



METRO-NORTH'S SCENIC WATERBURY BRANCH YESTERDAY AND TODAY

BY ANDREW GRAHL

WITH MICHAEL BURKE, BRENDAN RICHARDSON AND ADAM TWOMBLY

Part 1 - Bridgeport to Ansonia

METRO-NORTH provides passenger service on the eight-station, 27-mile-long Waterbury Branch of its New Haven Line from Bridgeport, eastbound to Devon Junction, then northward to Waterbury, in New Haven County, Connecticut. Waterbury, dubbed the "The Brass City" for the manufacturing of brassware in prior years, is the northern terminal, and the line provides a mixture of beautiful nature and industrial scenery, making this line a must-see for railroad photographers.

History

Today's Waterbury Branch was chartered in 1845 as the Naugatuck Railroad. The first section from Devon Junction to Seymour opened in May 1849. The line was extended north to Waterbury a few months later in June, and finally to Winsted in September 1849.

The line was leased by the New York, New Haven & Hartford Railroad on May 24, 1887, until the New Haven bought it completely on January 31, 1906.

The Central New England Railway connected to the Waterbury Branch in Winsted. The CNE was abandoned by the New Haven in 1938.

On August 19, 1955, the Naugatuck River flooded many river towns after heavy rain from Hurricane Diane. This led to the construction of concrete flood walls in towns such as Ansonia. Another consequence of the storm was the abandonment of passenger service to Torrington and Winsted in 1958, with the removal of tracks north of Torrington in 1963.

On January 1, 1969, Penn Central assumed control of the New Haven Railroad. Penn Central continued to operate the Waterbury Branch for the State of Connecticut and the Metropolitan Transportation Authority after January 1971.

On April 1, 1976, Conrail took over freight and passenger operations. The State of Connecticut purchased the line between Devon Junction and Torrington in 1982. Boston & Maine purchased the freight operating rights from Conrail between Derby and the north end of the line and operated freight service thereon between 1982 and 1995.

Until the early 1980s, the line was double-tracked between Devon and Derby, but the second track was removed by Conrail following storm damage.

Metro-North was created in 1983 to run the passenger service. Through the early 1990s the line was an important link between the freight-only Maybrook Line in Derby and the mainline at Devon.



BRIDGEPORT

TOP: Connecticut DOT BL20GHM 128 shoves a Waterbury Branch shuttle into the Bridgeport, Connecticut, station on May 5, 2023. The train has traveled 27 miles south from Waterbury to Devon Junction in Milford, where the train joined Metro-North's New Haven Line on the Northeast Corridor and traveled an additional five miles to Bridgeport. The large concrete building behind the locomotive is the station. The Interstate 95 overpass can be seen in the background.

Andrew Grahl

RIGHT: ConnDOT FL9 2019 lays up between Waterbury Branch trips just west of the Bridgeport station, July 27, 2001. At that time, the Atlantic Division Bridgeport Bluefish baseball team was playing here at The Ballpark at Harbor Yard in Bridgeport. The team folded in 2017, and the stadium was converted to the Hartford Health Care Amphitheater. Waterbury Branch trains still relay west of the Bridgeport station today.

Andrew Grahl

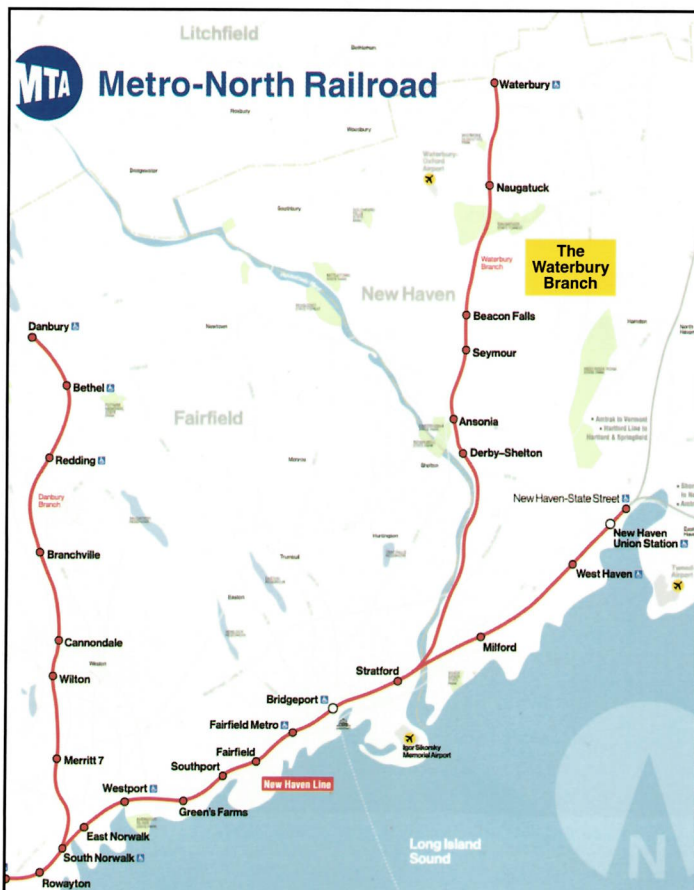


RIGHT: New Haven General Electric-built EP-5 373 leads a Boston-bound train at Bridgeport in August 1963. This was the location of the original Bridgeport station, built in 1905, which was located a few hundred feet east of today's Metro-North/ Amtrak station. Note the RDC on the far left which will run over the Waterbury Branch.



BELOW LEFT: New Haven RDC cars 121 and 31 are destined for Waterbury at the Bridgeport station in August 1963. This station, built in 1905, provided an across-the-platform transfer to the Waterbury shuttle from trains arriving from Grand Central. Today, trains from Grand Central arrive, disperse passengers onto a high-level platform, and depart before the Waterbury train arrives on the same track.

BELOW RIGHT: A Metro-North RDC rests on the pocket track at the original New Haven Railroad station in Bridgeport, November 14, 1971. At the old station, RDCs from the Waterbury Branch would proceed west of the station, descend a ramp and pass under the four-track main line, and after reversing ends, would ascend a ramp on the eastbound side of the main to wait here for connecting passengers from trains from Grand Central. This practice existed at Bridgeport until today's station opened in 1975.



Saturday, Sunday & Holidays		Effective April 7, 2024					
MILES	TO NEW YORK	Bicycle					
		6913 6513	6925 6525	6937 6537	6949 6549	6961 6561	6971 6571
		AM	AM	PM	PM	PM	PM
88	Waterbury	C 7 03	C 10 03	C 1 03	C 4 03	C 7 03	C 10 03
83	Naugatuck	C 7 12	C 10 12	C 1 12	C 4 12	C 7 12	C 10 12
78	Beacon Falls	C 7 19	C 10 19	C 1 19	C 4 19	C 7 19	C 10 19
75	Seymour	C 7 24	C 10 24	C 1 24	C 4 24	C 7 24	C 10 24
71	Ansonia	C 7 31	C 10 31	C 1 31	C 4 31	C 7 31	C 10 31
70	Derby-Shelton	C 7 35	C 10 35	C 1 35	C 4 35	C 7 35	C 10 35
55	Bridgeport Ar.	C 7 58	C 11 00	C 1 58	C 4 58	C 7 58	C 10 58
55	Bridgeport Lv.	8 04	11 04	2 04	5 04	8 04	11 04
41	South Norwalk	8 32	11 32	2 32	5 32	8 32	11 32
33	Stamford	8 50	11 50	2 50	5 50	8 50	11 50
4	Harlem - 125th St. →	D 9 36	D 12 34	D 3 34	D 6 35	D 9 34	D 12 34
0	Grand Central	9 48 AM	12 46 PM	3 46 PM	6 47 PM	9 46 PM	12 46 AM

MILES	TO WATERBURY	6506 6906	6518 6918	6530 6930	6542 6942	6554 6954	6566 6966
		AM	AM	PM	PM	PM	PM
0	Grand Central	7 02	10 02	1 02	4 02	7 02	10 06
4	Harlem - 125th St. →	R 7 12	R 10 12	R 1 12	R 4 12	R 7 12	R 10 16
33	Stamford	7 56	10 55	1 55	4 55	7 55	10 59
41	South Norwalk	8 12	11 11	1 11	5 11	8 11	11 15
55	Bridgeport Ar.	8 42	11 41	1 41	5 41	8 41	11 45
55	Bridgeport Lv.	C 8 51	C 11 48	C 2 48	C 5 48	C 8 48	C 11 48
70	Derby-Shelton	C 9 12	C 12 12	C 3 12	C 6 12	C 9 12	C 12 12
71	Ansonia	C 9 16	C 12 16	C 3 16	C 6 16	C 9 16	C 12 16
75	Seymour	C 9 23	C 12 23	C 3 23	C 6 23	C 9 23	C 12 23
78	Beacon Falls	C 9 29	C 12 29	C 3 29	C 6 29	C 9 29	C 12 29
83	Naugatuck	C 9 36	C 12 36	C 3 36	C 6 36	C 9 36	C 12 36
88	Waterbury	C 9 48	C 12 48	C 3 48	C 6 48	C 9 48	C 12 48
		AM	PM	PM	PM	PM	AM

Devon Junction



LEFT: In a scene reminiscent of long Maybrook Line freights preparing to swing east off the Waterbury Branch and onto the New Haven Line at Devon, Connecticut, a pair of Metro-North GP35s are actually shoving a continuous welded rail train off of the east leg of the wye and onto the single track, so that the train can travel west to points in New York on August 22, 2023. While all revenue passenger trains on the Waterbury Branch use the west leg of the wye, the east leg plays an important role in turning equipment when needed. *Brendan Richardson*



ABOVE: ConnDOT Brookville BL20GH 126 passes the searchlights that protect the east and west legs of the Devon Wye after the afternoon of March 16, 2015. These signals were taken out of service and removed when the Waterbury Branch received new signal upgrades and PTC. *Michael Burke*

BELOW LEFT: A single Metro-North RDC swings off the Waterbury Branch at Devon Junction, approaching the New Haven Line in January 1990. The train will continue west to Bridgeport, where riders can transfer to New Haven Line trains to Grand Central. Note Devon Tower at far right. *Tom Nemeth*

BELOW RIGHT: The CTC model board in Devon Tower in January 1990 *Tom Nemeth*



Southern until recently changing to CSX, and now Berkshire & Eastern.

Until 2021, the branch was single-track "dark territory" with only one train operating at a time. This changed with the completion of a project which installed Positive Train Control, a cab signal system, two new sidings, and two upgraded sidings which now support significantly increased service.

Equipment

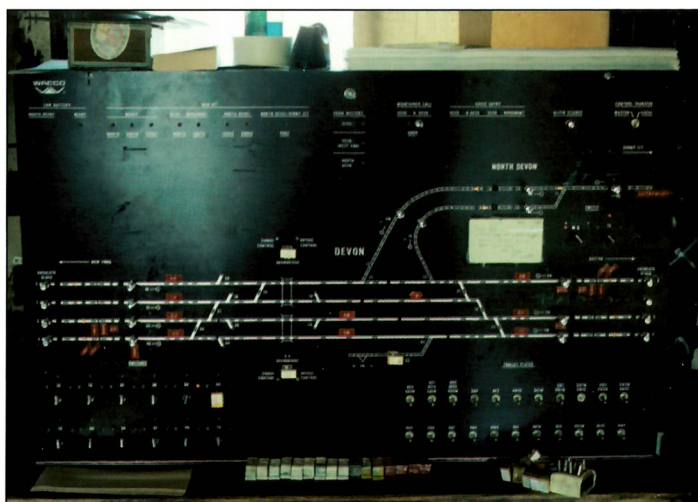
Shuttles, also called 'Mini Bombs' using three Bombardier-built passenger cars and either one of six BL20GH locomotives in Metro-North paint, or one of the six recently-rebuilt BL20GHM locomotives in ConnDOT colors. Variety in the form of two leased CTrail GP40-3H locomotives currently provide additional shuttle power. It is also possible to see a GE P32AC-DM Genesis locomotive pulling a 'Maxi Bomb' set with seven coaches, taken from the through-train pool on other lines or branches.

Weekend trains can use any equipment, but generally run with Mini Bomb sets. Engines almost always face north, providing difficult lighting except during the summer months with long hours of daylight, when the sun swings to the north to illuminate the locomotive's nose.

Freight service from Devon to Derby is now provided by Genesee & Wyoming's Providence & Worcester, while Berkshire & Eastern Railroad (formerly Pan Am Southern) provides service north of Derby.

Providence & Worcester CT-2 operates from Cedar Hill Yard in North Haven, west on Metro-North to South Norwalk, then north on the Danbury Branch to bring stone to the Tilcon Plant in Danbury. CT-2 also serves the Waterbury Branch by delivering cars to O&G Industries in Milford, a few miles up the branch from Devon Junction. The move up the Waterbury Branch is infrequent, and generally occurs only during the construction season, which runs from spring to early winter. Until 2010, stone traffic to Tilcon in Danbury traveled via the Waterbury Branch to Derby, then west over the Maybrook Line. This changed due to deteriorating track conditions on the eastern portion of the Maybrook Line, which has not seen regular service since then.

On extremely rare occasions, Berkshire & Eastern (or Pan Am Southern before the takeover), operates a train from Plainville to Waterbury, and south on the Waterbury Branch to bring a wire car to the Kerite Company, adjacent to the Seymour station. More on this move is in the second installment of this article. There are no freight customers for B&E between Derby and Seymour, and the interchange with the Housatonic at Derby is not regularly used.



RIGHT: ConnDOT FL9 2006 poses on the Housatonic River Bridge in Derby as photographed from the Derby Greenway, May 21, 1989. This trackage is part of the Maybrook Line, used infrequently by the Housatonic Railroad today. This fantrip ran from Danbury to Derby via the Maybrook Line on this day.

Glenn Rowe, Andrew Grahl Collection

BELOW LEFT: Metro-North BL20GH 112 has just crossed the Naugatuck River Bridge into Derby, Connecticut, and is following the Waterbury Branch northward on February 3, 2024. This is the junction of the former Maybrook Line, now operated infrequently by the Housatonic Railroad. The vandalized sign below reads "Division Post Entering Metro-North territory", which is a message for Housatonic crews.

Andrew Grahl

BELOW RIGHT: Southbound Metro-North P32AC-DM 205 leads a Waterbury to Bridgeport train across the Naugatuck River Bridge into Derby, October 10, 2015. Engines are almost always on the north end of the train, and Waterbury trains today are expected to operate with Brookville locomotives and three cars, occasionally a "Maxi Bomb" (Bombardier) full trainset appears on the Waterbury Branch.

Michael Burke



Derby Junction

Schedule

There are no through trains from Waterbury direct to Grand Central. All trains are shuttles to Bridgeport, with transfer there to Grand Central.

On weekdays, there are 12 southbound shuttles to Bridgeport. There are 10 northbound shuttles to Waterbury. Two additional northbound runs are being operated by buses currently.

On weekends, six northbound and six southbound train trips operate.

The Branch

Waterbury Branch service begins at Bridgeport in Fairfield County, 55.4 miles east from Grand Central Terminal, and ends at Waterbury in New Haven County, 26.9 miles north from the New Haven Line at Devon Junction in Milford, Connecticut. In total, Waterbury is more than 87 miles from Grand Central Terminal in Manhattan, making it the farthest outlying station on the East-of-Hudson MNR system. In this Part 1 we cover the Waterbury Branch from Bridgeport to Ansonia. High-level platforms exist at Bridgeport, Stratford and a very short one at Waterbury.

In Bridgeport, Waterbury Branch trains provide transfers to Grand Central and New Haven-bound trains operated by Metro-North. Some of Amtrak's Northeast Corridor trains stop here as well. There are no pocket tracks here, as at South Norwalk; branch line trains from Waterbury make the west-

Monday - Friday

Peak trains arrive at Grand Central between 6 AM - 10 AM, depart Grand Central between 6 AM - 9 AM and 4PM - 8PM

MILES	TO NEW YORK	AM PEAK				OFF-PEAK									
		1911	1925	1935	1949	1957	1965	1973	1979	1985	1991	1995	1997		
		1511	1525	1535	1549	1557	1565	1573	1579	1587	1591	1595	1597		
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM		
88	Waterbury	C 4 45	C 5 38	C 6 36	C 8 45	C 10 45	C 12 40	C 2 29	C 3 57	C 5 30	C 7 04	C 8 01	C 10 00		
83	Naugatuck	C 4 54	C 5 47	C 6 45	C 8 54	C 10 54	C 12 49	C 2 38	C 4 06	C 5 39	C 7 13	C 8 10	C 10 09		
78	Beacon Falls	C 5 01	C 5 54	C 6 52	C 9 01	C 11 01	C 12 56	C 2 45	C 4 13	C 5 46	C 7 20	C 8 17	C 10 16		
75	Seymour	C 5 06	C 5 59	C 6 57	C 9 06	C 11 06	C 1 01	C 2 56	C 4 18	C 5 51	C 7 32	C 8 22	C 10 21		
71	Ansonia	C 5 13	C 6 06	C 7 04	C 9 13	C 11 13	C 1 08	C 3 03	C 4 25	C 5 58	C 7 39	C 8 29	C 10 28		
70	Derby-Shelton	C 5 16	C 6 09	C 7 07	C 9 16	C 11 16	C 1 17	C 3 06	C 4 33	C 6 07	C 7 43	C 8 32	C 10 31		
59	Stratford	CD 5 37	CD 6 30	CD 7 28	CD 9 37	CD 11 37	CD 1 36	CD 3 27	CD 4 53	CD 6 26	CD 8 01	CD 8 54	CD 10 50		
55	Bridgeport Ar.	C 5 43	C 6 36	C 7 34	C 9 43	C 11 43	C 1 41	C 3 33	C 4 59	C 6 32	C 8 07	C 9 00	C 10 56		
55	Bridgeport Lv.	5 52	6 42	7 39	9 47	11 45	1 46	3 45	5 05	7 10	8 12	9 07	11 06		
41	South Norwalk			8 05	10 12	12 10	2 09	4 10	5 33	7 38	8 39	9 34	11 34		
33	Stamford		6 28	7 23	8 20	10 28	12 24	2 23	4 24	5 51	7 55	8 57	9 52		
4	Harlem - 125th St.	D 7 09	D 8 13	D 9 11	D 11 08	D 1 11	D 3 09	D 5 04	D 6 42	D 8 42	D 9 41	D 10 37	D 12 37		
0	Grand Central	7 22	8 27	9 24	11 23	1 23	3 22	5 18	6 54	8 54	9 53	10 50	12 49		
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM		

MILES	TO WATERBURY	AM PEAK				OFF-PEAK				PM PEAK				OFF-PEAK
		1402	1508	1516	1522	1528	1536	1538	1542	1556	1456	1574	1590	
		1902	1908	1916	1922	1928	1936	B1538	1942	1956	B1456	1974	1990	
0	Grand Central	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	
4	Harlem - 125th St. →	6 55	8 05	9 05	11 04	12 34	2 34	3 05	4 02	5 22	5 25	6 53	10 06	
33	Stamford	R 7 05	R 9 15	R 11 14	R 12 44	R 2 44	R 3 15	R 4 12	R 5 32	R 5 35	R 7 03	R 10 16		
41	South Norwalk	6 11	7 48	9 56	11 55	1 25	3 25	4 51	6 09	6 13	7 42	10 55		
55	Bridgeport Ar.	6 28	8 04	10 10	12 11	1 37	3 37	4 09	5 03		H 6 24	7 57	11 10	
55	Bridgeport Lv.	6 55	8 34	10 38	12 40	2 01	4 01	4 35	5 30	H 6 42	6 57	8 25	11 37	
59	Stratford	C 7 00	C 8 39	C 10 43	C 12 50	C 2 06	C 4 06	C 4 46	C 5 38	C 6 47	C 7 13	C 8 31	C 11 43	
70	Derby-Shelton	CR 7 07	CR 8 46	CR 10 50	CR 12 57	CR 2 13	CR 4 13		CR 5 45	CR 6 54		CR 8 38	CR 11 50	
71	Ansonia	C 7 31	C 9 04	C 11 09	C 1 14	C 2 30	C 4 30	C 5 08	C 6 04	C 7 11	C 7 33	C 8 59	C 12 09	
75	Seymour	C 7 35	C 9 20	C 11 20	C 1 18	C 2 34	C 4 34	C 5 17	C 6 08	C 7 15	C 7 44	C 9 03	C 12 13	
83	Naugatuck	C 7 42	C 9 27	C 11 27	C 1 25	C 2 41	C 4 41	C 5 28	C 6 15	C 7 22	C 7 55	C 9 10	C 12 20	
88	Waterbury	C 7 48	C 9 33	C 11 33	C 1 31	C 2 51	C 4 51	C 5 39	C 6 21	C 7 28	C 8 06	C 9 16	C 12 26	
		C 7 55	C 9 40	C 11 40	C 1 38	C 2 58	C 4 58	C 5 51	C 6 28	C 7 35	C 8 18	C 9 23	C 12 33	
		C 8 08	C 9 53	C 11 53	C 1 51	C 3 07	C 5 07	C 6 03	C 6 41	C 7 48	C 8 30	C 9 36	C 12 51	AM

Effective April 7, 2024

Substitute buses in place of trains for highlighted stops



DERBY

LEFT: The engineer of Metro-North train 1973 looks back as passengers board his train to Bridgeport at Derby Station, July 27, 2022. Metro-North BL20GH 115 has the honors this day. It is relatively rare to find a south-facing locomotive on the Waterbury Branch. *Michael Burke*

BELOW LEFT: Metro-North train 1916 arrives in Derby after a January snowstorm blanketed the area. Leading the train from Bridgeport to Waterbury is BL20GH 128 in the New Haven Railroad-inspired McGinnis scheme. All of the ConnDOT Brookville locomotives have now been rebuilt and repainted into the CTrail "Coke Zero" livery. This winter view was captured January 30, 2015. *Michael Burke*

BOTTOM: A southbound RDC makes the station stop at Derby-Shelton, May 29, 1980. For years, the Waterbury Branch was served by Budd-built RDC, and later, and SPV cars, and conventional trains led by an FL9. *R L Eastwood, Andrew Grahl Collection*



bound platform stop in the same place as the Grand Central-bound electric trains. The shuttles then relay west of Bridgeport station, change ends, then cross over and stop at the eastbound platform to pick up passengers from a GCT electric train.

Bridgeport is the most populous city in Connecticut, and transfers are available here to a large city bus network operated by the Greater Bridgeport Transit Authority, and to the ferry across Long Island Sound to Port Jefferson, New York. Morning photos can be taken at Bridgeport. Evening photos are good as well, but you have to watch the shadows from Interstate 95 above.

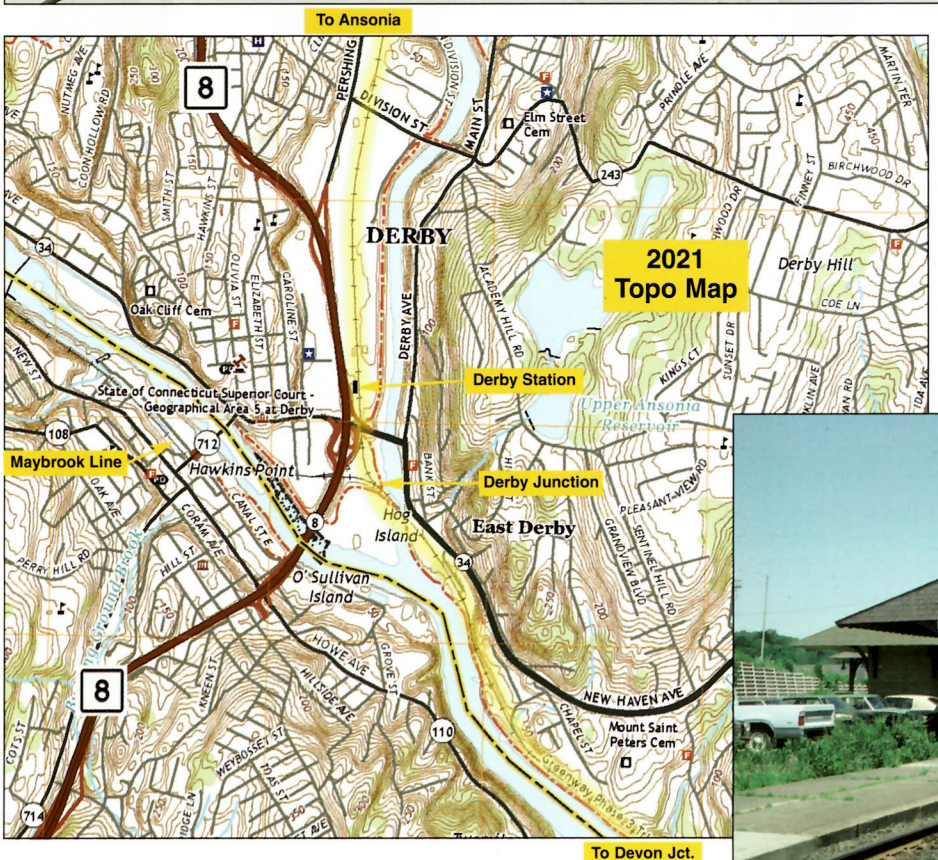
The current station was constructed in 1975 by Penn Central and ConnDOT. It replaced a 1905 structure just to the east, adjacent to the Pequonnock River. The old station, seen on page 25, burned in 1979. The station was moved in advance of the new electric Budd-built M2 cars, which required high-level platforms away from curves.

Continuing east of Bridgeport station, good pictures can be taken from Crescent Avenue as the Northeast Corridor is slightly elevated on a stone viaduct. A sizeable yard for Metro-North electric multiple-unit cars is located just west of Bishop Avenue in Bridgeport at Mile 57.0.

Heading east, some Waterbury trains make the station stop at Stratford, mile 59.0. The National Helicopter Museum, which is temporarily closed, is located in the eastbound station house.

Continuing east, after crossing the Housatonic River, which the Branch will parallel until Derby, the Waterbury Branch diverges from the New Haven Line/Northeast Corridor at Devon Junction, CP 261, Mile 60.7, in the town of Milford. A wye is located here. Good photos can be taken from an access road that crosses over the Waterbury Branch, off Naugatuck Avenue.

Heading north on the Waterbury Branch from Devon, a siding exists between CP 501 and an



RIGHT: A "Mini-Bomb" train led by New Haven-liveried BL20GH 128 rolls through Ansonia in summer evening sun with train 1948 to Waterbury on June 8, 2016. This view from the Bridge Street overpass is one of the signature shots on the Branch.

Michael Burke

access road off Naugatuck Avenue and CP 502 at Bic Drive. Zoom shots can be taken here. Further north, O&G Industries is periodically served by Providence & Worcester's CT-2 freight at night.

Wedgy views with minimal background can be taken at Oronoque Road in Milford. Coming into Derby, early morning photos can be taken along Burtville Avenue. In Derby, the Housatonic River diverges west and follows the former Maybrook Line, while the Naugatuck River follows the Waterbury Branch north. The Waterbury Branch crosses the Naugatuck River here. Photos are challenging on the south side, but the north side of the bridge and the split from the Maybrook Line, today's Housatonic Railroad, can be easily obtained with a drone, as seen on page 27. A wye exists here at Mile 8.7. The Derby-Shelton Station, built by the Naugatuck Railroad in 1849, is at Mile 8.9. Nice sunny evening photos can be taken here incorporating the engine, almost always on the north side of the train, with the station building.

Leaving Derby, the Branch parallels Route 8, which is good for relocating quickly between stations. There is a siding between CP 509 and CP 510, just south of Division Street in Derby. Zoom shots of trains passing in the siding can be taken at



Division Street. Continuing north, photos can be taken from the Riverwalk Train overpass entering Ansonia, especially of the south end of the train. Bridge Street in Ansonia provides the famous view of trains crossing the Naugatuck River Bridge looking south, and a zoom shot with the town looking north. For the view looking south, the view from the bridge is open. For the view looking north, you have to find a few holes in a chain-link fence or use your telephoto to photograph in between. This is the cover photo view for this article. Park on West Main Street and walk onto the bridge for photos.

The station in Ansonia is surrounded by the town and concrete flood walls to keep the Naugatuck River from flooding again. Nice angles

can be taken here at the station platform at Mile 10.5. Leaving the station, there are nice views from the Maple Street bridge, and passing the former Farrel Foundry & Machine Company site just north of the station.

The balance of this article, covering territory north of Ansonia to Waterbury, will appear in a Railpace edition this year.

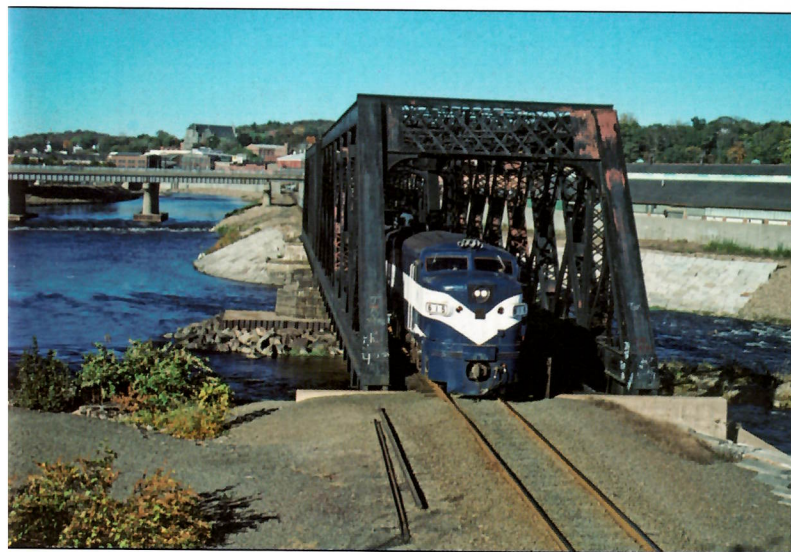
Information

Visitors to the area should take time to visit and ride Railroad Museum of New England excursions, operating from Thomaston, just north of Waterbury.

If you are photographing the Branch, much of your driving will be along Route 8. The road is a divided highway with two lanes in each direction.



ANSONIA



ABOVE LEFT: Long Island Rail Road FA-2 Power Car 615 leads the Long Island Sunrise Trail NRHS Connecticut Cannonball south from Waterbury, photographed from the Riverwalk Trail in Ansonia, Connecticut, October 27, 1990. This was the first time a complete LIRR passenger trainset operated on foreign rails.

Scott A. Hartley, Andrew Grahl Collection

ABOVE RIGHT: As the sun sets in Ansonia, a "Maxi-Bomb" train, led by one of four P32AC-DMs wearing New Haven McGinnis colors, crosses the double-span Warren truss bridge over the Naugatuck River, December 1, 2020. To access this view, park on West Main Street and walk up Bridge Street to this vantage point.

Michael Burke

RIGHT: Northbound ConnDOT FL9 2002 leads a Waterbury Branch train across the Naugatuck River into Ansonia, Connecticut. The view is from Bridge Street in Ansonia, August 8, 1998. This exact view can't be replicated today due to vegetation growth, however, you can move closer on the bridge and get a similar angle above the tracks.

Andrew Grahl





ANSONIA

It is possible to chase a train and get it twice, but it is not advisable, as traffic in the towns will slow you down.

The authors recommend the following local dining establishments: In Derby, Bad Sons (Pizza and Beer), Roseland Apizza, Dew Drop Inn (famous for wings); in Ansonia, Roma Pizzeria, Zuppardi's Pizza, Copper City Bar; and in Seymour, Zois Pizza Palace (right next to the tracks). Chain fast-food can be found in the region as well, especially along Pershing Drive in Derby, with Panera, McDonalds, Wayback, Jersey Mike's and more.

Monitor the action at **160.335 MHz** and by using the MTA **Train Time** app. All Metro-North revenue trains and their consists will be visible.



TOP LEFT: "Mini-Bomb" trains on Metro-North's Waterbury Branch are normally led with the locomotive on the north end, but occasionally they can be found leading south, opening up more photographic locations. On the afternoon of October 19, 2015, train 1971 arrives in Ansonia with Brookville BL20GH 126 leading south toward Bridgeport. *Michael Burke*

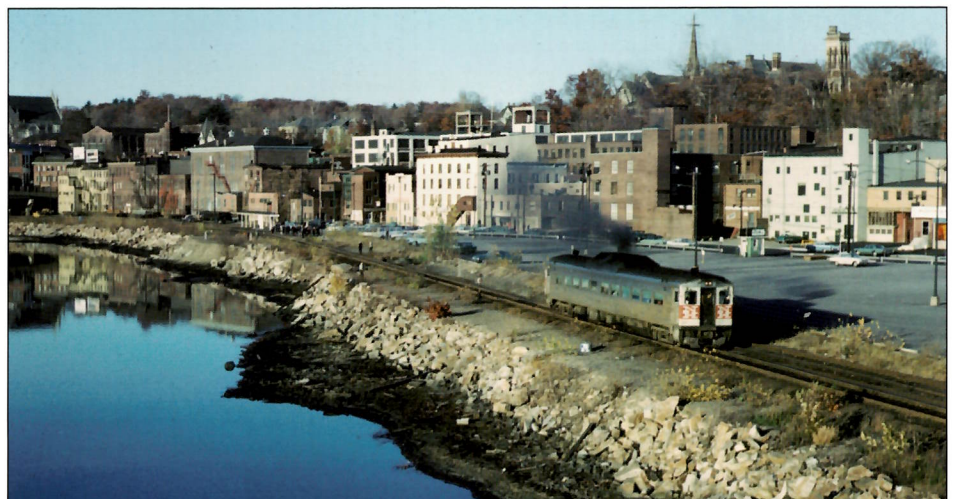
ABOVE LEFT: Train 3904 from Bridgeport to Waterbury arrives in Ansonia after a winter storm brought a foot of snow to many towns in the Naugatuck Valley on Thursday, December 17, 2020. The small wooden canopy replaced the original station after the devastating flood of 1955. Sixty-five years later, it still serves its purpose for daily commuters on the Waterbury Branch. *Michael Burke*

ABOVE RIGHT: A Metro-North PTC (Positive Train Control) test train heads south through Ansonia, testing the PTC system on the 27-mile long Waterbury Branch between Devon and Waterbury, September 24, 2021. The test train consisted of GP35R 103, CDOT cab car *Charter Oak* 6209, CDOT P32AC-DM 230 in the inspired New Haven Railroad McGinnis livery, and GP35R 102. *Michael Burke*



ABOVE: Metro-North's Penn Central heritage-wrapped P32 is seen passing through the former American Brass factory complex in Ansonia in this aerial view on the afternoon of April 16, 2024. This complex, along with the adjacent Farrel Corporation buildings, were once bustling manufacturing centers which employed thousands and generated steady freight traffic for the New Haven Railroad. Like many other industries in the Naugatuck Valley, manufacturing fell into decline in the latter part of the 20th century and most trackside industries are completely abandoned. *Brendan Richardson*

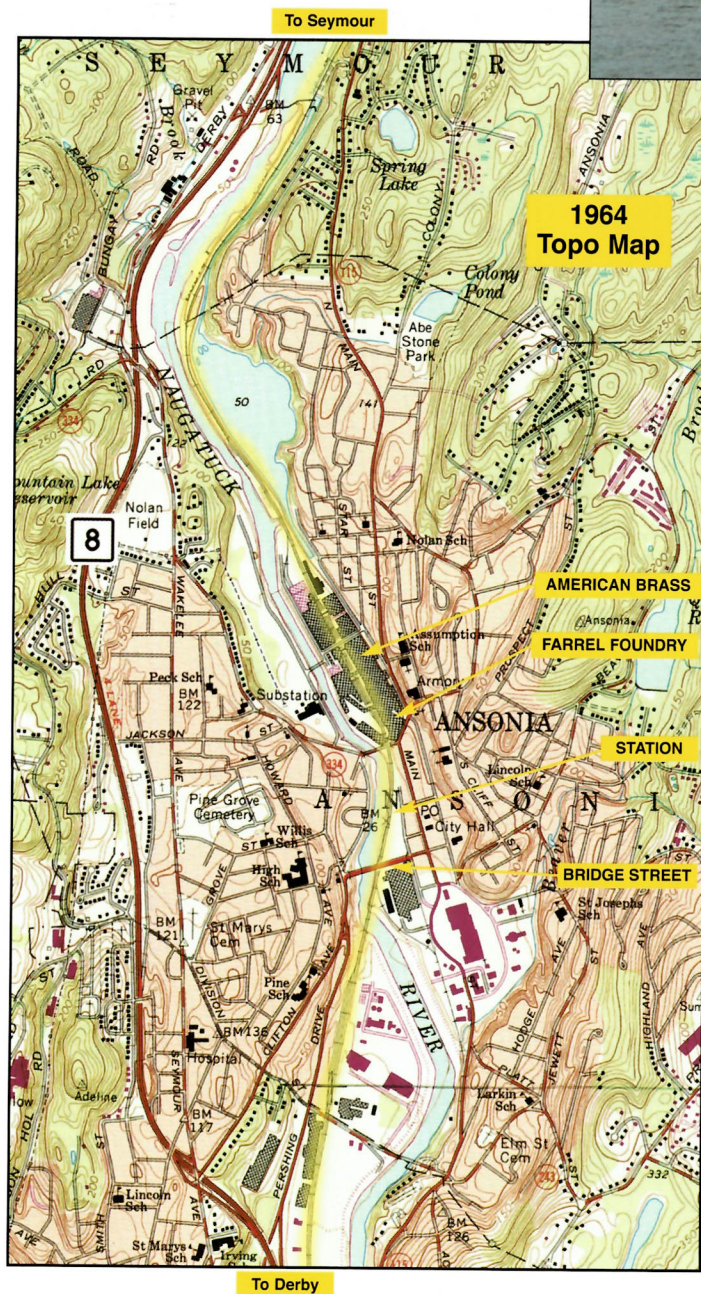
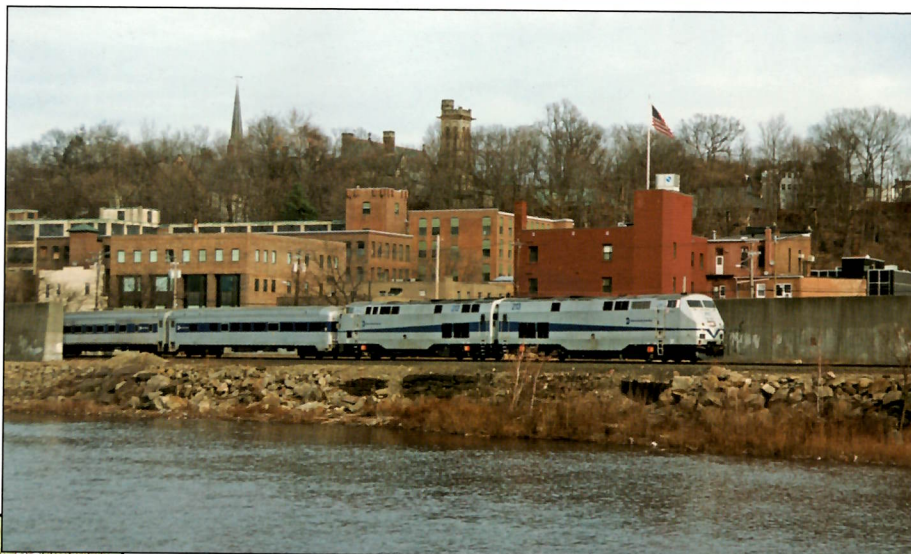
RIGHT: A southbound Waterbury Branch train, led by New Haven RDC 39, has just departed the Ansonia station on November 19, 1966. This view has changed dramatically with the addition of concrete flood walls and vegetation growth. *Gary Grahl*



RIGHT: A southbound Metro-North Office Car Special, led by P32AC-DM 213, departs the Ansonia station on January 10, 2008. This inspection train is shown with the Naugatuck River and, on the far left, the concrete flood walls that help keep the town dry. Today this view is hampered with dense vegetation overgrowth.
Tom Mik, Andrew Grahl Collection

BELOW RIGHT: Metro-North train 3918 to Waterbury passes over Farrels Road in Ansonia during a winter storm. Notice the new crossing signals which have been installed, but covered with bags, as they were not yet in service on February 18, 2021.
Michael Burke

Special thanks to Steve Carlson, Scott A. Hartley, John Krattinger, Dan McCarthy, Ray Mercado, Tom Mik and Glenn Rowe.



ABOVE RIGHT: Metro-North GP35R 107, running long hood forward, brings a work extra south passing the former Farrel foundry in Ansonia, May 5, 2018. This view is from just north of the Ansonia station.
Michael Burke

RIGHT: At the abandoned Farrel Corporation foundry in Ansonia, northbound "Mini-Bomb" train 6906 blasts through a snow mound as it heads north for Waterbury on December 17, 2016. While the Waterbury Branch follows the scenic Housatonic River on its south end, and the Naugatuck River on the north end, there are still gritty industrial views to be found along the line.
Michael Burke