



## FOR IMMEDIATE RELEASE

Contact:  
Dana Goldstein, Senior Director of Marketing  
B&O Railroad Museum  
901 W. Pratt Street  
Baltimore, MD 21223  
dgoldstein@borail.org  
410-627-2388 / 443-421-9038



### ***B&O Railroad Museum Unveils the Central New Jersey No. 1000: The First Commercial Diesel-Electric Locomotive in the World***

Baltimore, MD – On August 12, 2021, the B&O Railroad Museum unveils the complete cosmetic restoration of the Central New Jersey (CNJ) No. 1000: the first commercial diesel-electric locomotive in the world. The existing paint scheme from the 1950s was maintained, which was an olive green and the iconic Statue of Liberty emblem in gold.

This restoration was completed in memory of Robert D. Timpany, Trustee of the Central Railroad of New Jersey, and made possible with the generous support of individual donors and the Baltimore National Heritage Area.

#### **Turntable Demo Event & Display**

On Thursday, August 12 at 12 noon, the B&O Railroad Museum is offering a special preview of the CNJ No. 1000 with a turntable demonstration. Event is subject to change should weather prevent moving the locomotive. The locomotive debuts officially for Diesel Days, which showcases iconic diesel locomotives from the Museum's fleet, on August 14-15, and remains on display in the Museum's Roundhouse through August 31, 2021.

Please be advised face masks are required for all visitors, staff, and volunteers. The Museum's full safety measures can be found at [www.BORail.events/Visit](http://www.BORail.events/Visit).

### **Success of Diesel-Electric Locomotives**

In 1925, General Electric, in partnership with Ingersoll-Rand and the American Locomotive Company (ALCO), created the first commercially successful diesel-electric locomotive. Identified as the No. 1000, this diesel-electric was purchased by the Central Railroad of New Jersey. The No.1000's boxy body, traction motors, and trucks fell in line with the light electric locomotives of the time and was an instant success. Almost immediately, other railroads followed suit as managers realized that diesel-electrics were more efficient yard switchers because of their maneuverability and cost-effective operation. On June 13, 1957, the CNJ No. 1000 retired from service and was donated to the B&O Railroad Museum.

### **The CNJ History and its Connection to B&O**

The B&O owned and operated a few miles of New Jersey track. Built in the late 1880's, this line ran from Cranford Junction and the CNJ to the Arthur Kill Bridge that connected it to the Staten Island Rapid Transit, controlled by the B&O. The railroad also had some track on Manhattan Island, at its West 26<sup>th</sup> Street Yard and car float dock. This locomotive was used as a switcher in New York. B&O freight would have been loaded and unloaded at the Central New Jersey yard using this piece.

The CNJ No. 1000 restoration is part of a plan to prepare for the 200th anniversary of American railroading in 2027.

### **About the B&O Railroad Museum**

The B&O Railroad Museum, a full affiliate of the Smithsonian Institution, is dedicated to the preservation and interpretation of American railroading and its impact on American society, culture and economy. The Museum is home to the oldest, most comprehensive collection of railroad artifacts in the Western Hemisphere including an unparalleled roster of 19th and 20th century railroad equipment. The 40-acre historic site is regarded as the birthplace of American Railroading and includes the 1851 Mt. Clare Station, the 1884 Baldwin Roundhouse and first mile of commercial railroad track in America. In 2019, the Museum welcomed guests from all 50 states and 40 countries. For further information on the B&O Railroad Museum, please call 410-752-2490 or visit [www.BORail.org](http://www.BORail.org).

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