PRESS RELEASE

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"Electrifying" Day for Historic Locomotives

DANBURY, CT - The Danbury Railway Museum (DRM) has announced a major update in their efforts to save two one-of-a-kind New York Central System (NYCS) electric locomotives.

On Monday December 19, 2022, railroad contractor Hulcher Service, Inc., successfully relocated the two historic locomotives two hundred feet east of their present location using four "sidebooms", tracked vehicles with side-mounted cranes. Hulcher Services transported both locomotives to a staging area in anticipation of disassembly into major components for shipment to Danbury. "This is really a pivotal moment, and the point of no return." said DRM president Jose Alves. "For years we have worked to save these locomotives and our plans have finally begun to pay off. This could not have been accomplished without our volunteers, in particular a core group of dedicated, hardworking volunteers; Paul Marsh (who has been involved long before the DRM took ownership), Dave Pickett, and Project Manager Stan Madyda"

Built for the NYCS in 1904 and 1926, locomotives #100 (originally #6000) and #278 represent a large period of significant electric locomotive development in the early 20th Century. #100 is the world's first mainline electric locomotive, built by General Electric and the American Locomotive Company as the prototype for the "S-Motor" series electric engines. #100 was built for service in New York City's iconic Grand Central Terminal in the wake of a devastating accident within the Park Avenue tunnels of the city in 1902 that stands as the worst train accident within city limits today. #278 is the successor to the #100, delivered twenty-two years after the #100 and is the most modern of the succeeding "T-Motors". #278 is the last remaining T-Motor in existence. Both locomotives are "bipolar" electrics, referring to their rare, gearless method of propulsion.

These two locomotives have been landlocked on Beacon Island in Glenmont, New York since the late 1980s. The DRM took title to the electrics in 2013, and due to a myriad of issues and geographic features, removal of the locomotives was not possible until 2019 when the Port of Albany announced plans to develop the 80-acre site. Every conceivable option has been explored since the museum took title to the locomotives. This has provided the DRM the opportunity needed to finally relocate these locomotives. Both received slight damage in the process, as would be expected when moving

100 and 120 year old locomotives, both remain intact, and the DRM is dedicated to preserving the two units. "Now that the locomotives have been moved to a staging area, we will separate them into individual components and prepare them for shipment." said project manager Stan Madyda. "This is a huge moment, but we are not out of the woods yet. Movement to a staging area was required by The Port to facilitate the construction of an access road which will later play a part in the removal of the locomotives."

Additional funding is still required to bring locomotives home. The DRM extends thanks to the Port of Albany for their support of this project. Additionally, this move would not be possible without the financial support of Henry Posner, III, chairman of the Railroad Development Corporation. Donations can be made at www.danburyrail.org/electrics or by mail to Danbury Railway Museum, PO Box 90, Danbury, CT 06813

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The Danbury Railway Museum is a volunteer run 501(c)(3) non-profit charitable organization dedicated to the preservation and education of railway history in the northeast United States. For more information, please visit the DRM website at www.danburyrail.org, or find the organization on Facebook, Twitter, and Instagram.