

# S & D

# REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen



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Marietta, Ohio

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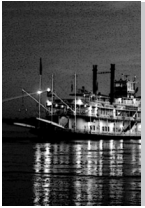


JO HORTON FALL on Upper Cumberland River  
S&D Celebrates W. P. SNYDER at Annual Meeting  
A Steamboat Cruise on Lake Lucerne



## Front Cover

Steamer W. P. SNYDER, JR. is captured in this classic photo at her Muskingum River landing opposite Ohio River Museum on the morning of Saturday, September 15. A crowd of several hundred, including S&D faithful, Museum visitors, and Marietta residents were on hand to witness the dedication and rechristening of the veteran pool towboat. Full details of the ceremony are reported in the story on page 12. *Photo courtesy of Capt. Jim Blum.*



## Reflections from Our Readers

Dutton Foster writes: "Thanks for the great September issue! I found Capt. Sanders' account of Robert 'Preacher' Lollar and his wife Rollie a moving, vivid and generally priceless story – a real American classic. I wish it could reach a wider audience. Capt. Sanders really puts us on board the AVALON and helps us get to know Preacher in depth. Congratulations!"

🔦 Dutton's letter echoes the sentiments from several other of our readers as well, and we are very pleased to have been able to share Capt. Don's story with all of you. S&D has a wealth of stories waiting to be told by our members, and it is our hope that those reading these words will be encouraged to share their wonderful memories with us also.

Tom Way writes: "Thank you for the latest REFLECTOR issue which contained more information about the HENDERSON and the collision which led to the bankruptcy of the interurban company that operated the boat. One term may have been cryptic to those who may not have had an interest in interurban railroads. The term 'freight motor' means a car that did not have seats or windows, but instead simply had a big rolling freight door on each side. These were used as the UPS or FedEx of the day, carrying packages and freight. They

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could also pull trailers for passengers behind them and that was the case in this accident. At least one example still exists, sitting in a park in Seal Beach, CA. Googling the term 'interurban freight motor' should provide a photograph.

"Attached is a DELTA QUEEN picture from my grandfather's collection. On the back is written in pencil: '8/8/47 Point Pleasant, W. Va.' and also has a stamped Karl W. Smith, Box 202, R.R.13, Cincinnati 30, Ohio. I wonder if the photographer got a call that the boat was coming, or if he was in the right place at the right time by happy coincidence."

🔦 Tom's photo from his grandfather Fred Way's storied collection is reproduced at the bottom of

## Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

### Articles

- » 500 words or less
- » .rtf or .doc format (no PDFs)

### Features

- » 750 words or more
- » .rtf or .doc format (no PDFs)

### Images

- » at least 300 dpi
- » .jpg, .tif, .png, or .bmp format
- » minimal compression

Send to the Editor as an e-mail attachment

this page, picturing the sternwheeler on her way to Dravo for extensive remodeling. Landed in the background is the ARTHUR HIDER. Our thanks to Tom for sharing this gem with us.

## IN THIS ISSUE

### Columns

<i>Reflections from Our Readers</i>	2
<i>Getting Posted Up</i>	5
<i>Meet Our Contributors</i>	6
<i>Final Crossings</i>	33
<i>Small Stacks</i>	34

### Features

<i>JO HORTON FALL on Cumberland</i>	8
<i>S&amp;D Celebrates W. P. SNYDER, JR.</i>	12
<i>A Steamboat Cruise on Lake Lucerne</i>	26

### Articles and Pictures

<i>Relic of Utah's Green River Uncovered</i>	6
<i>Aftermath of Pt. Pleasant Museum Fire</i>	25
<i>Howard Museum and BELLE Events</i>	29
<i>2019 Riverboat Calendars Available</i>	32





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

1  
9  
3  
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America's Steam & Diesel  
Riverboat Magazine

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# S&D REFLECTOR

Published by Sons and Daughters  
of Pioneer Rivermen

Vol. 55, No. 4  
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Marietta, Ohio December 2018  
Post Office Permit #70, Dubuque, IA

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.

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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

### Preserving and Sharing Our River Heritage

The month of September brought a long-awaited climax to celebrations of the 100th anniversary of the steam towboat W. P. SNYDER, JR. We suspect that Capt. Fred Way would have been very pleased and proud of the recently completed efforts at preservation and restoration of this lone survivor of the pool towboat. An amazing and dedicated host of river people have stepped up over the years since Capt. Way left us, to insure that the boat will be here for generations to come to tell her story for countless future visitors. Of course, a committed group of individuals from Ohio History Connection with an eye to the future have been an important part of those efforts as well. As one of our many speakers during S&D weekend reminded us, we are all stewards, that is caretakers, of the river heritage entrusted to us. That theme will surface more than once as you read the story of our 79th Annual Meeting in these pages.

Your S&D magazine is also a caretaker of that heritage, with each new issue a testimony to the support and enthusiasm of our member/readers who choose to participate in passing that river tradition along to others in many and varied ways. Sometimes an unexpected event can cause us to reflect on that.

## CONTRIBUTIONS TO S&D AND J. MACK GAMBLE FUND

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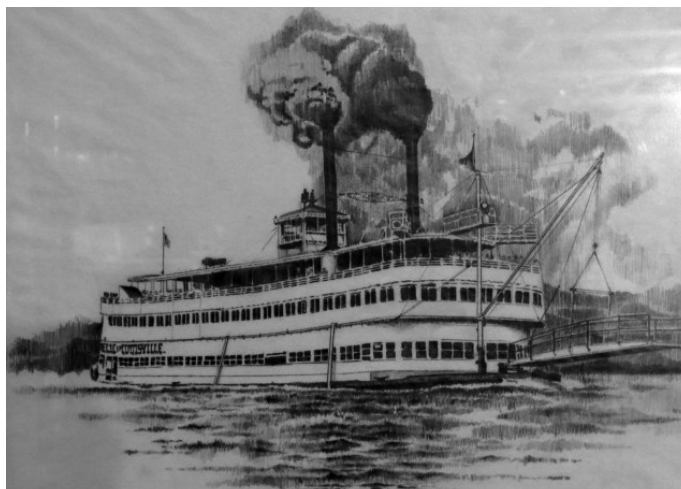
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Your editor was reminded only a month ago of his own first attempt at sharing that love of the river, its boats and its people. At a Howard Steamboat Museum rummage sale, a framed drawing of the BELLE OF LOUISVILLE by John Fryant captured his attention like a magnet. As it turned out, it was a near identical drawing which had appeared on the front cover of SSHSA's quarterly magazine for Summer 1967. And inside that issue was this young writer's first published steamboat story: a brief history of the boat. Yes, each of us, in our own way, is called to transmit that passion and preserve the priceless heritage of our nation's rivers. 🕒







## Meet Our Contributors

**Charles H. Bogart** (*JO HORTON FALL on the Upper Cumberland*, p. 8) is once again welcomed to the pages of the REFLECTOR as he shares with us this story of steamboating on the Upper Cumberland River in 1922. As luck would have it, Capt. Bill Judd had just recently finished the latest of several new articles, including one about the Upper Cumberland, and we had already scheduled that story to appear in spring or summer of 2019. Providentially, Charles's narrative complements Bill's story quite well, and provides a suitable introduction to that lesser-known story of steamboating on the Cumberland above Nashville. It was indeed most timely that his article arrived when it did. You may read our previous biographical sketch of Mr. Bogart in the March 2018 issue of the REFLECTOR.

## Relic of Utah's Green River Uncovered

A request from Mr. Roy Webb, retired archivist from Special Collections, University of Utah, and an historian of the Green and Colorado Rivers, recently came to the attention of your editor. Mr. Webb wrote: "Paul Beck of the Murphy Library Special Collections at University of Wisconsin suggested I contact you. I've found what I believe are parts from steamboats and other paddlewheelers that operated on the Green River in the early part of the 20th century, but need help determining if that's what they are.

"There is a large axle made out of iron, about 12 feet long. The shaft is two inches in diameter. The shaft is 'keyed,' with three grooves cut into it that are about 12" long. The ends, which is where I assumed the paddles were attached, are about 20" in diameter. I think this was the shaft of one of the



*September 13-14,  
2019*

*80th Annual  
S&D Meeting*

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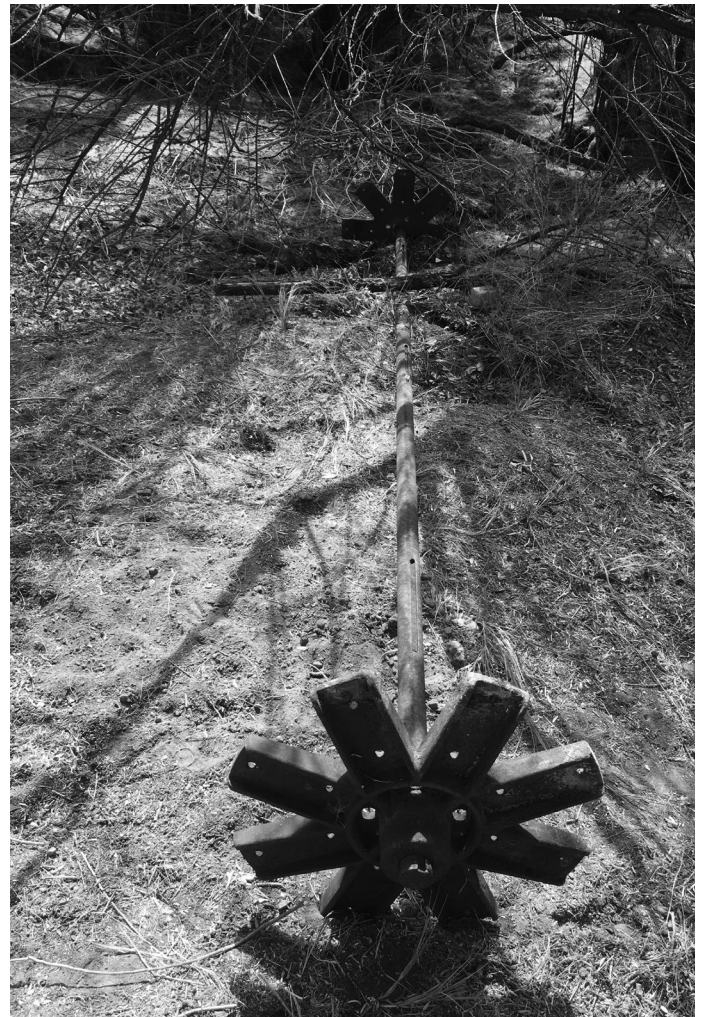
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# JO HORTON FALL on Upper Cumberland River

by Charles H. Bogart

The Cumberland River for commercial navigation purposes has always consisted of two segments. These two segments, the Lower Cumberland River and the Upper Cumberland River meet at Nashville, TN. Burnside, KY at the head of navigation, is at an elevation of 587 feet above sea level, while Nashville is at 385 feet, and Smithland, KY where the Cumberland River joins the Ohio River, is at 302 feet. The fact that the Cumberland River is two different rivers above and below Nashville is borne out by the fact that the locks and dams downstream from Nashville had letter designations A to G, while those above Nashville bore numerical designations #1 to #22. All of the Cumberland River locks were 60 feet by 280 feet. Lock & Dam #22 was to have been built just downstream from Burnside.

Cumberland River Lock & Dam A, built in 1894, was located just downstream of Nashville at Mile 151, while Lock & Dam F was at Eddyville, KY at Mile 43.6. Lock & Dam G was to be located near Smithland, but it was not built as Ohio River Lock & Dam #52 backed up enough water to Eddyville to provide a 6 foot navigation channel when it was completed in 1928. The Lower Cumberland River locks and dams as built provided a 6 foot navigation channel.

Upper Cumberland River Lock and Dam #1 was located at Nashville at Mile 189 and #8 was at Carthage, TN, Mile 312. Although Lock and Dams #9 to #20 and #22 were not built, #21 was constructed just above Jamestown, KY at Mile 487. Construction of Lock & Dam #1 started in 1894 and was completed in 1904. The long building period was due to Congress not appropriating money in a timely fashion, complicated further by a series of floods that destroyed work which had already been finished. With the completion of Lock & Dam #1 Nashville harbor was guaranteed a year-round navigation pool of 6 feet.

In 1920, construction began on Lock & Dam #8. Head of navigation on the Cumberland River was at Burnside, Mile 516, where the Big South Fork joins the Cumberland River. The run between Nashville and Burnside, due to the fact that Lock and Dams #9 to #20 were not built, could only be accomplished by packet boat during times of flooding – a coal tide – when the numerous shoals and bars that obstructed river traffic were submerged. Lock & Dams #1 to #7 were all in service by 1910 when Lock & Dam #8 opened in 1924.

Construction of Lock & Dam #21 commenced in 1906. This structure, unlike the others on the Cumberland River, was to be built of concrete. The purpose of #21 was to serve as a splash dam. When a large fleet of coal barges had been gathered behind the dam, water would be released to create a Coal Tide which would carry the coal barges safely down river to Carthage to be off loaded into Louisville & Nashville Railroad coal cars. When Lock & Dam #21 was completed in 1911, a year-round 4-foot pool was provided at Burnside.

By 1920, packet boat operations on the Cumberland River had basically ceased. A few hold out owners still tried to make a living moving goods to and from riverboat landings. Among these companies was the Nashville Navigation Company, owner of the JO HORTON FALL (3025), a sternwheel wooden hull packet. She had been built in 1913 by Howard Shipyard at Jeffersonville for the Cumberland River Steamboat Company for \$19,750. The sternwheeler's hull was 158 feet long, with a beam of 28 feet and 4 foot depth. She was powered by two boilers, 38 inches diameter by 24 feet long, which provided steam to compound engines 9's and 18's with a 5-foot stroke. Her normal run was between Evansville and Nashville.

In 1920 and 1921 the Nashville Navigation Company attempted to run JO HORTON FALL



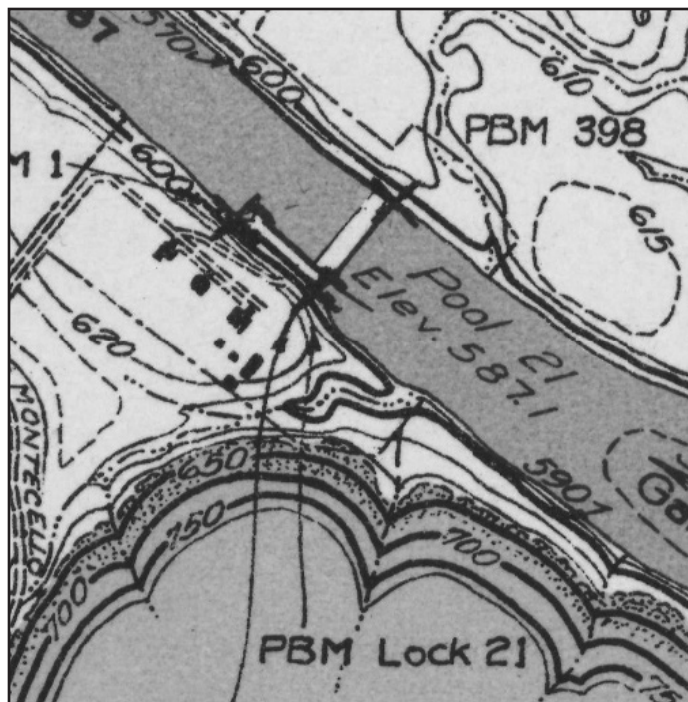
from Nashville up the Cumberland to Burnside. Low water in both years had forced her to turn back before she reached the Kentucky-Tennessee Line. On May 2, 1922 she set out again to reach Burnside. The purpose of the trip was to promote the building of Lock and Dams #9 to #20 and #22. And so at 7:45 p.m. on that Tuesday evening she departed the wharf boat at Nashville and began to ascend the Cumberland River for the head of navigation. On board were 16 male guests of the Nashville Navigation Company, including two members of the Corps of Engineers, four members of the Nashville Chamber of Commerce, plus the Tennessee State geologist. Her master was W. H. Donaldson and pilots were Will Harris and John Gann. Also aboard as passengers were Donald T. Wright and Arthur J. Dyer.

The Cumberland River was running high as JO HORTON FALL left Nashville, and she did not have to lock through at Locks #2, #3, and #4, but steamed over the dams at these locations. She did lock through at #5, #6, and #7. Since Lock and Dam 8 was still under construction, she passed this location without locking. The next lock and dam, #21, was located some 175 miles upstream, and the boat would have to depend upon the river staying high if she was to reach that site without grounding.

The first stop on this voyage up the Cumberland was on Wednesday, May 3 at Carthage, TN, location of Lock & Dam #8. This city was the normal upper reach of the Cumberland River served by packet boats from Nashville. Upon leaving Carthage and heading upstream, liberal use was made of her whistle with the result that residents from every small community along the way lined its riverbanks to salute the boat as she steamed by.

On Thursday, May 4 JO HORTON FALL reached Burkesville, KY, county seat of Cumberland County. She

was the largest boat to call at Burkesville since 1917. Local citizens were excited to see the steamer at their landing with two high ranking Corps officials on board, as oil had recently been discovered in the area and a refinery had been opened. However, the Cumberland County Refinery had no close railroad line to move its product to market and so the oil field developers and the town folk were pushing for



**Above:** Navigation chart of Upper Cumberland showing Lock and Dam #21. **Below:** Looking upstream on July 1, 1913.



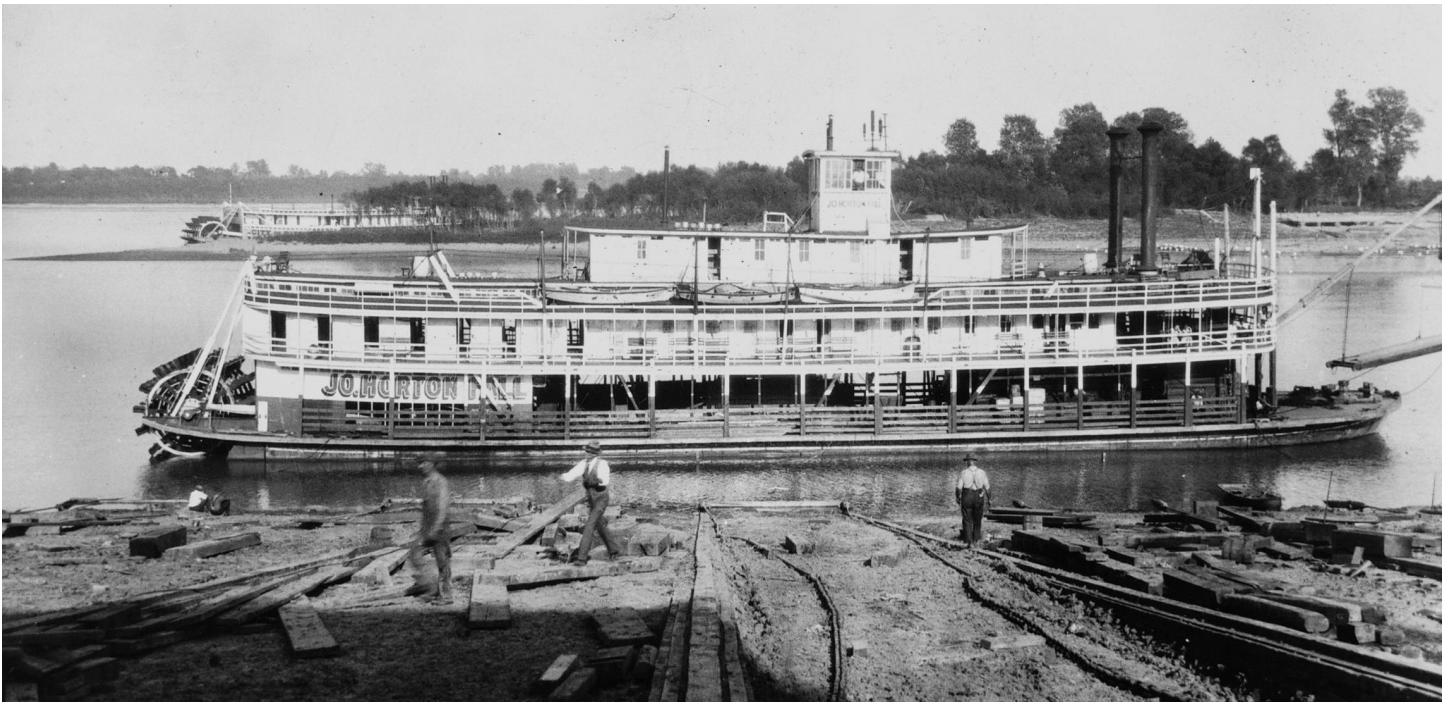
more locks and dams to be built upstream so barges could move the refinery's products to Carthage and its railroad.

Friday morning, May 5, JO HORTON FALL blew for the lockmaster at #21 to open the gates so she could enter Pool 21 and the 6-foot channel that led to Burnside. The steamer would be the largest boat to ever lock through there. At 4:00 p.m. that Friday she landed at Burnside where she was greeted by the town's 2,000 citizens. Burnside was home to Burnside & Burkesville Transportation Company, owners of the packet boats CITY OF BURNSIDE (1053), ROWENA (4855), and CELINA (0910). These boats were managed by T. A. Lewis.

JO HORTON FALL's stay at Burnside was short as the river was falling and Lock & Dam #21 only provided a 4-foot pool there, while the boat drew about three feet. So at 6:00 p.m. her lines were let go and she headed back downriver. Riding with her was T.A. Lewis who, at 11:00 p.m. left the steamer and boarded CITY OF BURNSIDE, bound upriver to its home port. As she descended down river, JO HORTON FALL paused at Celina, TN at noon on Saturday, May 6. Here a side trip up the Obey River was considered, as both her pilots

had license on this river. But low water deterred the expedition, and the voyage continued downstream for Nashville. At 5:00 p.m. a quick stop was made at Gainesboro Landing, TN when a large party of people were seen on the river bank waving at the boat. The next day, Sunday, JO HORTON FALL was back at her dock in Nashville by 2:00 p.m.

The steamer would never again sail upriver to Burnside, and Congress would provide no funds to build Lock & Dams #9 to #20. In 2018, Lock & Dam #21 rests under forty feet of water at the bottom of Lake Cumberland as does the original city of Burnside. JO HORTON FALL would leave the Cumberland River for good in 1926. Converted to an excursion boat, she would see service as VALLEY QUEEN until May 17, 1934, when she sank in the Missouri River at Omaha. The Burnside & Burkesville Transportation Company packet boats CITY OF BURNSIDE, ROWENA, and CELINA remained in service until 1931, when new all-weather roads in the area rendered them unneeded. That year CITY OF BURNSIDE was broken up at Burnside, while ROWENA and CELINA were sold for service elsewhere. But both boats were lost due to navigation hazards before reaching Lock & Dam #8. 🕒



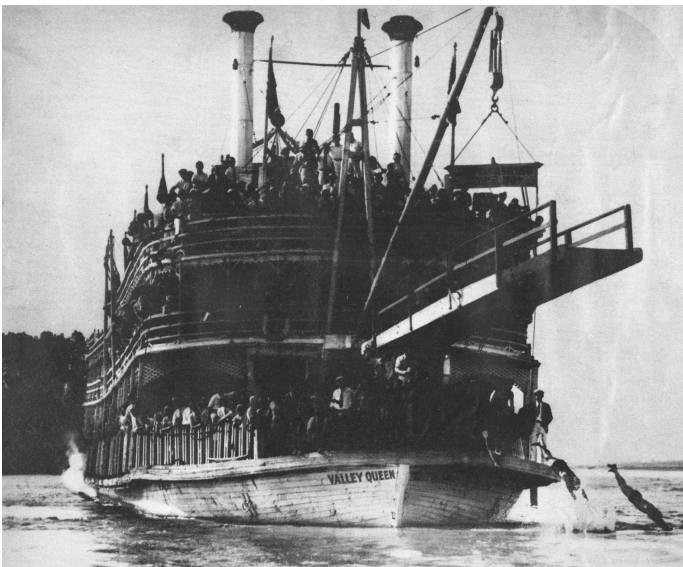
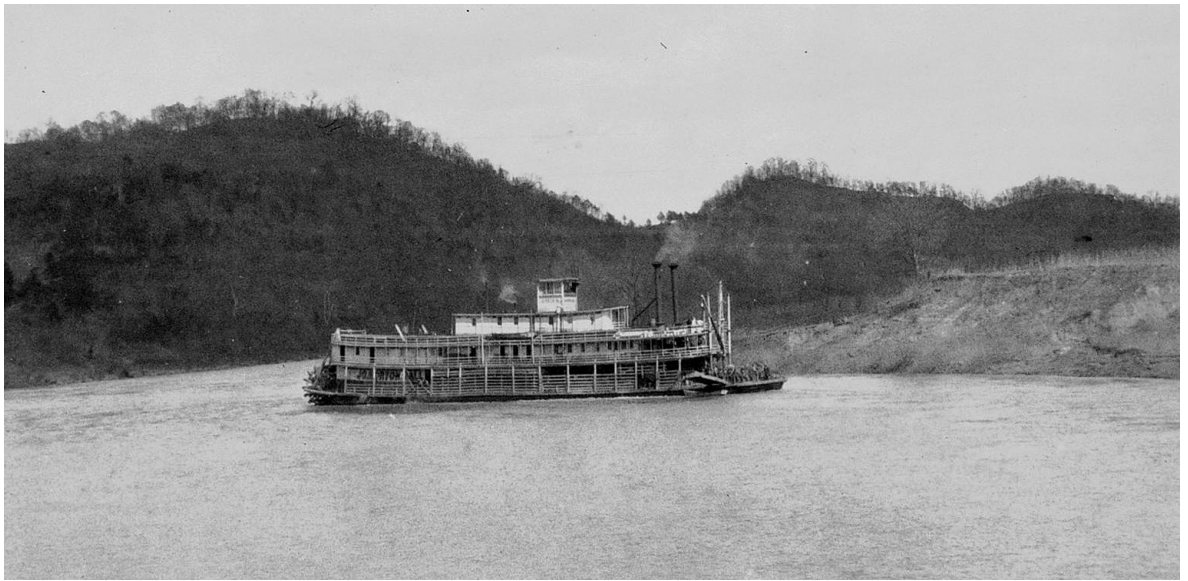
*The Howard-built JO HORTON FALL in her packet boat days. Built in 1913 for Capt. Tom Ryman, Jr. who ran her on Cumberland River. After he was shot and killed aboard in 1915, she ran for Nashville Navigation Co. headed by H. G. Hill of Nashville and managed by Capt. W. L. Berry of Paducah, where she is likely pictured in this view. She continued in that trade until sold about 1926 to Capt. Peters Lee of Memphis. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.*



**Top:** JO HORTON FALL aground in Cumberland River. Her 1922 trip to Burnside was made to help call attention to the need for further expansion of locks and dams on that river. Photo from Murphy Library.

**Middle:** Nashville harbor in 1926 with new diesel towboat NASHVILLE B. in foreground, and Nashville Navigation Company's H. G. HILL (2487) and JO HORTON FALL in background. This photo and those on page 9 courtesy of Charles H. Bogart.

**Bottom:** JO HORTON FALL was bought by Capt. Peters Lee, renamed VALLEY QUEEN (5537) and run in packet trade between Memphis and Caruthersville, MO and also on excursion trips. On a Missouri River trip, she sank at Omaha on May 17, 1934. Both photos from Murphy Library.



# S&D Celebrates W. P. SNYDER, JR. at Annual Meeting

The 79th Annual Meeting of Sons and Daughters of Pioneer Rivermen on September 14-15 provided a fitting occasion for commemorating the centennial of the historic pool towboat W. P. SNYDER, JR. That celebration was appropriately framed by a Friday night Moonlite excursion on VALLEY GEM, and Saturday evening's banquet and program by Capt. Doc Hawley at the Lafayette Hotel.

Seventy-five S&D members boarded VALLEY GEM at 8:00 p.m. for a two hour excursion upriver, after Capt. Sands brought the excursion boat from her Muskingum River landing up to the city wharf adjacent to the Lafayette Hotel. Passengers boarded to a recording of nostalgic music from the DELTA QUEEN's steam calliope that had been played by master professor Doc Hawley, and taped exactly fifty years ago to the day while the tourist steamer was landed at Dubuque en route to St. Paul. Those with a sharp sense of hearing could detect Capt. Ernie Wagner in the background of the recording as he shouted to the pilot, "Blow one more landin' whistle," and "Rang the bell three times," sounds from the veteran sternwheeler that evoked happy memories of steamboating in decades past.

During the two hour trip around Marietta (Kerr) Island, dozens of small groups assembled on the upper deck to enjoy the cool, quiet beauty of the Ohio valley at night, while getting posted up with longtime friends on the latest news, sharing river adventures since the last gathering in Marietta, and making some surprise discoveries of just who had come aboard for the weekend gathering. S&D's new webmaster and newest Board member, Capt. C. R. Neale III, made the rounds with camera in hand, snapping candid and posed shots for later viewing on S&D's website. Upon landing, many made the short trek up to the Lafayette's bar and lounge to continue the evening's festivities, while another group encamped in the hotel's lobby where Doc was persuaded to entertain at the piano with tunes that were old favorites. Requests for songs were soon

heard as the hotel entryway filled with music and the minutes ticked away, until it was time to bring down the curtain on a relaxing and enjoyable kick-off to the annual meeting.

Earlier that Friday afternoon the Board of Governors had convened their meeting at Campus Martius, with S&D membership receiving the various reports and opportunity for discussion on those items at the annual business meeting which ushered in the morning at 9:00 Saturday. Chairman Lee Woodruff welcomed all to the meeting, and gave a special greeting to first time attendees Capt. Dan Shrake from Savanna, IL and John Bender from Merritt Island, FL. Also recognized were individual Board members, officers, REFLECTOR editor, Museum chair Bill Reynolds, secretary emeritus Bee Rutter, and guest speaker Capt. Clarke Hawley. Lee gave a summary of Ohio History Connection's (OHC) plan for a new 6000 sq. ft. building to house a library and the existing Ohio River Museum on the grounds of the present campus. OHC's Megan Wood and exhibit designer Bill Mahon had briefed the Board Friday afternoon on proposed plans for the expansion, exhibits, and funding. S&D had been assured that our organization would be contacted for prior approval about the disposition and use of our artifacts during the construction phase. Subsequent to our S&D meeting, OHC announced further revisions and significant changes to those plans that had been shared with us. Museum chair Bill Reynolds and Taylor Abbott from our Board were in attendance at that state meeting to ensure that S&D is properly involved and consulted in all instances where our artifacts and exhibits are concerned. Further details on the new design as it evolves will be reported in future issues of the REFLECTOR.

Fred Smith from OHC gave a report regarding the SNYDER's 63rd anniversary of her arrival at Marietta on September 16, 1955 and of the 100th anniversary of her launching on February 21, 1918. Since the boat had arrived at her home on the



Muskingum, those entrusted with her care have been faced with the question “What is the ‘right thing’ to do with the SNYDER? What is her proper historic value and significance?” As he reviewed a history of the boat and the features of her construction, your editor was bemused by the thought that Mr. Smith might have saved himself much of that effort had he merely commended the two most recent issues of the REFLECTOR to his audience. Among additional details that were shared was the ¼ inch steel overlay installed on the hull in 1969. By 2002, corrosion caused by condensation between the overlay and the original hull became critical. It was decided at that time to preserve the boat as near as possible to when she arrived in 1955. Alan Bates and Jack Deck were consulted, and a plan was formulated with work carried out in three phases. Completion of phase three is still underway with outfitting the cabin and galley. “Maintenance is preservation” is the mantra of those who care for the SNYDER. OHC’s new challenge is to get a good handle on what is needed to maintain the boat and then acquire the resources to do it. In that regard, a maintenance endowment has been instituted, although admittedly only \$50,000 is in that fund at present. Returning to his initial question, “What is the ‘right thing’ to do with the SNYDER,” Fred stated that OHC is committed to preserving her so that she can be appreciated for her significance and passed on to future generations.

Following this presentation, President Jeff Spear reviewed the upcoming day’s activities, and offered special recognition to Amherst Madison and Bill Barr for bringing the steam calliope; to Randy Shrider for the traction engine to provide steam; and to Capt. Charles E. Ritts, marine superintendent for Crucible Steel, and B.G. and Barbara Ritts for their presentation about their grandfather.

S&D Secretary Sharon Reynolds reported that our current individual and institutional memberships/subscriptions total 358. Lee Woodruff observed that our past efforts at increasing membership do not appear to be having positive results, but reminded everyone that personal one-on-one contact and invitation remains the best and surest means of promoting the organization. He encouraged those attending to consider gifting a prospective member with a year’s subscription to the S&D REFLECTOR as a means of increasing S&D’s visibility.

Treasurer Dale Flick gave what unquestionably was the most succinct financial report in the history of S&D, to a rousing ovation from those assembled! Although Dale’s detailed report ran to six printed pages, his brief verbal summary for the organization showed a beginning balance of \$17,337.90 on September 15, 2017 and an ending balance of \$23,685.30 on September 14, 2018. Income for the year totaled \$15,782.93 with expenses for the same period \$9,435.53. Lee Woodruff observed that our change of printers last year coupled with our lower press run of 450 copies, along with the volunteer services of C. R. Neale as our new webmaster, have greatly contributed to our financial stability.

J. Mack Gamble Fund chairman Bill Barr reported that the market value of the Fund one year ago was \$516,000, while its current value after deducting \$24,825 awarded in grants this year stands at \$521,000. Six grants were awarded: \$1000 for repair and maintenance of the Shantyboat on display at ORM; \$6900 to Keokuk River Museum for repairs to the pilothouse of Str. GEO. M. VERITY; \$2500 for engine repairs to LST 325 at Evansville, IN; \$5172 to Friends of the Museum in Marietta; \$8253 to the Point Pleasant River Museum for simulator update; and \$1000 to the RiverWorks Discovery program of the National Mississippi River Museum and Aquarium in Dubuque. Capt. Barr also mentioned that the total of grants awarded each year has averaged \$30,000 since the Fund’s inception. The SNYDER has received \$146,679 in grants during that time; Ohio River Museum a total of \$131,678; with a cumulative total of \$1,205,546 being awarded by J. Mack Gamble Fund during its lifetime. This is a major and significant achievement of which S&D can be rightfully proud, and it was with a mixed degree of humility, pride, and impassioned gratitude that Capt. Bill gave this accounting of the stewardship of the fund.

The Middle Ohio River Chapter of S&D shared their activities over the past year with a report from chapter president Michael Jones. Their April meeting was held at various locations in the St. Louis area, including the Port of Call Restaurant in Kimmswick, MO and at the Jefferson Library at the University of Missouri-St. Louis campus, hosted by Capt. Jim and Annie Blum. The Mercantile Library at the Jefferson houses the Barriger National

Railroad Library and the Pott Inland Waterways Library. A harbor cruise on m/v TOM SAWYER capped off the weekend gathering. Coordinators for this very enjoyable meeting were Liz Patterson and Mike Washenko. Member Jo Ann Schoen announced that their October meeting is scheduled for Louisville with a visit to the Portland Museum, the Marine Hospital, a BELLE OF LOUISVILLE Octoberfest afternoon cruise, and ending with an evening dinner cruise on m/v MARY M. MILLER.

Jim Bupp, president of Ohio-Kanawha Chapter, reported on the tragic fire July 1st at Point Pleasant River Museum, described in our September issue. He announced that repairs have begun, including placement of a new roof. Katie Blackburn of Cincinnati, kindly provided the REFLECTOR with some photos of the aftermath of the fire as shown on page 25 of this issue. Capt. Jim Blum extended a warm invitation on behalf of Mercantile Library in St. Louis to come and visit. The most recent addition to their archives includes the monumental towboat photo collection of the late Dan Owen who passed away in January. Sorting and indexing of the John Hartford collection also continues.

Ohio River Museum's annual report was delivered by Museum chairman Bill Reynolds. The museum has lost its local warehousing, and there was a considerable volume of material needing to be transferred to other locations. Space in the basement of Campus Martius is at a premium, and so much shuffling, consolidation, and farming out was necessary. A jam-packed trailerful of materials was loaned to the Lock 34 Museum at Chilo, OH. Another trailerful of past editions of S&D REFLECTORS was placed in the hands of Dave Vornholt of New Richmond, OH, who envisions plans to sell and distribute these volumes. Your editor transported four large boxfuls of river photos from the collection of Bob Latta in the trunk of Jim Blum's car on their return trip to St. Louis. Final destination for these photo albums is the editor's basement office in Dubuque. Bill also mentioned that Bee Rutter and her family have graciously donated a tremendous amount of artifacts and printed materials and photos from their family collections. All of the river books from the Rutter family will be donated to Point Pleasant River Museum to help replace those lost in the recent

fire. Duplicate copies of books and other printed matter that remain will be donated to ORM for sale to visitors and river historians. In fact, later that afternoon while visiting the Museum, your editor purchased one of these duplicates: a copy of the notable Kalmbach Publishing Company photo album *Mississippi Sternwheelers*. Bill also mentioned that an exhibit commemorating the centennial of W. P. SNYDER, JR. opened at the museum in April. S&D attendees were wowed at the amazing display that Mr. Reynolds put together. On a more ominous note, the Schoonover shantyboat has encountered termite problems, with an exterminator being hired and decking being replaced. J. Mack Gamble Fund provided some financial assistance through a grant awarded this year. Recent ORM acquisitions include photographs from Mr. Koltek, who donated two William E. Reed steamboat paintings last year, and also two models built by Joe Bremke's father, the steamers INDIANA and W. P. SNYDER, JR., which are available on a loan basis. Taylor Abbott, in giving a report on the Clarrington River Museum, expressed that the Upper Ohio River Museum is interested in displaying the SNYDER model. The final museum report was given by Lee Woodruff for the Lock 34 Museum at Chilo. He described recent efforts at establishing a Capt. Ernest Wagner memorial display on the upper floor of the former powerhouse at the old lock site. Capt. Bill Judd has been spearheading efforts there, and both financial contributions and artifacts for display have been donated in support of that effort.

Several general announcements of river interest were made following these reports. The Port of Call Restaurant at Kimmswick, MO has been permanently closed. Jo Ann Schoen, Liz Patterson and Mike Washenko, and Philip Johnson, along with those who have visited the DELTA QUEEN in lay up at Houma, LA, report that maintenance efforts are continuing. Capt. Mike Williams makes regular visits to look after things. The rather dirty exterior appearance of the boat is attributed to her landing location in an industrial area, but is not representative of the overall condition of the steamboat.

The final order of business was the Nominating Committee's report given by Ruth Guenther.

***S&D Celebrates SNYDER continued on page 23***





*Friday evening's Moonlite excursion on VALLEY GEM helped kick off S&D weekend with this boatload of enthusiastic riverfans. Among the many faces you may recognize here are those of Jim Blum, Dan Shrake, Tom Dunn, Bill and Debbie Barr, Bill Reynolds, Fred Rutter, M'Lissa and Rick Kesterman, Sharon and Bob Reynolds, C. R. Neale, Taylor Abbott, Ruth Guenther, and your editor. Photos appearing on this and the following pages were generously supplied by Capt. Jim Blum and Fred Rutter, along with another host of fine shots by Capt. C. R. Neale which appear on our website.*





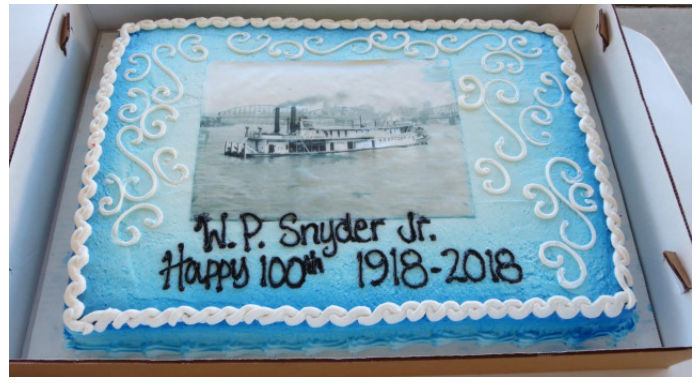
*Saturday's glorious sunrise at Marietta was a perfect follow-up to a sparkling Friday night of music, laughter and storytelling in Lafayette Hotel lobby. The annual business meeting presided over by Messrs. Spear, Abbott, Flick and Woodruff has captured the focused attention of those gathered in the ballroom. Photos by Capt. Jim Blum.*





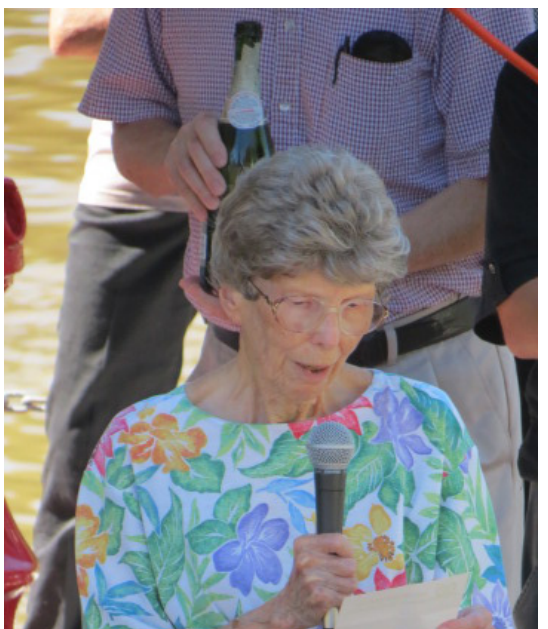
*Among those addressing the meeting was Fred Smith from Ohio History Connection, who gave a summary of the boat's history and of preservation efforts. After adjournment, the S&D crowd migrated to the grounds of Ohio River Museum and the SNYDER for the late morning dedication and rechristening ceremonies. Bottom right photo by Fred Rutter.*





*At ORM, opening remarks were made by Mary Pfeifer, chair of Friends of the Museums and by Bob Lucas, immediate past president of OHC Board of Trustees, who recognized S&D's efforts in bringing the SNYDER to Marietta. A letter of commendation for the organization was drafted, but apparently left behind in Columbus! President Jeff Spear was assured that the "letter was in the mail." The focus then moved to the bow of the SNYDER where rechristening took place. Capt. Jim Blum photo second on right; Fred Rutter photo at bottom right.*





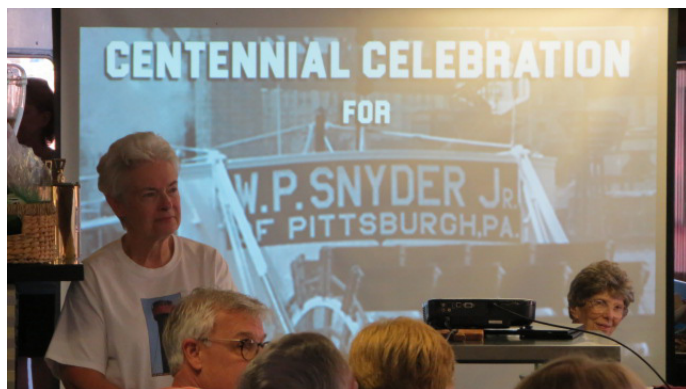
*Among the honored guests speaking at the ceremony were emcee Bill Reynolds, Barb and Bea Ritts, and Bee Rutter, as hundreds of fans gathered on shore opposite the boat to listen. Middle photos on left and right by Fred Rutter. Capt. Jim Blum photo at bottom right.*





*Other special guests at the ceremony were John Briley, ORM past president, who introduced Robin Jones, wife of the late Capt. Nelson Jones, who was instrumental in encouraging restoration of the boat. Final speakers were Fred Smith of OHC, and Cathy Wyatt. Following the rechristening, a calliope concert by Capt. Doc Hawley capped off the celebration. Bill Barr, Doc, and Randy Shrider pose in front of Randy's 1922 Minneapolis steam traction engine. Top left photo by Fred Rutter; second photo on right by Capt. Jim Blum.*



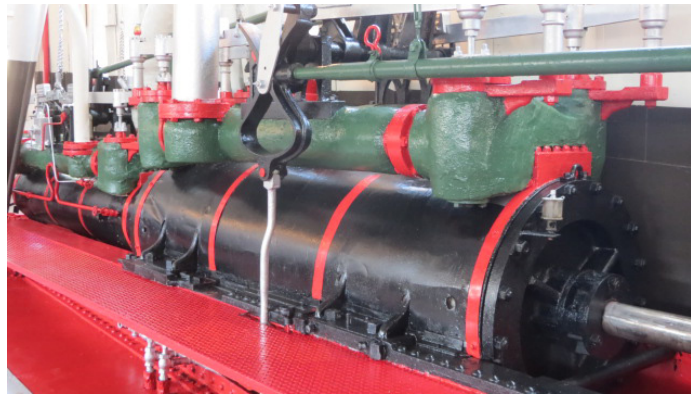
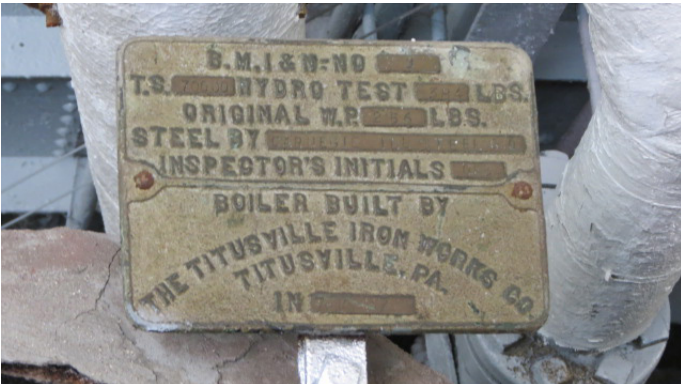


Several photos from the personal log book of Capt. Ritts provided a backdrop for Barb and Bea's talk. Pictured above, Bill Barr points out some features of the SNYDER's engineroom bell system, while a poignant photo of Capt. Fred Way evokes treasured memories of the captain's role in getting the SNYDER to Marietta. At right, the Ritts sisters pose with the boat that played a big part in their father and grandfather's lives.

After the celebration, a catered S&D luncheon was held aboard VALLEY GEM's party barge, during which Barb and B. G. Ritts shared memories of their grandfather, Capt. Charles E. Ritts, shown in photo above. 2nd photo on left by Fred Rutter.







*Above and left: SNYDER's vintage compound engines were built by James Rees and Sons of Pittsburgh, as evident by the builder's name stamped on them. Current boilers replaced original Rees set and were built by Titusville Iron Works Co.*



*83 guests enjoyed Saturday night's banquet in the Sternwheel Room at Lafayette Hotel. After dinner, a few additional faces brought the crowd to 90 as Capt. Hawley shared stories dating back over sixty years on the river. As always, Doc kept his audience enthralled and entertained. Tom Dunn, recently retired from a career with excursion boats at St. Louis, poses with guest speaker at evening's end. Third photo at right courtesy of Capt. Jim Blum. All other photos are by the editor.*





The committee presented their slate of nominees for office in 2018-19: President – Jeff Spear, Vice President – Vic Canfield, Secretary – Sharon Reynolds, and Treasurer – Dale Flick. Nominees for a three-year term on the Board of Governors were: Tom Dunn, Capt. Bill Judd, and Fred Rutter. There being no further nominations from the floor, a unanimous ballot was cast for this slate. And with that, the 79th Annual Business Meeting of S&D was declared adjourned at 10:25 a.m. There followed a mass exodus from the Lafayette to the grounds of Ohio River Museum for the focus of the afternoon: the dedication and rechristening of the Steamer W. P. SNYDER, JR.

Ceremonies began outside the Museum at 11:15 with welcoming remarks by Mary Pfeifer, chair of Friends of the Museums. Bob Lucas, immediate past president of Ohio History Connection’s Board of Trustees next gave a summary of the boat’s history and importance in the story of Western Rivers steamboating. He invited president Jeff Spear to come forward to accept a certificate of commendation for S&D’s major role in obtaining and preserving the historic vessel. Although the certificate was not available for presentation at the time, Mr. Lucas assured our esteemed president that the commendation “is in the mail!”

At 11:45, those who had assembled on the Museum grounds walked the short distance to the Muskingum River landing where the re-christening ceremony took place on the bow of the SNYDER herself. Officials gathered on the head of the boat adjacent the capstan and behind the towknees and also at the forward end of the boiler deck above, while a crowd of several hundred lined the shore to watch. Master of Ceremonies Bill Reynolds began: “We are here today to celebrate the 100th anniversary of the W. P. SNYDER, JR. and its place in history as a National Historic Landmark. This celebration has involved many hands over one hundred years to make it possible.” Uncorking a bottle of champagne, he announced: “It is time to open the champagne and prepare for this great moment in history. I now have the great pleasure of introducing Barb and Bee Ritts whose grandfather was in charge of fleet operations for Crucible Steel Corporation and whose father was the iconic photographer of the SNYDER.” After sharing their comments and

reflections, the sisters gingerly poured a portion from the bottle of champagne over the bow of the boat. Bill continued, “Forty-five years ago, I was given the honor of living on the W. P. SNYDER as a new employee here at Campus Martius and the Ohio River Museum. In life, love does not come easy, but the SNYDER introduced me to a completely new relationship. A relationship I share with my fellow members of Sons and Daughters as well as many of you here today. This magnificent girl has taught many of us to appreciate or love the importance of the inland waterways and what a rare treasure we have here before us, a true beauty to behold. Without her presence, an important part of our national heritage would be lost to time. May she continue to educate, may she have many new lovers, and may she continue to pass the test of time. Success to the W. P. SNYDER, JR.” Another splash of champagne followed.

Turning to another honored guest on the bow, Bill remarked, “At this time I would like to introduce Bee Rutter, daughter of Capt. Fred Way, who led the charge to save the SNYDER for posterity. Bee, by the way, was a passenger on the W. P. SNYDER, JR. on its trip to Marietta in 1955.” After expressing her memories and treasured thoughts of that trip, Bee gave the bow a dousing for a third time. The next speaker was introduced by a guest who had made a special trip from Maine to be in attendance that day: Mr. John Briley, past president of the Museum, another of those who had worked hard to secure the boat for Marietta. John continued, “I have the honor of introducing Robin Jones, wife of the late Nelson Jones who was instrumental in encouraging the restoration of the W. P. SNYDER, JR. and who shared many adventures involving this boat.” Following Robin’s poignant comments, she re-christened the boat once again before the last guests were invited to the microphone by the emcee. “Finally, I would like to introduce Fred Smith of the Ohio History Connection, lead project architect for the SNYDER restoration, and Cathy Wyatt, formerly of the Ohio History Connection, whose hard work fundraising made this restoration possible.” After Fred and Cathy had finished emptying the last of the champagne over the boat’s capstan, everyone was invited to “Give a big cheer for the W. P. SNYDER and let the whistles and bells sound out!”

Right on cue and in the midst of enthusiastic cheering by the crowd, the clear, vibrant tones of the SNYDER's roofbell rang out, joined by the unmistakable salute of a steam whistle. Minutes later, the precise location of that whistle became evident when Capt. Hawley fired up the Dave Morecraft replica of an authentic Nichol calliope for a mid-day concert. The instrument's steam line was connected to the boiler of a large steam traction engine sitting on shore upriver from the SNYDER. Not only did the whistle from that 12 ton engine provide the salute at 100 psi, but a separate regulating valve cut back the pressure to 40 psi so as not to blow the whistles off the calliope as it serenaded the large crowd on hand! Following Doc's performance, local residents and visitors gathered on the Museum grounds for a community picnic, complete with ice cream and special cakes decorated with the SNYDER's image. Entertainment was provided at 1:15 with Grace Metchett's performance, "Here Comes the Showboat!"

Meanwhile, S&D members migrated over to the VALLEY GEM's new Party Barge, where they were treated to a delicious catered luncheon that awaited those who had made reservations for the special occasion. Following lunch on the boat, Barb and B.G. Ritts gave a wonderful illustrated program about their grandfather, Capt. Charles E. Ritts, Transportation Manager for Crucible Steel and who knew the SNYDER very well. Much of the information and many of the photos they shared were contained in Capt. Ritts' personal logbook, which was presented to S&D for display with the SNYDER and was incorporated in Bill Reynolds' centennial exhibit at the Museum. They also shared childhood memories of their father, who was an accomplished photographer, responsible for perhaps one of the most iconic photos of the boat snapped in Pittsburgh harbor right after she had been renamed W. P. SNYDER, JR. That photo, by the way, appears at the top of page 13 in the September REFLECTOR.

Later that afternoon, many S&Ders took in the SNYDER exhibit and also enjoyed touring the boat, splendiferous in her refurbished condition and sparkling in the afternoon sun as befitted the feted centenarian. The Ritts sisters also shared some stories of their lives on the river with the

Museum crowd later that afternoon, while the color film of the boat's delivery trip from Brownsville to Marietta in 1955 played in a continuous loop to a delighted audience.

After a late afternoon pause to refresh and spiff up a bit, 83 S&D faithful gathered at the Sternwheel Room of the Lafayette Hotel at 6:00 for the banquet and evening program. S&D member John Bender, a minister from Edgewater, FL, offered the meal prayer with a few thoughts on the words Reflector and Steward. Commenting on the name of our quarterly magazine, he observed that it is appropriate that we as an organization should be reflective about all that S&D represents and preserves, and that this in turn is each of our jobs as good stewards of the tradition entrusted to us. And just like the motto that appears at the masthead atop page four of every magazine, we need to let our light shine. Words well chosen.

Once the evening meal was finished and banquet tables were cleared, Jeff Spear introduced our guest speaker Capt. Clarke Hawley, who began his river career in June 1951 on the AVALON. Lo these many years later, Doc can still captivate his audiences with stories of his adventures on the inland rivers that span more than six decades, principally on the steamers AVALON, DELTA QUEEN, BELLE OF LOUISVILLE, and NATCHEZ, and with another handful of passenger vessels thrown in for good measure. Evoking individual reminiscences of those with whom he had served and worked when learning the river, Doc shared experiences with a veritable Who's Who on the Western Rivers: T. J. Decareaux, Roy Wethern, Paul and Harris Underwood, Archie Maples, Charlie Dietz (a double ender), and Albert S. Kelley. Modern day generations of river people were represented by John Hartford, Gary Frommelt, Jim Blum, Don Sanders, Roddy Hammett and Gabe Chengery. And still the list went on: Alan Bates, Reuben Ruiz, Fred Way ("someone with whom it was a privilege to stand watch and from whom I learned so much"), J. Emory Edgington (who had been first employed by the Calvert brothers, family of Doc's mother Grace), Betty Blake, Mrs. Letha Greene (who presented Doc with Capt. Tom's officer hat band when he was employed by Greene Line), Dick Bissell (pilot, author and playwright who owned a



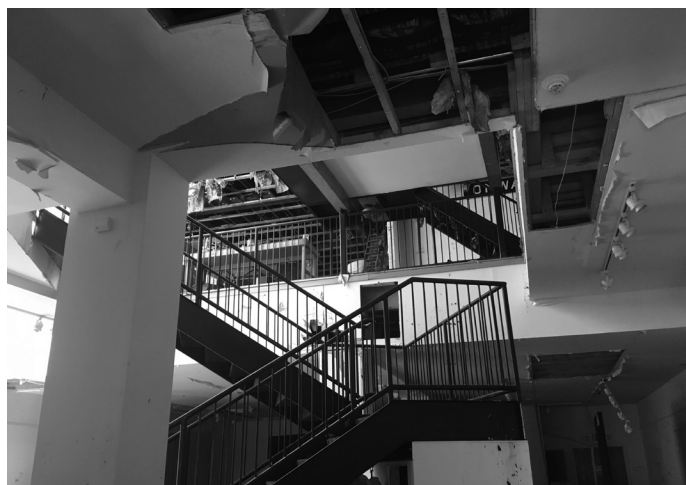
## Aftermath of Point Pleasant River Museum Fire

parrot that could swear like a good salt water sailor!), Mose England (stone deaf maitre 'd whose response "You want gravy on that?" remains a classic river non sequitur), and Bruce Edgington. Although not mentioned by name, but certainly casting a giant shadow over all these noted river people, was Doc's longtime mentor, Capt. Ernie "The Big E" Wagner.

Keeping his audience entertained with decades of river stories, we will pass along but two particular tales that Doc shared that evening. The first was aboard the AVALON in the 50s during a raid at Guntersville, AL. The local sheriff came aboard to confiscate cases of Burger Beer in storage on the main deck, completely oblivious to the fact that he was standing on a hatch cover to a hull compartment where a thousand cases of the illegal brew were secreted. Quickly compliant in turning over the outlawed bottles, captain and mate eagerly and with great relief ushered the lawman off the boat before the mother lode could be uncovered. And then there was the most unusual charter ever booked aboard the NATCHEZ or any excursion boat: a "sightseeing cruise for 837 blind folks." All went amazingly well until the departure whistle triggered a very natural intestinal response from the 600 seeing eye dogs who accompanied the guests. Suffice to say that Capt. Hawley's announcement over the boat's PA system, "Don't anybody move, please!" helped forestall a clean-up operation of Herculean scale. And for those not familiar with details of that story, you may enjoy reading all of it in Doc's own words on page 43 of our March 2013 issue.

As the evening's festivities came to an end, some headed back upstairs to hotel rooms, others returned to their homes in Marietta, some gathered outside the banquet room to view videos and photos from various and sundry steamboat trips or excursions, while others gathered in the hotel lounge to continue the storytelling and camaraderie. But all took with them the experience of a memorable and most enjoyable 79th gathering of the Sons and Daughters of Pioneer Rivermen. We hope you will mark September 13-14 on your new 2019 calendar, and come share in another outstanding gathering as we meet on the banks of the Muskingum and Ohio Rivers. S&D has saved a place that weekend just for you! 📍

Katie Blackburn of Cincinnati viewed the fire damage and roof repairs underway following the July 1 fire at Point Pleasant River Museum when AMERICAN QUEEN made a shore stop at that Upper Ohio River city. Katie very kindly offered to share these views with the REFLECTOR when she visited with the editor during the S&D Annual Meeting. Our thanks to Katie for these photos. 📍

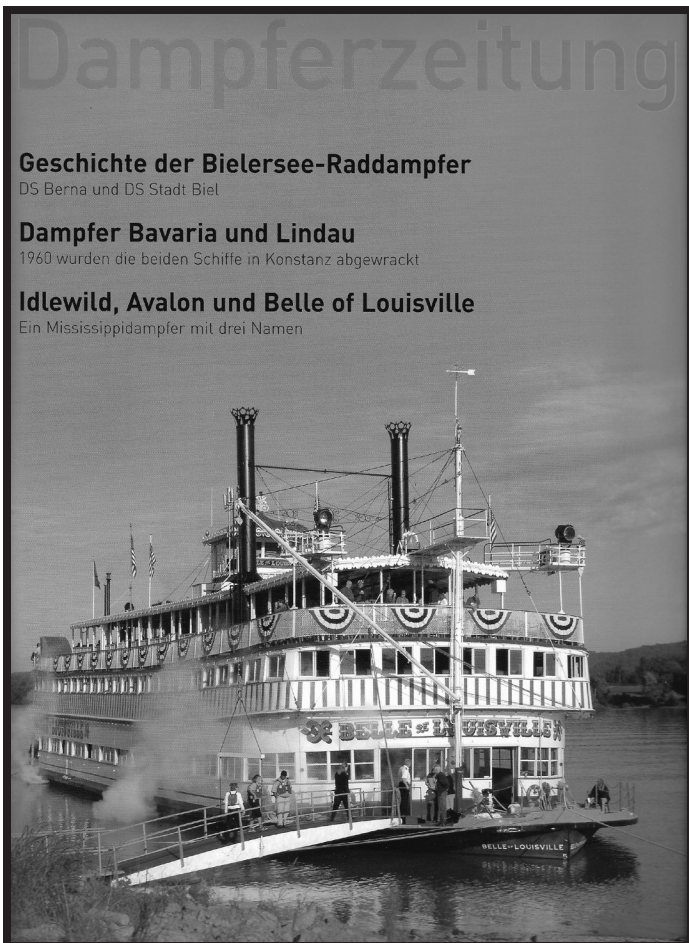




# A Steamboat Cruise on Lake Lucerne

This story has its origins with the September 2008 issue of the Swiss magazine *Dampferzeitung* (Steamer Newspaper), published in Lucerne, Switzerland. Appearing in that issue was S&D-member Franz Neumeier's feature article "Idlewild, Avalon and Belle of Louisville: A Mississippi Steamboat with Three Names," detailing the history of the boat and illustrated with historical and contemporary photos. Franz had wanted to share the story of America's oldest operating Western Rivers steamboat with German-speaking steamboat enthusiasts. By an amazing stroke of good fortune, your editor and his family were scheduled to spend two days in Lucerne this summer following a visit to the Tschiggfrei family home in the former Austrian South Tyrol. A free morning and afternoon would provide opportunity to cruise on one of Lake Lucerne's five operating steam sidewheelers. And in doing that, your editor would be able to return the favor, and share the story of one of those fine Swiss steamboats with our American readers in the REFLECTOR.

The morning of Friday, May 25, son Jonathan and his father arrived at Lake Lucerne Navigation Company's Pier 1 and purchased round trip tickets for the circle tour of the lake, which departed promptly at 11:12 a.m. and returned just as promptly at 4:47 p.m. after making 23 stops en route. The only steamer making the trip that day was the STADT LUZERN (CITY OF LUCERNE), the company's flagship, although they operate twelve twin screw motor vessels on the lake in addition to the steamers. Our vessel was the youngest of the five, having been built in 1928 by Gebrüder Sachsenberg (Sachsenberg Brothers) of Rosslau an der Elbe in Germany. The oldest of the steamboats is the URI, built in 1901. The STADT's hull measures 208.8 x 25.6 and draws 5.7 feet when fully loaded, with a width "over the guards" of 49.9 feet. She measures 428 tons, has a passenger capacity of 1100 on her two decks, and carries a navigation/deck/engineer crew of six in addition to the catering staff. Her two double Scotch marine boilers, each with two fireboxes and superheaters, provide steam at 176 psi. Those boilers were coal-fired until 1954 when they were converted to oil. Her three horizontal inclined high pressure cylinders have 31½-inch diameter pistons with a 47¼-inch stroke, connected to a single shaft which turns two feathering sidewheels, 12 feet in diameter, with eight buckets 2.7 feet long by 9.5 feet wide. Normal cruising speed is 10½ mph



## Geschichte der Bielersee-Raddampfer

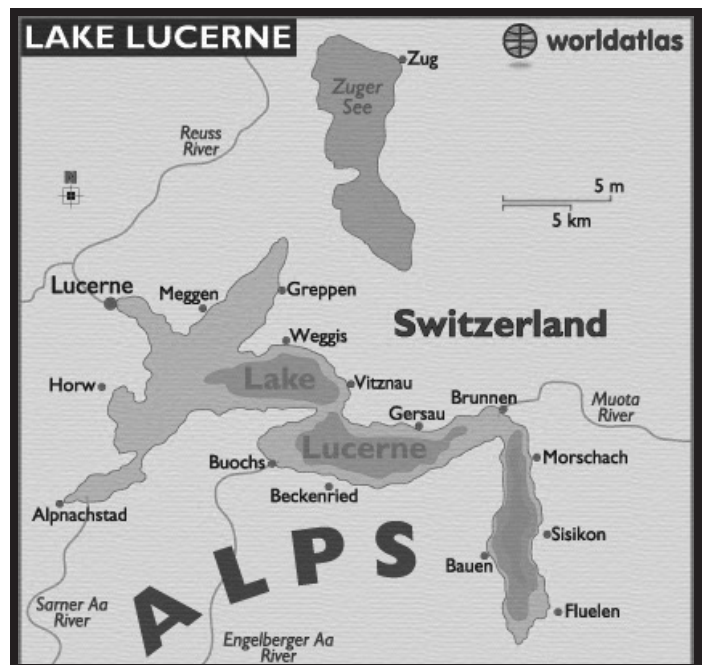
DS Berna und DS Stadt Biel

## Dampfer Bavaria und Lindau

1960 wurden die beiden Schiffe in Konstanz abgewrackt

## Idlewild, Avalon und Belle of Louisville

Ein Mississippiidampfer mit drei Namen

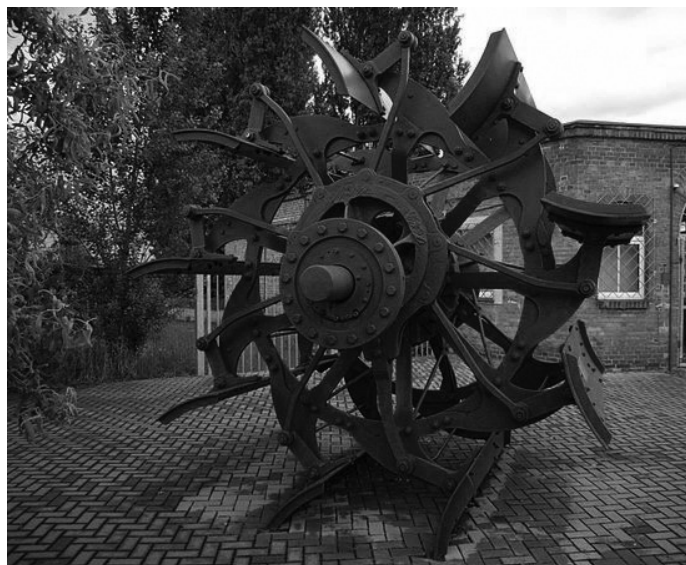




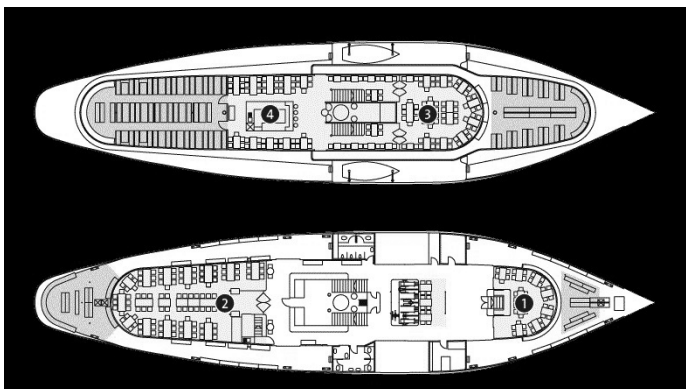
at 32 rpm, with a top speed of 16½ mph. The after end of the steamer's engines and her crankshaft are visible inside a rail-enclosed well on the main deck opening into the hull, while the paddlewheels are visible through windows positioned inboard of her paddlewheel housings on the main deck.

Shortly after boarding, our party of two enjoyed a hearty lunch in the upper deck cabin, served by an attentive white-jacketed waiter at a table with linens, silver and china emblazoned with the company insignia. Stops at the various villages around the lake were listed in a timetable posted at each pier, and the landing, boarding, and departure typically occurred within a 3-4 minute time frame, with the precision of a Swiss watch. The majestic Alps and their towering snowcaps gave way to lush green forests below with the crystal clear blue-green waters of the lake sparkling in the afternoon sun — a more dramatic backdrop could not be imagined. All in all, our Swiss steamboating compatriots provided a most memorable and enjoyable trip. 🌀

**Right:** Construction view of Steamer STADT LUZERN in 1928 at Gebrüder Sachsenberg Werft (shipyard). At center is forward bulkhead of the First Class lounge. **Below:** One of the feathering wheels of STADT LUZERN displayed on shipyard grounds. Lake Lucerne Navigation Company photos.



**Left:** Main and Salon (second) Deck plans. The main deck has a full enclosed cabin, while the second deck has a midship cabin with open deckspace fore and aft. **Below:** Boarding at Pier 1.







**Top left:** Engines and crankshaft sit below Main Deck level with a Plexiglas shield to protect viewers from oil splatters. **Top right:** Feathering sidewheels can be viewed inside their wheel housing through glass ports on the interior of Main Deck. **Left:** Departure whistle at Lake Lucerne Pier 1. **Below left:** Main Deck looking forward with purser's office on right and engineroom well in center. **Below right:** First Class forward lounge and dining room on second deck. The boat offers both First and Second Class passage, with separate sightseeing decks and dining rooms. **Bottom:** Fleeting area for steamers UNTERWALDEN, URI, SCHILLER and GALLIA (L-R)





# Howard Steamboat Museum and BELLE OF LOUISVILLE Host River Events

Mid October brought an enthusiastic gathering of river fans to the Howard Steamboat Museum in Jeffersonville, IN on a Sunday afternoon to hear Kadie Engstrom's program on Noted Women of the River. This was the latest installment in curator Keith Norrington's River Ramblings series of talks that had been inaugurated in 2006 at the Carriage House adjacent the Howard mansion. Last year's presentation was moved to the restored Wash House as major rebuilding and renovation of the Carriage House continued. Travis Vasconcelos, host for this year's event, gave your editor a tour of the recently opened facility which is available for large parties and events. The main floor meeting/dining area is served by a kitchen and a bar, which was built from the wood of a shipyard half hull model. Rest room facilities and an upper level suite for use by wedding parties completes the amazing transformation of the old building.

Kadie's well-researched talk featured nearly a dozen women of significant accomplishment who

had ties to the nation's rivers, some well-known, but most of whom had received lesser attention despite their deep involvement with the river or its boats. Prominently mentioned was Capt. Mary M. Miller, first woman to receive a pilot license, and for whom the BELLE's companion boat is named. The women whose stories were shared were divided into groups representing those from the Louisville area and the Ohio River, as well as those with connections on the Mississippi and other inland rivers of America.

Prior to Kadie's presentation, the dedication of a scale model of the Corps of Engineers steamer



*Host Travis Vasconcelos and the reconstructed Carriage House welcome guests to the River Ramblings program on the afternoon of October 14. Below, guest speaker Kadie Engstrom, education coordinator for BELLE OF LOUISVILLE, presented her research on Noted Women of the River. Top photo courtesy of Judy Patsch.*



*Marty Richardson with his model of USCE steamer MISSISSIPPI at its dedication the afternoon of October 14. Marty has built and donated several excellent examples of the steamboat model-builder's craft to the museum.*





MISSISSIPPI (3977) took place on the second floor of the Museum. Model builder Marty Richardson, whose fine work is also displayed in other locations in the building, was pleased to model this particular sternwheeler, as it is the favorite steamboat of Keith Norrington. Marty commented that his next project will be a model of the famed J. M. WHITE, a construction feat in its own right as the length of that model will approach seven feet.

Monday morning, October 15 saw an undaunted crowd of over 200 passengers eager to board the steamer BELLE OF LOUISVILLE despite wind, rain and cool temperatures. The boat departed at 11:00 for a seven-hour cruise upriver to Madison, IN. After a charter Moonlite excursion in Madison that evening, she would return to Louisville with another 100 or more river fans the following day. More than a score of the “hard core” buffs and buffettes were aboard for the round trip, lodging overnight at the Riverboat Inn overlooking Madison’s riverfront. Two passengers who traveled some distance to be part of the festivities were Ted Guillaum, former purser on the DQ, and her long time banjo player, calliapist and entertainer, Fred Dodd.



**Above:** Dan Lewis, Kenny Howe, Travis Vasconcelos, Jim Reising, and Jo Ann Schoen gather on Texas prior to departure. **Below:** The Upper Mississippi contingent on board represented by Jonathan Tschiggfrie, his mother Debbie, and Judy Patsch.



Sometime during the afternoon of the return trip, the idea surfaced to gather all former DQ crew and passengers on the ballroom for group photos. Unfortunately, the occasion came too late to include Fred Dodd, Jim Reising, and Chief Kenny Howe in the picture, as they had departed the boat upon her arrival at Madison the evening before. Nonetheless, this rather “historic” (or was it “hysteric”?) assemblage was preserved for posterity in the two photos on the next page. The BELLE was to make a reprise of this cruise October 22-23. Someone mentioned to this writer that the later cruise had



**Top:** Jim Reising and Dan Lewis visit with former DQ purser Ted Guillaum from Nashville. **Middle:** Engineroom crew and “technical advisers” discuss the world situation and the state of steam propulsion in the new millennium. (L to R): Chief Kenny Howe, Jim Reising, Chief Dan Lewis, Frank Prudent, Jeff Spear. **Below:** Three professors at the Calliope keyboard - Travis Vasconcelos, Jonathan Tschiggfrie, Fred Dodd.







**Above:** BELLE after landing at Madison. The crowd is enjoying a pre-excursion calliope concert before heading up to the hotel and dinner at Key West Shrimp House. **Right:** Waitin' on the Levee are Capt. Kevin Mullen, one of the pilots on the trip, and Jonathan Tschiggfrie. **Below:** Former DQ passengers aboard the BELLE.



much sunnier skies. Perhaps, but the group who made the earlier trip seemed not to notice the weather at all, and provided their own sunny times aboard by recalling adventures of golden days gone by. Pictured above on October 16 are former DQ officers and crew: Frank Prudent, Bob and Sharon Reynolds, your editor, Travis Vasconcelos, Larry Sanford, and Ted Guillaum. Judy Patsch photos. 🍷





## 2019 Riverboat Calendars Now Available

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Photo Credit: Erica Reiss

The REFLECTOR has just received information about two fine riverboat calendars which are available to our readers. Capt. Kevin and Carrie Stier of the Riverboat TWILIGHT have released their 2019 full color calendar featuring photos taken by their passengers. Cost is \$20.95 and includes shipping. Orders may be placed either by phone at 800-331-1467 or on their website [www.riverboattwilight.com](http://www.riverboattwilight.com).

Steve Huffman also announces his 2019 Gas and Sternwheel Towboats calendar, dedicated to the late Dan Owen. Large photos picture MILDRED NO. 2, PATSY, MAC, HELPER, HARRY RAIKE, MAE BELLE, LIBERTY, INDIAN, JOE S, DOT, JEAN, HORNET, and PROSPERITY. Cost is \$15.95 plus \$4.50 shipping from Draftware Inc., 41 Ems W32, North Webster, IN 46555 or online at [www.draftware.com/calendar](http://www.draftware.com/calendar) 

**2019 Calendar**  
**Gas & Diesel Sternwheel Towboats**





## Final Crossings

### Ruth A. Bickel

Ruth Andresen Bickel, 97, of Cedar Rapids, IA died peacefully on August 6, 2018 after a short illness. Ruth was born September 12, 1920 in Flensburg, Germany. Her father was a violinist and landscape painter who, with his family, immigrated to the United States in 1923 where they settled on the edge of Dysart, IA. Mrs. Bickel entered Coe College in Cedar Rapids in 1937 and graduated in 1941. During those years, she met John P. Bickel, and they were married in 1942. After John's military service, the family established their home in Cedar Rapids.

Upon retirement, the Bickels made their home in McGregor, IA where they previously had spent summers along the Upper Mississippi. While in McGregor, John and Ruth maintained an active life with special emphasis on the National Rivers Hall of Fame in Dubuque, which they founded in 1985. Throughout earlier years, they had archived memorabilia and personal collections from riverboat captains and other river people. They were frequent hosts to many river friends and steamboat officers and crew at their restored home on Main Street in McGregor, The American House. Following the sale of their McGregor home, the Bickels moved onto a houseboat during the summers. After John's passing in 2003, Ruth acquired another houseboat where she continued to spend many summer hours.



Mrs. Bickel is survived by three children, John M. (Mary Ellen) Bickel, Inge Marie Bickel Osborne (James Robert), and Bonnie Bickel James (Edwin A.); seven grandchildren and six great

grandchildren. A celebration of Ruth's life was held September 15, 2018 at Coe College. Memorials honoring her life may be made to the National Rivers Hall of Fame at 350 East Third Street, Dubuque, IA 52001.

### Janet S. Norrington

Janet Sue Norrington, 86, of New Albany, IN passed away at her home on August 23, 2018. Janet was a 1950 graduate of New Albany High School, and was a wonderful and most gracious homemaker who enjoyed decorating and gardening, and along with her husband Ken and son Keith, spent many summers traveling to Mississippi and Louisiana. She also enjoyed being a volunteer at Howard Steamboat Museum.

Keith recalled that "my parents-to-be rode the AVALON for the [May 11] 1949 New Albany High School Prom. New Albany did not have a floodwall until 1952, so the boat landed at what remained of the cobblestone wharf at the foot of Pearl Street. Dad recalled visiting the engineroom and of seeing the firemen shoveling coal for the boilers. Mother's recollection, on the other hand, was of having to tip-toe across wooden planks to reach the end of the stage, due to a slurry of mud covering the cobblestones. She recalled that many of the girls were less than happy at having mud on their white ballerina slippers!"

Janet is survived by her husband of 65 years, Kenneth W. Norrington, and son Keith E. Norrington; brother-in-law Joe Hubbard (Penny); brother-in-law Everett Trowbridge; and many cousins, nieces and nephews. Funeral services were held on August 25 at Seabrook Dieckmann & Naville Funeral Home in New Albany. Memorials honoring Janet may be given to the Howard Steamboat Museum.











## Back Cover

Only rarely do we get a chance to compare two identical river scenes separated by nearly nine decades, especially when they picture the same boat in both views! Yet this is what you see

in this pair of photos. At top, the IDLEWILD prepares to depart Madison, IN in the summer of 1930. At bottom, BELLE OF LOUISVILLE prepares to depart the same landing on a Moonlite October 15, 2018. Now that's really something! *Both photos from editor's collection.*



