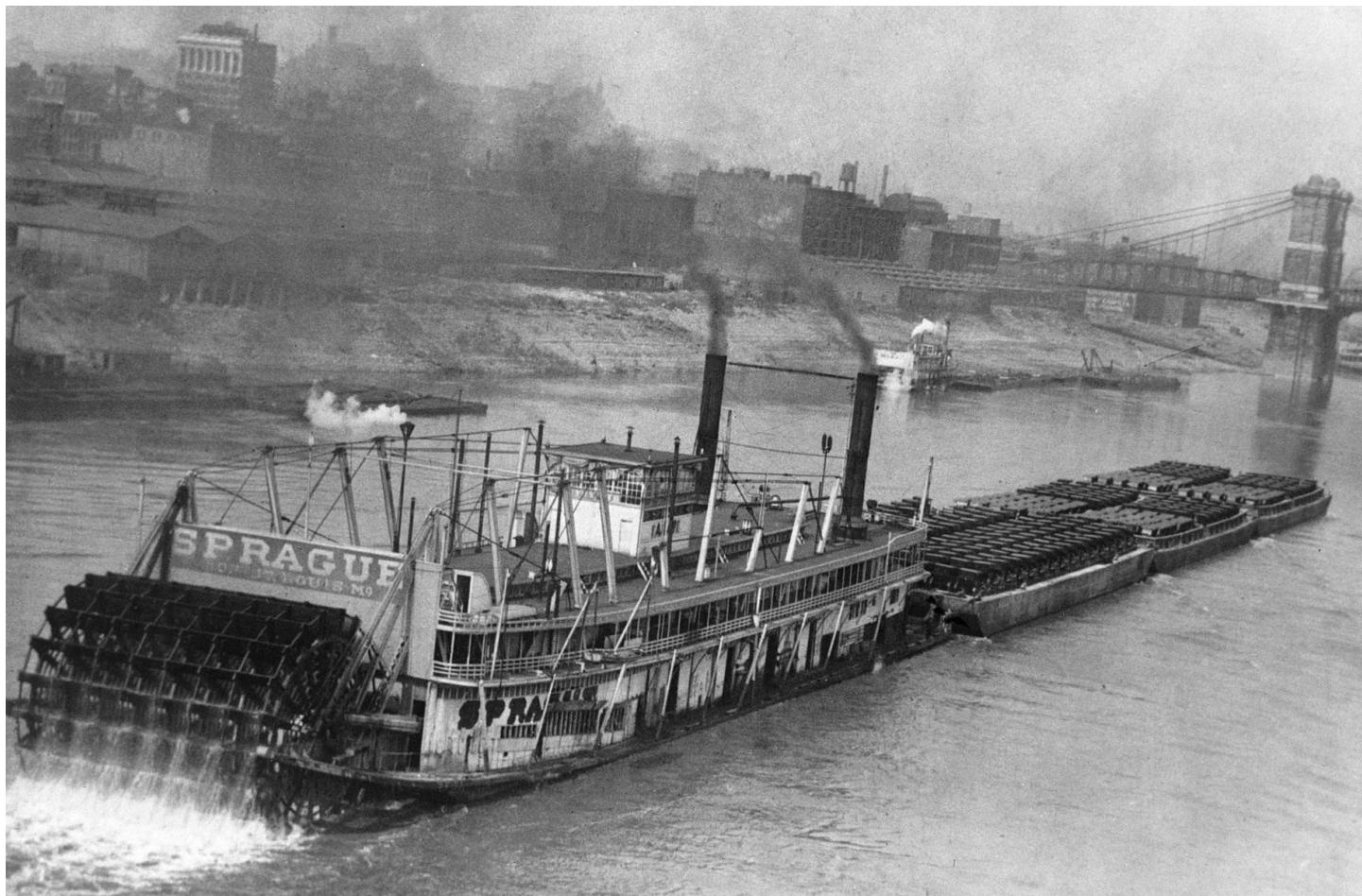
by Capt. William Judd

Now everyone knows new cars get to their destination on so called "Auto Carrier" truck units. We've all seen them being unloaded at various new car dealer locations. Well, you might be surprised to know that your grandpa's new car and maybe, depending on your age, your father's new pride and joy came most of the way from the auto plants by boat. That's right, by boat. This narrative is an attempt to tell the whole story of auto transport by steamboat and barge on the inland rivers.

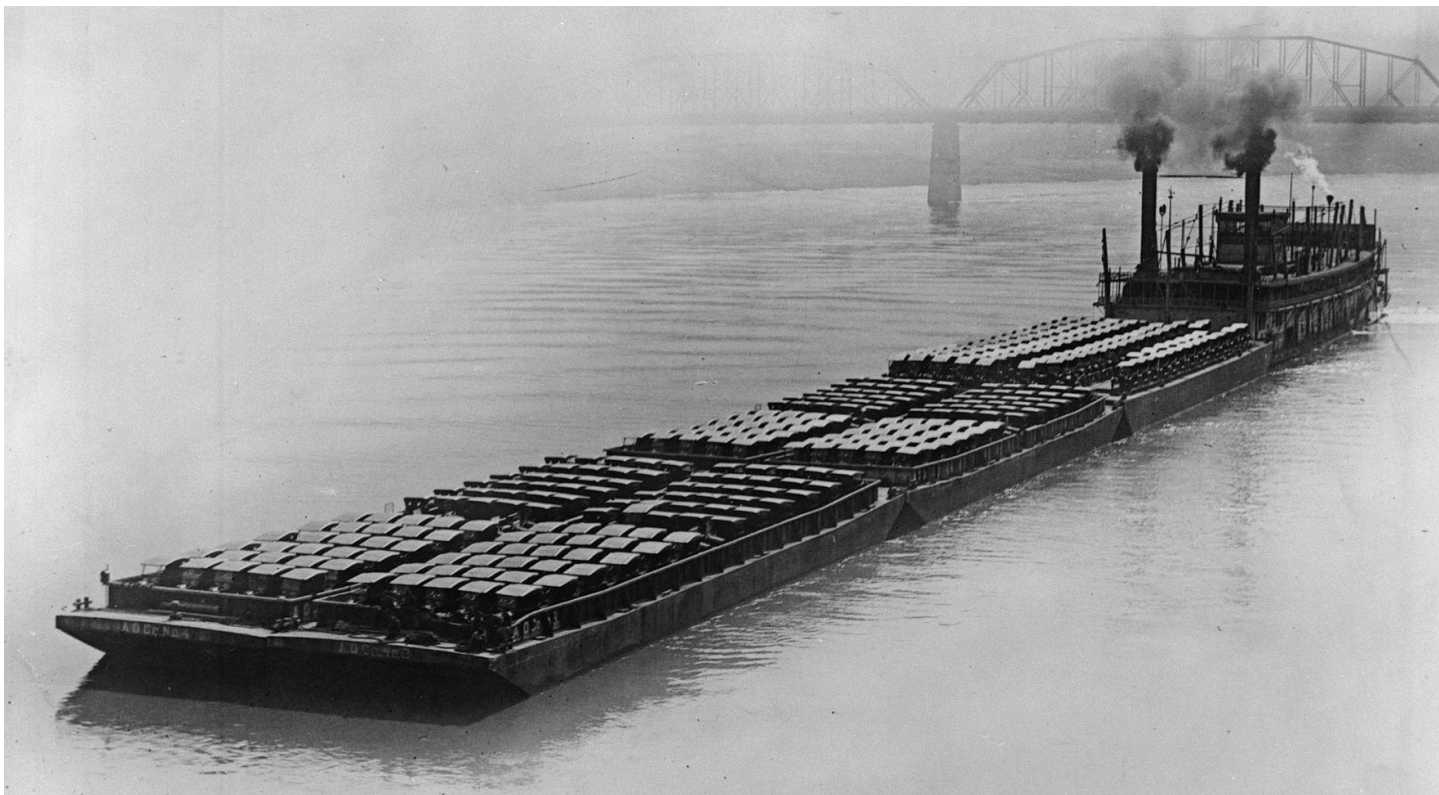
In the 1920s a limited trade existed in the movement of autos by water, basically caused by both poor roads and even poorer rail service. The big steamer SPRAGUE (T2327) is well documented in news articles and photos as she brought six barges of new autos - Chevrolets, Durants and

Gardners - from St. Louis to Cincinnati on May 6, 1920. After unloading, she departed down on May 9 with those same barges loaded with more than 300 new Model T Fords, destined for delivery in the deep South. Ford Motor Company had just opened a new assembly plant at Cincinnati and considered transport by water as its best and cheapest option. The Str. SPRAGUE made several trips out of St. Louis with barges of autos destined for Memphis and Baton Rouge. St. Louis at that time was a major auto manufacturing center, second only to Detroit.

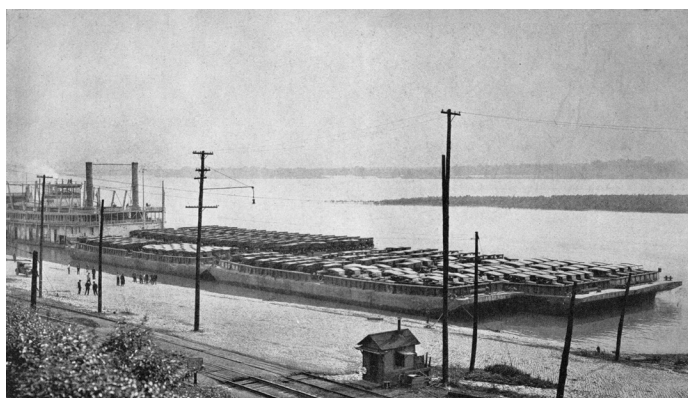
Not to be outdone, Cincinnati's Greene Line joined with the Barrett Line to also move Fords south, using a special ramp at the stern of the Greene Line wharfboat to load onto Barrett barges. All the Barrett barges were actually hulls of dismantled steamboats. The trade kind of dwindled



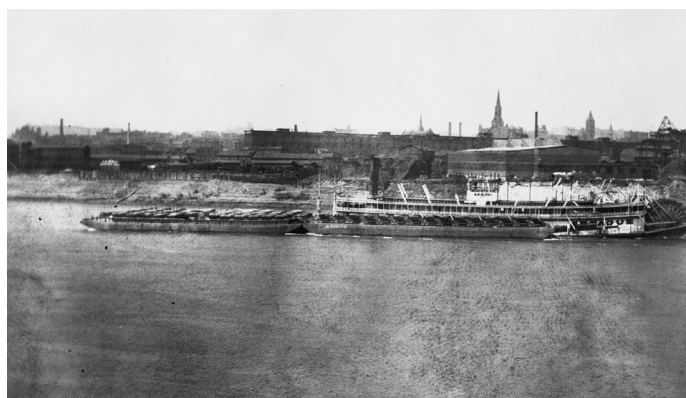
*Str. SPRAGUE delivers six barges of Chevrolets, Durants and Gardners from auto plants in St. Louis to foot of Race Street in Cincinnati on May 6, 1920. This after her service for the Combine and before Standard Oil of Louisiana. Murphy Library photo.*



*The newsmaking tow is also pictured en route at Louisville in this photo from Capt. Bill Judd.*



*SPRAGUE delivering another load of autos at Memphis, and*

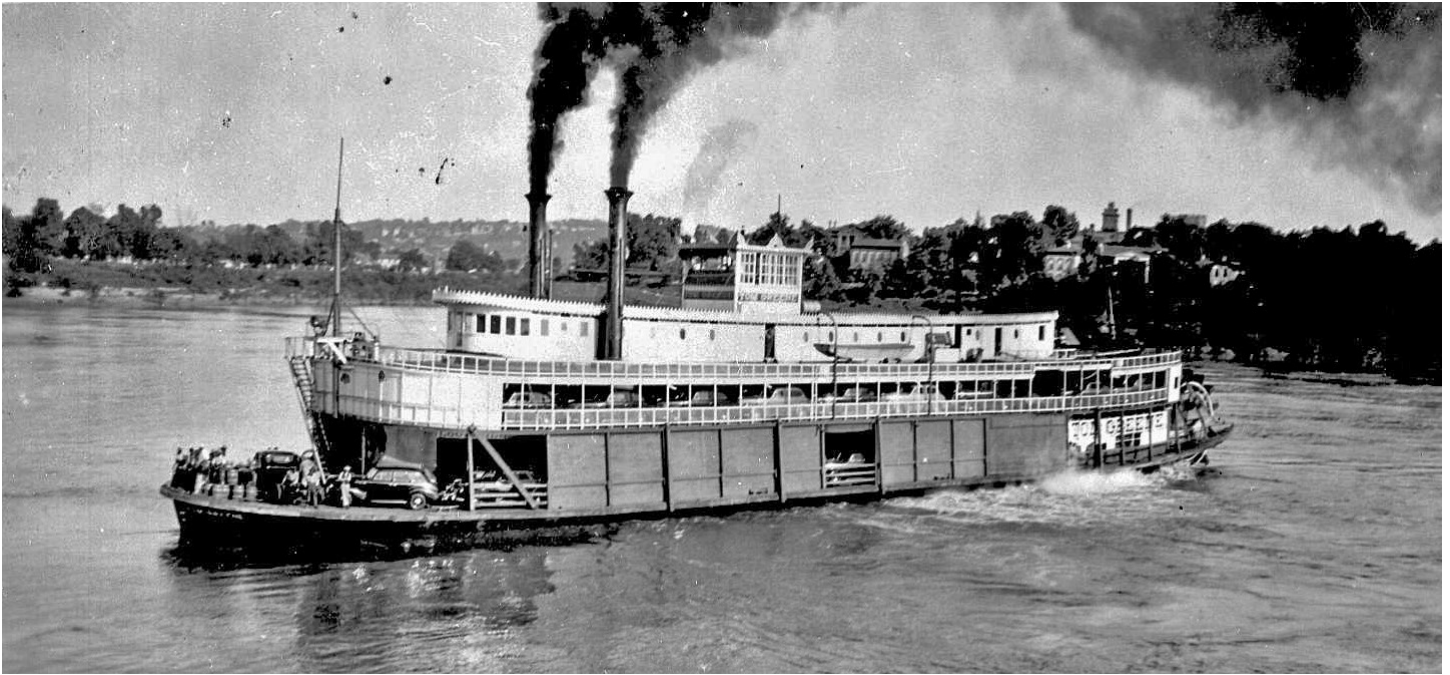


*also headed upriver at New Orleans. Murphy Library photos.*

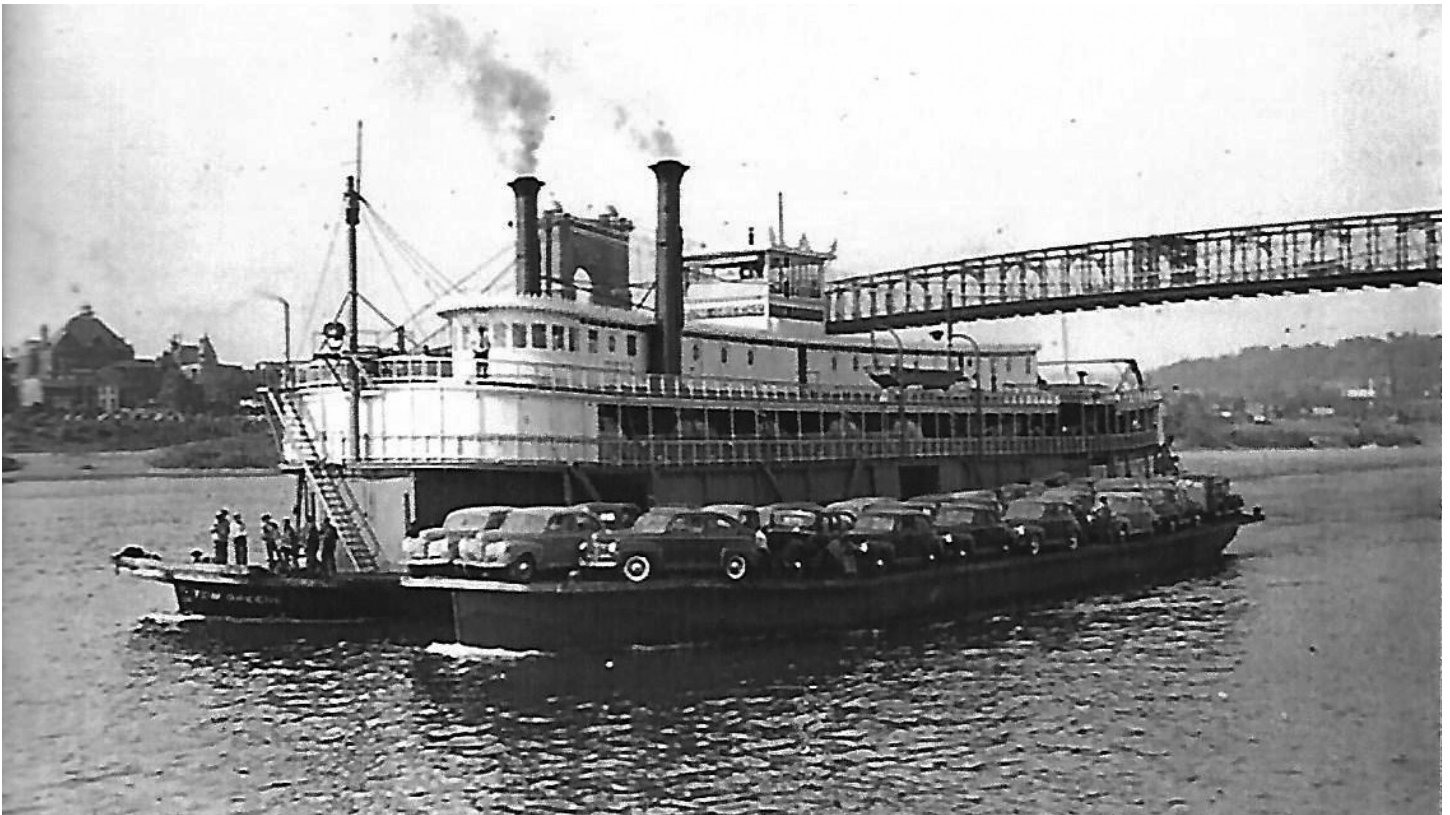
off until the middle 1930s when the Greene Line again entered into a short trade run with autos between Cincinnati and Louisville. This basically was involved with new Fords from Louisville to Cincinnati, and General Motors products from the big plant in Norwood (Cincinnati) back to Louisville. The steamers CHRIS GREENE (1027) and TOM GREENE (5415) were stripped out to carry the cars along with the Str. CARY-BIRD (0895) and the barge STOGIE WHITE, which was the former Str. OUACHITA (4354). The Greene Line saga lasted until World War II, when no autos were built as all manufacturers converted their plants over to the war effort. A limited number of military vehicles were moved by the Greene Line

during the period 1942-46, but at no profit; and both the CHRIS GREENE and TOM GREENE were laid up and finally sold by 1950. Ironically, the TOM GREENE was sold to Commercial Barge Line to be rebuilt into a triple-deck auto carrier. However, it never happened.

About this same time in the mid-1930s, a new player came on the scene. The Commercial Carrier Corp. was formed in Evansville, IN and through its marine subsidiary, Commercial Barge Lines, really moved into the business of transporting cars and trucks by river. Commercial Barge Line came about due to the Chrysler Corp. building a large auto plant at Evansville to produce Plymouths for



*Above: Greene Line's TOM GREENE on Upper Ohio after conversion to auto carrier in October 1936. Photo from Murphy Library, University of Wisconsin - La Crosse. Below: TOM GREENE above Cincinnati Suspension Bridge with auto barge STOGIE WHITE in 1940s. The barge was built from hull of the old OUACHITA in January 1940. Jerry Sutphin photo.*



the southeastern U. S. market. Commercial Barge Line (CBL) used a variety of floating equipment with steam towboats and flat deck barges of its own in addition to other chartered equipment. They had a deal with Union Barge Line of Pittsburgh using standard hopper barges and Union's brand new diesel towboats PEACE and NEVILLE to

load Plymouths at the Mead-Johnson Terminal at Evansville for delivery to Memphis and Baton Rouge. The photo at the top of the next page, taken in about 1938, shows the loading operation using a frame and slings, one car at a time – a very slow process. CBL also had a floating facility at Louisville to load Ford cars and trucks for southern



*UBL's twin prop NEVILLE awaits loading of Plymouths at Mead-Johnson Terminal in Evansville ca. 1938. Peeking out near center background at the public landing is Streckfus' excursion sternwheeler WASHINGTON. Photo courtesy of Capt. Bill Judd.*

delivery. Prior to World War II, CBL had the steam sternwheel towboat JEROME D. BEELER (T1312) and m/v WALTER F. CAREY with Arrow Transportation's NORMAN CRAWFORD (T1932) under charter. Most of the trade was south to Memphis and Baton Rouge with limited service to New Orleans. That still meant shipment by truck or rail after arriving at those destinations to reach the southeast cities of Atlanta, Birmingham, Charleston, Charlotte, Asheville, etc.

Now the CBL officials were closely watching as TVA built the new locks and dams on the Tennessee River. Their focus was on the then sleepy little town of Guntersville, AL. Guntersville is located at the southernmost point on the Tennessee River and the closest place by water to serve all those cities mentioned above. TVA completed Wheeler Lock

(360 x 60) in 1937, Pickwick (600 x 110) in 1938, and Guntersville (360 x 60) in 1939. Wilson Locks with its double-lift stair-flight locks (300 x 60) had been completed in 1924. Now CBL had its ideal delivery site at Guntersville ready for action, and it was a state-of-the-art unloading facility with ability to unload autos at three deck levels and transfer to both truck and rail.

In addition to the Str. NORMAN CRAWFORD under charter from Arrow, CBL entered into an agreement with Iger Co. of Paducah, KY to tow for CBL on the Tennessee using the m/v IRVIN S. COBB, rated in *Way's Inland River Record* from 1945-50 as the most powerful diesel sternwheel towboat on the inland rivers. The boat was rated 650 hp with National Superior diesels. Iger raised the COBB's pilothouse about twenty feet to be



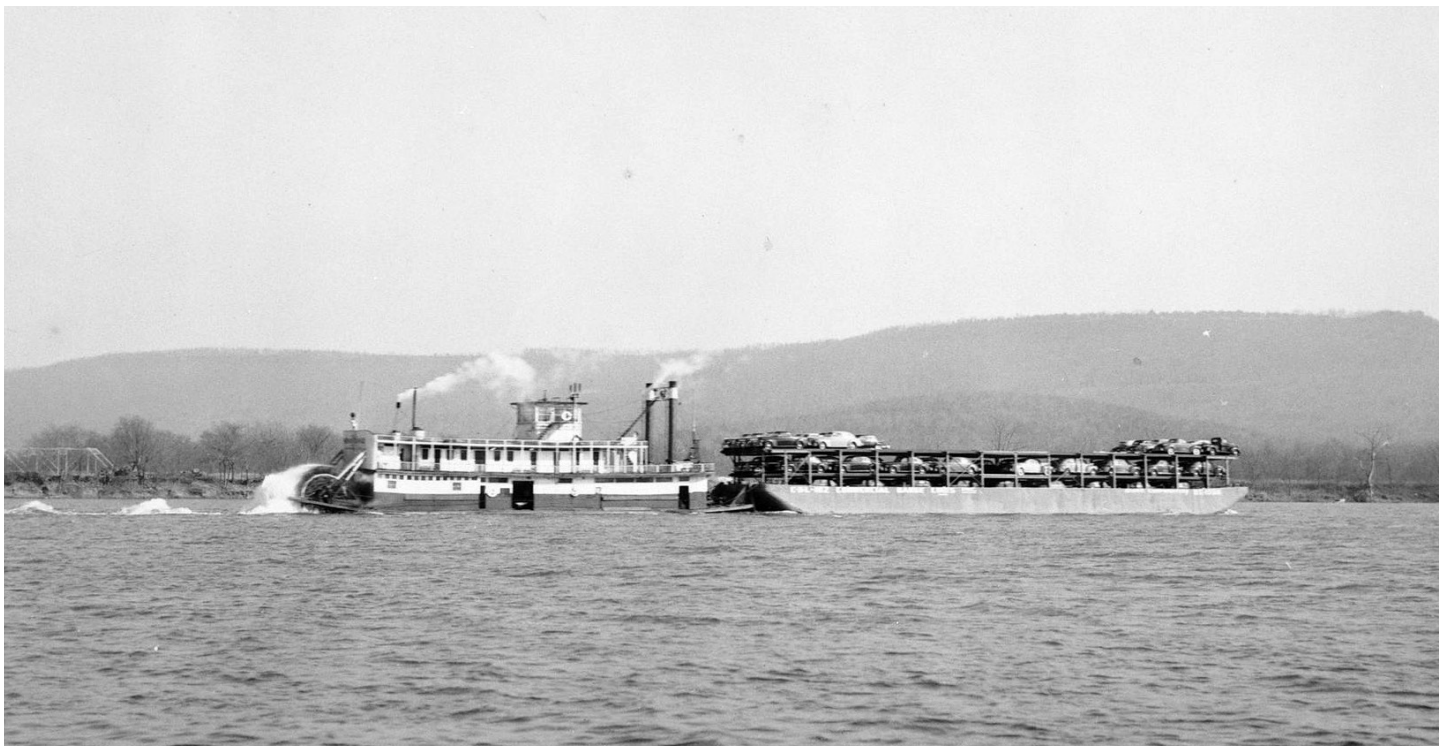
*JEROME D. BEELER, originally USE steam towboat CHICOT, is pictured at top, along with WALTER F. CAREY, former sternwheel steamer TALLULAH, on left. Both towed autos for Commercial Barge Line prior to World War II, along with Arrow Transportation's steamer NORMAN CRAWFORD under charter to CBL. CRAWFORD is shown at top of next page with the first shipment of autos delivered on Tennessee River to Guntersville, AL in January 1941. Photos this page courtesy of Capt. Bill Judd.*

able to see over the auto barges in tow. With the Guntersville and Wheeler locks open for business and the Guntersville unloading facility completed, CBL wasted no time in starting shipments up the Tennessee. The Str. NORMAN CRAWFORD took the first shipment of autos to Guntersville in January 1941. CBL thought "the race is on," but December 7, 1941 put a damper on their plans. Only limited shipments of war vehicles were moved between 1942 and 1945. But CBL was looking

beyond the war years and had the m/v DELMAR R. TRAVER, a single prop diesel of 700 hp, built in 1942 by St. Louis Ship. The following year St. Louis Ship rebuilt the former steam sternwheel TALLULAH/WALTER F. CAREY as a 1000 hp twin prop diesel.

With the war ended, American car buyers were eager to replace the worn out vehicles they had babied through the period from 1941-45. Auto





**Above:** NORMAN CRAWFORD with first shipment of autos on Tennessee River, 1941. **Below:** WALTER F. CAREY after conversion to diesel twin prop by St. Louis Ship in 1943. Both photos from Murphy Library, UW - La Crosse.



manufacturers could not keep up with demand and CBL was eager to help out. American auto plants of Ford, Chrysler and GM all started production of their 1946 models by the fall of 1945. CBL was caught a little short-handed with the huge increase in auto production. Also, Chrysler doubled the size of their Plymouth plant in Evansville, and CBL had to build another of its unique three-level loading facilities there, plus a huge twenty acre lot for auto storage. Another factor was that the Commonwealth of Kentucky and the State of Tennessee imposed an extremely high axle tax on semi-trucks.

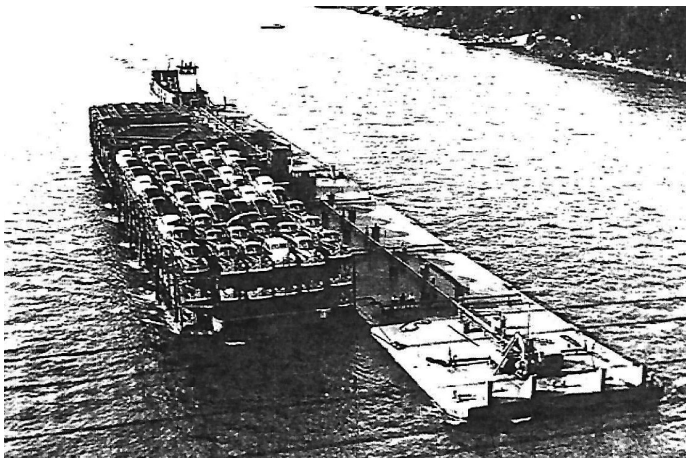
The axle tax situation resulted in CBL building another state-of-the-art floating loading facility

at Ohio River Mile 465.0 in Cincinnati's East End, known to all rivermen at the time as Turkey Bottom. Along with the loading facility there was a thirty acre paved lot and a first class repair garage, as well as a two-story office and dispatch building. All Chrysler, DeSoto, Plymouth and Dodge cars and trucks from Detroit destined for the South were trucked to this location. GM shipped some Chevrolets and Buicks from here also. This resulted in a new trade for CBL: Cincinnati to Guntersville, and Cincinnati to Memphis. At Memphis, CBL opened a new unloading facility in the recently completed Memphis Harbor Project on McKellar Lake behind President's Island in 1950.

Now CBL needed more floating auto carrier capacity, and they solved the problem big time. They let a contract with St. Louis Ship to construct two unique vessels, the COMMERCIAL CLIPPER and COMMERCIAL EXPRESS. They looked like small aircraft carriers and were composed of three units, each 175 feet long by 35 feet wide, with four levels of deck space for autos. The stern unit contained the engine room, living quarters, and pilot house set atop on the port side of the top deck. Power was by Fairbanks-Morse 10-cylinder diesels rated at 3000 hp. Fully loaded, both boats could make 14+ mph. Both vessels in their three unit configuration could hold between 800 and 1000 trucks or autos, depending on size.

In addition to its own equipment, CBL contracted with Ashland Oil, Sohio Petroleum, and Canal Barge Line to load autos on empty oil barges. The loading was complicated by the compartment turrets and above-deck piping, but load they did. This was possible because the crude pipe lines were not yet completed from the Gulf to the Ashland Oil refinery at Catlettsburg, KY or to the Sohio refinery at Latonia, opposite Cincinnati. The autos became a cash load all the way back to the Gulf.

After World War II, the government sold off all kinds of War Surplus equipment, which included hundreds of ships, tugs, LSTs, LSMs, LCMs and converted yachts. CBL took due note, seeing a



**Above:** Iger's diesel sternwheel IRVIN S. COBB was also chartered by CBL to tow on the Tennessee in 1942. Photo by Capt. Bill Judd. **Below:** m/v DELMAR R. TRAVER, single prop diesel built for CBL by St. Louis Ship in 1942 to work in concert with rebuilt WALTER F. CAREY. Photo from Murphy Library, University of Wisconsin - La Crosse.

really cheap way to add much needed equipment. The first buys were two Navy LSMs (Landing Ship Medium), LSM 220 and its sister LSM 221. Both had been built by Dravo at Wilmington, DE in 1944. Both vessels had impressive war records. CBL sent them to St. Louis Ship for conversion to auto carriers in 1949. The LSMs became propulsion units again for a three-piece integrated unit tow. St. Louis also built two three-deck barges for each unit. Total length was 560 feet with a 35-foot width. They were designed to fit in both the 600-foot Ohio River locks and by "breaking up," in the new Tennessee River locks. All the original engines and machinery were kept. Main engines were Fairbanks-Morse 10-cylinder diesels, totaling 3000 hp at 700 rpm, and were direct drive. LSM 220 became COMMERCIAL DISPATCH and LSM 221 became COMMERCIAL COURIER. Each unit tow would hold 700-800 cars.

The next thing CBL did had veteran rivermen rubbing their eyes in disbelief! They bought two war surplus Navy mine sweepers for their scrap price. These were the FIXITY, AM235, built in Seattle in 1943; and the INCESSANT, AM248, built in Savanna in 1944. Identical vessels, they were 176 feet long by 33 feet wide, with two Cooper-Bessemer diesels of 1800 total hp. The big hang up was that they drew 9' 9". Now I've been lectured by my "blue water" friends as to the difference between a boat and a ship. Well, by golly, these were ships and had no business in the "brown water" trades, but here they were.





CBL took them to Paducah Marine Ways for conversion to inland towing vessels. No machinery was changed, but alterations were made to their superstructure for better crew quarters and big changes were made to their pilothouses. Rather crude pipe towing knees were added. FIXITY became COMMERCIAL DIXIE and INCESSANT became COMMERCIAL OHIOAN. These two vessels had no unit tows, but towed only the large independent four-level super barges that St. Louis Ship had built in 1954, measuring 260 feet by 53 feet, along with some of CBL's older 175 x 35 three-deck barges. These "ships" spent a lot of time stuck on some sandbar due to that 9' 9" draft. Remember, the Ohio River only had the old low lift locks and a nine-foot channel in those days.

I'm sure that CBL made a lot of money for its owners in the years between 1945 and 1959, but eventually the "goose that laid the golden egg" died. To use a baseball metaphor, it's three strikes and you're out, and CBL eventually struck out!

Strike One: Chrysler Corp. closed the huge Evansville Plymouth and Dodge plant in 1959 after building a huge new, automated plant in Fenton, MO.

Strike Two: Kentucky and Tennessee did away with the axle tax on interstate trucks



**Top:** Union Barge Line's SAM CRAIG (T2243) towing for Commercial Barge Line. **Middle:** SLACK BARRETT (T2312) loading five barges with new Model T Fords at old Greene Line wharfboat in 1922. **Bottom:** Steam prop SOHIO SOUTHERN (T2320) of Sohio Petroleum Co. with 359 autos and trucks loaded on 15 empty tank barges. Pictured entering Lock #41 on December 4, 1947. All photos courtesy of Capt. Bill Judd.



*m/v COMMERCIAL CLIPPER passing Cincinnati in 1947 with CHRIS and TOM GREENE at Greene Line wharfboat and ISLAND QUEEN at Coney Island wharfboat. CHRIS GREENE had been withdrawn from service in February that year. TOM GREENE would be sold to Commercial Barge Line three years later. Greene Line was operating the veteran GORDON C. GREENE in the tourist trade, to be joined midyear by the DELTA QUEEN, newly arrived from California on her way to Dravo in Pittsburgh for major renovations. This was also the IQ's swan song season, as she would be destroyed by fire in Pittsburgh that September. Related story and photos appear elsewhere in this issue. Photo courtesy of Capt. Bill Judd.*

and the Interstate Highway system was being completed.

Strike Three: The railroads drastically reduced rates on auto transport and came out with special rail cars for autos. An auto could be loaded on rail in Detroit and delivered in the deep South in twenty-



*m/v COMMERCIAL EXPRESS on July 8, 1947 passing Louisville with 487 Buicks, Hudsons and Plymouths loaded at Cincinnati for delivery to Memphis. Capt. Bill Judd photo.*

four hours. CBL vessels, on the other hand, took a week or more.

Most of the CBL equipment was laid up in late 1958 or early 1959. In 1960 American Barge Line of Jeffersonville, IN had absorbed CBL and renamed the company American Commercial Barge Line, Inc. ACBL wanted none of the floating equipment of CBL, and it was all sold piecemeal with some units just scrapped. Capt. John Beatty at Cincinnati bought the "ships" COMMERCIAL DIXIE and COMMERCIAL OHIOAN. Those of us close to John thought he had "lost it." But not shrewd John. He stripped off the superstructures, added a huge lifting beam between each hull, and in 1960 created the heaviest lifting salvage rig on the river at that time. Industrialist Walter Schott of Cincinnati bought the four super barges, using two at his Four Seasons Marina at Cincinnati, sold one to Tucker Marine as their main shop for

boat building and repair, and the other went to National Marine at Hartford, IL, near the mouth of Missouri River below Wood River. The sections of COMMERCIAL CLIPPER and COMMERCIAL

EXPRESS were sold with most becoming landing boats at river terminals all over our inland river system. And with that, an unusual era on the Western Rivers had come to an end. ☉



*Before and After: Shown at top is LSM 220 (Landing Ship Medium), purchased by CBL as war surplus for conversion below into Car Carrier m/v COMMERCIAL DISPATCH. Work was done by St. Louis Ship in 1949. Photos by Capt. Bill Judd.*



**Top:** Commercial Barge Lines super barge, one of four built by St. Louis Ship. Each barge had three levels of auto storage. Capacity was 240-280 cars each. They measured 560 x 35. This July 26, 1949 photo shows the barge in tow of COMMERCIAL TENNESSEAN at Cape Girardeau, MO. 137 new Fords are being delivered to St. Louis. **Bottom:** m/v COMMERCIAL COURIER, converted from LSM221 by St. Louis Ship in 1950. Pictured here waiting to load barges at the Cincinnati terminal in 1954. **Top, next page:** COMMERCIAL COURIER fully loaded with all three units. **Middle, next page:** m/v COMMERCIAL DIXIE waiting on autos to load at CBL dock in Louisville, 1950. **Bottom, next page:** m/v COMMERCIAL DIXIE, ex-mine sweeper AM235 FIXITY. Photo taken in 1949 after conversion to towing vessel at Paducah Marine Ways. Capt. Bill Judd photos.



## Amazing Assortment of Freight Transported on Inland Rivers

Capt. Bill Judd's well-told feature on the movement of autos and trucks by river provides a detailed look at this unique and previously undocumented chapter in the towing industry. While vehicles were being transported on the Ohio, Lower Mississippi and Tennessee, parallel shipments were moving by barge on the Upper Mississippi.

Beginning in 1917, Henry Ford required all of his new branch plants to be accessible by barge. Just downstream from the head of commercial navigation on the Upper Mississippi, Ford opened his 144 acre-Twin Cities Assembly Plant in the Highland Park neighborhood of St. Paul in 1925. The timing was not coincidental.

The government's Federal Barge Line had already achieved some success in reviving



**Above:** Str. JAMES W. GOOD (T1340) with auto barge for delivery below St. Louis from Ford's Twin Cities Assembly Plant. **Below:** FBL "express Barge" MOBILE (T1844), 280.1 x 49.1 x 10 was a self-propelled freight barge, shown here carrying Fords in 1932. Murphy Library photos.



*The MOBILE*  
F.B.L. EXPRESS BARGE

commercial traffic on the Lower Mississippi from St. Louis south beginning in 1918, and in 1924 the Inland Waterways Corporation (IWC) was established to manage Federal Barge Lines. One year later, the Upper Mississippi Barge Line was newly created in a similar attempt to revive traffic from St. Louis north to the Twin Cities. As a result, IWC contracted with them in 1927 to build a fleet of steam sternwheel towboats and barges to provide service on the Upper Mississippi. In June 1928, Upper Mississippi Barge Line's floating stock on lease to IWC was formally taken over by the Upper Mississippi Division of Federal Barge Line. By 1930, Ford parts from Detroit were regularly being shipped by rail to Dubuque, where they were transported by barge to the Twin Cities Assembly Plant. And those completed vehicles in turn were barged back downstream for delivery, echoing the movement of new cars and trucks on other inland rivers. However, autos and trucks represented only a fraction of other large manufactured goods to be transported by river barge or boat.

At the beginning of the United States' involvement in World War II, all existing shipyards were awarded contracts to build vessels for the war effort, both combat vessels and those for the transport of fuel and material. This included the inland shipyards as well. The need was so great, that a new shipyard was built by Cargill Corp. at Savage, MN on the Minnesota River near the Twin Cities. Since Cargill had no previous experience in building or operating a shipyard, officials from Dubuque Boat and Boiler Co. were sent north to establish the new facility. Both Cargill and DBBCo produced vessels for use in the war over the next four years. St. Louis Ship, and the famous Ohio River yards also built Naval craft like LSTs, LSMs and LSIs. Previous issues of the REFLECTOR tell the story of the "Catfish Navy", rivermen who piloted these ships down the Ohio and Lower Mississippi. Murphy Library photos on the next page picture two of the FBL's Upper Mississippi towboats bringing tankers downstream to New Orleans and





**Top:** FBL steamer PATRICK J. HURLEY delivers the tanker CHEBALIS south from the shipyard on Minnesota River at Savage, MN.

**Middle:** HURLEY's sister boat JAMES W. GOOD brings another Cargill-built tanker downriver ca. 1943.

**Bottom:** A rare view of the U.S. Revenue Cutter WILLIAM WINDOM being lightered with chains under her hull suspended between two barges. She was delivered from Dubuque to Mound City, IL by the Str. JOSEPHINE (3150).

the Gulf at this time. Another interesting deep sea vessel brought downriver in October 1895 was the U. S. Revenue Cutter WILLIAM WINDOM. A deep draft vessel, she was scheduled to leave Dubuque's Ice Harbor on a rapidly falling river. Sets of chains attached to two barges were run under her hull to lighten her draft.



But perhaps one of the strangest deliveries by barge was described in Capt. D. W. Wisherd's biography appearing in the March 2016 REFLECTOR. In March 1944, the steamer ARTHUR HIDER towed sixty government houses, each 24 x 56, from Gallipolis, OH to Uniontown, KY on the deck of ten barges.





These two Murphy Library views show the tow on arrival at Uniontown. After landing his unusual cargo, Capt. Wisherd commented: "The houses were delivered in perfect condition. When the U.S. government man came aboard down at Uniontown before they were unloaded, he said there wasn't a scratch on any of them. This was a job that took all the strength and nerve you could have, and I wouldn't care to be Noah's Ark again soon."

Today, modern-day cargos transported by barge add an interesting mix to the already exotic collection. Capt. Bill Barr's 2012 S&D presentation "Big Things That Move by Water," mentioned auxiliary lock gates, the Corps' inspection vessel MISSISSIPPI, the Space Shuttle, industrial furnaces, and hull sections of Naval vessels. And the list goes on ...

## Cruising on the GORDON C. GREENE 1944 *(continued from page 7)*

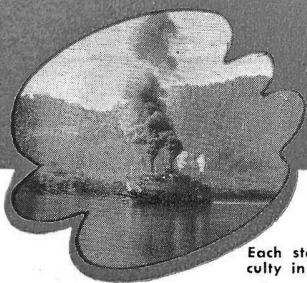
to confiscation by U.S. Coast Guard. LEAVE CAMERAS AND BINOCULARS AT HOME."

Vital bunker oil and lubricants were allocated to Greene Line to continue operation during the war as a means of providing much welcomed rest and relaxation for workers in the war effort. The Coney Island Co.'s huge excursion steamer ISLAND QUEEN was also allocated bunker oil as an important diversion and for "morale" reasons. At times, period photos show the GCG hauling limited cargo in drums and canvas-covered areas of her lower deck. Passenger tariffs for longer Mississippi River trips to New Orleans and to St. Paul on the Upper Mississippi River topped out at \$250 per person. That would convert into today's dollar value at \$3,603 to \$3,598, depending on what conversion source you use. Labor Day cruises from

Saturday to Tuesday commanded \$40 to \$46 per person with "fare and one half for single occupancy." The brochure also mentions that "All Fares Include Meals and Berth. Every Room An Outside Room."

The enlarged GCG deck plan shown here is interesting in more ways than one. Cabin Deck passenger cabins (always called "rooms" in steamboat terms) number from 2 to 47 with two aft lavatory/bath facilities, "hot and cold running water, steam heat and fans in all cabins." All rooms opened to the interior Main Cabin as well as to the Promenade Deck. Texas Deck rooms from 101 to 140 were all Spartan by today's standards. Two toilet and bath facilities served the Texas with the Glass Enclosed Observation Deck at the bow. The brochure wording mentions, "Each stateroom is equipped with ladder. No difficulty in reaching

# ALL FARES INCLUDE MEALS AND BERTH EVERY ROOM AN OUTSIDE ROOM



All fares are per person, two to a room (except as noted). Exclusive occupancy of stateroom by one person one and one half fares.  
Each stateroom is equipped with ladder. No difficulty in reaching the upper berth.

	Fares Cabin Deck		All Texas Deck Rooms
	Group A	Group B	
Ohio and Kanawha River Summer Cruises	70.00	75.00	84.00
Chattanooga Ohio and Tennessee River	140.00	150.00	175.00
New Orleans Lower Mississippi River	200.00	215.00	250.00
Saint Paul Upper Mississippi River	200.00	215.00	250.00

Group A—Group A fares apply to 2, 5, 6, 16, 17, 18, 20, 22, 24, 28, 30, 32, 33\*, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 45 and 47\*.  
Group B—Group B fares apply to Cabin Deck Rooms 4, 7, 8, 9, 10, 11, 12, 14, 15, 19, 21, 23, 25, 27, 29 and 31.

\*Room 33 and 47 are designed for four persons and require a minimum of three full fares.  
Federal Tax in addition to above fares.

# LABOR DAY CRUISE

CINCINNATI OHIO TO POINT PLEASANT, W. VA.

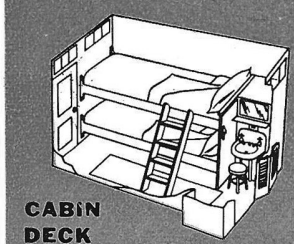
LEAVE CINCINNATI, Saturday, Sept. 2, 3:00 P. M.

ARRIVE CINCINNATI, Tuesday, Sept. 5, 7:00 A. M.

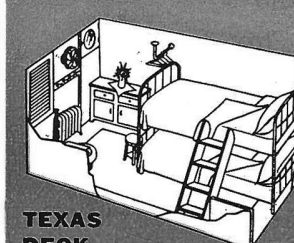
Cabin Deck . . \$40 and \$43 (Plus Tax)

Texas Deck . . . . . \$46 (Plus Tax)

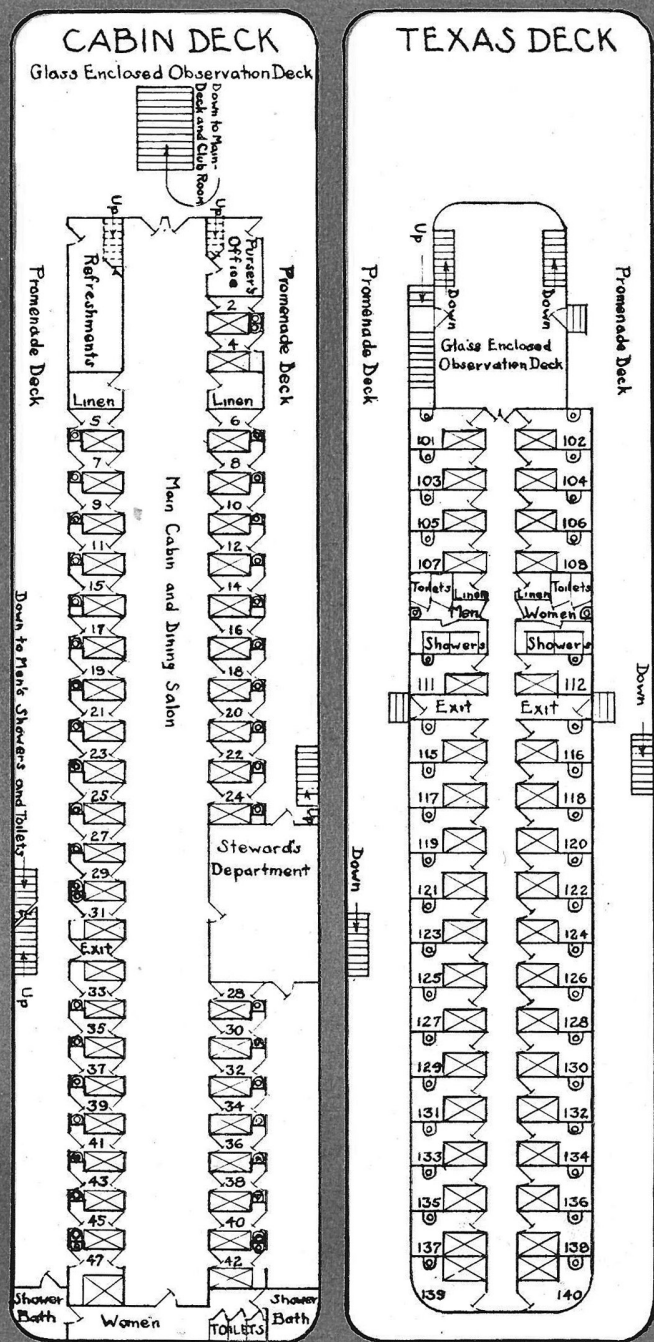
Includes Meals and Berth



**CABIN DECK**  
MAIN PASSENGER DECK  
All staterooms on the Cabin Deck are outside with door leading to outside deck as well as into Main Salon. Equipped with hot and cold filtered water, electric fans, and furnished with comfortable lower and upper steamer berths.



**TEXAS DECK**  
UPPER PASSENGER 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.

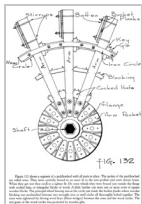


the upper berth." Of course, this was not quite true for some and would not provide the kind of access required by today's accommodation standards for disabled passengers using a public conveyance.

Recently Tom Greene, Jr. and wife Shirley recounted over luncheon that Tom's grandmother,

Capt. Mary B. Greene, occupied Room No. 24 adjacent to the cook house. "I still have that key at home," Tom added. This was no surprise as Capts. Tom and Mary B. Greene were true "hands on" managers checking the cabin help and cooks, making wise use of provisions, lifting cooking

*continued on page 31*



# Small Stacks

## Virtual Riverboat Models

by John Fryant

About fifteen years ago an architect ordered a set of steamboat plans from me. This gentleman used computer graphics to produce beautiful renderings of completed buildings, and explained that he wanted to try doing a virtual model of a steamboat. The boat he chose was the MARY POWELL, the famous sidewheeler that plied the waters of the Hudson River for fifty-six years.

Some weeks after receiving the prints, he sent an email consisting of three views of his completed model. Not only had he created an accurate color rendition of the boat, but it was also exhibited on a stand which sat on a sheet of the plans. In the background a painting of the MARY hung on the wall. This was totally overwhelming, as I had seen computer graphics used to produce colored, animated illustrations, but never anything like this!

Thanking the gentleman profusely and saving the illustrations on my computer, alas, I managed (or mismanaged) to lose his name and contact information. So Sir, if you might be reading this, I'd sure like to hear from you!

Fast forward to 2015 when a very talented digital artist, Maureen Hanson, produced a computer-generated illustration of Capt. Don Sanders' sternwheel houseboat CLYDE. Much more of Maureen's beautiful, inspiring work can be seen on her Facebook page. Just type her name on the Facebook search bar.

My hope is that in showing this art perhaps today's computer-oriented generations might be inspired to research and produce more virtual models of river craft. Persons with no interest or experience in building three-dimensional models might be enticed into trying virtual models such as these. In the years that have passed since the creation of the MARY POWELL model, this writer and modeler is sure that there have been many advances in the computer power needed to produce this type of work.

Many of today's computer games involve very realistic video animation, most of which is used in violent war or crime scenarios. Such techniques could be used to produce accurate illustrations or videos of steamboats or other types of river craft, as well as many other non-violent subjects.

Of course there is always a learning curve involved in doing this type of art, as one does not just sit down at a computer and instantly produce sophisticated illustrations such as these. Much training, practice and expensive software is required.

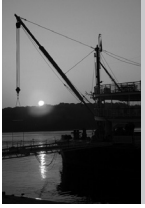


All of us in S & D are vitally interested in seeing more young people take an interest in river history. Creating computer-generated virtual models,

videos or plans of river-related subjects might prove challenging enticements to get the next generation of S&Ders “hooked.”



*MARY POWELL photos are from author's collection. Photo of CLYDE courtesy of Capt. Don Sanders and Maureen Hanson.*



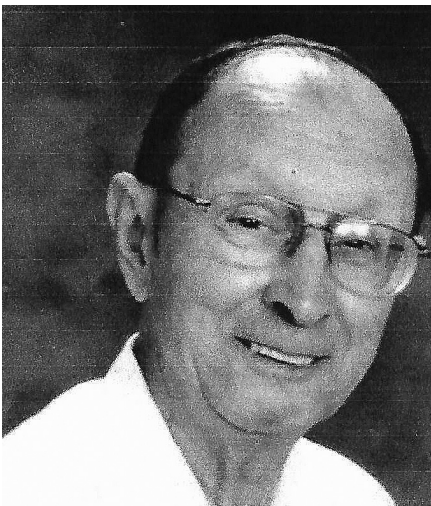
## Final Crossings

### Dan Owen

Dan Owen, 79, a longtime member of S&D and of *The Waterways Journal* family, passed away January 30, 2018 in Collinsville, IL. Dan joined the *WJ* staff in 1968, but his involvement with the river industry began when he was a boy growing up in East Liverpool, OH where he would watch towboats taking the back channel around Babbs Island near his home. Through his love for the boats, he developed a relationship with Capt. Fred Way, founder of the *Inland River Record* (IRR), and by the time Dan was 16, he was serving on Way's IRR advisory board. Following a stint in the Army, he returned to the United States and went to work for Union Barge Line. Before long, he was a first mate and had worked aboard almost all of the company's boats.

In 1968, Capt. Way sold the *Inland River Record* to *The Waterways Journal*, who needed someone to help with it. Dan and his family moved to St. Louis, where he became assistant editor, and then editor when Capt. Fred retired in 1971. "Pushing a No. 2 pencil was a heck of a lot easier than pushing a ratchet," he said.

Dan would later become editor of the *Inland River Guide* and associate editor of *The Waterways Journal*. He always kept meticulous data about boats on



index cards, but it was clear that the cards were only a backup — his memory for boat facts and histories was astounding. By the time he retired from the *WJ* in 2000, his personal photograph

collection was upwards of 30,000 pictures. He made copies of the photos available through his Boat Photo Museum at minimal cost to fellow towboat fans. The collection now stands at more than 37,000 photos.

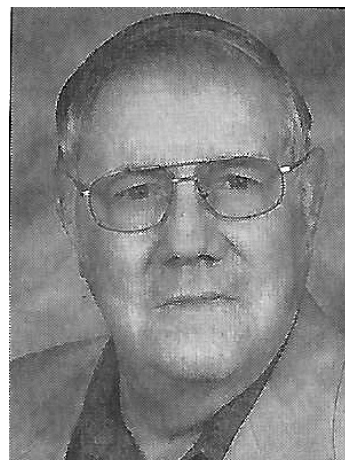
Dan's retirement from the *WJ* office did not mean leaving the towboat world, however. He continued working on the IRR right up until his stroke last summer, and even afterwards, he provided information from his "office" at the assisted care facility.

A memorial visitation for Dan was held on February 5, 2018 at Barry Wilson Funeral Home in Maryville, IL.

### Frederick J. McCabe

Frederick J. McCabe, 75, of Hannibal, OH and formerly of Beallsville and Clarington, OH, died March 24, 2018 in New Martinsville, WV. He was born November 16, 1942 in Steubenville, son of the late Ward Casey and Mabel Criswell McCabe.

Fred retired from Ormet Rolling Mill of Hannibal, and was an 18-year veteran of the Beallsville Fire Department and Emergency Squad. His river interests were extensive, as Fred served as board member at Ohio Valley River Museum in Clarington and also at the Point Pleasant River Museum. His memberships in river organizations included S&D, Midwest Riverboat Buffs, American Sternwheel Association, and Monongahela River Buffs Association. Among his interests, Fred was also a fine photographer, operating the Liberty Photo Service in Hannibal, with one of the largest photo collections on the inland rivers.



Funeral services for Fred were held on April 7, 2018 at Grisell Funeral Home in Clarington, with burial in Powhatan Cemetery in Powhatan Point, OH.

*Our sincere thanks to The Waterways Journal and to Chuck Krwszewski for obituary information.*

### ***Cruising on GORDON C. GREENE, from page 27***

pot lids, opening ovens, and ‘sniffing’ around. The Greenes followed the later General Motors management concept of MBWA (management by walking around). Every food item, can of paint, and other supplies were carefully considered. Their management model recognized that pennies make dollars with dollars hard earned. There was no high-power PR guru to form ‘images’, as the Greenes were true originals in their own right, naturally creating their own public relations and media persona.

World War II rationing items on the ‘red’ and ‘blue’ lists stretched talents in the cook house, limiting supplies on hand for meals. Items strictly rationed were sugar, coffee, meat products, certain fish, lard, shortening, cooking oils, fats, butter, cheese, processed foods, frozen foods, bottled foods, dry packaged goods, chocolate and a number of fruits. Milk and eggs came in powdered form. A number of passengers familiar to the boat back then recalled “chicken ... lots of chicken at meals.” Most Americans then were encouraged to “eat at home, conserve all foods.” Then, and also later on aboard the post-1948 DELTA QUEEN, vegetables, some fruits and other products were purchased in season at landings along the way from enterprising farmers with high quality and freshness in mind. Corn was shucked, beans snapped, and vegetables chopped by cabin staff on deck, while all breads, rolls, pies, and cakes were baked aboard.

Fred Way described the boat as carrying legions of “river fans ... [like a] floating convention center” as many guests rode courtesy of Capts. Tom and Mary B. Before the war’s end, both of the Greenes, along with Tom’s wife Letha, recognized the limitations, problems, and increasing age of the GCG as they looked ahead to operating after the war under the new vision Capt. Tom had for his company, a vision that led him to acquire his ‘new’ DELTA QUEEN. He confided to Fred Way, “I’m thinking of having one of them (DK/DQ)... possibly both.” Tom Greene had been counseled not to purchase the DELTA QUEEN, but to go with building a whole new boat for modern times from the hull up, with larger rooms and diesel engines, as Jim Reising recalls. By the end of the war many materials were still in short supply with Capt. Tom needing his new boat to be ready for business.

With the DELTA QUEEN in operation in mid-1948, the GCG was put in the St. Louis – St. Paul trade. But the beginning of the end came when she cracked her wheel shaft, and had to receive a replacement in St. Louis. She was finally retired in 1952, becoming the SARA LEE as a hotel boat in Portsmouth, OH and then the RIVER QUEEN in Owensboro, KY. She failed as an attraction in Bradenton, FL, and then was taken to New Orleans as a possible night club, before being towed upriver to Hannibal, MO and then moved across the river there. Her final destination was back in St. Louis where she had first operated as CAPE GIRARDEAU, and she served there as a successful restaurant-bar. But on December 3, 1967 she sank above the Eads Bridge, with her wreckage pawed over and the sad remnants of her hull exposed during low water. Purser Bob McCann made the last entry in her log book when sold by the Greene Line: “Farewell old girl, it wasn’t your fault.”



**GORDON C. GREENE and AVALON at Chattanooga on Sept. 24, 1949. Thanks to Jerry Sutphin for date and location.**

## **Back Cover**

Dubuque’s Ice Harbor and the Iowa Iron Works boatyard appear in this May 1902 postcard photo. The hull, machinery and superstructure of SPRAGUE (T2327), which had been launched on December 5, 1901 for the Combine (Monongahela Consolidated Coal & Coke Co.), lies ready for towing to St. Louis where her wheel would be placed that June. Faced up to her bow is the rafter KIT CARSON (T1522) who would tow her downriver. *Photo from editor’s collection.*

