

# THE WATER LEVEL ROUTE TAKES TO THE WATER: NYC MARINE OPERATIONS IN NEW YORK HARBOR

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## Part 4

### The Unpowered Craft: Barges

In Part 2 of this series, we covered the evolution of the New York Central Marine Department's tugboats. These were the “engines” of the fleet (the freight engines, anyway); the marine equivalent of the freight cars were the unpowered barges, sometimes called

“lighters.” Like freight cars, they came in various standard types. Most of the earlier craft were of wooden construction, except for the carfloats. Finally in the 1950's the railroads started acquiring barges of steel construction, which were quite different in their basic skeletons. The wooden barges required much ongoing maintenance work, and a future article will cover the railroad's Weehawken facility where this was done.

*(Continued on following page)*



At Pier I (letter I, not number 1) in the 60th Street Yard in Manhattan, floating crane 101 (built in 1931) swings a big box from a gondola on the pier to the gasoline hoisting barge *Brewster*. It is not obvious why No. 101 is needed here; *Brewster* should be able to handle any box weighing five tons or less on its own. Perhaps the photo was staged. Both 101 and *Brewster* were called “unpowered craft” because neither could propel itself around the harbor; they were moved by tugs. But they did have engines – No. 101's crane was steam powered, and that of the *Brewster* was powered by gasoline. New York Central photo, T. Flagg Collection.

## New York Harbor... (Continued from page 25)

### The Types

The open deck scow (hereafter referred to simply as scow, or "sc" in the roster) was analogous to a flat-car: the freight was piled on top of a flat deck, several feet above water level. No freight was loaded down into its hull, which instead had a strong framework composed of lengthwise trusses or solid bulkheads, plus crosswise trusses, and of course waterproof walls at the sides and ends. The most common size for the scow, and other types with similar hulls, was approximately 100 x 30 feet, with a nominal capacity of 250 tons. Thus each scow could hold the contents of about five freight cars.

The stick lighter, or hoisting barge, was essentially a scow that had a mast and boom added to it, with some additional bracing below deck. The mast and boom allowed freight to be hoisted onto piers that had no cranes on them, and to supplement a ship's lifting gear. Originally the winding of the lifting cables was done by hand, using a winch; later it was found to be cost-effective to install steam or gasoline engines to do the hoisting. After serving as hoisting barges for several years, some were converted into simple scows.

A more powerful version of the stick lighter was the derrick lighter; this was a deck scow with much more powerful lifting apparatus, usually in the form of an A-frame instead of a mast. The railroads had some of these over the years, but also hired derrick lighters as needed.

The covered barge was analogous to a boxcar, and handled the same types of freight. It was essentially a deck scow with a barnlike shed added on top.

The refrigerator barges were covered barges that were insulated and provided with ice chambers and heaters and handled freight unloaded from refrigerator cars.

The hold barge was analogous to a gondola car; it was for bulk freight such as coal or grain. The barges of this type owned by the Central's Marine Department were all for grain, and were usually called grain boats. Unlike the scows, they carried their freight down in the hold, so had a different type of framework. They were generally unloaded with clamshell buckets or conveyors, since unlike freight cars, they couldn't use hopper doors at the bottom. Their capacity varied.

In addition to the types listed above, there was another that was not analogous to freight cars: the



The wooden barge *Amboy* is tied up at a Manhattan pier, with two crewmen on it looking at the neighboring stick lighter, whose derrick sticks up behind the *Amboy*. There are some variations in these barges; here the captain's cabin sticks out at the end in a somewhat unusual way. But the size and capacity of the *Amboy* were very standard: 100' x 30', 250 tons. This image was made for the New York City Department of Docks. "System" in the oval dates the photo later than 1935. T. Flagg Collection.

carfloat. This was more like a floating yard or siding. It was much longer than the other types, and had to be much stronger. Steel construction replaced wood much earlier for this type. There were two types of carfloat: the first one was the station float, also known on the Central as a “float with platform and hood.” It had a platform down its center, usually covered with a roof (the “hood”), to assist in the transfer of freight between cars and pier. The other type of carfloat was the interchange carfloat, which had a third track down the center instead of a platform; it was used simply to move cars from one terminal to another over the water, with no transfer of freight in or out of the cars. The oldest carfloat we found in the Central’s records is the first #16, a station float with platform and roof, built in 1879 of wood. The New York Central may have started carfloating at that time. Number 16 had a capacity of only eight cars and was sold in 1912.

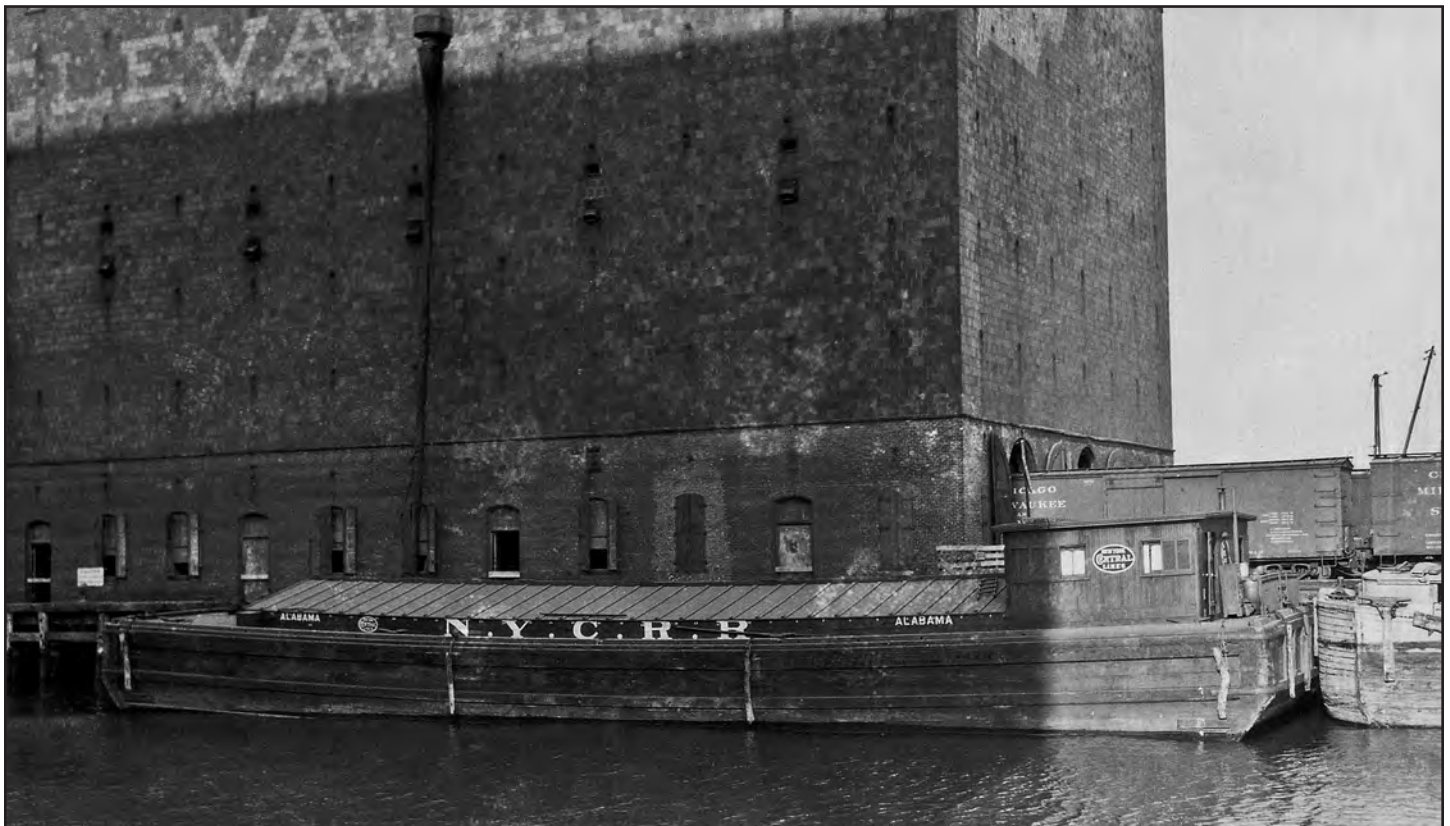
We won’t go into great detail here about the structure of these different types. That has already been done in a series of articles by this author that appeared in *Transfer*, the journal of the Rail Marine Information Group (RMIG) in the 1990’s. The back issues with those articles (Nos. 20, 21, 22, 23, 25, 30, 31, 40) are available at the RMIG website [www.trainweb.org/rmig/journal.htm](http://www.trainweb.org/rmig/journal.htm). The first article, in No. 20, gave details and drawings and terminology of the basic structure of the hulls of these craft; each later article concentrated on one type.

One difference between these craft and freight cars is that most of them, the carfloats excepted, had cabins for the captain, who generally spent much time aboard the craft. It was as if each craft had its own caboose aboard. The reason was that someone had to be present to handle the lines when the craft was attached to a pier or a tug, to oversee the loading and unloading, to deal with the paperwork involved in terminal work, and to keep watch on the merchandise.

So how many units are we talking about? An answer was given in *Pilot Lore* (a magazine for mariners) in 1922. New York Central’s unpowered roster contained 62 carfloats, 34 grain boats, 8 steam hoisting barges, 2 gasoline hoisting barges, 26 hand-hoisting scows (stick lighters), 11 deck scows, 109 covered barges, and 17 refrigerator barges. At the time, 30 carfloats had steel hulls and 32 were wooden, all built since 1900. The company’s own grain boats had all been built later than 1899; before then all grain was transferred by chartered boats. A later roster (Leshner, 1930) gives slightly higher numbers. During World War II, the Marine Department acquired many additional barges, including a number of very strongly built scows that were designed to carry especially heavy freight, but got rid of many of the extras in the later 1940’s.

Of course each craft needed to be designated with a name or number. Most of the railroad barges in the

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The grain boat *Alabama* is tied up at the older Weehawken grain elevator (Pier 8) in the late 1920’s. The CM&StP lettering on the grain boxcars beyond suggests where the grain came from. The covers for the grain hold are all in place to protect the cargo from the weather. Photos of NYC grain boats are rare. NYC Negative 920-2, T. Flagg Collection.

## New York Harbor... *(Continued from page 27)*

port, like most freight cars, were given numbers, but not those of the New York Central! It gave numbers to its tugboats, but gave names to its barges. The exceptions were carfloats, and the steel barges acquired late in the rail-marine era: these latter were designated very simply, for example, "SCB 110" for Steel Covered Barge No. 110. For the rest, lots of unique names were needed, and the Central chose to use the names of towns it served; perhaps those towns felt honored by this. As with its tugboat numbers, the railroad in some cases used the same name for a succession of craft. When one was de-accessioned, its name might be applied to a later acquisition, as will be evident in our roster.

The railroad's fleet changed in major ways after World War II as most of the wooden craft were sold, replaced by steel versions. By 1964, shortly before the Penn Central merger that changed everything, there were no more wooden covered barges on the roster, and only 3 wooden craft of any type, as reported by the Tri-State Transportation Committee.

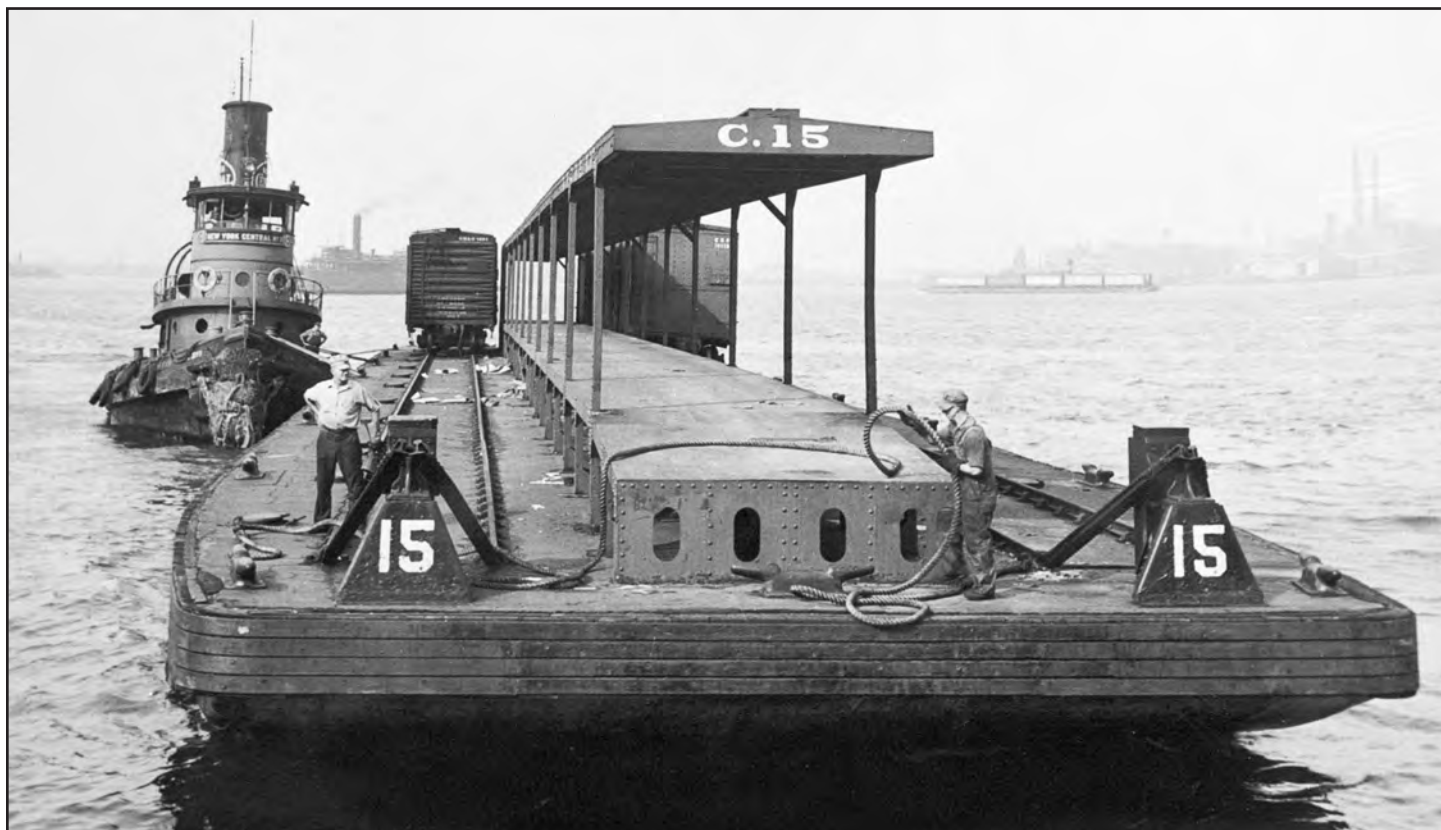
### The McLaughlin Roster

We have a record of almost every named barge in the fleet with its characteristics and lifespan, plus many numbered craft such as carfloats. This is possible because of an amazing bit of preservation. Somehow the Marine Department's card index of the

Central's marine fleet survived! A card was prepared for each craft, and a clerk set down information about its acquisition, its specifications, its maintenance over the years in the railroad's marine repair yard or other shipyard, and its final disposition. When Penn Central took over, the index was apparently put in storage, and eventually it was turned over to the archives of the South Street Seaport Museum by a gentleman named McLaughlin. The archives were then under the control of historian Norman Brouwer, who called my attention to the index in 2003, and I photocopied the cards. This turned out to be very fortunate, because in the next year the Seaport Museum underwent a financial squeeze, closed the archives (eventually they are to be made available again) and laid off Mr. Brouwer.

Some of the cards seem to be incomplete, and some of the writing is hard to read, but all in all, the survival of this card file is a wonderful piece of luck for us! There are separate sections for named and numbered craft. The numbered craft include carfloats and the steel barges acquired in the 1950's, and some specialized craft such as oil storage barges.

To reproduce the full information on these cards would require much space, so it will be posted on the NYCSHS website. Here we will give a list of the names or numbers of the craft with their basic life story. To save space, the information is coded. The type of each craft, and the name of its builder, are given in codes as listed below. Lifespan is given as



Carfloat 15 is being pulled away from the Barclay Street pier station on Manhattan by Tug No. 3. This station float is in effect a floating freight station, with a platform for rolling packages to and from the cars. This print is marked on the back, "Press Bureau, Dept. of Public Relations, NYC System." No date is supplied. T. Flagg Collection.

two years, for example “1914-1956” meaning that the craft was built in 1914 and retired or sold in 1956. In some cases the craft was acquired years after it was built. For example, a lifespan shown as “1906/1923-1952” means it was built in 1906 for some other company, and acquired by the Central in 1923 (which is also when it acquired the name), and lasted until 1952. If a craft was converted to a different type, this is coded by showing both types in chronological order with the date of the conversion. For example, “CB/Sc1938” means that a covered barge became a scow in 1938. A “?” replacing any of the codes means that data was missing from the card. The cards give a useful account of most of the crafts’ actual ends, recording to whom the craft was sold, the sale price, and some mention of its condition. In some cases an event damaged or destroyed the craft. For example the craft with the shortest time on the Central’s roster may have been the covered barge *Alexander*, built for the railroad on Staten Island in 1913 and lasting only until 1916. What happened? The *Alexander* was destroyed in the Black Tom explosion in 1916, the largest hostile attack on U.S. soil until the 9-11 event. Other barges met their ends through collisions. Most were sold at the ends of their useful lives, usually for a tiny fraction of their cost to the railroad. Some were turned over to charitable organizations for a nominal dollar. Because this information takes up much space, it will be provided on the version of the roster to be posted on the NYCSHS website.

## **Condensed McLaughlin NYC Barge Roster**

### **CODES**

#### **MATERIAL:**

The barge is of wooden construction unless “s” precedes the type abbreviation (e.g. sSc), for steel construction.

#### **TYPES:**

CB = covered barge  
 GB = grain boat  
 CPB = coal and pumping barge, with derrick  
 CSB = covered steam barge  
 HHB = hand hoisting barge  
 GHB = gasoline hoisting barge  
 PB1, PB2 = police boat  
 Rf = refrigerator barge  
 SHB = steam hoisting barge (includes derrick lighters also)  
 Sc = open deck scow  
 P = some self-powered (steam) lighters were named and had their own card, so they are included here and given this code.

#### **BUILDERS: (follows lifespan)**

? = no builder listed  
 AW = Atlantic = Atlantic Works, East Boston, Mass. (early user of steel)  
 BS = Bethlehem Steel, S.I. plant  
 BrD = Brewers Dry Dock, Co., S.I. NY  
 BDD = Burlee Dry Dock Co., Port Richmond, S.I.  
 DMJ = Diebert M.J. Tracy, Elkton, MD  
 DR = Dravo Contracting Corp, fabricated at Pittsburg, PA, erected at Wilmington, Del.  
 East = Eastern Shipbuilding, Nova Scotia  
 FL = W&A Fletcher, at Hoboken  
 H&H Harlan & Hollingsworth, Wllmington, Del. built the USRA tugs (engines from Fletcher of Hoboken)  
 HC = H. Cossey, Tottenville, S.I.  
 Hil = Hildebrant, Rondout, NY  
 HSB = Hudson Shipbuilding & Repair Co., Newburgh, NY  
 ISB = Ira S. Bushey & Sons, Inc., Brooklyn, NY  
 Lau = C.A(?). Laurysens, 1456 E. 65th St., Brooklyn, NY  
 LRY = J.D. Leary, Greenpoint, Bklyn. (Kent, 1891; Seth Low, 1885)  
 MY = Minneford Yacht Yard Inc., City Is., NY  
 MR: NY Central’s own marine repair shop, Weehawken, NJ  
 MS = Maryland Steel, Sparrows Point, MD  
 NJD = New Jersey DryDock Co., Elizabethport, NJ  
 NYS = N.Y. Shipbuilding Co., Camden, NJ  
 PA = built at Perth Amboy (builder not named)  
 RL = R. Lenahan Co., Kingston, NY (article on firm in *Port of New York*, May 1925, p.9)  
 Ro = built at Rondout, NY (builder not named) (could be Hildebrant?)  
 St = Starin  
 SIS = Staten Island Shipbuilding Co., Port Richmond, NY  
 SH = Shop; could be NYC’s Marine Repair Shop at Weehawken or Union Dry Dock, just south of the railroad’s shop.  
 TAC = T.A. Crane’s Sons Co., Brooklyn, NY (Erie Basin) (in 1890s: Thos. A. Crane)  
 TM = Trundy & Murphy, Brooklyn  
 WS = Ward Stanton (?), Newburgh, NY (ferry Kingston, 1883; Oswego)  
 WM = Wiley Mfg. Co., Baltimore, MD (also given as Port Deposit, MD)  
 Yo - built in Yonkers, no builder listed

#### **SIZE AND CAPACITY:**

We give a code for this, following the code for the builder: “St” (for standard) means it was 90-100' long

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**New York Harbor...** *(Continued from page 29)*

by 30-32' wide with an official capacity of 250 tons; this was by far the most common size and capacity. If size was smaller (e.g. 82 ft.) but cap. the same, it is listed as "S-"; "S+" means size was larger, but cap. same; S? = size is same but no cap. given. If the size was same but capacity higher, the code is "StH." If size & cap. were smaller, the code is "Sm." "H" means bigger in various ways. There was a special case: "Wr" means that the size was only 80x32' but the capacity was 350 tons; this type was built for wartime conditions in the early 1940's. If no code is given, it means that the information would take up too much space here. For example, grain boats had more varied sizes and capacities; again, the website roster gives the details.

**Name Type Lifespan Builder, Size**

ADAMS ? 1907-1952, WS, Sm  
 AKRON CB, 1890-1934, TAC, St  
 AKRON Sc, 1903/? -1950, ?, St-  
 AKRON sSc, 1945/1951-?, WM, Sm  
 ALABAMA GB, 1899-1922, BDD  
 ALABAMA GB, 1923-1940, RL  
 ALBANY CB, 1890-1922, TAC; H  
 ALBION GB, 1892-1909, DMJ  
 ALBION GB, 1909-1922, HC  
 ALBION GB, 1923-1937, ?  
 ALBION CB, 1943-?, SH; Wr  
 ALEXANDER CB, 1913-1916, SIS; St  
 ALEXANDER GB, 1923-1940, RL  
 ALTON CB, 1906-1955, TAC, St  
 AMBOY CB, 1903-1953, TAC, St  
 AMHERST CB, 1916-1953, TAC, St  
 AMSTERDAM GB, 1890-1909, ?  
 AMSTERDAM Sc, 1914-1948, ?  
 ANDERSON GB, 1922-1940, RL  
 ANSONIA CB, 1903-1953, TAC, St  
 ANTRIM CB, 1912-1954, TAC, St  
 ANTWERP CB, 1906-1936, TAC, St

**Name Type Lifespan Builder, Size**

APPLETON CB, 1907-1936, HC, St  
 ARCADIA CB, 1913-1919, SIS, St  
 ARCADIA CB, 1925-1958, RL, St  
 ARDSLEY Sc, 1914-1950, ?, StH  
 ARDSLEY Rf, 1899-1924, TAC, St  
 ARTHUR CB, 1883-1910, LRY, St  
 ASHLAND CB, 1922-1954, ISB, St  
 ATTICA GB, 1891-1909, DMJ  
 ATTICA GB, 1909-1926, HC  
 ATTICA sCB/CB1942, 1929-?, DR, StH  
 AUBURN CB, 1890-1925, TAC, H  
 AUBURN sCB, 1926-?, AW, St  
 BACON CB, 1903-1953, TAC, St  
 BARNES CB, 1913-195?, SIS, At  
 BATAVIA GB, 1890-1907  
 BEACON CB, 1943-1958, MY, Sm  
 BEDFORD CB, 1903-1953, TAC, St  
 BERGEN GB, 1892-1909, DMJ  
 BERGEN GB, 1909-1926, HC  
 BERGEN GHB, 1927-1967, HSB, H  
 BERGENFIELD CB, 1943-1955, MR, S?  
 BLACK ROCK CPB, 1900-1950, TAC, Sm  
 BLAUVELT CB/Sc1950, 1909-1953, SIS, S?  
 BOGOTA Sc, 1903/1943-1948, ? H  
 BOSTON Sc, ?/1947-1954, ?, H  
 BRANDON CB, 1916-1953, TAC, St  
 BREWSTER GB, 1903-1923, HC  
 BREWSTER sGHB, 1925-1960, AW, St  
 BRICE CB, 1912-1954, TAC, St  
 BRIGHTON CB, 1913-1947, SIS, St  
 BRONXVILLE CB, 1913-1954, SIS, St  
 BUFFALO CB, 1890-1922, Hil, H  
 BURNSIDE CB, 1913-1958, SIS, St  
 BYRON CB, 1909-1956, SIS, St  
 CALEDONIA Rf - 1899-1928; TAC, St  
 CAMBRIA CB, 1913-1954, TAC, St  
 CAMDEN HHB/Sc1941, 1900-1954, TAC, Sm  
 CANASTOTA GB, 1899-1923, BDD  
 CANTON CB, 1899-1957, TAC, St



Tug No. 10 hauls the wooden refrigerator barge Somerset past Hoboken, New Jersey in August of 1956. Photo by Conrad Milster.

Name Type Lifespan Builder, Size

CARLTON CB, 1911-1943, SIS, St  
 CARMAN CB, 1906-1954, TAC, St  
 CARTER CB, 1912-1954, TAC, St  
 CASTLETON CB, 1899-1904, TAC, St  
 CASTLETON Sc, 1944-1963, MR, St  
 CATSKILL CB, 1903-1932, TAC, St  
 CAYUGA GB 1890-1907, ?  
 CAYUGA CB, 1913-1954, SIS, St  
 CENTRAL CB, 1906-1954, TAC, St  
 CHAPIN CB, 1910-1953, SIS, St  
 CHARLOTTE Rf, 1899-1936, TAC, St  
 CHARLOTTE CB, 1943-1962, MY, Wr  
 CHATHAM Rf, 1899-1927, TAC, St  
 CHATHAM sSc/CB1942, 1929-?, DR, StH  
 CHAUNCEY CB, 1913-1953, TAC, St  
 CHELSEA CB, 1907-1926, HC, St  
 CHELSEA sSc/CB1942, 1929-?, DR, StH  
 CHICAGO CB, 1917-1957, TAC, St  
 CLAY HHB/Sc1941, 1907-1955, MR, Sm  
 CLAYTON Rf, 1899-1923, TAC, St  
 CLAYTON Rf, 1925-1962, HSB, St  
 CLEARFIELD HHB/Sc1941, 1900-1952, TAC, Sm  
 CLEVELAND CB, 1917-1957, TAC, St  
 CLINTON Sc, 1944-1963, MR, St

Name Type Lifespan Builder, Size

CLYDE CB, 1890-1918, TAC, St  
 CLYDE CB, 1922-1950, ISB, St  
 COHOES CB, 1890-1922, TAC, St  
 COHOES CB, 1925-1954, RL, St  
 COLD SPRING CB, 1906-1953, TAC, St  
 COLUMBUS Sc, 1945-1961, MR; St  
 CONGERS GB, 1903-1923, HC  
 CONGERS Sc, 1905/1942-1950, ?, St  
 CONGERS sSc, 1946/1951-?, WM, St-  
 COPAKE Rf, 1923-1962, ISB, St  
 CORFU GB, 1891-1907, ?  
 CORFU CB, 1912-1953, TAC, St  
 CORNING GB, 1900-1922, BDD  
 CORNING GB, 1923-1937, RL  
 CORNWALL Rf, 1899-1933, TAC, St  
 CORNWALL CB, 1907/1941-1957, PA, H  
 CRESCENT CB, 1907-1955, HC, St  
 CRICKMORE CB, 1880-1913, TM; St+  
 CRICKMORE GB, 1923-1940, RL  
 CROTON ?/Sc1918, 1886-1924, NJD, H  
 CROTON CB, 1925-1956, RL, St  
 CRUGERS CB, 1943-1956, MR, Wr

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Workers at New York Central's Weehawken Marine Shop caulk and paint the wooden covered barge *Charlotte* on July 21, 1950. NYC Negative 9158-3, NYCSHS Collection.

**New York Harbor...** (Continued from page 31)

**Name Type Lifespan Builder, Size**

DANVILLE GB,1922-1940, RL  
 DAYTON CB, 1923-1961, ISB, St  
 DELTA CB/Sc1950, 1917-1954, TAC, St  
 DETROIT sGHB,1925-1967, AW, St  
 DEXTER HHB/Sc1941, 1900-1952, TAC, Sm  
 DOWNING CB, 1903-1923, TAC, St  
 DOWNING CB, 1925-1954, RL, St  
 DRESDEN GB, 1903-1931, HC  
 DUMONT Sc, 1901-1954, MR, StH  
 DUNDEE CB, 1910-1954, SIS, St  
 DUNDERBERG SHB, 1892-1923, MR, StH  
 DUNKIRK CB, 1943-1956, MY, 80'x32'  
 EARL CB, 1913-1954, TAC, St  
 EDGEWATER CB, 1906-1936, TAC, St  
 EDGEWOOD CB, 1903-1936, TAC, St  
 EGERTON CB, 1880-1913, TM, H  
 ELBA CB, 1906-1953, TAC, St  
 ELKHART sGHB, 1925-1961, AW, St  
 ELMER CB, 1907-1923, HC, St  
 ELMER CB, 1925-1962, RL, St  
 ELMSFORD GHB/Sc1934, 1907-1953, HC, StH  
 ESOPUS Sc, 1901-1923, H  
 ESOPUS Rf, 1925-1962, HSB, St  
 EVANS CB, 1906-1953, TAC, St  
 FAIRFIELD GB, 1903-1922, HC

**Name Type Lifespan Builder, Size**

FAIRLAND GB, 1922-1937, RL  
 FAIRPORT GB, 1892-1909, DMJ  
 FAIRPORT GB, 1909-1925, HC  
 FAIRVIEW CB, 1923-1963, ISB, St  
 FANCHER CB, 1907-1953, HC, St  
 FISHKILL CB, 1890-1925, TAC, St  
 FLEETWOOD Sc, 1904/1943-1948, ?, H  
 FLINT GB, 1922-1940, RL  
 FLINT CB, 1943-1956, MY, Wr  
 FONDA GB, 1892-1909, DMJ  
 FONDA GB, 1909-1925, HC  
 FORDHAM CB, 1913-1954, SIS, St  
 FORT PLAIN Sc, 1944-1966, MR, S?  
 FRANKFORT GB, 1890-1907, ?  
 FRANKLIN GB, 1922-1940, RL  
 FULTON HHB/Sc1941, 1900-1952, TAC, S-  
 FURNISS CB, 1906-1954, TAC, St  
 GARDINER CB, 1906-1906, TAC, St  
 GARRISON CB, 1890-1925, TAC, St  
 GARY Sc, 1945-1945, MR, S?  
 GENEVA CB, 1890-1953, TAC, H  
 GLENWOOD CB, 1886-1922, TAC, Sm  
 GLENWOOD CB, 1925-1962, RL, S-  
 GRANTON CB, 1906-1957, TAC, St  
 GREENDALE CB, 1913-1954, SIB, St  
 GRAYTOWN CB, 1917-1957, TAC, St  
 GUNHILDA CB, 1880-1911, TM, Sm



Here's floating crane 101 again, this time at Weehawken, transferring a load from a gondola to the open deck scow Newark. A veteran of about 45 years of service when this photo was taken on April 25, 1946, the Newark was built in 1900 and will survive until 1952. One of New York Central's floating pile drivers appears in the background. NYC Negative 7282-3, NYCSHS Collection.



Name Type Lifespan Builder, Size

HADLEY GB, 1922-1937, RL  
HADLEY Sc. ?/1942-1949, ?, H  
HAMLIN CB, 1907-1943, TAC, St  
HAMMOND GB, 1903-1922, HC  
HAMMOND CB, 1925-1962, RL, St  
HARDIN GB, 1922-1940, RL  
HARDIN Sc, 1914/1942-1948, ? H  
HARTSDALE CB, 1906-1953, TAC, St  
HASTINGS CB, 1890-1953, TAC, St  
HAVERSTRAW HHB, 1899-?, MR, Sm  
HAWORTH Sc, 1901-1954, MR, H  
HAWTHORNE CB, 1923-1954 ISB, St  
HECLA CB, 1903-1953, TAC, St  
HERCULES SHB, 1902-1934, MR, H  
HERKIMER GB, 1890-1907, ?, ? -  
HERKIMER Sc, 1943-1962, MR, S?  
HIGHLAND CB, 1886-1922, NJD, Sm  
HIGHLAND CB, 1925-1956, RL, St  
HILLSDALE CB, 1906-1954, TAC, St  
HINDOO CB, 1880-1914, TM, St  
HOBART Sc. 1944-1961, MR, St  
HOFFMANS CB, 1906-1953, TAC, St  
HOLLEY GB, 1892-1909, DMJ  
HOLLEY GB, 1909-1924, HC  
HOPE GB, 1922-1937, RL  
HUDSON CB, 1890-1923, TAC, H  
HUDSON CB, 1925-1959, RL, St  
HURON CB, 1917-1953, TAC, St  
HYDE PARK CB, 1886-1926, NJD, St  
ILION HHB, 1890-1917, Hil, Sm  
ILION Rf, 1925-1962, HSB, St  
INWOOD ?/Sc1909, 1886-1923, TAC, S-  
IONA ISLAND CB, 1943-1962, MY, Wr  
IOWA CB, 1847-1913, ?, H  
IOWA GB, 1923-1936, RL  
IRVINGTON CB, 1886-1923, TAC, Sm  
IRVINGTON CB, 1925-1957, RL, St  
JACKSON CB, 1923-1958, ISB, St  
JOHNSTON CB, 1875-1913, St, H  
JONES POINT CB, 1943-1962, MY, Wr  
JORDAN GB, 1892-1909, DMJ  
JORDAN CB, 1910-1955, SIS, St  
KATONAH Sc, 1910-1944, SH, StH  
KEATING CB/Sc1949, 1912-1954, SIS, St  
KENDALL HHB/Sc1941, 1907-1954, HC, St  
KENT G.H. CB, 1881-1914, LRY  
KINGSTON HHB, 1891-1924, MR, Sm  
KINGSTON CB, 1908/1941-1950, PA, H  
LAWRENCE GB, 1922-1940, RL  
LANSING CB, 1923-1955, ISB, St  
LE ROY HHB/Sc1941, 1907-1954, HC, St  
LEWISTON Rf, 1899-1927, TAC, St  
LEXINGTON GB, 1922-1940, RL  
LINCOLN HHB/Sc1941, 1906-1954, MR, Sm  
LINDEN CB, 1912-1955, SIS, S-  
LINLITHGO GB, 1899-1923, BDD  
LIVINGSTON CB, 1886-1922, NJD, Sm  
LIVINGSTON Rf, 1925-1962, HSB, St

Name Type Lifespan Builder, Size

LOCKPORT GB, 1892-1909, DMJ  
LOCKPORT CSB, 1910-1953, HC, St  
LOWVILLE CB, 1943-1962, MY, Wr  
LUDLOW CB/Rf 1912, 1899-1914, TAC, St  
LUDLOW Rf, 1923-1962, BrD, St  
LYONS CB, 1890-1923, TAC, St  
LYONS Rf, 1925-1962, HSB, St  
MACEDON GB, 1890-1907, ?  
MADISON CB, 1923-1957, ISB, St  
MALDEN CB, 1910-1953, HC, St  
MALONE Rf, 1899-1948, TAC, St  
MANITOU CB, 1943-1966, SH, Wr  
MAPLETON/POTSDAM CB/Sc, 1913-1954, SIS, St  
MARCELLUS GB, 1899-1923, BDD  
MARCY HHB/Sc1941, 1905-1953, MR, Sm  
MARION CB, 1923-1954, ISB, St  
MARLBOROUGH Sc, 1914/1942-1950, ?, StH  
MARYSVILLE sGHB, 1925-1968, AW, St  
MEDINA GB, 1892-1909, DMJ  
MEDINA CB, 1910-1953, HC, St  
MELROSE CB, 1943-1962, MR, Wr  
MEMPHIS CB, 1903-1957, TAC, St  
MENTOR HHB/Sc1945, 1916-1952, TAC, St  
MEXICO GB, 1899-1923, BDD  
MILFORD GB, 1903-1929, HC  
MILLERTON CB, 1923-1961, ISB, St  
MILTON GB, 1899-1922, BDD  
MILTON GB, 1923-1940, RL  
MILLWOOD GB, 1907-1925, HC  
MINOA HHB/Sc1941, 1907-1953, HC, St  
MOGUL SHB, 1901-1952, MR, H  
MOHAWK Rf, 1899-1931, TAC, St  
MOHAWK CB, 1916/1941-1954, Ro, H  
MONTROSE CB, 1886 -1958, NJD, Sm  
MORTON HHB/Sc1941, 1907-1953, HC, St  
MOTT HAVEN HHB/Sc1941, 1899-1953, MR, Sm  
MOUNT HOPE Sc, 1945-1962, MR, St  
MUNSON CB, 1913-1954, SIS, St  
NELSON CB, 1910-1953, HC, St  
NEWARK HHB/Sc1941, 1900-1952, TAC, Sm  
NEWBURGH CB, 1913-1955, SIS, St  
NEW PALTZ CB, 1943-1956, MY, Sm  
NEWPORT HHB, 1900-1952, TAC, Sm  
NEWTON CB, 1923-1954, ISB, St  
NEW YORK Sc, 1890-1923, TAC, St  
NIAGARA SHB, 1907-1957, MR, H  
NORTHFIELD CB, 1923-1962, ISB, St  
NORWOOD HHB, 1900-1953, TAC, Sm  
NYANDO CB, 1913-1954, SSB, St  
OAKFIELD CB, 1905-1954, MR, St  
ONEIDA CB, 1890-1922, TAC, St  
ONEIDA Rf, 1925-1962, HSB, St  
ONTARIO GB, 1903-1918, HC  
ONTARIO GB, 1923-1937, RL  
ORANGEBURG Sc, 1903/1943-1948, ? , H  
OSSINING CB, 1903-1937, TAC, St  
OSSINING CB, 1943-1962, MY, Wr

*(Continued on following page)*

**New York Harbor...** (Continued from page 33)

**Name Type Lifespan Builder, Size**

OSWEGO Sc, 1905/1943-1948m ?, H  
 OSCAWANA CB, 1890-1954, TAC, St  
 OTTAWA CB, 1905-1955, MR, St  
 PALMER Rf, 1923-1963, ISB, St  
 PARISH CB, 1913-1953, SIS, St  
 PALMYRA CB, 1890, TAC, St  
 PALMYRA sCB, 1927-?, AW, St  
 PAWLING CB, 1917-1954, TAC, St  
 PEEKSKILL CB, 1886-1922, NJD, St  
 PEEKSKILL Rf, 1925-1962, HSB, St  
 PEGGY PB1, ?-1944  
 PEGGY PB2, 1933/1942-1945, East  
 PEMBROKE Rf, 1899-1928, TAC, St  
 PEMBROKE Sc, 1904/1943-1949, ?, H  
 PERRY CB, 1917-1954, TAC, St  
 PHELPS CB, 1890-1931, TAC, St  
 PHELPS Sc, 1914/1942-1950, ?, H  
 PHILMONT CB, 1943-1962, MY, Wr  
 PITTSFIELD GB, 1903-1923, HC  
 POLAND GB, 1907-1924, HC  
 PONTIAC sGHB, 1925-1967, AW, St  
 PORTER Rf, 1923-1962, ISB, St  
 POTSDAM - see MAPLETON above  
 POWERFUL SHB/Sc1940, 1900-1952, MR, H  
 PROSPECT CB/Sc1950, 1917-1952, TAC, St  
 POTOMAC SHB, 1880-1908, ?, ?  
 POUGHKEEPSIE HHB/GHB1927, 1900-1932, TAC, Sm  
 PULASKI GB, 1907-1925, HC  
 QUINCY Rf, 1922-1956, ISB, St  
 RAINBOW HHB/GHB1923/Sc1952, 1916-1953, TAC, St

**Name Type Lifespan Builder, Size**

RAMSEY HHB/GHB1923, 1916-1954, TAC, St  
 RANDALL CB, 1911-1934, SIS, St  
 RANDALL Sc, 1903/1943-1950, ?, StH  
 RAVENA Rf, 1899-1934, TAC, St  
 RAVENA CB, 1916/1941-1955, Yo, H  
 REMSEN Rf, 1891-1931, TAC, St  
 REMSEN Sc, 1903/1943-1948, ?, H  
 RICHLAND GB, 1907-1922, HC  
 RICHLAND sGHB, 1925-1960, AW, St  
 RIVERDALE CB, 1886-1916, TAC, Sm  
 RIVERDALE Rf, 1922-1961, ISB, St  
 ROME HHB, 1890-?, Hil, Sm  
 ROCHESTER CB, 1890-1922, Hil, H  
 ROSSITER GB, 1903-1925, HC  
 ROSSITER sCB, 1927-1955, AW, St  
 ST. LOUIS Rf, 1922-1957, ISB, St  
 SALEM Sc, 1944-1963, MR, St  
 SAMSON SHB/Sc1926, 1898-1940, MR, H  
 SANBORN GB, 1907-1922, BDD  
 SANBORN GB, 1923-1940, RL  
 SANDUSKY Rf, 1922-1962, ISB, St  
 SARANAC CB, 1898-1929, MR, Sm  
 SAUGERTIES Sc, 1903/1943-1950, ?, StH  
 SAUGERTIES sSc, 1947/1951 - ?, WM, St  
 SAYBROOK Rf, 1923-1963, BDD, St  
 SCARSDALE CB, 1898-1922, MR, Sm  
 SCARSDALE Rf, 1925-1962, HSB, St  
 SELKIRK Sc, 1909-1954, MR, H  
 SETH LOW CB, 1885-1911, LRY, St  
 SHARON CB/Rf1910, 1899-1922, TAC, St  
 SHARON Rf, 1925-1962, HSB, St  
 SHELBY Rf, 1922-1959, ISB, St  
 SODUS GB, 1907-1922, BDD  
 SOLVAY CB/Sc1949, 1913-1952, SIS, St  
 SOMERSET CB/Rf1910, 1899-1923, TAC, St  
 SOMERSET Rf, 1925-1965, HSB, St  
 SOUTH BEND sGHB, 1925-1962, AW, St  
 SPRAKER CB, 1880-1914, TM, St  
 SPRAKERS Sc, 1944-1963, MR, St  
 STAFFORD GB, 1907-1928, HC  
 STAFFORD GHB, 1927/1929-1962, HSB, S?  
 STERLING Rf, 1899-1928, TAC, St  
 STORM KING SHB/Sc1914, 1891-1922, MR, StH  
 STORM KING Sc, 1914/1942-1948, ?, StH  
 SYRACUSE GB, 1890-1907, ?, ?  
 TAPPAN CB, 1890-1922, MR, Sm  
 TAPPAN CB, 1942-1958, MR, Wr  
 TARRYTOWN Sc, 1886-1923, TAC, Sm  
 TARRYTOWN sGHB, 1925-1956, AW, St  
 TEANECK Sc, 1902-1923, MR, StH  
 TEANECK CB, 1916/1941-1956, Ro, H  
 THORNWOOD Rf, 1922-1959, ISB, St  
 TIOGA CB, 1912-1954, MR, St  
 TIVOLI CB, 1890-1927, TAC, StH  
 TIVOLI sSc, 1929-?, Dr, H  
 TOLEDO HHB/Sc1952, 1917-1954, TAC, St  
 TONAWANDA CB, 1899-1928, TAC, St  
 TREMONT GB, 1899-1923, BDD



Three fairly new steel covered barges, SCB-634, SCB-641, and another are moored at Weehawken's Pier 4. Photo by Ed Nowak, Collection of Steve Lang.

**Name Type Lifespan Builder, Size**

TRANSIT CB, 1913-1953, SIS, St  
TROY CB, 1890-1924, TAC, St  
TROY Sc, 1914/1942-1950, ?, StH  
TROY st Sc, 1947/1951 - ?, WM, St  
TUCKAHOE GB, 1899-1923, BDD  
VERNON Rf, 1922-1962, ISB, St  
VERONA GB, 1890-1907, ?  
VICTOR GB, 1892-1909, DMJ  
VICTOR CB, 1910-1954, HC, St  
WAKEFIELD Rf, 1923-1958, ISB, St  
WALLKILL CB, 1942-1956, MR, Wr  
WALSH HHB, 1880-1914, TM, H  
WARNERS GB, 1907-1924, BDD  
WARRIOR SHB/Sc 1925, 1899-1928, MR, H  
WATKINS HHB/Sc 1941, 1900-1952, TAC, Sm  
WATERTOWN CB, 1902-1954, MR, St  
WEBSTER GB, 1907-1924, BDD  
WEEHAWKEN SHB, 1886-1925, MR, StH  
WEST HURLEY CB, 1942-1962, MR, Wr  
WEST NEW YORK CB, 1942-1962, MR, Wr  
WEST POINT Sc, 1914/1942-1950, ? StH  
WESTPORT Rf, 1922-1965, ISB, St  
WHITE PLAINS CB, 1943-1956, MR, Wr  
WHITEPORT GB, 1903-1922, HC  
WHITEPORT GB, 1923-1937, RL  
WHITING GHB/Sc 1950, 1917-1953, TAC, St  
WINGDALE Rf, 1923-1962, ISB, St

**Name Type Lifespan Builder, Size**

WOLCOTT GB, 1907-1925, BDD  
WOLCOTT sCB, 1927-?, AW, St  
WOODLAWN Rf, 1922-1958, ISB, St  
WOODSTOCK Rf, 1922-1956, ISB, St  
YONKERS CB, 1886-1945, TAC, StH  
YORKTOWN Rf, 1899-1934, TAC, St  
YORKTOWN CB, 1916/1941-1954, Ro, StH

**STEEL SCOWS:** (all-welded) probably GMA design

SS-1, SS-2: built 1951 by BS; 90x30', D=9'3"; cap. 350 tons; no sale  
SS-34, SS-35: built 1952, same specs; no sale  
SS-236, SS-237: built 1953 by BS, same specs; no sale  
SS-255: built 1954 by BS, same specs; no sale  
SS-270, 273 & 274: built 1953 by BS, 104x38', D=9'3", cap. 575 tons, no sale

**STEEL COVERED BARGES:** (all-welded) probably GMA design

SCB-615, SCB-616, SCB-617, SCB-618: built 1953 by BS; 90x30', D=9'3", cap. 350 tons; no sale  
SCB-666, SCB-667: built 1954 by BS; same specs; no sale

**OIL BARGES:** all built by Sun Shipbuilding of steel, 144'x27'

1: 1923-1937; 2: 1923-1961; 3: 1923-1962; 4: 1924-1962



Tug No. 32 shepherds two steel covered barges beneath an East River bridge in August of 1960.  
Photo by Conrad Milster.