

STEAM

File 6-2A

Stenton and Abington Aves.
Chestnut Hill, Phila. 18, Pa.

4 November, 1946.

Dear Mr. MacMullen:

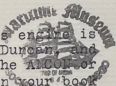
Many and sincere thanks for the two fine photographs and the accompanying letter which you sent me recently. The view of the DONAHUE's engine was especially good to get, even though the name "Fulton" appearing on it complicates even more the vague history of ownership of the Quintard Iron Works.

The EL CAPITAN's engine certainly has an interesting history. On looking at "Bay Memories" of the the S.P.R.R., I noticed that her beam and that of the ALAMEDA I, although of unusual proportions, were practically identical. In addition to the extra diagonal struts (the usual thing in beam engines of the 1840's), the regular braces which are part of the web, are much nearer the outer ends of the beam than ordinary. Perhaps ALAMEDA's engine was also an early Novelty engine which came around the Horn in another steamer. Each builder seems to have had his own ideas as to design, which resulted in small differences in appearance that are sometimes as good as a name plate in identifying the builder.



Most of my information concerning California steamboats comes from your and Mr. Kemble's books, so I'm afraid that I can't give you any dope on the engines of the steamers you mentioned that you don't already have.

All I've got on the SENATOR's engine is that it was built by someone named R. Duncan, and was 50"x11", 450 Hp. I've nothing on the ALCOA or ORIZABA, and nothing except the info in your book on the WILSON G. HUNT's engine, of the type known



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variously as "square" "Crosshead", "steeple", "saw-gate", "saw-mill", etc. Sorry I can't help you more.

In return for the two photos, I've already sent off the shot of the OLYMPIAN previously mentioned, together with a picture of the fine Harlan & Hollingsworth engine of the Norfolk to Portsmouth, Va., ferry NEW YORK. She was built in 1892 for the Williamsburgh Ferry, East River, New York, with a 46"x10", 40lb./sq.in., engine. She is the Old Reliable of the line, running steadily while the new diesels are periodically laid-up by numerous beakdowns. She has her original cabins, still decorated in gay nineties motifs, and her senior engineer is extremely fond of her engine, and treats it like a baby, even going so far as to decorate the valve lifters with the etched rings visible in the picture.

I'm afraid that you're not very interested in eastern steamboats, unless they went west, so I'm enclosing a copy of an old photo of one that did, the THOMAS HUNT of the N.Y.- Red Bank Line.

If you come across any more engine pictures, either of the fronts, or of other parts, please keep me in mind. I haven't found any photos of the front of any Novelty Iron Works engine, and there must be some around of the Pacific Mail Line's big Novelty beam engines.

Thanks again for the pictures and information, and I hope that the exchange is satisfactory.

Sincerely,

E. O. Clark

