



PRESS RELEASE

For Immediate Release

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Historic Electric Locomotives Removed from Beacon Island; Headed for Preservation

DANBURY, CT - The Danbury Railway Museum (DRM) is proud to announce a major advancement in the project to save a pair of century old historically significant New York Central (NYC) electric locomotives.

On Thursday November 2nd, 2023, Flach Crane & Rigging of Selkirk, New York and Dagen Trucking of Castleton-on-Hudson, New York successfully loaded NYC prototype S-1 #100 and last remaining T-3a #278 onto trailers and prepped the historic locomotives for transport off of Beacon Island.

Both units were prepared for disassembly in the time leading up to the day of the move. Dennis Daugherty was on hand as a consultant and rigging expert to assist with the lift. The S-1 was separated into two parts (the carbody and chassis) for transportation, while the T-3a was separated into three components (the carbody and two separate wheelset assemblies), totaling five trailer loads. “Flach and Dagen were very easy to work with. Both contractors know each other well, and this provided for a seamless extraction from Beacon Island,” says DRM Project Manager Stan Madyda.

Since December of 2022 when the locomotives were moved out of the way of the construction companies, the Port of Albany-owned site has undergone transformative changes, including the improved terrain and access that enabled this move. Within one week of loading, all five trailers were trucked off the site and are now securely stored on private property while they await transport to the museum in Danbury, Connecticut. This concludes Phase II of the move from Beacon Island to Danbury.



DANBURY

RAILWAY MUSEUM

120 White Street, Danbury, CT 06810

Built for the New York Central in 1904 and 1926, S-1 locomotive #100 (originally #6000) and T-3a locomotive #278 represent the significant development of electric locomotives in the early 20th century. The #100 is the world's first mainline electric locomotive and was built jointly by General Electric (GE) and the American Locomotive Company (ALCO) both in New York State. This revolutionary piece of technology was built for service to New York City's iconic Grand Central Terminal in the wake of a devastating steam locomotive accident within the Park Avenue tunnels in 1902 that stands as the worst train accident within city limits to this day. It served decades transporting passengers of commuter and long-distance trains to Croton Harmon and North White Plains, New York.

The #278 is part of the successor class to the #100, delivered twenty-two years later. It is the most modern of the succeeding "T-Motors", and is the last remaining T-Motor in existence of 36 that were manufactured. Its design is similar to the 65 P and R-motors, of which there are no surviving examples. For more history on these two locomotives, visit www.danburyrail.org/electrics.

Both locomotives were restored and can be seen in the movie "A House On Carroll Street" in Grand Central Terminal. Subsequently, they were returned to the Capital District area and have been landlocked on Beacon Island in Glenmont, New York since the late 1980s. Local resident and volunteer Paul Mash became the unofficial keeper of the locomotives, making regular treks out to the overgrown location to check on the engines and maintain their sensitive wheel bearings. DRM took title to the electrics in 2013 and volunteers regularly visited the site to re-secure the locomotives until their extraction. Due to a myriad of complications, planning for the removal of the locomotives was not possible until 2019 when the Port of Albany announced plans to develop the 80-acre site.

"Once in Danbury, work will continue on these two historic engines. Their 36 years on Beacon Island has taken a toll, and there is still a long road ahead before they'll be ready for display," said DRM President Jose Alves.

The two units are set to be delivered to Danbury in the coming weeks. Once on the rails at their new home, work will continue on these historically significant locomotives. A video depicting the crane lifts and loading of trucks on Beacon Island will be released on Thursday, November 23rd at www.danburyrail.org/electrics

This move would not be possible without the support of Henry Posner III, Chairman of the Railroad Development Corporation. DRM also extends its thanks to the Port of Albany for their support of this project.

Additional funding and volunteer support is still needed to restore the locomotives. Donations can be made online at www.danburyrail.org/donate or by mail to Danbury Railway Museum, PO Box 90, Danbury, CT 06813, or contact us at info@danburyrail.org.

Become a member, get involved, and support railroad preservation, to find out more visit www.danburyrail.org/membership

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DANBURY RAILWAY MUSEUM

120 White Street, Danbury, CT 06810

The Danbury Railway Museum is an all volunteer 501(c)(3) non-profit charitable organization dedicated to the preservation and education of railway history in the northeast United States.

The Museum is situated in the restored 1903 Danbury Union Station, and operates its fleet of vintage locomotives and rolling stock in the adjoining Danbury Freight Yard, a 10-acre campus home to over 75 pieces of historic equipment. Interpretive tours and regularly scheduled train rides are available to visitors.

For more information, please visit the DRM website at www.danburyrail.org, or follow the organization on Facebook and Instagram - @DanburyRR.