



THE POWER TO MOVE YOU

JOIN US

AS

**THE NATIONAL MUSEUM OF TRANSPORTATION
EMBARKS ON A CAPITAL CAMPAIGN ENSURING A BRIGHT
FUTURE FOR OUR HISTORIC PAST**

Progress. It's what defines our country. Ever moving forward, always innovating. Our ability to move from one place to another closes geographic gaps, unites cultures, brings us closer to the ones we love, and expands our horizons.

As Americans, our history is tied with progress and movement—we discovered and developed a new frontier, and traveled across plains of gold and mountain majesty to unite the continent as one country.

Touching progress is what the National Museum of Transportation is about. We make this heritage available to school children, modern-day travelers, and nearly 200,000 visitors annually.

With more than 70 locomotives, The National Museum of Transportation hosts the most complete collection of American rail power in the world. Our automobile collection boasts rarities that celebrities and car enthusiasts travel hundreds of miles to see. The West Barretts Tunnel, a historic railroad portal built in 1853 and a Federal Landmark, is on our grounds.

But these and other treasures are in need of better shelter and repair, to protect them from rust and ensure visitors can access them. We want to build upon what the Smithsonian Institute has called "one of the largest and best collections of transportation vehicles in the world."



Through this campaign, we will revamp our entire campus, starting with new displays for our unrivaled artifacts and archive collection. Our 42-acre grounds will include an event lawn, a tethered balloon ride, and an expanded historical trolley track experience. Our teacher-led S.T.E.A.M. programs will provide children the opportunity to learn about the science of motion.

Eras have been defined by transportation in our country: from the Wild West and Pony Express, to the glory days of train travel, the trolleys and trams transporting citizens to work, the introduction of flight, and the explosion of style and individualism with the mass production of the automobile. These are the images of our young nation, and it's what we strive to protect and preserve at The National Museum of Transportation.



We invite you to join us as we enter a phase of development that will be treasured by generations of St. Louisans and visitors from across the globe.



WHY ST. LOUIS?

St. Louis has been a center for trade and commerce since the mid-1700s. The city's central location and abundant water access made it a natural hub of transportation. This rich local history, and its relevance to our nation, is celebrated at The National Museum of Transportation.

Lewis and Clark began their westward journey in St. Louis in 1804. Steamboats, horses, and mules followed. After the Civil War, St. Louis was the fourth-largest city in the nation and the center for travelers crossing the country. The World's Fair of 1904 and the Olympics of the same year saw thousands of visitors riding on local trolleys and trams. St. Louis was also a beacon of rail travel. Restored trams and breathtaking examples of locomotives can be found at the Museum, and a train line still runs next to the Museum.

By the early and mid-twentieth century, St. Louis had forty companies building automobiles, and the Museum holds several artifacts from this era. This includes the legendary 1931 Adolphus Bus, used by Gussie Busch to keep his famous brew cold as it was dispersed through St. Louis and beyond.

Air travel has deep roots in St. Louis as well, beginning with Albert Bond Lambert, a St. Louis native who learned to fly with the Wright Brothers, to the establishment and growth of local aircraft and defense contractor, McDonnell Douglas— now Boeing. The future of aeronautics was envisioned in St. Louis.

St. Louis remains the shining gateway to the West: the home of innovation and progress. The National Transportation Museum's commitment to preserving local and national transportation history is part of this continuing legacy.

THE GENESIS OF THE NATIONAL TRANSPORTATION MUSEUM

In 1944, Dr. John Payne Roberts heard news that a local transit company was planning to send a mule-drawn streetcar to a war-effort scrap drive, and immediately feared a piece of history was about to be lost. With the help of his mentor, Dr. John R. Smith, the two physicians rescued the Bellefontaine #33 which had traveled from downtown St. Louis to north county St. Louis from about 1870 to 1895.

Seeing steam engines and trolley cars being rapidly replaced by automobiles and airplanes, these two men realized that these important and historic transportation vehicles would need a space to be preserved and displayed. Thus, they came together with three other St. Louisans to found a not-for-profit: "The St. Louis Railway Historical Society."

THE NATIONAL TRANSPORTATION MUSEUM TODAY

Located on more than 42 acres of rolling landscape, the National Museum of Transportation is 16 miles southwest of downtown St. Louis. St. Louis County operated the Museum from 1979-2017. And though the County keeps 102 acres of the grounds as undeveloped land, the Museum controls and owns 44 desirable acres.

THE COLLECTIONS

The Museum houses more than 70 locomotives, many of which are the only of their kind in existence. Some of the unique trains in our collection are:

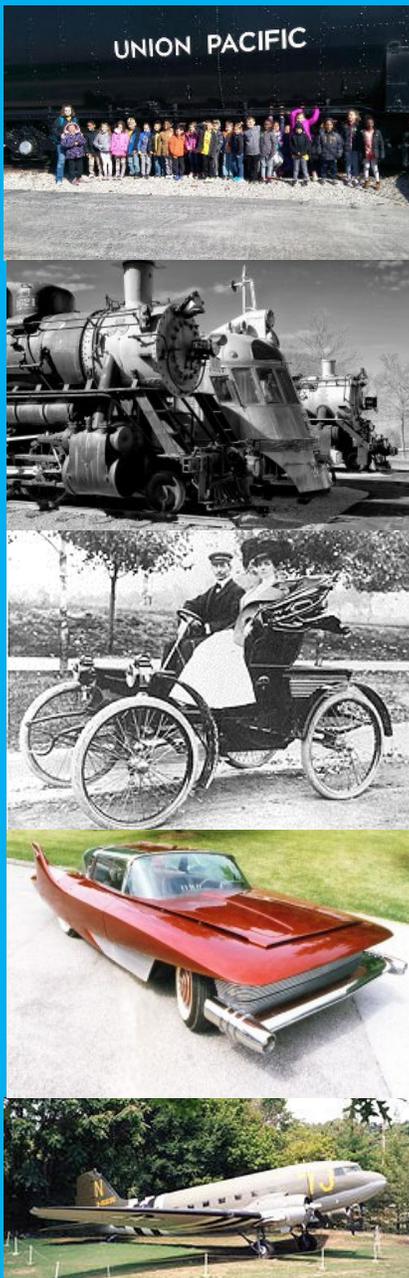
- The Union Pacific 4006 "Big Boy," the largest steam engine ever built
- The Whale Belly Tanker, the largest tank car in the world at 96 feet
- The MP Eagle Observation Car, President Harry S. Truman's personal car
- The only Reading Railroad Black Diamond car in existence
- The "Daniel Nason," the oldest locomotive in the collection restored to its mid-1800's glory

The Earl C. Lindburg Automobile Center is full of rare gems as well, including:

- The oldest automobile of its type in existence, manufactured by the St. Louis Carriage Car in 1901, possessing the first float carburetor and a tilt steering wheel
- A Chrysler Turbine Car, autographed by Jay Leno, boasts an engine that can run on corn oil, whiskey or paint thinner
- Bobby Darin's one-of-a-kind Dream Car with headlights that sink down from a hidden compartment and 30 coats of translucent pearl paint bedazzled with diamond dust

And other museum favorites include:

- A 1943 Douglas C47-A transport plane, thought to have been used in WWII invasion of Normandy
- The first Missouri River Towboat with a steel, rather than a riveted, hull
- A Panama Canal Mule locomotive that was used to tow ships from 1941 until 1964



But not all of our collections are stationary. The Museum boasts restored trolleys and trams that run on a closed track, and a working miniature replica of the 1863 Huntington steam locomotive.

THE ARCHIVES

Like the Museum's collection, its Archival materials are unrivaled anywhere in the United States. Civil War historians come to The National Museum of Transportation to seek out treasures like the Plat Atlas, land patents from the Central Pacific Railroad of Kansas, and Pacific Railroad of Missouri maps, which outline historic landmarks and properties. Few people know that railroads had interests in political outcomes—in fact, the Pacific Railroad had its own regiment of soldiers during the Civil War. A muster roll of that unit is documented at The Museum.

Also unique to the archives are 300,000 drawings from The American Car and Foundry, a company which built rail cars for every railroad--nationally and internationally. These drawings and related administrative files are of interest to hobby railroad enthusiasts and those overseeing rail car reconstruction. The library supports itself by selling copies of these drawings.

The National Museum of Transportation possesses an extensive number of archival documents from the St. Louis Car Company, General Steel, and other major railroad, trolley car and street car manufacturers. The Museum has one of the largest collections of engineering drawings anywhere as well as an enormous collection of streetcar lanterns, uniforms, china from dining cars, speedometers, artwork, film, advertisements, and travel posters. These are currently stored in the Library, and are not on permanent display.

THE WILLIAM R. AND LAURA RAND ORTHWEIN EDUCATION & VISITOR CENTER

Transportation fans are able to explore this 14,000 square-foot building and enjoy the Barrett's Landing Café and the Boxcar Boutique Gift Shop. An open area for rotating displays of transportation treasures is popular with visitors. At holiday time, an unparalleled indoor hobby train collection delights people of all ages.



THE GARDENS

Enticing to visitors of many species are the unique gardens on the grounds: A Pollinator Garden, the only one of its kind in St. Louis, known as "Pollinator Junction," attracts butterflies, bees and other pollinating insects, and a Missouri Native garden, which boasts native plants and trees. Curriculum for the "Living Transport Exhibit" is available to enhance school-aged tours. Transport isn't unique to humankind, after all.

PROGRAMS

The National Museum of Transportation education programs enrich the lives of 40,000 children annually. The Creation Station is available for children five-and-under and facilitated field trips are provided for students in Pre-Kindergarten through Sixth Grade. Children from school districts in Missouri, Illinois, and Indiana have participated in facilitated field trips and S.T.E.A.M. based learning at the Museum.

Specifically, the Museum's education department strives to:

Provide enjoyable and content-rich educational experiences for preschool, elementary and middle school students

Extend the Museum's outreach into area schools

Provide special events geared toward families, home-schooled children, preschoolers, scouts and adults

Develop the Museum's appeal as a venue for a variety of community activities

Generate funding through outreach and increased community attendance

THE CREATION STATION

The Creation Station, taking up 2,400 square-feet of airy space in the Orthwein Center, is a hands-on learning environment that introduces young children to all modes of transportation. This Station also develops and enriches primary early learning skills.

Children and their caregivers are welcome to play, explore and learn in a self-directed environment. The Creation Station has proven to be a very popular attraction at the Museum, prompting Museum staff to encourage visitors to "come early," as the space fills with children and their caregivers daily.



S.T.E.A.M. LEARNING

As an ideal environment for hands-on learning, the Museum hosts approximately 40,000 children from school groups annually. Students can explore historically significant artifacts and learn about their mechanics, purposes, and historical backgrounds, while being immersed in a moment in time.

A train car, nicknamed **The Train of Thought**, has been converted into a classroom for school-aged classes to immerse themselves in. Classes are encouraged to explore the Museum's campus and engage in age-appropriate scavenger hunts.

THE POWER TO MOVE YOU

A CAPITAL CAMPAIGN

The National Museum of Transportation has been a favorite destination not only for generations of St. Louisans, but visitors from all over the world. Approximately 16% of guests reported coming from another country to view the collection at the Museum in 2017. **This world-class collection deserves a world-class campus.**

Building upon our principles of education, preservation, restoration and exhibition, the Museum's capital improvement projects will ensure a bright future for our historic past by bringing the Museum into a new era.

THE WILLIAM R. AND LAURA RAND ORTHWEIN EDUCATION & VISITOR CENTER

Completing the Education and Visitor Center will allow visitors to be surrounded by breathtaking exhibits of all modes of transport from the moment they set foot in the Museum's doors. **Planned enhancements, including the proposed Orthwein Lake, new exhibit signage, watch platforms, and a tethered balloon ride,** will create a memorable visitor's experience.



PRESERVATION FACILITY

The sheer workmanship, the ingenious designs, the passion with which plans were conceived and carried out – it's all here for the visitor to experience. But there is a need - true stewardship to properly care for and display these antique machines—and soon.

Precious transportation artifacts belonging to the Museum are being stored at

Washington University (Tyson). This lease will end in 2020, and permanent home for these artifacts is needed. **A new facility will house road vehicles, watercraft, and aircraft so future generations can be inspired by their craftsmanship and their role in our nation's history.**



TRAIN AND ARTIFACT PAVILIONS

Building a Train Pavilion is also imperative to the preservation of our unique railroad trains collection. Currently, the trains are exposed to the weather and simply wear away what the Museum has invested so many hours and funds in restoring. **An airy pavilion will protect the collection while allowing guests to see the restored interiors and exteriors of locomotives firsthand.**

Building an enhanced Artifact Pavilion will allow the Museum to exhibit its extensive rare and one-of-a-kind collections of transportation artifacts, from lanterns and headlights to dashboards.



TROLLEY PLATFORM

The Trolley Platform is nearing completion, but **pole and wire installations are required for it to run as intended.** Volunteers have laid track and lovingly restored regional trolleys. Trolley rides are a visitor favorite and improving the Trolley Platform will raise this area of the campus to the distinction it deserves.

WEST BARRETT'S TUNNEL

The on-site Federal Landmark, the West Barretts Tunnel, **will receive much-needed repairs so visitors can actually walk through one of the first man-made tunnels** west of the Mississippi. This historical site is currently unavailable for visitors to access.



PROJECT BUDGET

Between 2003 and 2005, The National Museum of Transportation raised nearly \$8,000,000 in public and private funds. But we cannot stop there. We need additional funding to help the Museum reach its full potential.

The **\$20,000,000** in **capital and operational improvements** funded by the **Power to Move You Campaign** will enable the Museum to **host more annual visitors, serve more school children, reduce maintenance costs, protect and preserve rare historical treasures, increase accessibility for all visitors and improve the quality and breadth of its educational programming** – all enfolded into a **visitor's experience unlike any other** in the United States.

Artifact Storage Facility (including moving artifacts from Tyson)	\$2,475,000
Artifact Pavilion	\$1,900,000
Artifact Restoration - Cosmetic (175 rail/road artifacts @ \$6,000)	\$1,050,000
Artifact Restoration - Interior (48 @ \$22,800 (average restoration))	\$1,094,440
Orthwein Completion (including exhibit design and lake water element)	\$3,070,000
Trolley Platform Completion	\$230,000
Interactive Exhibits - S.T.E.A.M. Learning	\$1,080,000
Interpretive Exhibits (18 @ \$75,000)	\$1,350,000
Library & Archives (archival materials, shelving, computers, scanners)	\$625,000
Site Improvements (landscaping, shade kiosks, furnishings, wayfinding, signage, hillside enhancement)	\$1,465,000
Facility Upgrades (security, fencing, electrical, crossing gates)	\$1,025,000
Systems Upgrade (phones, computers, HVAC, public address)	\$640,000
Restoration Shop & Woodworking Shop Upgrades	\$975,000
Handcar Village	\$45,000
Model Train Interactive Exhibits	\$325,000
Mainline Watch Platform	\$225,000
People Mover/Miniature Train Engine	\$375,000
Bucket Truck/Pole Truck/Fleet Trucks	\$275,000
Barretts Tunnel Entrance Enhancement	\$375,000
Abbott Pavilion Repairs	\$475,000
Professional Services (engineering, architecture, fundraising)	\$925,000
TOTAL	\$19,999,440

BOARD OF DIRECTORS

Commitment comes from within. Along with the 140 passionate volunteers, who commit more than 30,000 hours annually, The Board of Directors is also exceptionally committed to the advancement and well-being of the Museum. All of them have donated generously to the campaign.

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*Striving to be the leader in protecting and interpreting
North America's transportation heritage.*