

Diesel Railroad Tugs of the East Coast

Baltimore & Ohio Railway Roy B. White Class, Designed by Thomas Bowes, Design # 843

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Roy B. White	265167	216	RTC Shipbuilding Camden, NJ	1953	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1979– NY Dock Railway, Same Name 198?- Boston Fuel Transport/Towing, Boston, MA renamed " <i>Hercules</i> " 2003– Sold to unknown Nigerian Company <i>In Service as of last report.</i>
Howard E. Simpson	265390	217	RTC Shipbuilding Camden, NJ	1953	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1975– Chessie Shipdocking, Hampton Roads same name 1985– Penobscot Bay Towing, Penobscot , ME (Fournier) renamed " <i>Douglas F.</i> " 1988– Russell Tripp Bay State Towing, Boston, MA renamed " <i>Leonard J</i> " 1999- Thames Towboat, New London, CT 2006- Scrapped -Wheelhouse & stack lowered by Chessie. -Was repowered with another Fairbanks Morse. Engine room fire gutted boat, sold to Thames who was to rebuild it but did not and scrapped it.
William C. Baker	265799	218	RTC Shipbuilding Camden, NJ	1953	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1975?- Poling Bros., NYC. Renamed " <i>Jeannie C.</i> " 199?- Krause Towing, Baltimore, MD, renamed " <i>J.L. Krause</i> " 2010- Outfit in Venezuela; renamed " <i>Black Pearl</i> " 201?- Unknown outfit, renamed " <i>Espirito</i> " <i>In Service as of last report.</i>
Walter L. Price	266173	219	RTC Shipbuilding Camden, NJ	1953	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1970- C&O Shipdocking, Hampton Roads, later Chessie System, Renamed " <i>Walter J. Tuohy</i> " Unknown Date to Reinauer Transp., NYC, renamed " <i>Carol Wales</i> " Unknown Date to Hays Towing, Chester, PA, renamed " <i>Scooby Doo</i> "

-Captains Qtrs. added behind wheelhouse by Reinauer, removed by Hays.
 -Wheelhouse & smokestack lowered by Chessie.
 - Sunk in Philadelphia, PA 8/2008, Raised & Scrapped

Bush Terminal Railroad – GMA/Consolidation Tug

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Irving T. Bush	276425		RTC Shipbuilding Camden, NJ	1958	105'	26'	13'	EMD 12-567C 1200HP Diesel Clutch	1972– Transferred to NY Dock Railway, Same Name 1977- Sold to Crescent Towing, New Orleans, LA. Reamed "James T. Smith" 1996- Renamed "Texas" - Repowered with a GE 7FDL, 3000HP -superstructure reconstructed, no longer has railroad appearance, all done in 1996 -Only Crescent Towing GMA tug not yet rebuilt to twin screw In Service as of last report.

Central RR of New Jersey Liberty Class, Designed by Thomas Bowes, Design # 843

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Liberty	264321	212	RTC Shipbuilding Camden, NJ	1952	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1956- B&O RR, NYC, renamed "J.W. Phipps" 1964- Transferred to C&O Shipdocking, Hampton Roads (later Chessie), Renamed "M.I. Dunn" 1984?- Sold to Donjon/Wittes, "James M. Witte" 1992-4, Chartered to Hepburn Marine, NYC, same name 1994- Sold to Krause Towing, Baltimore, MD. Renamed "Theresa S. Krause". Still in service. -Built with lower wheelhouse/stack for Harlem River -Repowered in 2008 with an EMD 16-645, 3000HP -Kort Nozzle & Flanking rudders added in 2008 rebuild. In Service as of last report.
Sandy hook	264578	213	RTC Shipbuilding Camden, NJ	1952	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1971- Sold to Crescent Towing, New Orleans, LA, renamed "Fall River" 2003? Sold to Krause Towing, Baltimore, MD renamed "Elizabeth Krause"

									2008-Sold to Unknown owner in Caribbean, renamed "Elizabeth" -Built with lower wheelhouse/stack for Harlem River -Stack changed by Crescent Towing In Service as of last report.
Sound Shore	264785	214	RTC Shipbuilding Camden, NJ	1952	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1973- Sold to McAllister Towing, NYC, renamed "Wm. H. McAllister" 2003- Scrapped in Norfolk, VA -Wheelhouse & stack modified by McAllister -Built with lower wheelhouse/stack for Harlem River
Communipaw	265021	215	RTC Shipbuilding Camden, NJ	1952	110'	25.6'	12'	FM 10-38D 81/8 1600HP Diesel Clutch	1965- transferred to C&O shipdocking, Hampton Roads (later Chessie), renamed "John E. Kusik", later renamed "J. Speed Grey" 1985- to Pen Bay Tugs (Fournier) renamed "Brian F." 1990- to Maineport Towboats, renamed "Mack Point" 2006- reacquired by Fournier, name kept. 2006- sold to Ocean Barge & Tug Logistics; Port au Prince, Haiti. Name kept. -Built with lower wheelhouse/stack for Harlem River In Service as of last report.

Central RR of New Jersey Misc. Dieselized Tugboats

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Bethlehem		615	Staten Island Shipbuilding, Port Richmond, NY	1915				Steam original Repowered w/ Cleveland	became "Dalzellera" of Dalzell became "D.E. McAllister", McAllister Towing, NYC Sold to unknown, became the "Angela M. Sissy" sold to unknown, became the "Watson" Further Disp. Unknown Repowered with a Cleveland 16-278A, 1600HP

Chesapeake & Ohio Railway repowered Tugs

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
W. J. Harahan	227410	327	Newport News Shipbuilding,	1928	102'	28'		Steam original Repowered w/	later the "Margaret M. McAllister", McAllister Towing, NY Disp. Unknown

Newport News, VA

EMD.

A. T. Lowmaster

468 Newport News 1948
Shipbuilding,
Newport News, VA

Steam original
Repowered w/
FM 10-38D 81/8
1800HP

Unknown date, Purvis Marine, Sault Ste. Marie, Ontario,
Canada, renamed "*Wilfred M. Cohen*"
In Service as of last report.

Chessie System Tugs – Built new for Chessie

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Chessie	663280	469	Jakobson Shipyard Oyster Bay, NY	1983	97'	33'	14'	EMD (2)16-645E6 4000HP Diesel Clutch	Sold unknown to McAllister Towing, Norfolk VA, renamed " <i>Brent K. McAllister</i> " renamed " <i>G.M. McAllister</i> " -Flanking rudders added 2013 In Service as of last report.
Seaboard	669634	470	Jakobson Shipyard Oyster Bay, NY	1983	97'	33'	14'	EMD (2)16-645E6 4000HP Diesel Clutch	Sold unknown to McAllister Towing, Providence RI. Renamed " <i>Nancy McAllister</i> " In Service as of last report.

The Dalzell Trio- Leased to New Haven- Designed by Thomas Bowes, Design # 855

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Dalzell 1	273952	236	RTC Shipbuilding Camden, NJ	1957	102'6"	26'	13'	FM 10-38D 81/8 1800HP Diesel/Controllable pitch prop	1966- Transferred to Lacey Harbor Corp, NYC. Renamed "Lacey 1" 1970- transferred to McAllister Towing, NYC. Renamed " <i>David McAllister</i> " -Controllable pitch removed my McAllister, replaced with traditional air cutches. - Out of service by the mid 1990s. Stripped and reefed off Florida in 1998
Dalzell 2	274443	237	RTC Shipbuilding Camden, NJ	1957	102'6"	26'	13'	FM 10-38D 81/8 1800HP Diesel/Controllable pitch prop	1966- Transferred to Lacey Harbor Corp, NYC. Renamed "Lacey 2" 1970- transferred to McAllister Towing, NYC. Renamed " <i>Michael J McAllister</i> " Sold unknown date to Bluewater Maritime School, renamed

"Rachel Rae"

Sold unknown date to Blacksmith Marine, Jacksonville FL.
renamed *"Blacksmith III"*
- Wheelhouse and stack modified/lowered
-Repowered with an EMD 16-567C
-Was for sale as of 2010, disposition unknown

Dalzell 3	274845	238	RTC Shipbuilding Camden, NJ	1957	102'6"	26'	13'	FM 10-38D 81/8 1800HP Diesel/Controllable pitch prop	1966- Transferred to Lacey Harbor Corp, NYC. Renamed "Lacey 3" 1970- transferred to McAllister Towing, NYC. Renamed <i>"Timothy McAllister "</i> -Reefed off Carolina in 2007
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Delaware Lackawanna & Western Hoboken Class. GMA/Consolidation Tugs

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Hoboken	273511	8514	Bethlehem Steel Staten Island, NY	1957	105'	26'	13'	Cleveland 8-498 1200HP	1960- Transferred to Erie Lackawanna 1973- McAllister Towing, NYC, Renamed <i>"Catherine McAllister"</i> . 1978- renamed <i>"Eric M. McAllister"</i> -Scrapped 2011, Chesapeake, VA - Repowered with a GE 7FDM-12, 3000HP, 1981
Buffalo	273567	8515	Bethlehem Steel Staten Island, NY	1957	105'	26'	13'	Cleveland 8-498 1200HP	1960- Transferred to Erie Lackawanna 1971- to Manatee Tug & Barge Lines, Inc., Tampa, FL; as there <i>"Bradenton"</i> 1994- to Bay Transportation Corp., Norfolk, VA; renamed <i>"Commander"</i> 2001- to River Parishes Towing, New Orleans, LA. Same name. 2007-transferred to Moran Towing, same name -repowered, 2400HP (Alco?) <i>In Service as of last report.</i>
Syracuse	273684	8516	Bethlehem Steel Staten Island, NY	1957	105'	26'	13'	Cleveland 8-498 1200HP	1960- Transferred to Erie Lackawanna -1974- to Baker-Whitely Towing, Baltimore, MD. Renamed

“Scandinavia”

Transferred to McAllister Towing, *“James McAllister”*
 - Repowered with a GE 7FDM, 3000HP
 -Retired 2010, was for sale
 -Scrapped in Baltimore, MD in 2010?

Utica	273774	8517	Bethlehem Steel Staten Island, NY	1957	105'	26'	13'	Cleveland 8-498 1200HP	1960- Transferred to Erie Lackawanna 1974- to Manatee Tug & Barge, New Orleans, LA; renamed <i>“Thomas St. Philip”</i> Unknown Date to Seabulk Towing, Mobile, AL. <i>“Mobile Power”</i> - repowered 1986 with EMD 16-645 turbo.2400hp -added one bow mounted retractable Z drive. -currently for sale
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Nazareth	274005		Bethlehem Steel Staten Island, NY	1957	105'	26'	13'	Cleveland 8-498 1200HP	1960- Transferred to Erie Lackawanna 1971- to Bay Transportation, Tampa, FL <i>“Palmetto”</i> 1996- to River Parishes Towing, New Orleans, LA. <i>“Iberville II”</i> 2007-transferred to Moran Towing, same name -Repowered with an Alco 16-251F, 3600HP -Scrapped in 2011 after being laid up
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Delaware Lackawanna & Western repowered Tugs- none repowered by RR

Name	Official #	Hull	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Madison			Burlee Drydock, Staten Island, NY	1908			Steam original	converted to diesel by unknown, 1958. Disp. Unknown
Corning			Newport News Shipbuilding, Newport News, VA	1908	100'	25'	Steam original	Scrapped in 1986
Orange	55466	384	John H. Dialogue	1903			Steam original	Sold unknown date to Hvide Marine, FL Converted to diesel by unknown, FM Diesel Reefed in 2003

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<u>Bath</u>		Newport News Shipbuilding, Newport News, VA	1908	100'	25'		Steam original	Repowered in 1959 with a Fairbanks Morse OP. Last US owner was Hartley Marine of Maine Sold 2010 to Ocean Tug & Barge Logistics, Port au Prince , Haiti, same name <i>In Service as of last report.</i>
<u>Stroudsburg</u>		Bethlehem Steel Wilmington, DE	1925	92'	24'	12'	Steam original	1964- Indian Towing, New Orleans, LA; renamed " <i>Breton</i> " Sold unknown date, to unknown owner, renamed " <i>Seminole</i> " Sold unknown date, to unknown owner, renamed " <i>Brigitte Harper</i> " Sold unknown to Hays Tug, Chester, PA. Renamed " <i>Big Mama</i> " -Repowered 1962 to FM 38D8 1/8th. 1800HP -Reefed in 1995
<u>Montclair</u>	383	John H. Dialogue	1903				Steam original	Sold unknown date to Hvide Marine, FL converted to diesel by unknown Disp. Unknown
<u>Newark</u>		Skinner Ship Baltimore, MD	1913				Steam original Diesel Repower	History unknown Later the W.T. Coppedge III, who did the conversion work. Later the Fort Caroline

Erie Railroad Cleveland Class

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
<u>Cleveland</u>	230267	411	Pusey & Jones Wilmington, DE	1930				Ingersoll Rand Diesel Electric	1960- Transferred to Erie Lackawanna 1964- sold to Brooklyn Eastern District Terminal, renamed " <i>Integrity</i> " -OOS 1970 -Disposition unknown
<u>Rochester</u>		412	Pusey & Jones Wilmington, DE	1930				Ingersoll Rand Diesel Electric	1960- Transferred to Erie Lackawanna -House/stack lowered for Harlem River by Erie (EL?) -Disposition unknown

Olean	413	Pusey & Jones Wilmington, DE	1930			Ingersoll Rand Diesel Electric	1960- Transferred to Erie Lackawanna 1964- to Brooklyn Eastern District Terminal for parts -Disposition unknown
Scranton	413	Pusey & Jones	1930			Ingersoll Rand	1960- Transferred to Erie Lackawanna 1964- to Brooklyn Eastern District Terminal, renamed <i>"Intrepid"</i> -OOS 1970 -Disposition unknown

Erie Railroad Marion Class- Designed by Joe Hack of TAMS Inc.

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Paterson	257273		Jakobson Shipyard Oyster Bay, NY	1949	94'	24'		Cleveland 12-278A Diesel Electric 1200HP	196?- Sold to McAllister Towing, renamed <i>"Steven McAllister"</i> 2000-Reefed off NJ - This boat was technically not in the Marion class as it was the "prototype" boat. - Pilothouse lowered by McAllister
Marion	264822		Jakobson Shipyard Oyster Bay, NY	1952	94'	24'		Cleveland 12-278A Diesel Electric 1200HP	Unknown Date to Crescent Towing, New Orleans, LA, renamed <i>"Marion Smith"</i> 1978-Traded to NY Dock Railway, renamed <i>"Brooklyn III"</i> 1979-Renamed <i>"New York"</i> 1986- Sold to Boston Fuel Transport/Boston Towing, renamed <i>"Pleon"</i> 1998-Sold to Eastport Port Authority, Eastport ME, same name. 2011-Sold to private owner, Boston, MA, same name -Built without a front H bitt In Service as of last report.
Hornell	264586		Jakobson Shipyard Oyster Bay, NY	1952	94'	24'		Cleveland 12-278A Diesel Electric 1200HP	1978 to Crescent Towing, New Orleans, LA, renamed <i>"Sandra Smith"</i> 1982 renamed <i>"Virginia"</i> -Built without a front H bitt

-Wheelhouse lowered and stack changed by Crescent.
 -Repowered with a GE 7FDL-12, 24000HP, done 1978
 -Scrapped January 2010

Binghamton	265739	Bethlehem Steel Mariners Harbor Staten Island, NY	1952	94'	24'	Cleveland 12-278A Diesel Electric 1200HP	1973- Sold to Meyle-Independent Pier, Philadelphia, PA renamed " <i>Neptune</i> " 1983- to McAllister Towing, NYC. Renamed " <i>Reid McAllister</i> " -Built without a front H bitt -Repowered with a GE 7FDL. -Wheelhouse Lowered & Stack changed -Reefed in 2004 in Savannah, GA
Akron	265942	Bethlehem Steel Mariners Harbor Staten Island, NY	1953	94'	24'	Cleveland 12-278A Diesel Electric 1200HP	1974- Sold to McAllister Towing, Renamed " <i>Patrick R. McAllister</i> " Unknown years- Used by Fournier's Pen Bay Tugs 2004- Sold to Eastern Towboat, Boston MA, renamed " <i>Akron</i> " -Built without a front H bitt -Scrapped 2011 by Rhode Island Recycled Metals
Elmira	266028	Bethlehem Steel Mariners Harbor Staten Island, NY	1953	94'	24'	Cleveland 12-278A Diesel Electric 1200HP	1977- Sold to Donjon/Witte, same name -Built without a front H bitt -Scrapped 1984 following a severe electrical fire.

Erie Railroad Repowered Tugs

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
<u>Chicago</u> *			Manitowoc Shipbuilding Manitowoc , WI	1913	84'	24'	12'	Steam original	built new for use in Chicago, IL; named " <i>Wauwatosia</i> " 1918- renamed " <i>C. S. Goldsborough</i> " 1928- renamed " <i>Chicago</i> " 1935- Transferred to NY Harbor 1960- Transferred to Erie Lackawanna 1965- Sold to Thomas Transportation, renamed " <i>Judy Thomas</i> " 1966- Sold to Coastline Towing, RI, renamed " <i>Narragansett</i> "

1976- Sold to Thames Towboat, same name
 1993- Placed Out of service
 - Scrapped in 1996
 -Repowered from Steam in 1951 with a Cleveland 12-278A
 1200HP, Clutch gear. Done by Erie.

[Charles P. Crawford](#) 213038 Staten Island 1915 97' 24' 11'6" Steam original
 Shipbuilding
 Port Richmond, SI

Unknown Date- Renamed "Akron"
 1953- Sold to C. G. Willis, Norfolk, VA, renamed "Carteret"
 Unknown Date to Tucker Towing, Camden, NJ, renamed
 "Margaret"
 Transferred to Express Marine, same name
 Unknown Date to Moorehead City Towboat, Moorhead City
 NC.
 1953- Repowered with a Surplus EMD 12-567A LST engine
 2006- Reefed

Note – I have a hunch the history on this tug is a little wrong, but until other, this is what I have.

Lehigh Valley Wilkes-Barre Class – Designed by Joe Hack of TAMS, Inc.

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Wilkes-Barre	258938	327	Jakobson Shipyard Oyster Bay, NY	1949	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	1963- Sold to Moran Towing, renamed " <i>Julia C. Moran</i> " -Out of Documentation, possibly scrapped in Mexico -Not to be confused with the previous Moran Julia. C. Moran, a very similar looking tug, which was sold to Mexico prior to Moran buying this tug.
Hazleton	259281	328	Jakobson Shipyard Oyster Bay, NY	1949	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	1963- Sold to Moran Towing, renamed " <i>Marie Moran</i> " 1984- Sold to Casho Marine, renamed " <i>Marie Casho</i> " 1986- Sold to Portland Tug, Portland ME, renamed " <i>Capt. Bill</i> " -Reefed in 2004 under the name " <i>Veronica M.</i> " -Wheelhouse lowered by Moran, stack lowered by Fournier
Cornell	259949	329	Jakobson Shipyard Oyster Bay, NY	1949	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	1971- Sold to Ross Towboat, Boston MA. Same name. 1979- Ross acquired by Boston Fuel Transp./Boston Towing 2003- Acquired by Private Owner in MD 2007- Sold to Lehigh Maritime, NYC

-Built with lower wheelhouse for Harlem River
All original, still active

Lehigh	330	Jakobson Shipyard Oyster Bay, NY	1950	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	1973- Sold to Curtis Bay Towing, Norfolk, VA, renamed "Swan Point" -Transferred to Moran Towing, Same name. -Built with lower wheelhouse for Harlem River -Reefed in 2002 as the "J. B. Eskridge"
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Lehigh Valley Capmoore Class – Designed by Joe Hack of TAMS, Inc.

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Capmoore	263352	339	Jakobson Shipyard Oyster Bay, NY	1952	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	1964- Sold to Curtis Bay Towing, Norfolk, VA, renamed "Hawkins Point" -Transferred to Moran, same name 2004- Sold to Eastern Towboat, Boston MA, for parts -Scrapped 2011 by Rhode Island Recycled Metals -Placed OOS due to a failed bearing in the reduction gear
Bethlehem	266784	346	Jakobson Shipyard Oyster Bay, NY	1952	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	1976- Sold to Crescent Towing, New Orleans, LA renamed "Shannon Smith" Unknown date to Turecamo Towing, renamed "Christopher B. Turecamo" Transferred to Moran Towing, same name. -Repowered with an Alco 251C - For sale as of 2011

Long Island Rail Road – Misc. Tug (Technically PRR built tugs)

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Meitowax	226219	339	Jakobson Shipyard Oyster Bay, NY	1926	96'	26'	13'	Diesel Electric Ingersoll Rand	1963- Sold to L.W. Bicaise. To be moved to Charleston, SC, sunk 10/22/63 en-route off Norfolk, VA, 4 men missing.
Long Island II	229322		Wilmington, DE	1930	104.6"	24'	13.6'	Diesel Electric	Sold to Port Everglades Towing in 1965, renamed "Battler"

Lehigh Valley Repowered Tugs

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
<u>Powerful</u>			Staten Island Shipbuilding, Port Richmond, NY Staten Island	1908				Steam original Unknown repower	Sold unknown date to Florida Towing 1974- To Moran Towing, same name (company acquired) 1992- Reefed in Florida
<u>New York Central System (only had a handful of oddballs)</u>									
Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
<u>C.C. Clark</u>	126401	270	John H. Dialogue	1886	93'	22"	10'	Steam original Diesel repower	1913-Renamed "NYC No. 3" 1915- Sold to unknown, renamed "A. W. Whiteman" 1918- Sold to unknown, renamed "Corona" 1941- Sold to unknown, renamed "N. H. DeBardelbren" 1962- Sold to Cape Fear Towing, Cape Fear NC, renamed "Shamrock" 1994- To McAllister Towing "Susan Elizabeth" 2002- To North River Tugboat Museum, Kingston NY. 2008- Scrapped -1920, repowered with another steam engine -1941, repowered with 660HP Diesel -1951, repowered with a FM 38D 8 1/8th, Direct Reversing
<u>NYC No. 2</u>	203525	180	T.S. Marvel	1906	96'	24'	12'	Steam original Diesel Repower	1957- Sold to Bronx Towing, NY. Renamed "Colco" 1977- Sold to Boston Fuel Transport, renamed "Arnold Lyons" 1989- Sold to unknown, "Georgina A" 1994- Sold to McAllister Towing, SC, renamed "Captain Morgan" 1999- Sold to Port Royal Towing, same name. Sunk in 2003, raised and reefed offshore Repowered in the 50s.
<u>NYC No. 13</u>	155151		John H. Dialogue	1887	82'	20'	10'	Steam original Diesel repower	1955- Sold to Kosnac Floating Derrick, renamed "Hay-Dee" 2002- Sold to private owner for Restoration -Repowered in the 1950s with 2 GM 6-110's into a single gear. Restoration ongoing

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<u>NYC No. 21</u> *	130846	114	T.S. Marvel	1899	81'	21'	9'	Steam original Diesel Repower	-Repowered by NYC in 1925 with an Ingersoll Rand with a reverse gear 1937- sold to Steamtug Willet, Bushey Subsidiary, NYC -Repowered by Bushey with a direct drive 350HP Fairbanks Morse, added Dravo Kort Nozzle, first in NY Harbor. 1947- Sold to Tice Towing, NYC, renamed "Patriotic"
<u>NYC No. 22</u> *	130847	115	T.S. Marvel	1899	81'	21'	9'	Steam original	-Repowered by NYC in 1926 with an unknown Diesel (M&S?)
<u>NYC No. 25</u> *	204760	188	T.S. Marvel	1907	97'	25'	12'	Steam original	1971- Sold to Reichert Towing, NY, renamed " <i>Reichert Boys</i> " -1952, Repowered by Jakobson Shipbuilding with a Cleveland 12-278a, 1200HP. -Unknown, Repowered again. -Sank around 1977 or so, raised and scrapped, assuming by Donjon Marine, as it was last seen in Port Newark,.
NYC No. 33	226100		Staten Island Shipbuilding, Port Richmond, NY Staten Island	1926	108'	26'	12'	Diesel Electric 2x McIntosh & Seymour engines 1 600HP GE motor	Unknown- To USN for WWII Service 1945- To Moran Towing, named " <i>Thomas E. Moran</i> " Scrapped
NYC No. 34	226101		Staten Island Shipbuilding, Port Richmond, NY Staten Island	1926	108'	26'	12'	Diesel Electric 2x Ingersoll Rand engines, 1x 600HP GE Motor	Kept until the end. -Repowered by NYC with 2 McIntosh & Seymour 538's -Repowered again by NYC with 2 Baldwin VO engines. -Sold to Escanaba Towing, Escanaba Michigan. -Scrapped in 1973

New York Dock Railway – Only Diesel Tug- GMA/Consolidation Tug

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Brooklyn	280380		Jakobson Shipyard Oyster Bay, NY	1960	105'	26'	13'	EMD 12-567C Diesel Electric	1978- To Crescent Towing, New Orleans, LA. Renamed " <i>Louise</i> " 1981- Renamed " <i>Florida</i> " - Stack changed/wheelhouse lowered & repowered to 3000HP

upon arrival
 - Rebuilt in 2002 with twin screw conversion, Cat 3512B engines, 4000HP, kort nozzles, new wheelhouse, etc. No longer has RR tug appearance
 -In service, Savannah, GA

New York, New Haven & Hartford – Cordelia Class – Designed by Joe Hack of TAMS, Inc.

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Cordelia	266145	344	Jakobson Shipyard Oyster Bay, NY	1952	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	Unknown – Renamed “ <i>Transfer 23</i> ” 1969- Transferred to Penn Central, same name 1972- Sold to Brooklyn Eastern District Terminal, renamed “ <i>Petro Arrow</i> ” 1978- Renamed “ <i>Williamsburgh</i> ” 1979- Renamed “ <i>Brooklyn III</i> ” 1983- to New York Cross Harbor Scrapped 1996 due to main engine failure in 1991
Bumblebee	265688	345	Jakobson Shipyard Oyster Bay, NY	1952	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	Unknown – Renamed “ <i>Transfer 24</i> ” 1969- Transferred to Penn Central, same name 1972- Sold to Brooklyn Eastern District Terminal, renamed “ <i>Petro Flame</i> ” 1978- Renamed “ <i>Greenpoint</i> ” 1979- Renamed “ <i>New Jersey</i> ” 1983- to New York Cross Harbor 1985- Renamed “ <i>Cross Harbor I</i> ” 1998- to Eastern Towboat, Boston MA, for parts 2007- Sold to yacht club in Melville, RI as a breakwater. - OOS around 1989 due to main generator failure -Partially sunk in 2007

Note of these 2 tugs: The Port Authority of NYNJ apparently owned both of these boats in the late 1980s/early 1990s. Years and reasoning research is ongoing.

Pennsylvania Railroad – Philadelphia Class

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Philadelphia	268826	227	RTC Shipbuilding Camden, NJ	1954	105'	26'		Cleveland 16-278A Diesel Electric 1600HP	1968- To Penn Central, same name 1981- to Eastern Shore RR, renamed “ <i>Northampton</i> ” Unknown- Sold to private owner who converted her into a

yacht, sailed around the world. Renamed "Yemitzis"
 2007?- Sold to Henry Marine, NYC. Kept name.
 - Repowered with a Fairbanks Morse 38D 8 1/8
 - Converted to a yacht, no real tugboat appearance anymore.
 In Service as of last report.

Chicago	269169	228	RTC Shipbuilding Camden, NJ	1954	105'	26'	Cleveland 16-278A Diesel Electric 1600HP	1968- To Penn Central, same name 1981- to Eastern Shore RR, renamed "Accomack" Unknown- Sold to Fournier, renamed "Staten Island" 1990- Renamed the "Cape Rosier", Maineport Towboats Belfast, ME 2006- Company reacquired by Fournier, name kept. -Wheelhouse/stack lowered 4' for ship work. - Scrapped in April 2012, New Bedford, MA
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Note: Both tugs had an Almon Johnson Towing Machine located in the deckhouse.

Pennsylvania Railroad – Buffalo Class – GMA/Consolidation Tug Prototypes

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Buffalo	270907	8478	Bethlehem Steel Staten Island	1956	105'	26'	10'9"	Cleveland Diesel Electric	1968- To Penn Central, same name 1971- To Cape Fear Towing, SC, renamed "Fort Caswell" 2007- Acquired by Moran, name kept. 2012- Sold to private owner in SC. To be sent overseas? -Wheelhouse lowered, stack streamlined. -Repowered with an Alco 16-251C, 3000HP
Cleveland	270908	8479	Bethlehem Steel Staten Island	1956	105'	26'	10'9"	Cleveland Diesel Electric	1968- To Penn Central, same name 1971- To Cape Fear Towing, SC, renamed "Fort Fisher" 2007- Acquired by Moran, name kept. -Stack streamlined. -Repowered with an Alco 12-251C, 2400HP - In Service, Morehead City, NC

Pennsylvania Railroad – New York Class – GMA/Consolidation Tugs

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
New York	279794		Dravo Corp, Neville	1959	105'	26'	10'9"	EMD 12-567C	1968- To Penn Central, same name

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		Island, PA.					Diesel Clutch	1977- Sold to Crescent Towing, New Orleans, LA -Sunk in route.
Harrisburg	280262	Dravo Corp, Neville Island, PA.	1959	105'	26'	10'9"	EMD 12-567C Diesel Clutch	1968- To Penn Central, same name 1978- Sold to Crescent Towing, New Orleans, LA, renamed " <i>Elizabeth Smith</i> " 1994- Renamed " <i>Louisiana</i> " - Stack changed/wheelhouse lowered & repowered to 3000HP upon arrival - Rebuilt in 2002 with twin screw conversion, Cat 3512B engines, 4000HP, kort nozzles, new wheelhouse, etc. No longer has RR tug appearance -In service, New Orleans, LA
Pittsburgh	280263	Dravo Corp, Neville Island, PA.	1959	105'	26'	10'9"	EMD 12-567C Diesel Clutch	1968- To Penn Central, same name 1975- Sold to Crescent Towing, New Orleans, LA, renamed " <i>Kyle Smith</i> " 1991- renamed " <i>G. Shelby Friedrichs</i> " - Wheelhouse lowered, stack changed & repowered in 1991 with a GE FDM12-3000HP - Rebuilt in 2002 with twin screw conversion, Cat 3512B engines, 4000HP, kort nozzles, new wheelhouse, etc. No longer has RR tug appearance -In service, New Orleans, LA
Cincinnati	280095	Dravo Corp, Neville Island, PA.	1959	105'	26'	10'9"	EMD 12-567C Diesel Clutch	1968- To Penn Central, same name 1975- Sold to Crescent Towing, New Orleans, LA, renamed " <i>Rebecca Smith</i> " 1994- renamed " <i>Margaret F. Cooper</i> " - Wheelhouse lowered, stack changed & repowered after arrival - Rebuilt in 2008 with twin screw conversion, GE V228 engines, 4200HP, kort nozzles, new wheelhouse, etc. No longer has RR tug appearance -In service, New Orleans, LA

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Indianapolis	280097	Dravo Corp, Neville Island, PA.	1959	105'	26'	10'9"	EMD 12-567C Diesel Clutch	<p>1968- To Penn Central, same name</p> <p>1975- Sold to Crescent Towing, New Orleans, LA, renamed "<i>Kevin Smith</i>"</p> <p>1991- renamed "<i>Ned Ferry</i>"</p> <p>- Wheelhouse lowered, stack changed & repowered after arrival</p> <p>- Rebuilt in 2003 with twin screw conversion, Cat 3512B engines, 4000HP, kort nozzles, new wheelhouse, etc. No longer has RR tug appearance</p> <p>-In service, New Orleans, LA</p>
Jersey City	280459	Dravo Corp, Neville Island, PA.	1959	105'	26'	10'9"	EMD 12-567C Diesel Clutch	<p>1968- To Penn Central, same name</p> <p>1975- Sold to Crescent Towing, New Orleans, LA, renamed "<i>Glenn Smith</i>"</p> <p>2008- Renamed "<i>Admiral Jackson</i>"</p> <p>- Wheelhouse lowered, stack changed & repowered after arrival</p> <p>- Rebuilt in 2008 with twin screw conversion, GE V228 engines, 4200HP, kort nozzles, new wheelhouse, etc. No longer has RR tug appearance</p> <p>-In service, New Orleans, LA</p>
Trenton	280383	Dravo Corp, Neville Island, PA.	1959	105'	26'	10'9"	EMD 12-567C Diesel Clutch	<p>1968- To Penn Central, same name</p> <p>1975- Sold to Crescent Towing, New Orleans, LA, renamed "<i>Jeanne</i>"</p> <p>1994- Renamed "<i>Mississippi</i>"</p> <p>- Wheelhouse lowered, stack changed & repowered after arrival</p> <p>- Rebuilt in 2008 with twin screw conversion, GE V228 engines, 4200HP, kort nozzles, new wheelhouse, etc. No longer has RR tug appearance</p> <p>-In service, New Orleans, LA</p>

Pennsylvania Railroad – Misc. Diesel Tugs in no particular order

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Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
PRR No. 1	208604	540	Staten Island Shipbuilding Port Richmond, SI	1911	75'	21'	11'	Steam original Diesel Repower	Renamed the "Camden" by PRR 1963- Port Towing, W. Palm Beach Fl. Last known as the "Beverly M.", unknown company
PRR No. 10 *	203205		Sparrows Point Shipyard, Baltimore MD.	1906	92'	24'	12'	Steam original Diesel Repower	Reanmed "Altoona" -Repowered in the 1950s (by PRR?) -Sold 1970
No. 16	223905	749	Staten Island Shipbuilding, Port Richmond, SI	1924	99'	24'	10'	Diesel Electric	-Renamed "Detroit" First diesel-electric tugboat in the US. -Repowered in 1936 with 2 GM 6-158s -Last seen beached in Purrysburg, SC (1984)
PRR No. 20	225951	314	Newport News Shipbuilding	1925	74'	19'	9'	Diesel Electric	Renamed "Columbus" Winton Engine, installed in Hoboken Marine Shops -Sold 1970 to Witte, scrapped 1976
PRR No. 15	225950	313	Newport News Shipbuilding	1925	74'	19'	9'	Diesel Electric	Renamed "Toledo" Winton Engine, installed in Hoboken Marine Shops -Sold 1972 (Witte?)
PRR No. 18	225433	294	Newport News Shipbuilding	1925	99'	24'	10'6"	Diesel Electric Winton engine	-Renamed Fort Wayne. -Sunk 1970, raised and scrapped
PRR No. 26	225434	295	Newport News Shipbuilding	1925	99'	24'	10'6"	Diesel Electric Winton engine	-Renamed Elmira -Scrapped 1970
PRR No. 17	229214	401	Pusey & Jones Wilmington, DE	1928	98'	24'	10'6"	Diesel Electric Winton engine	Renamed Greensburg
Media	92145		Neafie & Levy Philadelphia, PA	1889	83'	19'	8'	Steam original Diesel Repower	Repowered 1917 by PRR with 300HP 4cyl. Southwark & Harris engine, direct reversing. Not successful and converted back to steam.

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<u>Newark</u>	259079	RTC Shipbuilding Camden, NJ	1949				Steam original Skinner Uniflow Diesel Repower	Sold unknown date to Marine Contracting, Charleston, SC renamed " <i>Lewis G. Seabrook</i> " 1987- Acquired by McAllister Towing, same name 2011- Sold to Ocean Barges and and Tug Logistics, Port au Prince, Haiti. Renamed " <i>Captain Frank</i> " -Originally powered with a single Skinner Uniflow steam. -Repowered/converted to twin screw with 2x FM 38D 8 1/8 at an unknown period of time. <i>In Service as of last report.</i>
<u>Elizabeth</u>	242226	Jakobson Shipyard Oyster Bay, NY	1942	79'	21'	9'7"	Cleveland Powered	Sold 1963 to Reichert Towing, NYC, same name Last seen derelict in Newtown Creek, 1980 -Originally the " <i>Fred A. Cassidy</i> " ?
<u>Rahway</u>	243979	Ira S. Bushey Brooklyn NY	1942	100'	25'	12'	Skinner Uniflow Diesel Repower 2250HP	Sold to Sanchez Edward Co. 1991- to C&M Towing 1996- Sold to Trinidad, Sunk (on way?)

Reading Railroad – Tamaqua Class – Designed by Thomas Bowes, Design # 837

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
<u>Tamaqua</u>	262886	207	RTC Shipbuilding Camden, NJ	1951	110'	25'6"	12'	FM 10-38D 81/8 Diesel Clutch 1600HP	1970- Sold to Mobile Towing, Mobile, AL. Renamed " <i>J. Barton Greer</i> " 1979- Sank, Sold to Bisso Marine 1981- Sold to Crescent Towing, New Orleans, LA. Renamed " <i>Nonie</i> " 1988- reanmed " <i>J. K. McLean</i> " 1998- Sold to Signet Maritime, Houston TX. Renamed " <i>Signet Defender</i> " 2009- Sold to Marine Steel Transportation, NYC. Renamed " <i>Edith Thornton</i> " 2011- Sold to firm in South America; renamed " <i>Cassidy</i> " -Rebuilt/Repowered in 1998 with an EMD 16-645. 2000HP <i>In Service as of last report.</i>

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Pottsville	263176	208	RTC Shipbuilding Camden, NJ	1951	110'	25'6"	12'	FM 10-38D 81/8 Diesel Clutch 1600HP	1966- Sold to McAllister Towing, renamed " <i>Michael J. McAllister</i> " 1970- Sold to Mobile Towing, Mobile, AL. Renamed " <i>William A. Weber</i> " 1977- American Pacific Industrial Leasing Corp, Portland, OR Renamed " <i>American Endeavor</i> " 1978- Sold to E. N. Bisso & Son, New Orleans, LA renamed " <i>Beverly B.</i> " 2008- Pacific Fuel Services, Panama, renamed " <i>Valviria</i> " <i>In Service as of last report.</i>
Shamokin	263382	209	RTC Shipbuilding Camden, NJ	1951	110'	25'6"	12'	FM 10-38D 81/8 Diesel Clutch 1600HP	Sold unknown date to Tucker Towing, Camden NJ. Transferred to Express Marine (new company formed) 1991- renamed "Russel B. Murray" -Repowered in the early 1990s with the same engine (FM) from town of Hatteras NC after original blew. <i>-For sale as of 2011</i>

Reading Railroad – Lehigh Class – Designed by Thomas Bowes – Design # 844

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Lehigh	266683	222	RTC Shipbuilding Camden, NJ	1954	92'9"	25'	11'6"	FM 6-38D 81/8 Diesel Clutch 960HP	1964- Sold to B&O Railroad, Baltimore MD, same name. 1975- Sold to Crescent Towing, New Orleans, LA, renamed " <i>Craig Smith</i> " 1998- Sold to a firm in Mexico, renamed " <i>Leo</i> " - Wheelhouse lowered and stack changed by Crescent. -Repowered by Crescent with an EMD 16-567C <i>In Service as of last report.</i>
Schuylkill	266934	223	RTC Shipbuilding Camden, NJ	1954	92'9"	25'	11'6"	FM 6-38D 81/8 Diesel Clutch 960HP	Unknown Date- To company in Mexico 1979/80, sold to H&A Trading, San Juan, Puerto Rico, renamed the "Blue B." Unknown Date, International Transport Service, Virgin Islands renamed " <i>Peter G. Caramanos</i> "

Abandoned in the Virgin Islands half beached.

Delaware	267129	224	RTC Shipbuilding Camden, NJ	1954	92'9"	25'	11'6"	FM 6-38D 81/8 Diesel Clutch 960HP	Unknown date, sold to Hays Towboat, Chester, PA. Renamed the "Big Daddy" In Service as of last report.
Brandywine	267350	225	RTC Shipbuilding Camden, NJ	1954	92'9"	25'	11'6"	FM 6-38D 81/8 Diesel Clutch 960HP	Unknown date, sold to Eastern Towboat, Boston MA. same name. In Service as of last report.

Reading Railroad – Misc. Tugs

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Harold J. Taggert			John H. Mathis Camden, NJ	1928				Fairbanks Morse Diesel, Controllable pitch prop	Later the "Mary E. Holmes" ? Disp. Unknown
Bern	204605	1011	Neafie & Levy Philadelphia, PA	1907	117'	24.6"	13'	Steam original Diesel Clutch repower. Cleveland 16-278A, 1600HP	1952- Sold to Meyle-Independent Pier, Philadelphia, PA Renamed "Saturn" 1981- Company sold to McAllister, renamed "Muriel McAllister" 198?- Sold to Eastern Towboat, Boston, MA, renamed "Saturn" 1997- Sold to Testa, unknown details 1998- Donated to Maine Maritime, Castine, Maine 2003- Sold to Private Owners, Winterport, ME 2007- Owned by Friends of Saturn, Nonprofit. 1956- Repowered from Steam 1972- Sank but raised and repaired Currently under Restoration

Virginian Railway – W. R. Coe – Designed by Joe Hack of TAMS, Inc.

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
W. R. Coe	274347	372	Jakobson Shipyard Oyster Bay, NY	1957	106'	27'	12'	Cleveland 16-278A Diesel Electric 1600HP	1959- to Norfolk & Western Railway, renamed "R. B. Claytor" In 1974. Sold 197? to Boston Fuel Transport/Towing, Boston MA.

renamed "Karen Tibbetts"
 Renamed "Ethel Tibbetts", unknown date.
 2009- Sold to Breakwater Marine, Oyster Bay, NY. Renamed
 "Deborah Quinn"
 In Service as of last report.

West Coast Tugs

Atchison, Topeka and Santa Fe

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
<u>Paul P. Hastings</u> *	256253	530	Marietta Manufacturing Co.	1945	142'	33'	16'	Steam original, Skinner Uniflow Diesel Repower	Built for the US Army as tug "LT-814" 1948- Sold to ATSF, renamed "ATSF Tug No. 8" Unknown date, renamed "Paul P. Hastings" 1984, sold to American Navigation, renamed "Terminator" -1964, converted to Diesel, EMD 16-567C, 1800HP -1991, 2 additional EMD 20-645 engines added, triple screw -1-27-92, sunk off California coast
<u>John R. Hayden</u> *	253495	40	Tampa Marine	1945	142'	33'	16'	Steam original, Skinner Uniflow Diesel Repower	Built for the US Army as tug "LT-830" 1948- Sold to ATSF, renamed "John R. Hayden" 1976- Sold to Marine Leasing Corp, 1984- renamed "Marine Crusader" 1984- Sold to Alaska Marine Towing, renamed "Harris Bay" 1990- Sold to Sause Bros. Ocean Towing, Portland, OR, renamed "Titan" -1967, converted to Diesel, EMD 16-567C, 1800HP -1970s, repowered by Marine Leasing to 4x GM 16-149 engines, controllable pitch props (twin screw) -1990s, repowered by Sause with 2x EMD 12-645 Turbos. 2012- Retired by Sause, running gear removed, rest to be scrapped.

Canadian National – British Columbia

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
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CN Tug No. 6	None	110	Yarrows Ltd. England	1948	88'				Diesel Direct Rev. Enterprise DMG6 575HP	Built for CN for use on Okanagan Lake 1973- Retired
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Great Lakes Tugs

Chessie System

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
C&O 452	275111	452	Wiley Mfg. Port Deposit, MD	1957				3x Harbormaster type drives w/ Cat D398 engines	-Originally B&O barge 452 -Converted to "C&O 452" in 1974 1997- sold to PH&S Towing, Port Huron, MI, renamed "Kodiak" 1998- To France, as the "Val Mantais" owned by Compagne Ligerienne De Transport 2007- to Uruguay as the "Veromar"

Note: The only barge ever converted to a tug owned by a RR?

Canadian National

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
Phyllis Yorke	345141 (canadian)	19	Hike Metal Wheatly, Ontario	1970	100'	35'	10'	3x Harbormaster type drives	Owned by P.M. Yorke & Son Ltd. Assigned to Port Huron-Sarnia service 1996- Sold to Nigeria
Margaret Yorke	345163 (canadian)		Hike Metal Wheatly, Ontario	1970	100'	35'	10'	3x Harbormaster type drives	Owned by P.M. Yorke & Son Ltd. Assigned to Detroit-Windsor service 1996- Sold to Nigeria

Norfolk & Western

Name	Official #	Hull	Builder	Year	Length	Beam	Draft	Propulsion	Later Owners/Disposition/Notes
R.G. Cassidy	284379		Dravo Corp, Neville Island, PA.	1953	150'	32'	15'	Originally Cooper Bessemer engines with Kirsten drives Repowered w/ 2 EMD 12-567C with conventional prop	Originally the Army tug "LTI-2194" 1961- To Sioux City & New Orleans, renamed "St. Joseph" 1969- Sold to Norfolk & Western, renamed "R.G. Cassdiy" 1982- transferred to Norfolk Southern, same name 1995- to Gravel & Lake services, Thunder Bay, ON, renamed "French River"

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drives. 1999- Stein Berg Shipping, renamed "Stein", Panama flag
Unknown, Supreme Freight Services, renamed "Miss Hillary"

F.A. Johnson	263700	Parker Bros. Shipyard, Houston Texas	1952 115'	Original unknown Repowered w/ EMD 16-567C	Originally the "Charles T. Parker"? Of unknown Unknown when sold to N&W 1982 to Norfolk Southern, same name 1995- Sold to Gravel & Lake Services, Thunder Bay, ON. Tugs engines were sold to Gaelic Tugboat Co, of Detroit for use in repowering the tug "Roger Stahl". Tug was then towed by the R.G. Cassidy to Thunder Bay, to be used as an office. 2006- Derelict on the Kam River in Thunder Bay, ON.
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Note: Tugs in BLUE were built as diesel powered. Tugs in RED were re-powered from steam. Re-powered tugs with a star were repowered by/under RR ownership.
Note: For printing in B&W, tugs UNDERLINED were re-powered from steam, tugs not underlined were built as Diesel.

102 tugs so far

Bibliography

- Rail Marine Info. Group back issues: These have extensive articles on the tugs mentioned above as well as several early rosters and dispositions.
- Transfer 24 & Transfer 35- Tugboats of the NYC by Thomas Flagg
- Transfer 31 – Railroad Tugs by John Teichmoller
- PRRT&HS Keystone Issue V25, No.1, PRR Tugs by J. Witmer
- Transfer 44 – GMA Tugs by Alan Frazer
- The Lightship, Volume 20, #1. Several blurbs on Great Lakes tugs above.
- Shipbuildinghistory.com
- tugboatinformation.com This website has several extensive tug company rosters, as well as its accompanying facebook page.
- Yahoo group "Tugboats". I have spent many hours on this groups archives searching out information, it is a treasure.

Lots of first hand information was used in this as well, stuff I have in my collection, friends in the industry, former/current owners of these boats, etc.
This list was built by Paul Strubeck. Last update 9/24/13. Corrections/updates can be sent to me at crossharbor11@gmail.com

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